

## “Captain Superintendents” and the “Ships they built”, and a “history of each vessel”.

Over years many “lists of ships constructed” within the area have been collated. The first were published in the local Newspapers. The first comprehensive list was published *9th May 1899 in the Western Mail, during the period of Capt. Superintendent Burges Watson*. This was republished in 1900, included with a book in 1904, 1908 and ever since reproduced in numerous other books. All of the errors of the earlier lists were reproduced, time and time again. The following is an attempt to correct these errors. Like the title above, it has been collated from the point of the Captain Superintendents of the Pembroke Royal Dockyard 1812-1926. It contains a brief (but detailed) the history of each vessel, where it is believed than many errors were made before. With frequent name-changes and name-modification, it should not be surprising that some have quoted a figure of over 300+ vessels were involved. The illustrations used should be considered as-typical, where illustration is not available the closest of the “class” have been employed. Sources for this have been many and varied. It is believed that all should be included. Please excuse any duplication or errors. **Please enjoy.** Very few memorials exist marking any of the following. Over the years these have been limited to the names of Public Hoses and street names, which local county council officials don’t even understand or have knowledge of their history, the parts they played in the history of the British Empire, but also the World. .... **“WE SHALL REMEMBER THEM” ....**

All numbered ships (Yard No.) were constructed and launched from the Pembroke Royal Dockyard. Other ships which are colour coded were either ordered or modified here. Please note the colour coding throughout, as the key below: -

Denotes Ordered/Cancelled.	Launched from the Pembroke Royal Dockyard.	Modified or Commissioned.	Constructed in Pennar, Pembroke, but not in Admiralty Dockyard.
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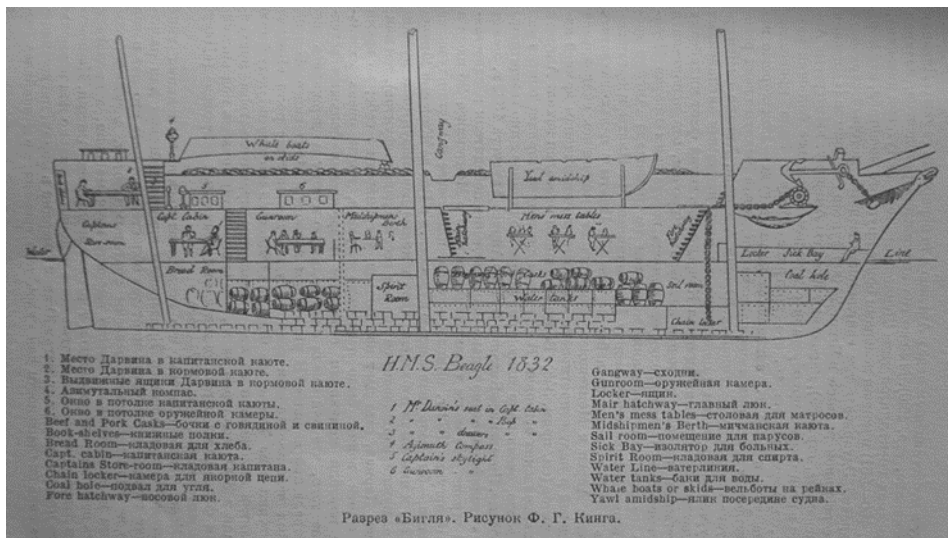
It is hoped that from this, readers will fully understand the amount of history has now been lost and attempts to reduce this further are even in hand today. The following tables are based upon launch or cancellation dates.

### Ships Built on the Haven at Milford Shipyards and H.M. Dockyard, Pembroke.

Yard No.	Name.	Type.	Guns.	Construction.	Laid Down.	Launched.	Remarks / Ordered / Completed / history / & final fate .
<b>Neyland Built:</b>							
	<i>Milford</i>	Frigate	28	Wood		1759	Sold 1785
	<i>Prince of Wales</i>	Battleship	74	Wood		1765	
<b>Milford Built;</b>							
	<i>Nautilus</i>	Sloop	18	Wood		1804	Wrecked. E. Med. 1807
	<i>Lavinia</i>	Frigate	38	Wood		1806	HS 1836. Laid up from 1814.
	<i>Milford</i>	Battleship	74	Wood		1809	HS 1825. Laid up from 1815
	<i>Portsmouth</i>	Transport		Wood		1811	Doubtful
	<i>Sandwich</i>	3 <sup>rd</sup> Rate.	740	Wood	Dec 1809	.	Ordered from the Milford Dockyard and laid down Dec 1809 - <b>CANCELLED</b> 23 Mar 1811.
	<i>Rochefort</i>	Battleship	80	Wood		1814	BU 1826. Barallier design
	<i>Surprise</i>	Frigate	38	Wood		1812	Hulk 1822

Pater Pembroke Built:							
001.	<b>Valorous.</b>	Frigate. <b>Hermes-class</b> post ship.	28, reduced to 20.	Wood	Mar 1815.	10 Feb 1816.	Ordered 28 Nov 1812. Sister ship to # 002. Served on Newfoundland and Caribbean Stations. Placed in reserve in 1826. Decommissioned end of May 1828. <b>BU 13 Aug 1829.</b>
002.	<b>Ariadne.</b>	Frigate. <b>Hermes-class</b> post ship.	28, reduced to 26.	Wood	Apr 1815.	10 Feb 1816.	Ordered 28 Nov 1812. Modified in the early 1820's. Served on the Cape of Good Hope and Mediterranean Sea. Stations. Decommissioned end of May 1828. Paid off 1834. Coal hulk in Alexandria, Egypt, when <b>sold for scrap, 12 Jul 1841.</b>
003.	<b>Thetis.</b>	Frigate. <b>Leda-class.</b>	46.	Wood	Dec 1814.	1 Feb 1817.	Ordered 18 Dec 1812. Served on the South America Station. <b>Wrecked 5 Dec 1830</b> off Cape Frio, Brazil, 22 souls lost when carrying much coin and bullion - much of which was salvaged.
004.	<b>Arethusa.</b>	Frigate. <b>Leda-class.</b>	46.	Wood	Feb 1815.	27 Jul 1817	Never fully commissioned. Paid off by 1836, converted into a lazarette as Quarantine hulk Liverpool. Renamed Bacchus 12 Mar 1844. In 1851 became a coal hulk. <b>Sold to Castle &amp; Sons for £1,450 for scrap and BU 14 Aug 1883.</b>
005.	<b>Racer.</b>	Cutter. <b>Nightingale-class.</b>	10. reduced to 6.	Wood	Aug 1817.	3 Jun 1818.	<b>Sold 1823. BU 1830.</b>
006.	<b>Sprightly.</b>	Cutter. <b>Nightingale-class.</b>	10 reduced to 6.	Wood	Oct 1817.	3 Jun 1818.	<b>Wrecked</b> off the Isle of Portland 8 Jan 1821.
007.	<b>Belleisle.</b>	Battleship. <b>Repulse class,</b> 3rd Rate ship of the line.	74 later reduced to 20.	Wood	Feb 1816.	26 Apr 1819.	Ordered 17 Nov 1812. Laid up when completed. Converted to Troopship 20 guns from 1841. From 1854 hospital ship. <b>BU 1872.</b>
008.	<b>Fisgard</b>	Frigate. <b>Leda-class.</b> 5 <sup>th</sup> Rate.  ..... She spent 60 years in service on a variety of duties. Paid off at Chatham Dockyard & <b>BU 8 Oct 1879.</b> Gave her name to engineers training school, shore establishment.	46	Wood	Feb 1817	8 Jul 1819	Ordered 24 Aug 1815. Served on the Pacific and Canadian Stations. Served in British waters, normally out of Woolwich as Flagship. ....
009.	<b>Sylvia.</b>	Cutter	10	Wood		1820.	A Sylvia cutter was tender at <i>Pembroke</i> 1834-42. Sold 1859.
010.	<b>Frolic.</b>	Brig. Sloop <b>Cherokee-class.</b> Sloop of war fitted as a packet.	10 reduced to 4.	Wood	Aug 1818	10 Jun 1820	Ordered 13 Jun 1817. 26 Dec 1823 departed for Canadian Station. In the packet-service, after lying 8 hrs aground on Sable-Island, got off safely into Halifax harbour. 18 Mar 1824 arrived Falmouth from Leeward Isles. 4 Apr 1824 departed Falmouth for New York with dispatches. ....


..... 26 Jun 1824 arrived Falmouth from New York (5 Jun). 16 Jul 1824 departed Falmouth for Jamaica. 27 Oct 1824 arrived Falmouth from Jamaica (16 Sep); Crooked Island (23rd). 8 Nov 1824 departed Falmouth for New York & Halifax. 7 Jan at New York when the Osborne departed for Halifax & Falmouth. 2 Mar 1825 arrived Falmouth from Halifax in 16 days. 2 Mar 1825 departed Falmouth for Plymouth. 20 Mar 1825




departed Falmouth for Buenos Ayres. 31 Aug 1825 arrived Falmouth from Buenos Ayres; 28 Sep 1825 departed Falmouth on a cruise. 25 Feb 1826 arrived Falmouth from Buenos Ayres (20 Dec) & Monte Video (27th). 14 Mar 1826 arrived Falmouth from Plymouth. 16 Mar 1826 arrived Plymouth from Falmouth. 2 Apr 1826 arrived Falmouth from Plymouth. 17 Apr 1826, departed Falmouth for America. 13 Aug 1826, arrived Falmouth, from New York & Halifax, 23 days from the latter, after being held up off Falmouth for 2 days. 25 Aug 1826, departed Falmouth for the Islands with mail & dispatches for Jamaica & Barbados. 11 Nov 1826, arrived Falmouth from St Thomas's (11 Oct). 12 Dec 1826 departed Falmouth. 16 Dec 1826 departed Falmouth for Halifax & Bermuda. For further movements of Falmouth Packets try page 3 of the Royal Cornwall Gazette. Dec 1827 packet based on the Falmouth station: 31 Jul 1829 refitting

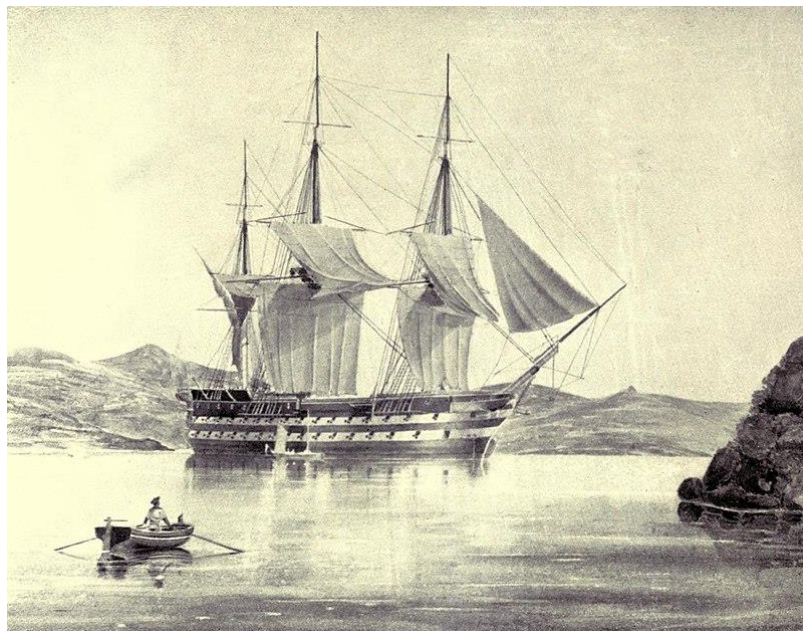
at Rio Janeiro. 21 Dec 1829 at Cartagena. 5 Jan 1830 at Port Royal. 14 Jan 1830 at Crooked Island. 9 Feb 1830 arrived Falmouth from Cartagena & Jamaica. 8 Mar 1830 departed Falmouth this morning, but has since put back, due to the weather. 21 Apr 1830 arrived Bermuda from Falmouth. 23 Apr 1830 departed Bermuda to England. 26 May 1830 arrived Falmouth from Bermuda (24 Apr) & Halifax (10 May). 4 Dec 1830, arrived Falmouth, from the Brazils, having departed Pernambuco, 8 Aug; Bahia, 4 Sep; & Rio. 18 Feb 1830 arrived at Rio Janeiro from Falmouth. 10 Mar 1831 arrived at Monte-video from Falmouth & Rio. 24 Jul 1831 arrived Portsmouth from Rio Janeiro. 14 Sep 1831 departed Rio de Janeiro for Buenos Ayres. 22 Sep 1831 arrived at Buenos Ayres from Falmouth. 1 Apr 1832 departed Bermuda for Halifax (24th). 13 May 1832 arrived Falmouth from Bermuda. 31 Jul 1832 departed Port Royal, Jamaica, for Cartagena. 9 Oct 1832 arrived Falmouth from Cartagena (15 Aug), & Jamaica (31), where she was detained 4 days making good hurricane damage, & she reports the damage caused to shipping in the region. 2 Nov 1832 was paid off into Ordinary at Plymouth. **Sold 16 Aug 1838.**

011.	<b>Falcon.</b>	Brig. Sloop <b>Cherokee-class.</b> Sloop of war fitted as a packet.	10.	Wood.	May 1818.	10 Jun 1820.	Ordered: 13 Jun 1817. 12 Oct 1825 arrived Falmouth from cruise. 13 Oct 1825 departed Falmouth on cruise. 2 Aug 1826 departed Lisbon in search of a water-logged timber-laden ship sighted off the Western Isles. 4 Jan 1828 arrived Falmouth from Lisbon with the mail. .... ..... 5 Apr 1828 remains at Lisbon to look after British interests. 6 Sep 1828 At Spithead. 5 Sep 1828 went out to Spithead, and is expected to sail for the Cape of Good Hope in a few days. 26 May 1829 at Simon's Bay preparing to depart for St. Helena. 25 Oct 1829 reported to be at Mauritius. 1830 Cape of Good Hope Station. 6 Apr 1831 departed from Jamaica for St. Jago de Cuba. 19 Apr 1831 arrived at Jamaica from St. Jago de Cuba. 18 May 1831 departed from Halifax to convey money to Bermuda, Commander Currie, in command. 5 Jun 1831 departed Bermuda from Halifax on cruise. 5 Jul 1831 arrived Jamaica from Bermuda. Falcon, 20 Jul 1831 departed St. Jago de Cuba. 20 Jul 1831 departed
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		for St. Jago de Cuba. Falcon 22 Oct 1831 arrived Portsmouth from Jamaica & Bermuda. Engine fitted. 1833-4. In 1833 a steam engine, designed by Mr George Mills, was fitted for trials, 1833 Converted to Paddle. She was taken out of service 1834. It would appear the trials were unsatisfactory as she reverted to sail a year later. 1834 Reverted to sail. <b>Sold 16 Aug 1838 and renamed <i>Waterwitch</i>.</b>					
012.	<b><i>Melampus.</i></b>	Frigate. <b><i>Leda-class</i></b> 5 <sup>th</sup> rate.	46.	Wood	Aug 1817.	18 Aug 1820.	Ordered 1 May 1815. 1 Jan 1820, during building ordered to be built, with a circular stern. Completed for ordinary at Plymouth Dockyard 2–23 Sep 1829 and was roofed over .....
				<p>..... from the mainmast forward. Jul 1830 Plymouth. 2 Jan 1836 it is rumoured that she is to be prepared for sea service. Not fully commissioned at Plymouth until 1845 for the South America Station. Early 1846: operating in the South America and River Plate. 5 Dec 1846 H.M.S. <i>Castor</i>, Captain Graham, now at New Zealand, has been ordered home: she will be relieved by the <i>Melampus</i>, 42, Captain Fitzgerald, from the Brazil station. 7 Aug 1847 As soon as the <i>Melampus</i> arrives the <i>Castor</i> will proceed to England, having been commissioned her full time. Whereas the <i>Castor</i> commenced her passage home in July, on the arrival of the <i>Dido</i>. 7 Aug 1847 H.M. Navy: - The following is a list of the officers of H.M.S. <i>Melampus</i> and <i>Dido</i>, daily expected on this station. 20 Dec 1848 East Indies. 30 Aug 1851 East Indies. 1854 Harbour Service. 1860 Portsmouth, re-rated as a 42. 1870 Roman Catholic Chapel, Portsmouth. 1879 Roman Catholic Chapel, Portsmouth 1886-1891 lent War Dept. 7 Aug 1847 <i>Melampus</i>, 42, Captain J. N. Campbell; Lieutenants- R. B. Miller, Henry Phelps, T. Gresham. B. S. Pickard, and E. H. Blake; Marine Officers 1st Lieutenant, J. W. Winne; 2nd Lieutenant, E. C. Domville, Master, E. F. Cavell; Chaplain; Surgeon, Frederick Crellin; Paymaster and Purser, Charles Walker (act.); Naval Instructor, Samuel Blackburn; Assistant Surgeon, J. A. R. Harvey. <b>Sold for scrap, 3 Apr 1906.</b></p>			
013.	<b><i>Skylark.</i></b>			Brig	10	Wood	
014	<b><i>Swift.</i></b>	Cutter(?)	10	Wood		1820.	??? Prob. Brig
015	<b><i>Nereus.</i></b>	Frigate. <b><i>Modified Leda-class</i></b> frigate	46	Wood	Jan 1819.	30 Jul 1821.	Ordered 25 Apr 1817. She was completed for ordinary at Plymouth Dockyard 22 Aug–12 Sep 1821 & the ship was roofed over from the mainmast forward. ....
		<p>..... Never fully commissioned and was converted in 1842-1843 &amp; became stores depot for service in South America, at Valparaiso, Chile. Utilised as store ship and coal hulk, Dec 1843. Dec 1856, the ship was stationed in Callao, Peru, but had returned to Valparaíso by 1 Aug 1863. The following decade saw her at Coquimbo, Peru, by Aug 1874 and she was sold there on 22 Jan 1879, into civilian service. <b>Sold for scrap, 22 Jan 1879 for £500.</b></p>					
016.	<b><i>Renard.</i></b>	Brig. <b><i>Cherokee-</i></b>	10.	Wood.	May 1820.	26 Oct 1821.	Ordered 2 Nov 1818. Completed for sea in Sep 1823 at Plymouth Dockyard. 1848 became mooring vessel at Chatham.

		<i>class</i> brig-sloop.					<b>Broken up, Aug 1857.</b>
017	<b>Meteor.</b>	Bomb. <b>Hecla-class</b> bomb vessel.	28.	Wood.	May 1820.	25 Jun 1823.	Ordered 18 May 1819. completed for sea on 17 June 1824 at Plymouth Dockyard. 1828 ops vs. barbary pirates. Jul 1831, thereafter survey vessel. Renamed <i>Beacon</i> Jun 1832. <b>Sold in 17 Aug 1846. BU 1849.</b>
018.	<b>Hamadryad.</b>	Frigate. 5th-rate <b>Modified Leda-class.</b>	46.	Wood.	Sep 1819.	25 Jul 1823.	Ordered 25 Apr 1817. Completed 23 Aug 1823 at Plymouth Dockyard. By 1866 was the Dockyard Hospital in Pembroke.  ..... In Feb 1866, designated for handing over to Messrs. Marshall, the shipbreakers, to be taken to pieces, but instead on 9 Mar 1866 it was decided to lend her as a floating hospital for sick seamen in Cardiff. She was towed across from Devonport and opened as a hospital ship Cardiff Docks in Nov 1866. By the 1880's, 500 in-patients were being treated per year. Finally, in 1900, she was returned to naval control and transferred to Portsmouth, where she was sold for breaking up on 11 July 1905. A bricks and mortar hospital, named the Royal Hamadryad Hospital, was opened in Cardiff Docks in 1905. Another redundant Leda-class frigate, HMS <i>Thisbe</i> , (# 022 below) was also moored in Cardiff and used as a floating church by the Missions to Seamen on from 1863 to 1891. The site of her mooring is now a Welsh Medium Primary School (opened Jan 2019), taking its name (Ysgol Hamadryad). <b>Sold 11 Jul 1905.</b>
							
019.	<b>Zephyr.</b>	Brig. <b>Cherokee-class</b> brig-sloop.	10.	Wood.	Nov 1821.	1 Nov 1823.	Ordered 2 Nov 1818. Completed 23 Jun 1823 at Plymouth Dockyard. <b>Sold 8 Sep 1836.</b>
020	<b>Wellington</b>	Lighter	.	Wood	Unknown.	1824.	Utilised for the shipping of timber throughout South Wales and North Devon.
021	<b>Vengeance.</b>	Battleship. 2nd Rate ship of the line. <b>Canopus-class.</b>	84	Wood	Jul 1819	27 Jul 1824.	Ordered 23 Jan 1817. 1 Jan 1820 ordered to be built, with a circular stern. 4 Aug 1824 the revenue cruiser Wickham departed Plymouth for Milford with a party of riggers to bring her round to Plymouth. 1830 Portsmouth. ....

..... 1 Oct 1840 Plymouth, departed under jury rig for Portsmouth, to be brought forward for commission. The steamer accompanied her to render assistance if required. 3 Oct 1840 Spithead, arrived on Thursday from Plymouth, and went into harbour to be prepared for commission. 10 Oct 1840 Portsmouth, was taken into the basin, Thursday. 13 Oct 1840 Portsmouth, was taken into dock. 5 Dec 1840 Portsmouth, was taken



out of dock. 16 Dec 1840 Portsmouth, is being rigged in the basin by personnel from the Victory. 11 Jun 1842 rumours abound that the guns of the Vengeance and Collingwood ready on the gun wharf at Portsmouth. 10 Oct 1842 to be fitted as an "Advanced Ship," at Portsmouth, masts, spars, and rigging, prepared, fitted, ticketed, and housed in the Dockyard, and the ships are to have their bulk heads put up, anchors, chain cables, & tanks on board, and their armament is to be kept ready in the Gun Wharf. 14 Sep 1847 exercises with Sir Charles Napier's Squadron., 1848, Summer, Malta Harbour. 20 Dec 1848 Mediterranean. Aug 1851, left Portsmouth for the Mediterranean. Stopped at Lisbon & Gibraltar, arrived at Malta on 2 Oct. 25 May 1851 Royal Inspection. 30 Aug 1851 Portsmouth. Her nicknamed 'the wind's-eye liner', faster than all the other ships except HMS Phaeton. 13 Mar 1852, ran aground in Gibraltar Bay at end of a voyage from Malta to Gibraltar. Re-floated & found to be leaky. Returned to England Christmas 1852, before returning to the Mediterranean in the Spring. By June re-joined the fleet at Malta, and then accompanied the whole Mediterranean fleet to Bashika Bay outside the Dardanelles, before the

Crimean War. October the fleet moved through the Dardanelles to the Bosphorus and moored at Beikos Bay. Jan visited Sinope, where the Battle of Sinop had been fought the previous Nov between a Turkish squadron and the Russian fleet, resulting in a Turkish defeat. Moved to Varna in March, and then took part in the bombardment of Odessa 22 April. Assisted with the transportation of the army across the Black Sea to the Crimea before attending at the Battle of Alma on 20 Sep. 17 Oct 1854 1st Bombardment of Sebastopol. 1860 Devonport. 1861-62 Receiving Ship (temporary), per Parliamentary estimates etc. 1870 Receiving Hulk, Devonport. 8 Feb 1871 William Tubbs, Second Mate of the Coastguard vessel Imogene, was court martialled on board the Royal Adelaide for being drunk on board the Vengeance hulk on 30 Jan. He pleaded guilty, and taking into account his excellent character adjudged him to forfeit one year as a second mate and to be dismissed his ship. 1879 Receiving Hulk, Devonport. 1890 Receiving Hulk, Devonport **Sold 1897.**

022.	<b><i>Thisbe.</i></b>	Frigate. Modified <b><i>Leda-class.</i></b> 5th-Rate.	46.	Wood.	Nov 1820.	9 Sep 1824.	Ordered 23 July 1817. Completed 12 Sep 1821. Never fully commissioned, spent her entire career in reserve or on third-line duties. 1850 converted into a depot ship in & then into a floating church in 1863.
..... <i>Thisbe</i> was replaced by a shore-based establishment, All Souls Chapel, in 1891. Became a church ship at Cardiff, (see # 021 above). <b>Sold for scrap, 5 March 1896.</b>							
023.	<b><i>Talbot.</i></b>	Frigate. <b><i>Atholl-class.</i></b> 6th-Rate.	28.	Wood.	Mar 1821	9 Oct 1824.	Ordered 30 Apr 1818. Completed 21 December 1825. Commissioned. 21 Sep 1825, at Plymouth Dockyard. Feb 29 Dec 1825 departed Plymouth for Sheerness. ....

..... 6 Jan 1827 employed in the Mediterranean. 1827 the diplomatic & political situation which led the Battle of Navarin. 2 Oct 1827 *Dartmouth* reported that a strong division of the Turkish fleet had weighed from Navarin & were standing towards Patras. The *Asia*, *Talbot*, & *Zebra* weighed & joined the *Dartmouth*, sailing in pursuit of the Turkish squadron. 3 Oct 1827 the Turkish fleet, returned to Navarin, the *Asia* & *Talbot* anchored in the bay of Zante, whilst the *Dartmouth* continued to watch the Turks, and reported on the 4th that several Turkish ships had again departed towards Patras, the *Dartmouth*, *Asia* & *Talbot* having to repeat their earlier performance with the Turkish fleet. However, on returning, the Turkish fleet landed troops who wreaked his vengeance on the unfortunate Greeks of the Morea. 14 Oct 1827 state of the



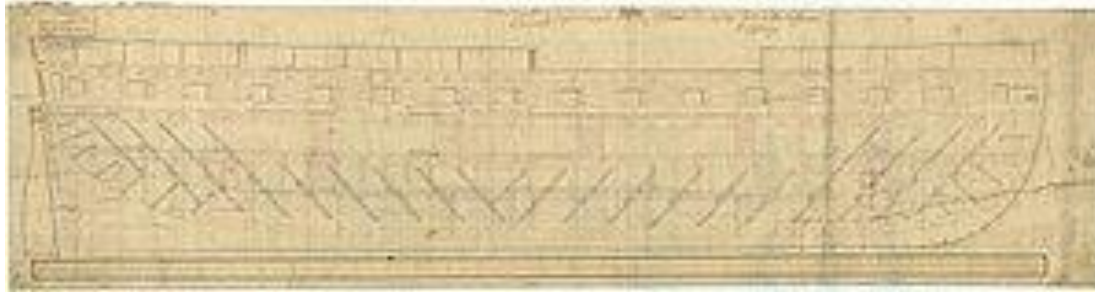
Allied Fleet off the Bay of Navarin (aka Navarino), & the numbers of Turkish vessels present. 20 Oct the Allied Fleet entered the Bay of Navarin & anchored opposite their Turkish equivalents, & shortly afterwards, following some sporadic firing, the battle became general. Medals were granted to all surviving Officers, seamen & marines (& soldiers who served as marines) per order of 7th June, 1848. Prize Money was awarded, Sep 1834. 29 Dec 1827 remains Malta as flagship in the Mediterranean. 8 May 1828 departed Valletta for Corfu. 4 Jun 1828 reported at Valletta to be on the coast of the Morea and in the Archipelago. 18-30 Oct 1828 with the French naval forces in the region, involved in an attack on Morea-Castle. 8 Aug 1830 departed Plymouth for Cape of Good Hope. 4 Sep 1830 off Port Praya, St Jago [per Captain's Log of HMS *Curlew*]. 20 Nov 1830 arrived Cape of Good Hope, from St. Helena, & England. 22 Nov 1830 extract of a letter from the *Talbot*, which appeared in the *United Services Journal* for 1831, noting their arrival on the 20th, after a long passage, & having touched at Madeira, Tenerife, Porto Praya, Cape Palmas, St. Thomas, last from St. Helena. Two days after leaving St. Thomas (the 2nd October),

observed a strange sail, & after some few hours chasing, came up with & captured her; when she proved to be a French slave brig, called the *Duc de Bordeaux*, 260 tons, Dulexcox, master, bound to Guadeloupe. She had 561 slaves, men, women, & children, on board, huddled together in a state of nudity, in the most horrible & heart-rending condition. Conformable to a treaty with France, we could not make a prize of her. We had information of five piratical vessels, but could not fall in with one. They had all been at Porto Fraya, where they were allowed to enter and clear out without molestation. One in particular, the *Estrella* brig, from Cuba, of 290 tons and fifty-three men, & eight guns, committed many depredations, and disposed of her booty at Porto Praya; she was seen off the island for two days under top-sails, supposed to be waiting for the *Louisa*, Mackay, from London. This vessel is pierced for twenty guns, Don Franisca, alias J. Comas, master. The others are the *Primeira Galega*, schooner 90 tons, forty men, & three guns; *Restauradora*, 160 tons, 30 men, three guns; *La Priemira*, 97 tons, 27, & one 24- pounder; & the *Urania*, 182 tons, seventy-one men, & five guns all from Havannah. The *Urania* belongs to Havannah, but reported from Cadiz, where she touched for a royal passport. They all reported themselves as slave ships bound for the Coast of Africa, and cleared out at St. Jago between May 12th and September 6th, all under Spanish colours. The French slave brig we fell in with was in fine order, & superior to slavers in general: this monster had all the slaves very clean, as well as his decks, & had one 24-pounder a midships, & five smaller guns. The charge of the 24-pounder was drawn, & consisted of all manner of shot, round, canister, & grape, & loaded near to the muzzle. He had on his decks 45 men all in good health, 3 sick, & others down looking after the slaves. The depth of his slave deck was exactly three feet two inches. 12 Dec 1830 departed the Cape of Good Hope for Mauritius. 21 Jul 1831 arrived Cape of Good Hope from the Mauritius. 29 Aug 1831 departed from the Cape of Good Hope for Mauritius. 23 Jun 1832 Marines from on board are supporting the civil authority ashore in Port Louis, Mauritius. 15 Sep 1832 at Mauritius with the *Undaunted* and *Badger* when the Cruiser departed for England. 30 Jun 1833 remains Mauritius. 13 Sep 1833

remains at Port Louis Harbour, Mauritius, in support of the Governor. 12 Oct 1833 assisted the merchant vessel *Cæsar*, which had run aground on the reef at Mauritius. 11 Jul 1834, salvage money due for payment. 9 Nov 1833 departed Mauritius. 24 Nov 1833 arrived Cape of Good Hope. 8 Jan 1834 at Simon's Bay. 10 Feb 1834 departed Cape of Good Hope. 25 Feb 1834 arrived St Helena from the Cape & departed 27th. 10 Mar 1834 departed Ascension. 29 Apr 1834 arrived Plymouth from Mauritius. 24 May 1834 has paid off at Plymouth. 18 Sep 1834 preparing at Plymouth for service on the South American station. 30 Sep 1834 prize money for Navarin. 9 Oct 1834 in the Plymouth Sound & ready for sea. 28 Feb 1835 is reported at Portsmouth to have arrived at Rio de Janeiro in 45 days from Plymouth. Prior to 10 Jan 1835 is reported to have passed the Cape of Good Hope for the India Station. 12 Mar 1835 is reported to have arrived at Madras, but finding she was no longer required, returned to her station at Rio de Janeiro. 27 May 1835 departed from the Cape for Rio Janeiro. 18 Sep 1835 arrived at Buenos Ayres. 28 Dec 1835 was reported at Rio de Janeiro to have been in the River Plata. 17 Apr 1836 is reported to be in the Pacific. 8 May 1836 reported at Rio de Janeiro to have gone to Valparaiso, calling at the Falkland Islands on route. 24 Apr 1837 reported to be at Valparaiso and was shortly due to sail for Coquimbo, before proceeding to Rio de Janeiro & England. 2 Feb 1839 The *Talbot* frigate is reported to have been replaced at Smyrna by the *Hazard* corvette, & was expected from Tenedos in Malta. 13 Feb 1839 at Malta. 16 Mar 1839 at Malta. 28 Sep 1839 is reported to have gone to the Ionian States. 25 June 1840 the Tyne departed from Malta for Corfu, to relieve the *Talbot*. 6 Jul 1840 Corfu, the *Talbot* and *Weazle* departed for the Levant. 16 Aug 1840 reported to have arrived in the Dardanelles on the 14th, but was wind-bound: she was due to relieve the *Dido* at Constantinople. 5 Sep 1840 *Dido* was reported to have been relieved by *Talbot*. 21 Oct 1840 arrived at Beyrout from Constantinople. 2 Nov, 1840 arrived off St. Jean d'Acre. 3 Nov, 1840 bombardment of St. Jean d'Acre. Wounded. Lieutenant G. B. Le Mesurier, since dead; Henry Haswell, Mate, slightly; 1 seaman severely. Egyptian forces evacuate St. Jean d'Acre overnight & the town was occupied on the 4th by the Turks. 8 Nov 1840 off St Jean d'Acre, 1,000 prisoners have been sent away in the Turkish Flag Ship, 18 Officers, and a party of soldiers, by the *Talbot*, to Constantinople. Aug - Nov 1840 Capture of Acre & operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 16 Oct 1844 those onboard between 9 Sep - 10 Oct 1840, and at the bombardment of St. Jean D'Acre, on the 3 Nov 1840, will be paid their respective proportions of the grant voted by Parliament for the said services. 18 Dec 1840, reported to be at Stamboul. 2 Jan 1841 Lieutenant M. H. Rodney & W. H. Gennys, appointed to *Talbot*. 12 Feb 1841 at Malta, the *Magicienne* is due to sail shortly to relieve *Talbot* at Constantinople, who will relieve the Tyne at Corfu, 17 Mar 1841 *Magicienne* arrived at Constantinople to relieve *Talbot*. 5 Apr 1841 Malta, Capt. R F. Stopford is appointed to the *Talbot* (expected from Constantinople), vice Codrington, who will proceed to England. 1 Apr 1841 left Marmorice-bay for Stanchio & Corfu; arrived Malta on the 20th. 19 May 1841 departed Malta for Corfu in company with the *Princess Charlotte* & *Cyclops*. 12 Jun 1841 arrived Malta from Corfu. 19 Jun 1841 departed Malta for Palermo, with a view to surveying the shoal to the west of the Skerki Rocks with the *Locust* & *Hecate*, about which there seems to be some problems regarding precise location. 14 Jul 1841 *Cyclops* departed Palermo, leaving the *Talbot* & *Locust*, who were sheltering from gales, with a view to returning to complete the survey of the Sherke shoal & Keith's reef when the weather improved. 19 Aug 1841 arrived at Malta, from Palermo & Messina. 11 Sep 1841 arrived Smyrna, from Malta, & departed the following day for Constantinople, to relieve the *Magicienne*. 27 Sep 1841 reported to be in the Bosphorus. 24 Oct 1841 Malta, was reported to be at Therapia, and expected to sail shortly for the Dardanelles. 26 Dec 1841 *Magicienne* remains at Suda, but is reported to be departing for Constantinople shortly to relieve *Talbot*? 16 Jan 1842 is reported at Malta to still be at Constantinople. 13 Feb 1842 departed Constantinople, for England, touching at Athens, & Suda on route for Malta. 2 Mar 1842 departed Malta. 20 Mar 1842 Mr Beer, Carpenter of the *Talbot* died. 21 Mar 1842 passed Gibraltar. 1 Apr 1842 arrived Spithead, and departs shortly for Sheerness to be paid off. 7 Apr 1842 arrived Sheerness and is preparing for being paid off. 15 Apr 1842 paid off at Chatham, & was subsequently re-commissioned. 7 May 1842 when commissioned at Sheerness her complement has been set at 240. 25 Jun 1842 is reported to be commissioning at Chatham shortly and is expected at Portsmouth in the near future. 2 Jul 1842 is reported to be due soon at Spithead, from the eastward, to be paid advance of wages before departing for foreign waters. 7 Jul 1842 arrived Spithead from Sheerness with orders for



		South America and is being prepared accordingly. 14 Jul 1842 departed Spithead for South America. 28 Aug 1842 arrived Rio de Janeiro. 6 Sep 1842 departed Rio de Janeiro with the <i>Philomel</i> for the Falkland Isles, on route for Cape Horn. 18 Oct 1844 Arica Head, N 10 by E, 102 miles. 19 Oct 1844 Arica Head, coast of Chile, N 32 E, 20 miles, & heavy swell. Thanks Tim. 12 Jul 1845 was at Oahu on 22 April. 15 Aug 1845 was hourly expected at Valparaiso from the Sandwich and Society Islands. 30 Aug 1845 Master reports a corrected position for Lazaroff Island. 1846 Pacific & Otaheite Station. Feb-Mar 1847 Had departed for England. Jan 1848 Portsmouth, in Ordinary (reserve). 20 Dec 1848 Portsmouth. 1854 She took part in Inglefield's 1854 Arctic expedition as a depot ship. 1855 Powder hulk. 1855 Reclassified as depot ship. 1860 Powder Depot, Woolwich. 1870-90 Woolwich. <b>5 March 1896 Sold for scrap.</b>					
024	<b><i>Sheldrake.</i></b>	Brig. Sloop. <b><i>Cherokee-class.</i></b>	10.	Wood.	No information.	19 May 1825.	28 Sep 1826 remains at Devonport being fitted out as a Falmouth packet. 22 Oct 1826 Ede, arrived Falmouth from Plymouth. ....
		<p>..... 18 Nov 1826 Eden, departed Falmouth for Buenos Ayres. For further movements of Falmouth Packets try page 3 of the Royal Cornwall Gazette, available through the British Newspaper Archive, for a fee. Dec 1827 packet based on the Falmouth station: Commanding officer: Lt. Robert Ede. 21 Nov 1829 departed Falmouth for the Leeward Isles. 9 Jan 1830 departed St Thomas's for Falmouth. 11 Feb 1830 arrived Falmouth from St Thomas's, Leeward Isles. 22 Apr 1832 was commissioned by the officers and ship's company of the Sphinx, which was paid off yesterday, and personnel transferred to the <i>Sheldrake</i>. 2 Jun 1832 departed Plymouth for Falmouth, and it is surmised that she may carry the mail from the <i>Zephyr</i>, which was found not to be seaworthy, bound for the West Indies. 9 Aug 1832 departed Halifax for England. 25 Aug 1832 arrived Falmouth from Halifax, Lt Passingham in command. It is noted that the <i>Recruit</i> which departed Halifax 2 months previously had still not arrived and that there is now no doubt that she must have foundered at sea. 6 Nov 1832 arrived Jamaica from Falmouth. At sea 23 Jul 1833 Spoke with the <i>Bristol</i>, of Bristol, in lat. 42.44, long. 28.20, and the Charles Eaton, on the 25th in lat. 44.42, long. 22.25. 28 Sep 1833 arrived Jacmel from Falmouth. 8 Nov 1834 departed Port Royal, Jamaica, for Falmouth. 30 Dec 1834 arrived Falmouth. 13 Feb 1836 is reported to have arrived at Falmouth from Tampico (16 Dec). Vera Cruz (24 Dec), Havannah (9 Jan). 8 May 1836 reported to be at Rio de Janeiro. 17 Mar 1841 arrived Falmouth from Very Cruz (27 Jan); Tampico (7 Feb); Havannah (21). 22 Jul 1841 arrived Falmouth, from the West Indies: Barbadoes (2/6); St Lucia and Martinique (3/6); Guadaloupe (4/6); Antigua, Montserrat (6/6); Nevis &amp; St Kitt's (7/6) ; Tortola (8/6) ; St Thomas(25/6), where she received the Jamaica mails. 31 Jul 1841 Assistant Surgeon E. H. Derriman, appointed to the Dublin from the <i>Sheldrake</i>. 1 Dec 1841 arrived Falmouth from the West Indies. 31 Dec 1841 arrived Plymouth, from Falmouth, to be paid off. 6 Aug 1842 having recently been replaced by a Royal Mail Steamer and paid off the Admiralty has asked the authorities at Plymouth Dockyard how long it would take to refit and prepare the vessel for commission, with a view to the vessel being used to convey the West India Station mails. 20 Dec 1848 Devonport.</p> <p><b>Sold for scrap in 1855.</b></p>					
025.	<b><i>Druid.</i></b>	Frigate. <b><i>Seringapatam-class.</i></b> 5th-Rate.	46.	Wood.	Aug 1821.	1 July 1825.	Ordered 23 July 1817. 1 Jan 1820 or ordered to be built, with a circular stern Completed 21 December 1825. Commissioned July 1825 in Plymouth Dockyard. ....



..... She saw active service in the 1840–1842 "Opium War" against China. 29 Dec 1825 departs Plymouth for Lisbon to relieve the *Glasgow* when she has received her full complement, 315 men. 14 Mar 1826 arrived Spithead from Plymouth. 10 Jun 1826, Jamaica, is reported to have landed Mr. Mackenzie, the British Consul, at Port au Prince. 6 Jan 1827 Employed in the West Indies. 9 May 1828

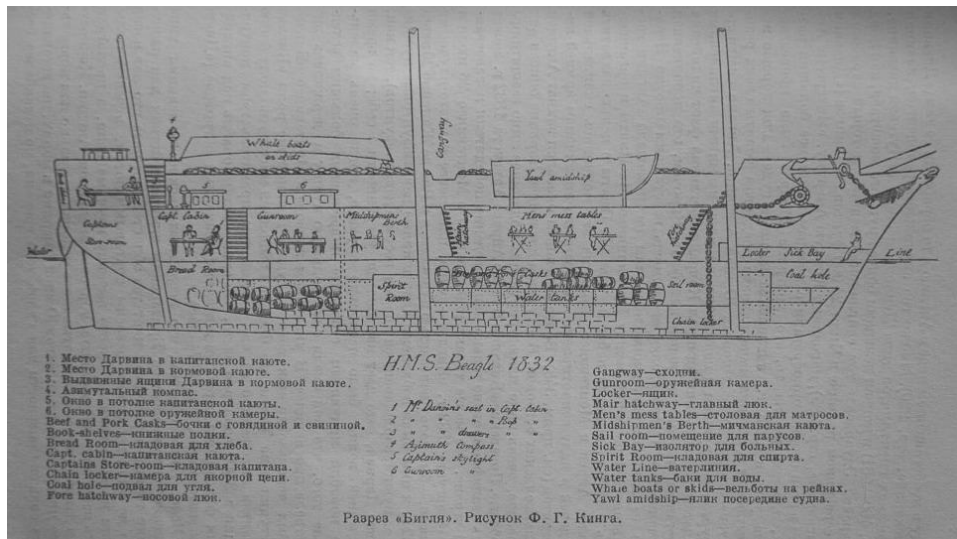
departed Crooked Island for Jamaica via Turk's Island. 17 Jul 1828 preparing to depart Nassau, New Providence, for Halifax, to be hove down through the hurricane season. 15 Oct 1828 had arrived Bermuda from Halifax, and would shortly proceed to Jamaica. 6 Sep 1829 arrived Portsmouth from Jamaica with specie, and will sail shortly for Plymouth, to be paid off. 9 Feb 1830 In Hamoaze. Mar 1830 fitted with the fire-engine pump, invented by Mr. John Earle of Devonport. See Jun 1833 for one or two comments. 8 Mar 1830 departs Plymouth about the end of the week for South America. 15 Nov 1830 arrived Bahia, from Rio de Janeiro, Capt. Hamilton, in command. 2 Dec 1830 about 10 miles to the S.W. of Bahia sighted and stopped the schooner *Destimida*, Raimundo Arribas, master, which was in a leaky condition and accompanied her into Bahia. 5 negroes on board the schooner were claimed to be a part of her crew, but were not mentioned in the vessel's papers and were obviously slaves, and once in port a further 50 negroes were found hidden in the hull, and since it was necessary to careen the vessel they had to be taken out, 48 being put on board the *Druid*. The *Destimida* was then sent for adjudication to the British and Brazilian Mixed Court of Commission at Rio de Janeiro, where she arrived on 21 Dec 1830 and on 22 Jan 1831 50 of the negroes were emancipated and it was decreed that the schooner should be given up to her owner. 5 Dec 1830 when returning to Rio to refit received information that the *Thetis* had been wrecked about forty miles north of Rio. Capt. Hamilton determined on going as near as possible to assist the ship's crew, and to see if anything could be saved from the wreck. We endeavoured to get to windward, in company with the *Clio*, *Adelaide*, *Aguize*, and a brig sent by the French Admiral; but from the light winds and strong southerly current, could not weather Cape Frio, where the *Thetis* was lost. On the 16th, about six miles to the southward of the Cape, the Captain sent a boat on shore to gain intelligence respecting the ship's crew and wreck ; about ten on the morning of the 17th, saw our boat returning, when we were ordered by the Admiral to take on board the sick and wounded, and send provisions for the remainder. At three P.M. the Algerine came out of the bay, and brought us thirty-five officers and men, who were in a most deplorable condition, having lost everything. We came to an anchor in the evening, and on the morning of the 18th sent all our boats on shore to bring off the crew. The ship had on board eight hundred thousand dollars when she was wrecked. At about 11.30 A.M. the officers and seamen arrived in seven of our boats, with the exception of Capt. Burgess, and a few officers and men, who were wounded, amongst whom was Mr. Barnes, late Surgeon (supernumerary) of the *Warspite*, who had been invalided. Lieut. Child and the Marines remain behind to take care of the stores that may drive on shore from the hull of the ship. 12 Feb 1831 further to the *Destimida* case the Brazilian authorities appear to be taking their time with respect to the negroes on board the schooner, requiring the Naval Authorities to provide manpower to supervise them and funds to pay for their food etc. 28 Feb 1831 the 50 negroes were removed by the Brazilian authorities, in preparation for their emancipation i.e. to be named etc. and given letters of emancipation etc., but in reality, I suspect, hardly emancipation as it would have been intended by the British Government. 6 Mar 1831 arrived Portsmouth, from Rio Janeiro, which she left on the 16 Jan. bringing home Capt. Burgess, and the officers and ship's company of the late frigate *Thetis*, Capt. G. W. Hamilton, C.B., in command. *Druid* 11 Mar 1831 arrived Plymouth from Portsmouth. 15 May 1831 departed Plymouth for the South American station. 12 Jul 1831 had arrived Rio Janeiro from Plymouth. 18 Sep 1831 remains Rio de Janeiro. 4 Jul 1832 is reported to have remained in the Rio Plata when the

Lightning departed Rio for England. 6 Aug 1832 she is reported at Rio to be at Monte Video looking after British interests during the current instability. Circa 2 Oct 1832 departed Rio for England. 26 Nov 1832 arrived Spithead from the South America station in 56 days. 8 Dec 1832 remains at Spithead. 22 Dec 1832 departed Portsmouth for Plymouth and from thence for Lisbon and Oporto to relieve the Briton. 24 Dec 1832 arrived Plymouth. 25 Dec 1832 departed Plymouth for Lisbon. 4 Mar 1833 Off Oporto. 11 Mar 1833 off the bar at Lisbon. 4 Jun 1833 arrived Spithead from Lisbon. 5 Jun 1833 departed Spithead for Plymouth. 6 Jun 1833 arrived Plymouth Sound, from Portsmouth. 7 Jun 1833 came into Hamoaze to be paid off. 18 Jun 1833 paid off at Plymouth. June 1833 it is reported that Earle's fire-engine pump has worked satisfactorily, and excepting repairs which needed to be made to the leather hose etc. has required no maintenance despite being used every day for emptying the well, washing decks, filling gallery (sic.) cisterns, pumping water from the tanks, and filling them from the boats alongside, and it can be applied as three distinct fire engines if required, and is now being fitted on board the *Caledonia*, *Revenge*, *Endymion*, *Forte*, *Volage*, *Vestal*, *Nimrod*, *Ringdove*, and *Pandora* packet, along with other ships which have had it fitted. 10 Aug 1839 Royal Marines Second Lieutenant Pickard appointed to the *Druid*. 8 Aug 1839 Plymouth, In Barnpool. Dec 1839 arrived Sydney at the latter end of the month. 12 Jan 1840 Sydney left for Canton. 15 Apr 1840 had arrived at Canton. 11 Jul 1840 Mate Arthur B. Kingston (1833), of the *Druid*, promoted to the rank of Lieutenant. 27 Apr 1840 at Capsingmoon, China. 2 Jun 1840 Capt. J. Churchill died at Macao of dysentery. 1839-42 engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See p. 288 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 6 Aug 1840 following an attack on a clergyman in Casilha Bay, near Macao, reprisals were taken by the squadron. See p. 284 at [www.archive.org/details/royalnavy history06clow](http://www.archive.org/details/royalnavy history06clow). 24 Nov 1840, at Tongkoo Bay. 7 Jan 1841 off Anunghouy, Royal Marines, detachments of the British and Indian army and men from the *Wellesley*, *Blenheim*, *Melville*, *Samarang*, *Druid*, *Modeste*, *Columbine* *Calliope*, *Hyacinth*, *Starling*, *Larne* and cutter *Louise* landed to attack and destroy the forts at Chuenpee and Tycocktow. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 7 May 1841 and 14 May 1841. See also p. 284-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 19 Feb 1841 departed Hong Kong with the *Jupiter* and transports for operations off North Wangtung. 26 Feb 1841 entered the western channel, and engaged the battery on North Wangtung, and a fort and camp on the opposite bank; see [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 11 Jun 1841. See also p. 289-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 1 Mar 1841 off Wantong. Ship's boats sent up the river to Canton. 17 Apr 1841 Mate -Pitman (of the *Blenheim*), promoted to Lieutenant; appointed to the *Druid*. 21 Aug 1841 the fleet: made up of: H.M. Ships *Wellesley*, *Blonde*, *Druid*, *Modeste*, *Cruiser*, *Columbine*, *Pylades*, *Algerine*, and *Rattlesnake* troop-ship. Hon. Company's steam ships *Sesostris*, *Queen*, *Nemesis*, and *Phlegethon*, accompanied by twenty-one transports, with troops, sailed for Hong Kong. The steamers *Enterprise* and *Madagascar* returned to Calcutta for repairs in Sep 1841, when the latter caught fire at sea and blew up. 24-Aug 1841 operations against Amoy and the fortified island of Kolangsoo. See p. 294-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 4 Sep 1841 the expedition proceeded to Chusan. See p. 294-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 1 Oct 1841 action at Tinghae. See p. 294-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 8 Oct 1841 Mate Henry Need promoted to Lieutenant. Late 1841 piracy remained a source of much trouble, especially in the vicinity of Amoy, where, on one occasion, a boat of the *Druid*, Capt. Henry Smith, lost several men by the sudden blowing up of a large junk at the moment of boarding. See p. 296-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 13 Nov 1841 at Amoy. 14 Mar 1842 still at Amoy. 2 Jun 1842 at Hong Kong and expected to remain after the *Blenheim* departs for Singapore to continue co-ordinating communications with vessels arriving from Singapore and India etc. 18 Jun 1842 departed Hong Kong for Bombay and England. 20 Dec 1848 Quarantine Ship, Liverpool. 1860 Quarantine Service, Liverpool (from 1846)  
**Sold for scrap 13 April 1863.**

026.	<b>Success.</b>	Frigate. <b>Atholl-class.</b> 6th-Rate.	28.	Wood.	July 1823.	30-31 Aug 1825.	Ordered 5 June 1819. Commissioned 3 June 1825 at Plymouth. Notable for exploring Western Australia and especially the Swan
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						River in 1827 as well as being one of the first ships to arrive at the fledgling Swan River Colony, .....	
		<p>..... two years later, at which time she ran aground off Carnac Island. Jan 1827 departed Sydney with the colonial cutter <i>Currency</i>, to form a settlement in King George's Sound. 15 Jun 1828 at Madras. 3 December 1829 She was grounded on Carnac Reef. She was dismantled and repaired, with assistance from HMS <i>Cruizer</i>. 15 Oct 1829 reported to be in New South Wales. 29 Nov 1829 ashore in Cockburn Sound, Western Australia; eventually warped off after being lightened: temporary repairs made. By 1831 she was in Bombay, whence she returned to the UK to be docked. 15 Jan 1831 has been repaired at Freemantle, Western Australia, and departed for India. 22 Jan 1831 it was reported that she was to be sold or broken up in India, but as above, she was brought home to the UK, meanwhile Capt. Jervoise and his crew were reported to be bringing the <i>Calcutta</i>, 84, (new) from Bombay, back to the UK. 21 Feb 1831 departed Madras on a cruise. 28 Feb 1831 arrived Ceylon from Madras. Circa middle of March, 1831, the <i>Southampton</i>, <i>Cruizer</i>, <i>Success</i>, and <i>Satellite</i>, were to sail from Trincomalee for Bombay, to fit out the <i>Calcutta</i>, new teak ship, 80 guns. The squadron was in excellent health, and was to touch at Pondicherry. 9 Apr 1831 arrived at Bombay. 25 Nov 1831 arrived Portsmouth, from Madras (17 Jul), Cape of Good Hope (25 Sep), St. Helena (13 Oct), and Ascension (19 Oct), Capt. Jervoise, in command. 26 Nov 1831 at Spithead. 16 Dec 1831 was paid off and laid up in ordinary at Portsmouth. 1832 She was engaged in harbour service. 29 Dec 1832 has been slated in to be docked 3 Jan for repair. 4 Jan 1833 docked at Portsmouth. 12 Sep 1833 undocked. 20 Mar 1835 receiving ship at Portsmouth. In January 1840, she became a receiving ship in Portsmouth. 24 Apr 1840 Portsmouth towed to Spithead</p>					
		<p>to commence operations on the wreck of the <i>Royal George</i>. 9 May 1840 Assistant Surgeon R. J. Rogers (additional) appointed to <i>Victory</i>, for service in the <i>Success</i> hulk. Jan 1833-1840 Surveyed Western Australia, and founded colony. 9 May 1840 Portsmouth, it is still the intention to explode the large cylinder of 2,400 lb. of gunpowder, on Monday next, on the wreck of the <i>Royal George</i> if the necessary preparations can be completed, which is doubtful, by that time. Should it take place, notice thereof will be given two hours previously, by red flags being hoisted on board the <i>Success</i> hulk and the <i>Lumps</i>. 13 Jun 1840 Assistant-Surgeon J. W. Roberts, appointed additional, to the <i>Victory</i>, for the <i>Success</i> hulk. The "Success Bank", the suburb of "Success" and a number of other features in Western Australia are named after the ship. 1 May 1841 Portsmouth, The <i>Success</i> hulk has been taken out to Spithead, to resume operations on the wreck of the <i>Royal George</i>. 29 Oct 1841 Portsmouth, the <i>Success</i> hulk, and her two attendant lighters, which have been engaged in clearing the wreck of the <i>Royal George</i>, came into harbour to be laid up for the winter. Feb 1842 receiving [accommodation] ship at Portsmouth. 2 May 1842 towed out of harbour to assist with the recovery of the remainder of the wreck of the <i>Royal George</i> under the supervision of Maj. Gen. Pasley of the Royal Engineers. 31 Oct 1842 with the mooring lighters has been taken back into harbour from for the winter following the summer's operations on the wreck of the <i>Royal George</i> at Spithead. 103 tons of pig iron ballast has been recovered, which is probably thought to leave about 23 tons to be salvaged next year. Similarly, 11 tons of shot has been salvaged along with 18,100 cubic feet of timber. 20 Dec 1848 at Portsmouth.</p>					
		<p><b>Fate: June 1849 Broken-up at Portsmouth.</b></p>					
027	<b>Skylark.</b>	Brig. Sloop. <b>Cherokee-class.</b>	10.	Wood.	May 1825.	6 May 1826.	Ordered 25 March 1823. Completed 22 February 1827. At Plymouth Dockyard. Dec 1827 packet based on the Falmouth station: Commanding officer: Lt. Benj. Aplin. ....





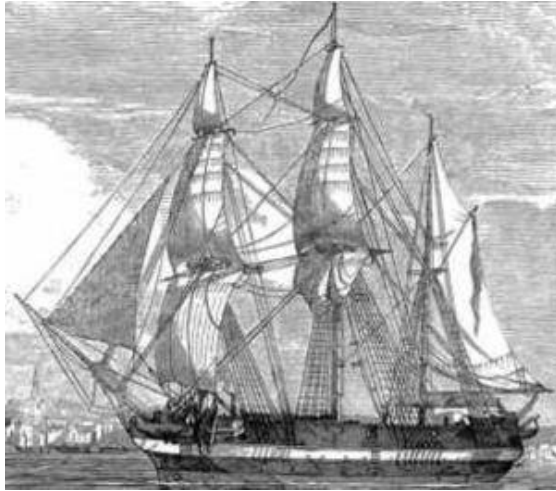
..... 11 Jun 1829 departed Tampico for Vera Cruz. 20 Jun 1829 departed Vera Cruz for Havannah. 2 Jul 1829 departed Havannah for Falmouth. 27 Jul 1829 arrived Falmouth from Mexico and Havannah with specie. 16 Jul 1830 arrived Falmouth from Buenos Ayres (20 Apr), Monte Video (28th), and Rio (30 May). 31 Jul 1830 Paid off at Plymouth. 26 Jan 1832 arrived Buenos Ayres, from Falmouth. 26 Jun 1832 departed Jamaica for Belize. 29 Jul 1832 departed Vera Cruz for Havannah. 18 Aug 1832 departed Havannah for Falmouth. 20 Sep 1832 arrived Falmouth, from Jamaica etc. At sea 31 Jan 1833 Reported to have been in lat. 39. N., long. 56. W. 6 May 1833 arrived Jacmel from Falmouth. 14 May 1833 departed Jamaica. 1 Jan 1834 Continued to be employed as a Packet. 26 Mar 1835 departed Plymouth for Falmouth Saturday. 30 May 1835 arrived Rio de Janeiro from Falmouth and Plymouth. 14 Mar 1840 Portsmouth reported

to be in the chops with provisions for those vessels prevented from coming up the Channel due to the Easterly winds which have been blowing lately, following which she is expected to return to Plymouth. 11 Dec 1840 Mr. James Peters, from the Skylark, to be Assistant Surgeon, appointed to the Pluto steam-vessel. 26 Jun 1841 Lieutenant John Allan Wright, appointed to command the Skylark; 3 Jul 1841 Lieutenant J. A. Wright, appointed to command the Skylark; 3 Jul 1841 Second Master B. Simpson; Clerk in Charge H. J. Pinhorn, appointed to Skylark. 25 Sep 1841 Clerk H. R. Cole, appointed clerk in charge of the Skylark. 25 March 1842, driven ashore at Greenock, Renfrewshire, Scotland. Re-floated & Repaired.

**Wrecked 25 Apr 1845 on the Kimmeridge Ledge, Wareham, off St Alban's Head, Isle of Purbeck Dorset.**

028	<b>Erebus</b>	Bomb-ship. <b>Hecla-class</b> bomb vessel.	14, later reduced to 12.	Wood	Unknown at this time.	<b>7 Jun 1826.</b>	Plymouth 31 Jan 1828 Remains in Hamoaze. 8 May 1828 Malta Refitting at Valletta. 4 Jun 1828 Valletta Preparing for a passage to Smyrna. 16 Nov 1829 Malta Refitting at Valletta. 17 Jan 1830 Malta departed for the Archipelago with mail. ....
		<p>..... 6 Feb 1830 at Valletta, Malta. 26 Jun 1830 arrived Portsmouth from the Mediterranean. 30 Jun 1830 came into Portsmouth harbour (Cdr P. Broke (i/c)). After two years' service in the Mediterranean Sea, Erebus was refitted as an exploration vessel for Antarctic service, and on 21 November 1840. Portsmouth 26 Dec 1835 is being fitted out for a passage to the Davis Straits with clothing and provisions for whalers which are said to be frozen in the ice. The Terror is also being fitted out at Plymouth. It is also reported that Captain Ross has already departed from Hull in the Cove in search of these vessels.</p> <p><b>1839-41 Ross Antarctic expedition:</b> After two years' service in the Mediterranean Sea, Erebus was refitted as an exploration vessel for Antarctic service, and on 21 Nov 1840 – captained by James Clark Ross – she departed from Van Diemen's Land for Antarctica in company with Terror. In January 1841, the crews of both ships landed on Victoria Land, and proceeded to name areas of the landscape after British politicians, scientists, and acquaintances. “Mount Erebus”, on Ross Island, was named after one ship and “Mount Terror” after the other.</p>					

The crew then discovered the Ross Ice Shelf, which they were unable to penetrate, and followed it eastward until the lateness of the season compelled them to return to Van Diemen's Land. The following season, 1842, Ross continued to survey the "Great Ice Barrier", as it was called, continuing to follow it eastward. Both ships returned to the Falkland Islands before returning to the Antarctic in the 1842–1843 season. They conducted studies in magnetism, and returned with oceanographic data and collections of botanical and ornithological specimens. The plants were described in the resulting "The Botany of the Antarctic Voyage of H.M. Discovery Ships Erebus and Terror in the years 1839–1843, under the Command of Captain Sir James Clark Ross". Birds collected on the first expedition were described and illustrated by George Robert Gray and Richard Bowdler Sharpe in "The Zoology of the Voyage of HMS Erebus & HMS Terror. Birds of New Zealand, 1875". The revised edition of Gray (1846) (1875). The future botanist Joseph Dalton Hooker, then aged 23, was assistant-surgeon to Robert McCormick. 17 Aug 1839 Portsmouth Lieutenant Thomas Sibbald, appointed to the Erebus. 7 Apr 1840, arrived with the Terror at Hobart Town from Antarctic Regions and report that they've ascertained the position of the Magnetic Pole. 12 Nov 1840, departed Hobart Town with the Terror for the Auckland Islands where they arrived on the 20th inst. 12 Dec 1840, departed the Auckland Islands for Campbell Island, arriving the following day. 17 Dec 1840, departed Campbell Island for the Antarctic again, arriving at the main part of the ice on 5 Jan



1841. 18 Feb 1841 arrived at a cliff of ice, and not wishing to spend the winter in the ice returned to Hobart, company with the Terror. 20 Apr 1841 at Hobart Town. 21 May 1841 still at Hobart Town. 8 Jul 1841 due to depart Hobart for Sydney, on route for New Zealand. 4 Sep 1841 Lieutenant Edward Joseph Bird (1827), of the Erebus, promoted to Commander. Mate Alexander John Smith (1835), of the Erebus, promoted to Lieutenant. 12 Sep 1841 departed Sydney for New Zealand, and Chatham Island, and further exploration of Southern latitudes. 20 Nov 1841 departed Van Diemen's Land for the South Pole, calling at the Chatham Islands on route. 20 May 1842 was reported to be at the Falkland Isles by the Arrow just arrived Rio with orders for a new brow-sprit for the Terror and was to wait for the *Carysfort* with a replacement from Rio. 15 Oct 1842 reports from Monte Video state that the 2 ships of discovery were at the Falkland Isles. 1844 screw discovery vessel. 1845 Engine fitted. 1845-48 Franklin's Arctic Expedition. 5 Mar 1845 recommissioned at Woolwich Tues last. 11 Jun 1845 Erebus and Terror are to make a further attempt to find the north-west passage by sea from the Atlantic to the Pacific Ocean and the US Navy is instructed to afford every assistance.

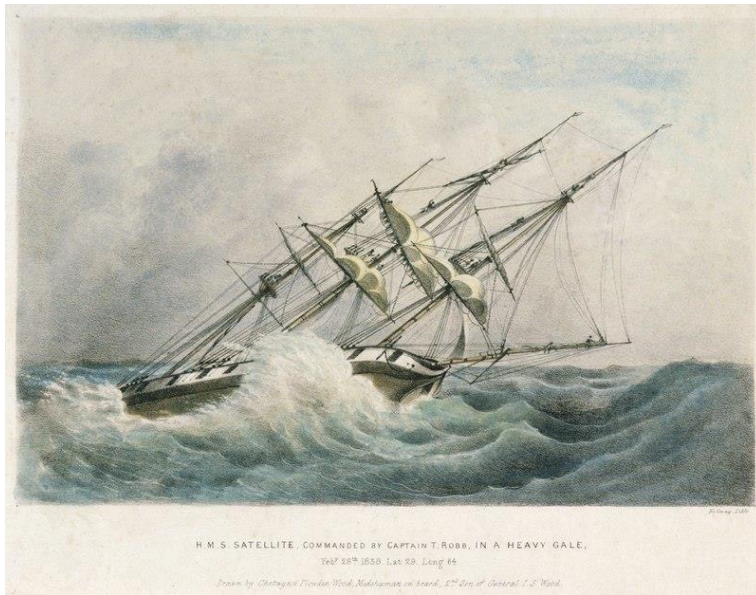
**The Franklin Expedition:** In 1845, HMS *Erebus* and HMS *Terror* left England on a voyage of exploration to the Canadian Arctic, under Sir John Franklin. Both ships were outfitted with steam engines from the London and Greenwich Railway steam locomotives. That of *Erebus* was rated at 25 horsepower (19-kW) and could propel the ship at 4 knots (7.4-km/h). The ships carried 12 days' supply of coal. The ships had iron plating added to their hulls. Sir John Franklin sailed in *Erebus*, in overall command of the expedition, and *Terror* was again commanded by Francis Crozier. The expedition was ordered to gather magnetic data in the Canadian Arctic and to complete a crossing of the Northwest Passage, which had already been partly charted from both the east and west but had never been entirely navigated.

The ships were last seen by Europeans entering Baffin Bay in Aug 1845. The disappearance of the Franklin expedition set off a massive search effort in the Arctic. The broad circumstances of the expedition's fate were first revealed when Hudson's Bay Company doctor John Rae collected artefacts and testimony from local Inuit in 1853. Later expeditions up to 1866 confirmed these reports. Both ships had become icebound and had been abandoned by their crews, totalling about 130 men, all of whom died from a variety of causes, including hypothermia, scurvy, and starvation, while trying to trek overland to the south. Subsequent expeditions until the late 1980's, including autopsies of crew

members, also revealed that *Erebus* and the *Terror's* shoddily canned rations may have been tainted by both lead and botulism. Oral reports by local Inuit that some of the crew members resorted to cannibalism were at least somewhat supported by forensic evidence of cut marks on the skeletal remains of crew members found on King William Island during the late 20th century. In April 1851 the British transport ship, *Renovation*, spotted two ships on a large ice floe off the coast of Newfoundland. The identities of the ships were not confirmed. It was suggested over the years that these might have been *Erebus* and *Terror*, though it is now certain they could not have been and were most likely abandoned whaling ships. 20 Dec 1848 Discovery Ship. Particular Service. **Abandoned in Arctic 1845 - all ship's company lost. Abandoned in Victoria Strait, 22 April 1848.**  
 2 Sep 2014 Discovered sunk in Queen Maud Gulf, Nunavut, Canada. National Historic Site of Canada.

029.	<b>Nemesis.</b>	Frigate. <b>Seringapatam-class.</b> 5th-Rate.	46.	Wood.	Aug 1823.	19 Aug 1826.	One of four ships of the <i>Druid</i> sub-class. Ordered 23 July 1817. Completed September 1826 for the ordinary at Plymouth Dockyard. Never fully Commissioned, and was roofed over from the mainmast forward. The <i>Druid</i> , sub-class was an enlarged and improved ..... ..... version of the <i>Seringapatam</i> design, modified (1 Jan 1920) with a semi-circular stern. She carried a compliment of 315 officers and ratings. In 1830 she was at Plymouth. Jan 1848, in Ordinary (reserve) Devonport. 20 Dec 1848 Devonport. 1860 she was still at Devonport. <b>She was Broken up by 4 July 1866.</b>
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030.	<b>Satellite.</b>	Frigate. <b>Satellite-class</b> rig sloop.	18.	Wood.	June 1826.	3 Oct 1826.	Ordered 9 June 1825. Completed on 14 February 1827. Commissioned 22 Nov 1826. At Plymouth Dockyard. Serving mainly on the South America Station. She carried a completement of 125. ....
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..... 18 Oct 1826 arrived Falmouth from Milford. 25 Nov 1826 Lawes, being fitted at Devonport for Channel Service. 25 May 1827 arrived Spithead with the "Experimental Squadron", having spent a month at sea, during which they performed trials relative to the sailing qualities of the various ships. They are ordered to take on stores for foreign service in preparation for a further cruise. 16 Jun 1827 Remains at Spithead. 4 Jun 1827 Reports received from Lisbon state that the Experimental squadron has been performing trials to test the sailing qualities of the various ships of the squadron. 25 Sep 1827 departed Portsmouth with Experimental Squadron for off Scilly. 15 Jun 1828 refitting Pula Penang. 15 Oct 1829 reported at the Cape of Good Hope to be in New South Wales. Jul 1830 East Indies Station. 10 Oct 1830 departed from Madras on a cruise. 16 Feb 1831 arrived Bombay, from Trincomalee. 1 Mar 1831 departed Bombay for Madras. Circa middle of March, 1831, the *Southampton*, *Cruizer*, *Success*, and *Satellite*, were to sail from Trincomalee for Bombay, to fit out the *Calcutta*, new teak ship, 80 guns. The squadron was in excellent health, and was to touch at Pondicherry. 11 May 1831 arrived at Bombay from Trincomalee. 11 May 1832 paid off at Plymouth. 14 Jul 1832 is shortly due to be commissioned.

19 Sep 1832 commissioned at Plymouth, Cdr R. Smart in command. 2 Nov 1832 arrived Spithead from Plymouth and to join V.-Adm. Sir P. Malcolm's squadron in the Downs when practicable. End of 1832, a part of a squadron of vessels involved in the blockade of the ports of

Holland, which was defying the great Powers with regard to the Belgian question. See p. 270-1 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 11 Nov 1832 departed Spithead for Deal. 12 Nov 1832 departed Deal on a cruise off Dungeness. 16 Nov 1832 has detained and sent in to Ramsgate the *Diana*, from Berbice for Amsterdam. 19 Nov 1832 departed Deal to the westward. 26 Nov 1832 arrived Deal from a cruise off Dungeness, and remains. 2 Dec 1832 arrived Deal from the westward. Circa 30 Dec 1832 has detained and sent into Margate the *Ida Aleyda*, from Batavia. 3 Jan 1833 arrived Sheerness from the Downs. 4 Jan 1833 has detained and sent in to Margate a Dutchman, from Batavia. 14 Jan 1833 arrived in the Downs from the river. 22 Jan 1833 departed the Downs for Plymouth. 1 Feb 1833 departed Deal on a cruise to the westward. 4 Feb 1833 departed Deal to the eastward. 9 Feb 1833 arrived in the Downs from a cruise. 13 Mar 1833 departed Deal for the North Sea on a cruise. 20 Mar 1833 arrived in the Downs from cruising and departed today for her cruising ground. 25 Mar 1833 departed Deal. 22 Apr 1833 arrived Plymouth from the eastward. 30 Apr 1833 departed Plymouth for the eastward. 26 May 1833 arrived Deal. 31 May 1833 expected at Spithead from the Downs. 4 Jun 1833 arrived Deal from the North Sea. 6 Jun 1833 arrived Spithead from the Downs. 8 Jun 1833 at Spithead. 16 Jun 1833 departed Spithead for South America. 27 June 1833 arrived Madeira and departed for the Brazils. 15 Sep 1833 at Maldonado protecting British commerce. 15 Nov 1833 detained in or about Lat. 22° 23' S. Long. 43° 8' W., having had slaves on board and being fitted out for the slave trade, the Brazilian slave brig *Paquete de Sul*, Francisco Silveira Guarte Simas, master, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro, and on 14 Jan 1834 sentenced to be condemned. 3 Dec 1833 at Rio de Janeiro; flying the flag of R.-Adm. Sir Michael Seymour. 1 Jan 1834 on the South America Station. 11 Jan 1834 arrived Rio Janeiro from Buenos Ayres. 27 Feb 1834 the Admiralty (John Barrow) requests the Foreign Office (Viscount Palmerston), to order Warrants from the French, under the recent Conventions for the Slave Trade, for the Brazil Station for the commanding officers of the *Snake*, *Satellite*, and *Rapid*, at the same time cancelling and returning those that had previously been issued for the *Rattlesnake*, *Samarang*, and *Pylades*. 21 Apr 1834 Bahia. 15 Jun 1834 detained the Brazilian slave schooner *Duqueza de Braganca*, Jozé Joaquim de Barros, master, with 277 slaves on board, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro, and on 21 Jul 1834 sentenced to be condemned. 26 Dec 1834 is reported to be at Callao. 30 Oct 1835 due to depart Valparaiso for Rio de Janeiro and England. 17 Dec 1835 detained the slave brig *Orion*, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro. 13 Feb 1836 arrived Portsmouth Tuesday from Rio de Janeiro (5 Dec 1835). Bahia (28th), and Pernambuco (7 Jan.). On 17 Dec she detained the slave brig *Orion* which she sent into Rio for adjudication. She departed yesterday for Plymouth to be paid-off. 1 Mar 1837 at Chagres; ships on the station are reported to be generally healthy. 1 Jul 1837 arrived Jamaica from Vera Cruz. 14 Dec 1839 Mate Woodman (son of Mr. T. Woodman, secretary to Vice-Admiral Sir T. Harvey), promoted to the rank of Lieutenant, & appointed to the *Satellite*, vice Lieutenant Battorsby, deceased. 23 Nov 1839 at Bermuda refitting. She has had a most severe attack of yellow fever, having lost 7 officers and men at one period, whilst, of 113 officers and men, 83 were incapacitated. Bermuda is still suffering from the effects of the hurricane of the 12 Sep. 27 Jul 1840 arrived at Halifax from St. John's, N.B., and sails tomorrow for the Bay of Fundy. 1 Nov 1840 departed from Halifax for Barbadoes. 15 Dec 1840 at Bermuda, refitting. 13 Feb 1841 Spithead, arrived from Bermuda (8 Jan), having encountered continued easterly winds. 15 Feb 1841 Portsmouth. came into harbour from Spithead to be paid off. Her crew will be paid part of their wages and sent on leave, to return for general service on Tuesday. 27 Feb 1841 Commander John Robb, late of the *Satellite*, promoted to the rank of captain. 27 Feb 1841 Portsmouth, the *Emerald* had departed for Devonport, with marines for the Plymouth division, and men paid off from the *Satellite*. 27 Feb 1841 Portsmouth, The *Mercury* has departed for Chatham and Sheerness, with men paid off from the *Satellite*. 13 Aug 1841 Portsmouth, was taken into dock to be prepared for commission. 1 Oct 1841 Portsmouth, taken out of dock. 6 May 1842 commissioned at Portsmouth by Cdr Gambier. 25 Jun 1842 is under orders for the South America, probably departing next month. 12 Jul 1842 went out to Spithead to prepare for her passage to South America. 18 Jul 1842 departed Spithead for the South America Station. 21 Jul 1842 arrived Plymouth from Spithead, and



		departed the next day for South America. 1 Aug 1842 arrived Madeira, on route for South America. 21 Sep 1842 refitting at Rio de Janeiro prior to departing for the Pacific in a week or two. 1846 South America and River Plate Station. Jan 1848 Sheerness, in Ordinary (reserve). <b>Broken-up Feb 1849.</b>					
031	<b>Mooring Lighter.</b>	<b>Lighter</b>	.	Wood		1826	Utilised to move and service buoys, cans, channel marks and moorings, in and out of the Haven.
032.	<b>Clarence.</b>  <i>Laid down as Goliath. Renamed prior to launch.</i>	Battleship. <b>Canopus-class</b> ship of the line.	84.	Wood.	Aug 1824.	25 July 1827.	<p>Ordered 27 May 1819. 1 Jan 1820 ordered to be built, with a circular stern. Laid down as <i>Goliath</i>. 1820 Built <i>Goliath</i>. Renamed prior to her launch. Never fully commissioned.</p> <p>1830 at Plymouth. 8 Oct 1840 Plymouth, is ordered to be got ready for commission as soon as possible. ....</p> <p>..... Jan 1848 at Devonport. 20 Dec 1848 still at Devonport. 1860 still at Devonport. 1870 Lent to Ship Reformatory Committee, Liverpool. 1872 Reclassified as a Training Ship based at Plymouth 1879 Lent to Ship Reformatory Committee, Liverpool. 1890 Lent to the Liverpool Catholic Reformatory Association for use as a boy's reformatory ship. Training ship, then Medway, where burnt Jan 1884.</p> <p><b>Burnt at her mooring, 17 January 1884 at Liverpool.</b></p>
033.	<b>Spey.</b>	Brig. <b>Cherokee-class</b> brig-sloop.	10.	Wood.	Jul 1825.	6 Oct 1827.	<p>Ordered 25 March 1823. Completed 17 Nov 1828, at Plymouth Dockyard.</p> <p>27 Feb 1830 arrived at Rio Janeiro from Falmouth. 11 Jun 1830 arrived Jamaica. 15 Jun 1830 departed Jamaica for Cartagena. ....</p> <p>..... 1 Aug 1830 arrived Falmouth from Jamaica (3 d ult.). 8 Dec 1830 arrived Falmouth from the Leeward Islands (8th ult.). 18 Jan 1831 arrived Madeira, from Falmouth, and departed for Canaries. 30 Jul 1831 arrived Honduras from Falmouth. 24 Oct 1831 arrived Falmouth from Vera Cruz (1 Sep), Havannah (23 d). 29 Apr 1832 arrived Lisbon from Falmouth. 13 May 1832 arrived Lisbon from Falmouth. 17 Jun 1832 arrived at Plymouth, from Falmouth, to be paid off. 30 Jul 1833 commissioned at Plymouth for the packet service. 5 Sep 1833 In Hamoze. 10 Sep 1833 departed Plymouth for Falmouth. 3 Dec 1835 departed Falmouth for Halifax. At sea 9 Dec 1835 sustained severe damage in a storm between 20-27 Nov 1835, losing all her masts, spars and rigging and much damage below decks. The commanding officer, Lieutenant I Binney, and 13 of the crew were lost or killed during this period. The master, having rigged a jury mast on the remaining stump of the fore-mast set a sail and headed for the south and hoped to make Antigua in 3 weeks. 7 Jan 1836 arrived Havannah and departed on 9th for Belize. 26 Jul 1837 The First Hurricane. 1-6 Aug 1837 The Second Hurricane. 11 Feb 1841 the packet <i>Star</i> arrived Falmouth from Tampico Havannah (5 Jan), with the crew of the packet <i>Spey</i>, recently lost on a reef whilst on route for Mexico. 16 Feb 1841 the <i>Star</i> arrived at Plymouth, from Falmouth, with the crew of the <i>Spey</i> packet. 22 Feb 1841 a court-martial took place on board the <i>San Josef</i>, at Plymouth, to investigate the charges laid against Lieutenant Bastard James, the officers and men over the loss of the packet-brig <i>Spey</i> November last. Blame was attributed to the commander and master: Lieutenant James to be severely reprimanded, and be placed at the bottom of the list of lieutenants; and Mr. Barratt to be reprimanded, and</p>

be placed at the bottom of the list of masters. The rest of the officers and crew were acquitted. John Patterson, the gunner, and Mr. Carpenter, master's assistant were amongst those who gave evidence.

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**Extract from Lieut. James's Private Journal, commanding the Spey Packet:**

" Barbados, July 26, A.M.- At 2 o'clock, light showers of rain, wind shifting from south to north-west, the sky dark and gloomy, with flashes of lightning in the south-east and southwest: at 4, calm, with a heavy swell rolling into the bay; lightning and thunder, sky assuming a blue-black appearance, with a red glare at the verge of the horizon; every flash of lightning was accompanied with an unusual whizzing noise, like that of a red-hot iron plunged in water: at 6 the barometer fell rapidly, the seismometer much agitated and unset led, and fell at length to 28.45 inches; hoisted in the boats, sent down topgallant-masts, struck lower yards and topmasts, let go both bower anchors, veered out a long scope of cable on the moorings and both bowers: at 7.30, the hurricane burst on us in all its dreadful fury: at 8, it shifted from east-south-east to south, and blew for half an hour, so that we could scarcely stand on the deck; made preparations for battening the hatches down and cutting away the masts; the sea came rolling into the bay like heavy breakers, the ship pitching deep, bowsprit and forecastle sometimes under water: the wind shifting to the west-south-west, at 9 the barometer began to rise, and to our great joy we observed a change in the sky for the better. As the haze cleared away, we counted twenty--one sail of merchantmen driven on shore, and perfect wrecks. Her Majesty's ship Gannet drove with four anchors down, but fortunately brought up and rode out the gale. Her Majesty's steamer Alban went on shore, but in all probability will be got off. One brig foundered at her anchors, and sunk. Thank God, we rode it out so well! The Spey, the Gannet, and Fortitude merchant ship, were all that rode out the hurricane. The City of Kingston steamer put to sea, and returned next day 30 Jul 1837 departed Barbados to run along the islands and pick up the mails for England. Found that the hurricane had scarcely been felt at St. Lucia, but at Martinique several ships were wrecked. *Spey* packet. 22 Feb 1841 a court-martial took place on board the San Josef, at Plymouth, to investigate the charges laid against Lieutenant Bastard James, the officers and men over the loss of the packet-brig Spey November last. Blame was attributed to the commander and master: Lieutenant James to be severely reprimanded, and be placed at the bottom of the list of lieutenants; and Mr. Barratt to be reprimanded, and be placed at the bottom of the list of masters. The rest of the officers and crew were acquitted. John Patterson, the gunner, and Mr. Carpenter, master's assistant were amongst those who gave evidence.

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30 Jul 1837 departed Barbados to run along the islands and pick up the mails for England. Found that the hurricane had scarcely been felt at St. Lucia, but at Martinique several ships were wrecked.

**Antigua Hurricane of 2nd of August - The Second Storm.**

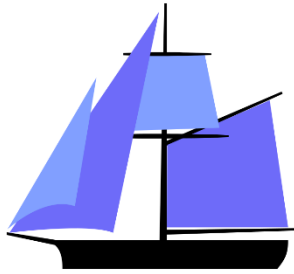
The *Spey* packet, which had been at anchor in Carlisle Bay, Barbados, during the hurricane of the 26th July, departed from that island on the 30th for St, Thomas, delivered mails at the northern islands as she went along, and, as will be seen by her log, was very nearly sailing into the second hurricane.

**Extract from the Log of H. M. Packet *Spey*, in Civil time, Lieut. James, Commander.**

Hour.	Wind	Bar.	Ther.	Remarks.
<b>Tuesday, August 1, 1837.</b>				
A.M.		falling		A.M. Moderate and cloudy, with light showers and hazy weather; barometer falling: landed the mails at Dominica. The Jane Lockhart, of London, slipped and went to sea on the 26th, and returned to take in the rest of her cargo.
P.M.	S W			P.M. Calm and sultry, the sky overcast with dark heavy clouds, exactly the same appearance they had before the hurricane came on at Barbados; employed in preparing for another blow; got all snug, and kept away to the SW; further off the land the better.
<b>Wednesday, August 2, 1837.</b>				
A. M.	S E to W			A.M. Heavy squalls, with lightning and thunder; heavy sea running; wind shifted from S E to W.
P.M.		rising		P.M. Barometer rising; made more sail, and stood in for Guadeloupe; at 3, saw the land, ran in for Basseterre, and landed the mails in a heavy surf; at 5, bore away for Antigua.
<b>Thursday, August 3, 1837</b>				
A.M.				At 6 A.M. close in with the land; observed the island had suffered lately, all the cocoa-nut trees, were blown to pieces. The Montrose bark, of Liverpool, totally wrecked, with 300 hhds. of sugar on board, the day before in a severe hurricane.
P.M.				P.M. Made all sail for Montserrat.
<b>Friday, August 4, 1837.</b>				
A. M.				A.M. Landed the mails and found that there had been no hurricane felt on the 26th of July or the 2nd of August.
<b>Saturday, August 6, 1837.</b>				
A.M.				A.M. Landed the mails at Nevis and St. Kitts; here the hurricane was most severely felt. The ship Julia, of London, full cargo, was wrecked on the 2nd, and so smashed to atoms, that there is hardly a vestige of her to be seen. The ship Michael, of London, on shore; bilged, part of cargo saved, and discharging into the Robert, of London. The mail-boat Eleanor, with the Leeward mails on board, knocked to atoms; mails lost.
<b>Sunday, August 6, 1837.</b>				
A.M.				A.M. arrived at Tortola. Here the hurricane has destroyed the town and several plantations. One brig from St. John's, with a rest number of small-craft, total wrecks.
P.M.				P.M. 2.30. Came to an anchor in St. Thomas's harbour, and landed the mails. Here the hurricane of the 2nd appeared to have concentrated all its power, force, and fury; for the harbour and town were a scene that baffles all description. Thirty-six ships and vessels totally wrecked all around the harbour, among which about a dozen had sunk or capsized at their anchors; some rode it out by cutting away their masts, and upwards of 100 seamen drowned; but what was very extraordinary, there was not one English vessel in the port. The harbour is so choked up with wreck and sunken vessels, that it is difficult to pick out a berth for a ship to anchor. The destructive powers of this hurricane will never be forgotten. Some houses were turned regularly bottom up. One large well-built house was carried by the force of the wind from off its foundation, and now stands upright in the middle of the street. The fort at the entrance of the harbour is levelled with the foundation, and the 24-pounders thrown down: it looks as if it had been battered to pieces by cannon-shot.  In the midst of the hurricane shocks of earthquake were felt: and to complete this awful visitation, a fire broke out in the back stores of Messrs. Stubbs and Co. Heavy tiles were flying about from the tops of the shaking and trembling houses, killing and wounding many


						persons. One fine American ship, 600 tons, was driven on shore under the citadel, and in an hour, nothing could be seen of her but a few timbers. Several fine merchant ships and brigs are at anchor, dis-masted, with cargoes; and not a spar or rope for standing rigging to be had in the island. No place hitherto has suffered so much from a hurricane in all the West Indies as St. Thomas's. Thank God we escaped so well out of it ! <b>R. B. JAMES</b>
		<b>28 Nov 1840 Wrecked on a reef in the Bahama Channel, Racoon Key. located off the Atlantic coast of north-central and north eastern mainland and the Sabana-Camagüey Archipelago of Cuba, and south of the Great Bahama Bank of the Bahamas. (All passengers and crew were rescued.)</b>				
034	<b>Variable.</b> renamed HMS <b>Pigeon.</b>	Brig. <b>Cherokee-class</b> brig-sloop. Converted to packet brig in 1829.	Designed for 18. reduced to 10. And later 6-guns.	Wood.	May 1825.	<b>6 Oct 1827.</b> Ordered 25 March 1823. 2 Feb 1829 renamed Pigeon 6. Then Falmouth packet brig. Completed 23 Feb 1829 at Plymouth Dockyard. Her complement was 52 men and officers. 1830 Falmouth, Sloop of war fitted as a packet. 28 Jul 1830 departed Falmouth for Rio Janeiro. 16 Nov 1831 arrived Pernambuco from Falmouth and in view of the local situation has departed again. 23 Feb 1832 arrived Plymouth from Rio de Janeiro with specie, .... ..... a part of which was from the wrecked frigate Thetis, at Cape Frio. 12 Mar 1832 departed Falmouth for Jamaica and Carthagena. 8 Apr 1832 arrived Barbadoes from Falmouth and departed the following day for Jamaica. 10 May 1832 at Port Royal, Jamaica, when the Champion departed for England, and due to proceed in 15th for England with mail and despatches. 19 Jun 1832 arrived Falmouth from Carthagena (8 May) ; Jamaica (14). 9 Sep 1833 arrived Falmouth from the Barbadoes (25 Jul), and St. Thomas's (8 Aug). 12 Dec 1833 had departed Jamaica for Mexico. At sea 24 Jan 1834 Spoke with the <i>Apollo</i> from Waterford in lat. 48, long. 15. 8 Dec 1834 spoke with the Boddingtons at lat. 18, long. 33. 14 Dec 1834 spoke with the <i>Mary Ann</i> at lat. 40, long. 29 and has now arrived Falmouth. 23 Nov 1840, departed St Thomas'; Porto Rico 24/11; Cape Hayti 27/11. 9 Jan 1841 Plymouth, A court-martial was held on board the <i>San Josef</i> on George Hobbs, the gunner of the <i>Pigeon</i> packet on four charges : 1, being drunk and disorderly; 2, repeated drunkenness ; 3, for insubordination, and disobedience of orders ; and 4, for striking his superior officer, Daniel Braily, master of the Pigeon, while in the execution of his duty. The prisoner pleaded guilty to all the charges. The Court deliberated nearly two hours, and on its reopening the Judge-Advocate read over the charges, and pronounced the prisoner "Guilty." He was sentenced to be hung at the yard-arm of one of HM ships in Hamoaze. The prisoner expressed a hope, that in consideration of his long servitude, and its being the first offence, the Court would recommend him to mercy. The President, Rear-Admiral Warren, said the Court regretted their duty was imperative, but that they would recommend him to mercy. 30 Jun 1841 arrived Falmouth from the Mexico; Vera Cruz (2/5); Tampico (8/5); Havannah (27/5). 2 Dec 1841 Hobbs, the former Gunner of the <i>Pidgeon</i> , who was sentenced to death for striking a superior officer, had his sentence commuted to transportation for life, gained a further remission when waiting to sail to Australia on board the convict ship Somersetshire, when his penalty was reduced to a year in prison in the Penitentiary. 24 May 1842 arrived Plymouth from Falmouth to be paid off. 31 May 1842 paid off at Plymouth. 6 Aug 1842 having recently been replaced by a Royal Mail Steamer and paid off the Admiralty has asked the authorities at Plymouth Dockyard how long it would take to refit and prepare the vessel for commission, with a view to the vessel being used to convey the West India Station mails. Ordered to be sold in 1847. <b>Sold on 27 July 1847.</b>
035	<b>Leda.</b>	Frigate. <b>Seringapatam-</b>	46. 1860: Re-rated as a	Wood.	Oct 1824.	<b>15 Apr 1828.</b> Ordered 15 May 1821. Completed May 1828.

		<i>class.</i> 5th-Rate.	44-gun vessel.				She was part of the Druid sub-class was an enlarged and improved version of the Seringapatam design, modified with a circular stern. She was Never fully commissioned. 1830 at Plymouth. Jan 1848 Devonport, in Ordinary (reserve). 20 Dec 1848 Devonport. 1854 Hulk in Plymouth. 1860 Devonport, re-rated as a 44-gun vessel. 1864 Police hulk. Mar 1865 Reclassified as a water police ship. 1870 Water Police Vessel, Devonport. 1879 Water Police Vessel, Devonport. 1890 Water Police Vessel, Devonport Sold for scrap, on the 15 May 1906.
036	<b>Sparrow.</b>	Ketch Cutter. <b>Bramble class.</b>	10.	Wood.	Oct 1827.	28 Jun 1828.	Ordered 20 March 1819. Completed 18 July 1828 at the Portsmouth Dockyard. She carried a compliment of 50 men and officers. .... ..... 15 Aug 1829 departed Portsmouth on a cruise. 17 Aug 1829 in harbour at Portsmouth. 1 Nov 1829 arrived Plymouth from Portsmouth with specie for the Pay Office. 15 Nov 1829 arrived Portsmouth from Plymouth. 22 Nov 1829 arrived Plymouth from the Bristol Channel. 8 Dec 1829 arrived Portsmouth from a cruise. 9 Jan 1830 arrived Portsmouth from a cruise. 19 Jan 1830 arrived Portsmouth from a cruise. 30 Jan 1830 arrived Plymouth from Portsmouth with Royal Marines lately serving in the Java. 1 Jun 1830 arrived Portsmouth from Jersey. 24 Nov 1830 departed Portsmouth, Lieut. Moffat, in command. 1 Dec 1830 departed Plymouth. 10 Dec 1830 arrived Portsmouth. 11 Dec 1830 departed Portsmouth. 18 Dec 1830 departed Portsmouth. 18 Jan 1831 arrived Portsmouth from Plymouth and is preparing to be paid off. 8 Nov 1832 has been commissioned at Portsmouth and has been taken into dock. 14 Nov 1832 taken out of dock. 16 Feb 1833 departed Portsmouth for Plymouth with specie. 15 Mar 1833 arrived Portsmouth from Swansea. 31 May 1833 arrived Plymouth from Falmouth. 27 Jul 1833 departed Falmouth for Oporto, and Lisbon, with mails. 19 Aug 1833 arrived Falmouth from Lisbon (6), and off Oporto (11). 7 - 28 Sep 1833 In Harbour at Portsmouth. 13 Oct 1833 departed Falmouth for Oporto, and Lisbon, with mails. 14 Oct 1833 put back to Falmouth due to the squally weather. 17 Oct 1833 put back to Carrick Roads on Monday, whilst taking mail to Portugal: remains in the Roads, waiting for the weather to moderate. 17 Oct 1833 Falmouth departed for Oporto, and Lisbon, with mails. 19 Dec 1833 arrived Dartmouth from Lisbon (3). 26 Dec 1833 arrived Portsmouth from Lisbon. 4 Jan 1834 in harbour at Portsmouth. 13 May 1837 is now out at Spithead and sails Monday for Rio de Janeiro and the Falkland Islands, where she is expected to remain. 2 Jun 1837 at Spithead. Portsmouth 12 Nov 1837 the <i>Rose</i> reports that she spoke with the <i>Sparrow</i> on 6 Oct at long. 21, on route for the Falkland Isles. Circa Jan 1839 still at the Falkland Islands. 13 Mar 1841 left Rio Janeiro for Rio Plata. 23 Aug 1841 at Rio de Janeiro. 21 Apr 1842 arrived Rio from a cruise, and was then directed to accompany a prize taken by the <i>Rose</i> to the West Indies. 5 Jul 1842 arrived Spithead from the Coast of Brazil, which she departed 3 May. The <i>Sparrow</i> had spent 2 years at the Falkland Isles, her Commanding Officer, Lieutenant Tyssen, RN, being the Governor, who had handed over responsibility to the new Governor, R. C. Moody, Esq. of the Royal Engineers. 7 Jul 1842 departed Spithead for Sheerness to be paid off. 1844 Survey ketch. 20 Dec 1848 Ketch. Portsmouth. 30 Aug 1851 Ireland. <b>Broken-Up August 1866.</b>
037.	<b>Snipe.</b>	Schooner <b>Nightingale-class</b> cutter.	8. reduced latter to 6 guns.	Wood.	Oct 1827.	28 Jun 1828.	Ordered 1822. Completed 6 September 1828 at Plymouth Dockyard. She carried a compliment of 34 man and officers. All life tender in Portsmouth. 12 Jul 1829 departed Plymouth for Portsmouth. ....



Nov 1860.

..... 17 Nov 1829 departed Portsmouth for a cruise. 8 Dec 1829 arrived Portsmouth from a cruise. 21 Jan 1830 departed Portsmouth. 8 Mar 1830 arrived Plymouth yesterday from Portsmouth, with specie for the Dockyard and is expected to sail again tomorrow. Jul 1830 Tender to St Vincent at Portsmouth. 23 Nov 1830, departed Portsmouth, Lieutenant Purcel, in command. 28 Dec 1830 departed Portsmouth with the Highflyer cutter to the Eastward. 30 Jan 1831 arrived Portsmouth from a cruise. 21 Feb 1831 arrived Portsmouth from a cruise. 28 Feb 1831 departed Portsmouth for Newhaven. 7 Mar 1831 arrived Portsmouth, from the eastward. 28 Mar 1831 departed Portsmouth to the Eastward. 22 Apr 1831 arrived Portsmouth from a cruise. 30 Apr 1831 departed Portsmouth on a cruise. 15 Jun 1831 arrived Portsmouth with volunteers for the Asia. 18 Jul 1833 arrived Portsmouth from Sheerness. 18 Feb 1841 Plymouth, arrived from Ireland on Wednesday. 25 Mar 1842 arrived Plymouth from Ireland. 31 Mar 1842 due to be paid off today at Plymouth. 20 Dec 1848 Devonport. **Broken-Up**

038	<b>Speedy.</b>	Cutter. <b>Nightingale-class</b> cutter.	8.	Wood.	Oct 1827.	28 Jun 1828.	Ordered 1822. Completed 2 Nov 1828. Commissioned 2 Nov 1833 at Plymouth Dockyard. 11 Aug 1829 departed Portsmouth on a cruise. ....
			<p>..... 12 Aug 1829 arrived Portsmouth from a cruise. 9 Oct 1829 departed Portsmouth on a cruise. 9 Feb 1830 In Hamoaze. 29 Jan 1830 arrived at Plymouth. Jul 1830 tender to <i>Semiramis</i> at Cork. 2 Feb 1831 departed Portsmouth. 8 Feb 1831 arrived Plymouth from Portsmouth, and the next day proceeded to Cork. 25 Feb 1831 arrived Portsmouth. 12 Mar 1831 arrived Portsmouth, from the Eastward. Speedy 2 Feb 1833 in Portsmouth Harbour. 24 Apr 1833 departed Portsmouth on a cruise. 6 May 1833 arrived Falmouth from Portsmouth. 7 May 1833 departed Falmouth for Portsmouth. 30 May 1833 departed Falmouth for Plymouth. 31 May 1833 arrived Plymouth from Falmouth, and then departed for Portsmouth. 17 Jul 1833 arrived Falmouth from Lisbon (4), Oporto (7). 1 Aug 1833 In Hamoaze. 14 Sep 1833 in Barnpool. 31 Oct 1834 departed Portsmouth on a cruise. 2 Feb 1835 the cutters Fanny, Emerald and Speedy tested their sailing qualities at Portsmouth this week. 21 Mar 1835 arrived Portsmouth Tuesday, and departed the following day on a cruise. 28 Mar 1835 came into Portsmouth harbour from the eastward. 27 Jun 1835 departed Portsmouth on Sunday on a cruise. 23 Jan 1836 arrived Portsmouth on Wednesday from Sheerness, with the Gossamer tender. The Speedy departed this morning, but returned later, having lost her bowsprit in the heavy gale blowing in the Channel. 11 Feb 1836 arrived Plymouth on Friday from Sheerness and remains at the Island. 5 Mar 1836 departed Portsmouth on Thursday on fishery protection duties along the Sussex coast. 25 Mar 1836 has departed Portsmouth for Sheerness. 19 Feb 1837 reported to be in the Bilboa River. 21 May 1837 was reported to be at Santander. 21 Aug 1841 Lieutenant George Beaufoy, appointed to command the Speedy; 14 Feb 1842 arrived from Portsmouth, with supernumeraries. 18 Feb 1842 departed Plymouth for the Eastward with supernumeraries. 19 Feb 1842 arrived Spithead, from Plymouth, with men, and then proceeded to the Eastward. 4 Mar 1842 departed Portsmouth for Sheerness. 20 Dec 1848 Sheerness. 1860 Mooring Lighter, Sheerness. Aug 1853 Reclassified as a mooring lighter. 1853 dockyard lighter. 1866 Renamed as <b>Y.C. 11. Broken -Up 1876.</b></p>				
039	Comet.  Renamed <b>Comus</b> , in	Sloop. <b>Comet-class</b> sloop.	18.	Wood.	Oct 1826.	14 Aug 1828.	Ordered 15 May 1821. Completed 28 February 1829. Commissioned Nov 1828 at Plymouth Dockyard. 26 May 1829 refitting at Simon's Bay. 7 Aug 1829 remains at Trincomalee. 23 May 1831 arrived at Sydney, NSW from Pitcairn's

Trincomalee 16 Oct 1832							<p>Island and Tahiti. 20 Jul 1831 arrived at Sydney, from a cruise. 26 Aug 1831 departed Sydney NSW for .....</p> <p>..... Madras. Returned to Sydney having failed to make the passage through Torres Straits. 27 Nov 1831 arrived Madras. 18 Dec 1831 departed Madras for Malacca. 3 Feb 1832 arrived Singapore from Madras. 13 Feb 1832 departed Singapore for Ceylon. 29 Mar 1832 arrived Trincomalee from Singapore. 22 Apr 1832 was at Trincomalee having a new mast fitted and refitting when the Crocodile departed for England. 3 Jun 1832 the Cruiser and Alligator were at Madras when the Comet departed for England. 6 Aug 1832 touched at St. Helena. 11 Aug 1832 touched at Ascension. At sea, 27 Sep 1832 arrived in the English Channel from the Cape, St. Helena (1 Aug). 29 Sep 1832 arrived Spithead from the East Indies, under the command of Lieut. H. F. Peake, Commander Sandilands having died on 12 Jun 1832, from apoplexy, during her passage home. She reports that whilst on the station she was sent to Pitcairn to remove the murderers of the Bounty to Otaheite. 15 Oct 1832 was paid off and at Plymouth. 16 Oct 1832 Comet renamed Comus in Trincomalee and recommissioned. 16 Oct 1832 <b>Comet</b> (1828) renamed <b>Comus</b>. 29 Dec 1832 in Hamoaze. Has been slated in to go out to Plymouth Sound 4 Jan., to await orders. 7 Mar 1833 at a Court Martial held on board the <i>San Josef</i>, in Hamoaze, Plymouth, Lieutenant James Fox Campbell, of the <i>Comus</i>, was found guilty of 2 out of 3 charges of disobedience by failing to return on board when he was aware the ship was under sailing orders and was sentenced to be severely reprimanded. Falmouth 11 Mar 1833 arrived from Plymouth, bound to the West Indies. Falmouth 15 Mar 1833 departed. Madeira 26 Mar 1833 arrived and departed the following day for Jamaica. Barbadoes 6 July 1833 Refitting. Jamaica 12 Jul 1833 arrived from Barbadoes. Barbadoes 5 Feb 1834 Is reported to be at Port Royal, under orders for the Leeward Islands. Halifax 21 Oct 1834 Refitting following a period employed on fishery protection duties on the coast of Newfoundland and Labrador. 7 May 1835 reported to be with a squadron at Barbadoes. Jamaica 28 Apr 1835 is reported to have returned to Barbadoes having been employed in attempting to intercept those involved in the inter-island slave trade at St Thomas's and Porto Rico, and is reported to have had some success, with Captain Hamilton attempting to bring some of those involved to trial. 21 Jun 1835 departed Barbadoes for Jamaica. 19 Jul 1835 reported to be at Port Royal. Prior to 7 Aug 1835 is reported to have departed from Jamaica on a cruise. 16 Aug 1835 departed Jamaica for Honduras. 23 Oct 1835 arrived at Jamaica from Havannah. Circa 2 May 1836 reported to be at Jamaica. Portsmouth 6 Aug 1836 it is reported that the Comus has arrived Plymouth from Tampico, where Charles Ross Price, mate; John Aishton and Henry Baker, crew, were drowned in a boating accident. Jamaica 26 Jun 1837 departed for Carthagen. 12 Sep 1838 seized Portuguese slave schooner Ingemane, Antonio Joaquim de Faria, master, lat. 20° 09' 55" N., long. 82° 59' 30" W., with 82 slaves on board, sailing under Portuguese colours, bound from Rio Nunez to Havana. The Ingemane being in an unseaworthy condition and short of victuals and water, was supplied with water and provisions and taken to Havana where she was formally surveyed by Mr. Thomas A. Wemyss, Master of the <i>Comus</i>, and the Carpenters of H.M. Ships <i>Belvidera</i>, <i>Wanderer</i>, and <i>Comus</i> and found to be unfit to sail to Sierra Leone and was therefore sent on 24 Sep., with the slaves to Nassau, New Providence, where the 82 Boxal Negroes were landed, and matter sent with the Mate, Mr. Francis Freeling, to Sierra Leone for adjudication by the British and Portuguese Mixed Court who dealt with the matter on 10 Nov 1838, where she was condemned for being engaged in the illicit traffic in slaves and the surviving 79 negroes emancipated, 3 having died before adjudication, the schooner and stores being left at Nassau, New Providence, in charge of the Comptroller of Customs, and commission issued for the sale thereof. 16 Jan 1839 at Jamaica. 25 May 1840 departed from Jamaica for Hayti. 27 Jul 1840 departed from Jamaica for Carthagen. 28 Aug 1840, at Jamaica. 13 Sep 1840 departed from Port Royal. 25 Sep 1840 arrived Belize. 30 May - 12 Jun 1841 was reported to be at Vera Cruz when the Ranger called there. 24 Jul 1841 arrived at Jamaica, from the Havannah, with 270,000 dollars. 5 Aug 1841 departed from Barbadoes. 18 Sep 1841 was at Port Royal, Jamaica. 12 Oct 1841 Mate P W. Coventry, late Comus, passed for Lieutenant at the Naval College. 1 Nov 1841 was reported to be at Jamaica when the packet <i>Pandora</i> departed the Barbadoes for England. 4 Jan 1842, departed from Jamaica for Carthagen. 21 Apr 1842 departed Bermuda for Portsmouth. 11 May 1842 arrived Spithead from the West Indies with specie of \$250,000 on a/c of the Colonial Bank. 14 May 1842 departed Spithead for Chatham to be paid off. Oct 1842 assisted with the Salvage of the Palinurus off</p>
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		the Coast of Honduras, and the Admiralty Court agreed that the sum of £300 offered by the company was insufficient and that a total of £1,200 would be a more appropriate reward taking into account the dangerous coast on which they were having to operate and the value of the salvaged vessel of £4,116, including freight. Aug 1845 - Jun 1846, operations with the French, against renegade Uruguayan, Oribe, and Don Juan Manuel de Rosas, up the River Parana. See p. 336-345 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a> 1846 South America and River Plate. 20 Dec 1848 Sheerness. Oct 1856 Hong Kong ship's boats detached up the river to Canton, where, with other boats of the squadron, the various Chinese forts guarding the river were captured. 12 Nov 1856 Canton (Cdr R. Jenkins). 8 Jan 1857 British forces commenced withdrawal from off Canton, to Hong Kong, although the Comus appears to have remained anchored in the River, off the City, until May. 10 May 1857 Hong Kong. 25 May 1857 Amoy. 28 Nov 1857 Amoy, and departed shortly for Hong Kong. 26 Jan 1858 Left Hongkong for UK. 1 Oct 1856 - 26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels. 1860 Chatham. <b>10 May 1862 Chatham. Completed breaking up</b> , per Parliamentary estimates etc. 1861-62.					
040	<b>Hotspur.</b>  1868 Renamed <b>Monmouth.</b>	Frigate. <b>Modified Seringapatam-class.</b> 5 <sup>th</sup> Rate.	46.	Wood	Jul 1825	9 Oct 1828	Ordered 15 May 1821. April 1829 Laid up incomplete at Plymouth. 1830 at Plymouth. 1859 she was recorded as being a chapel hulk based at HMNB Devonport - possibly moored at Hamoaze. 1865 She was again .....
		..... recorded, at the same location, as a Roman Catholic chapel hulk, after the Roman Catholic Church of "Our Most Holy Redeemer" was opened in Keyham. 1868 Renamed <b>Monmouth.</b> In 1859 a chapel hulk. Renamed Monmouth 1868. <b>1902 Sold for Breaking-Up.</b>					
041.	<b>Lightning.</b>  1832 Renamed <b>Larne.</b>	Sloop. <b>Comet-class</b> sloop.	18	Wood	Jul 1828.	2 Jun 1829	Ordered 15 May 1821. Originally, ordered with the name of Orestes on 15 May 1821, renamed Lightning on 30 Jan 1822. Completed 16 Sep 1829. Commissioned 15 June 1829. Carried a compliment of 125 men and officers.
		<i>Beware !!! - there was already another Lightning, a Paddler, in service when this vessel was brought into service, which perhaps, and understandably, is why this vessel was renamed Larne in 1832. Designed by Prof. Inman. 5 Oct 1829 Lightning at Tenerife. 25 Dec 1829 departed Rio de Janeiro for Rio Plata. Jul 1830 South America Station. Dec 1830 at Rio de Janeiro. 30 Jan 1831 at Cape Frio attempting to recover the treasure from the Thetis commenced using a diving bell designed onboard. 27 Mar 1831 some of treasure from the Thetis found and recovered. 13 May 1831 recovery of treasure at Cape Frio continues under the supervision of Captain Dickinson, HMS Lightning, and over \$140,000 had been recovered. 23 Aug 1831 departed Rio de Janeiro for Cape Frio. Mar 1882 Captain Dickenson continued in charge of recovery operations, recovering over \$600,000 worth of bullion and specie etc., until relieved by Captain de Roos of the Algerine. 30 Aug 1834 salvage of specie and bullion from the wreck of the Thetis (a payment of £10,000), due to be paid. 14 Mar 1832 arrived Rio from Cape Frio with \$60,000 from the wreck of the, which was turned over to the frigate Maidstone, which was due to leave for England on 29th inst. 28 Apr 1832 at Rio de Janeiro. 20 Jun 1832 at Rio de Janeiro when the Seringapatam departed for England. 4 Jul 1832 departed Rio for England, leaving the HMS <i>Warspite</i>, HMS <i>Samarang</i>, and HMS <i>Beagle</i> in harbour, the latter ready to depart for the River Plate. 28 Aug 1832 arrived Spithead from Rio. 12 Sep 1832 Lightning renamed Larne. 13 Sep 1832 paid off and to be recommissioned as the Larne. On being paid off the ship's company requested permission to present their commanding officer with a sword and pair of epaulettes, as a sign of their gratitude etc., but Captain Dickinson, who disapproved of his inferiors expressing a public opinion of their superiors, declined to accept them, but an anonymous letter was sent to the Commander in Chief suggesting that the ship's company had been ill-treated, and further application was made for the award</i>					

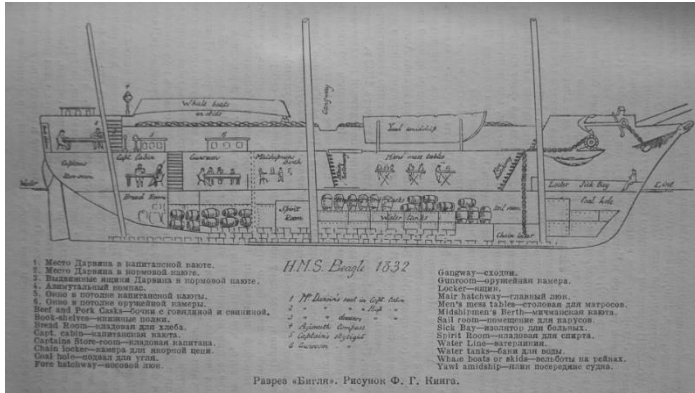


to be accepted by Capt. D., who then consulted with the C-in-C, following which he agreed to accept the gifts. [Not surprising that this sort of thing, i.e., presenting gifts to senior officers etc., was made contrary to the Naval Disciplinary Act in years to come.]. 20 Sep 1832 **Larne** taken into dock at Portsmouth to be repaired prior to being commissioned. 24 Sep 1832 taken out of dock. 5 Oct 1832 commissioned by Cmdr. W. S. Smith. 3 Nov 1832 went out to Spithead. End of 1832, a part of a squadron of vessels involved in the blockade of the ports of Holland, which was defying the great Powers with regard to the Belgian question. See p. 270-1 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 8 Nov 1832 departed Spithead and to join the Squadron in the Downs. 12 Nov 1832 still in the Downs. 15 Nov 1832 anchored in the evening in the Downs with the following British vessels: *Donegal*, 78; *Talavera*, 74; *Stag*, Frigate; and *Scout* corvette; *Rhadamanthus* and *Dee*, steam vessels. 28 Nov 1832 the *Vernon* with the *Stag*, *Volage*, *Scout*, **Larne**, *Rover*, *Snake*, and steamer *Dee*, along with 5 French vessels, are reported to be cruising off the Dutch ports, from Walcheren to the Texel. 2 Dec 1832 arrived in the Downs with the French ship L'Ariane. 24 Dec 1832 arrived in the Downs. 26 Dec 1832 departed the Downs on a cruise. 3 Jan 1833 arrived in the Downs from a cruise. 3 Jan 1833 departed the Downs for Cherbourg. 13 Jan 1833 arrived Deal from a cruise. 15 Jan 1833 remains in the Downs. 28 Jan 1833 departed Deal to the southward. 9 Feb 1833 departed the Downs on a cruise. 12 Mar 1833 arrived Spithead. 18 Mar 1833 arrived Deal from the westward. 25 Mar 1833 departed Deal. 13 Apr 1833 arrived Portsmouth from Sheerness, having been docked after having been ashore on the Goodwin Sands. 27 Apr 1833 at Portsmouth preparing for service in the West Indies. 9 May 1833 towed out of harbour to Spithead by the *Dee*. 10 May 1833 departed Spithead for the West Indies. 15 May 1833 arrived Falmouth from Portsmouth, and departed for the West Indies. 23 Jul 1833 departed Halifax for Bermuda. 31 Jul 1833 departed Bermuda for Jamaica. 22 Aug 1833 remains Jamaica. 1 Jan 1834 On the North America and West Indies Station. 5 Feb 1834 is reported to be at Port Royal. 21 Mar 1835 reported to have arrived Jamaica from Barbadoes 25 Jan. 7 May 1835 reported to be with a squadron at Barbadoes. 28 Jul 1835 is reported to be at Barbadoes. 7 Jun 1836 arrived Portsmouth Sunday from Puerto Cabello, on the Spanish Main. She returns to UK waters having commissioned in May 1833. 18 Jun 1836 was paid off at Portsmouth into ordinary on Friday. A quartermaster, Mr Charles Charleston, was awarded the Long Service and Good Conduct medal and a gratuity of £15. 11 Mar 1837 is due to be commissioned at Portsmouth shortly, the following officers having been appointed: Commander PJ Blake; Lieutenant PB Stewart; Acting Master James Bascomb; Purser George Shepherd; and Gunner Thomas Norman. 2 Jun 1837 departed Portsmouth for Plymouth, and thence to Lisbon and the East Indies. 18 Jun 1837 arrived Lisbon from Plymouth, on route for the East Indies. 16 Aug 1837 has arrived Plymouth from the Cape of Good Hope. Aug 1837 has arrived Simon's Bay from Plymouth, Lisbon and Madeira. 31 Aug 1837 departed Simon's Bay for India. 26 Feb 1839 had been about to sail for India, but remained at Canton at the request of the merchants in view of problems related to the restrictions on the trading of opium. See p. 280 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 23 May 1839 Captain Elliot left Canton for Macao, and informed the British government of the fast deteriorating situation regards the British presence in China. 30 Aug 1839 the *Volage* arrives at Hong Kong and the British presence at that port continues to grow although it wasn't ceded to the Britain until 1841 - see p. 281. Circa Apr 1840 at Singapore. 21 Jun 1840 arrived in Macao Roads and established a blockade of the port and river of Canton. See p. 282 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 5 Jul 1840 Chinese troops retreat into Chusan following short bombardment. See also p. 282 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 6 Aug 1840 following an attack on a clergyman in Casilha Bay, near Macao, reprisals were taken by the squadron. See p. 284 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 24 Nov 1840, Tongkoo Bay, has gone to the mouth of the Bogue. 1839-42 engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See p. 288 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 7 Jan 1841 off Anunghouy, Royal Marine, detachments of the British and Indian army and men from the *Wellesley*, *Blenheim*, *Melville*, *Samarang*, *Druid*, *Modeste*, *Columbine* Calliope, *Hyacinth*, *Starling*, **Larne** and cutter *Louise* landed to attack and destroy the forts at Chuenpee and Tycocktow. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 7 May 1841 and 14 May 1841. See also p. 284-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 9 Mar 1841 arrived at Madras from China and departed for Ceylon on the 16th. 13 Apr 1841 departed Ceylon for Bombay. 3 Jul 1841 Lieutenant G. S. Reynolds, *Larne*, promoted to Commander. Mate T. Carmichael,

		<p><i>Larne</i>, promoted to Lieutenant. 18 Jul 1841 departed from Bombay for Trincomalee and Madras, and eventually is expected to sail for China. 1 Nov 1841 departed Ningpo with Capt. Eyres, late of the <i>Modeste</i>, with despatches for the Admiralty in London. 25 Dec 1841 arrived Madras from China. 7 Jan 1842 departed Trincomalee, for Spithead. 13 Jan 1842 departed Madras for Trincomalee and England. 18 Feb 1842 departed Trincomalee for the Cape of Good Hope and England. 12 May 1842 assisted with the removal of persons and dispatches from the wreck of the <i>Medina</i> and then delivered the dispatches to the packet <i>Dee</i> on 20th May. 19 Jun 1842 arrived Spithead from China, and Cape of Good Hope (70 days), having departed Chusan 1 Nov 1841. 22 Jun 1842 departed Spithead for Sheerness to be paid off. 2 Jul 1842 paid off at Sheerness. 8 Jul 1842 made a voluntary subscription of £18 12s. to Mrs Shannon, widow, residing at Forton, Nr Gosport, as a tribute of respect to her son George who fell out of the top and was drowned on route from Spithead to Sheerness after being absent from home after nearly 5 years. 8 Jul 1842 a Court Martial was held on board on the Master of the <i>Larne</i> Mr. James Bascomb, of the <i>Larne</i>, for alleged negligence and incompetency, the charges being brought by his late commanding officer, Capt. P.T. Blake, the ship having paid off last Saturday. The Court had still to pronounce its verdict. 16 Jul 1844 detained in Lat. 0° 38' S. Long. 8° 36' E., off Cape Lopez, most of her crew having deserted the Brazilian slave vessel <i>Izabel</i>, Joao Ferreira Nunes Soares, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 21 Aug 1844 sentenced to be condemned. 19 Jan 1845 detained in lat. 4° 36' N. long 11° 43' W. off Cape Palmas, the Brazilian slave vessel <i>Esperanca</i>, Melquiades dos Santos, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 03 Mar 1845 sentenced to be condemned. 12 Jul 1847 the proceeds arising due for payment. 24 Jan 1845 off Gallinas with the <i>Growler</i>, <i>Eclair</i>, and <i>Sealark</i>, when the <i>Penelope</i> arrived from Sierra Leone with provisions and stores, the <i>Sealark</i> being dispatched to her station off New Cestos. 4 Feb 1845, following the ill-treatment of black British subjects by the Chiefs in the various lands surrounding Sierra Leone and not having received any positive response 286 officers and men in 18 boats, from the <i>Penelope</i>, <i>Larne</i> and <i>Growler</i> entered the River Gallinas, and proceeded to the now empty slave barracoons at Dombocorro, which were levelled to the ground, and the materials removed were burnt. At the same time Schaffa Rogers avoided any attempt to confront him, and his properties were reduced to ashes: musket fire from nearby was silenced by the marines and the cannonades from the boats. The Rogers' family properties were similarly reduced, and when returning to their ships some musket fire from the nearby mangrove swamps caused no problems and the officers and men returned on board without any injuries. 20 Nov 1845 has joined the West Africa station, Commander Brisbane, and is to be based up on the <i>Gallinas</i> once she has distributed her surplus supplies around the station. 2 Jan 1846 at Cape Mount, has been assisting in drawing up a Treaty with the local Chiefs with a view to their abandoning the trade in slavery, which they have actively been promoting with slave traders, not only to the detriment of those living there, but an action which destroys the local economy, as those who create the wealth are stolen away and sent abroad, and thus no one feels able to invest time and money in agriculture or anything else whilst some are able to make large sums of money through the "trade," but to the detriment of everyone else. 6 Jul 1846 detained a slave schooner, Name Unknown, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and sentenced to be condemned. 30 Oct 1849 tonnage bounty due for payment. 15 Apr 1850 balance of proceeds now payable. 6 Jul 1846 detained in lat. 4° 46' S. long. 11° 45' E., the Brazilian slave brigantine <i>Segunda Conceicao de Maria</i>, Francisco Camillo da Silva, master, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and on 20 Aug 1846 sentenced to be condemned. 29 Jan 1849 proceeds arising due for payment. 31 March 1847-48 officers and crew paid £58 13s. 0d. in respect of excess of charges beyond proceeds, in the case of the Brazilian brig <i>Segunda Conceicao de Maria</i>, at St. Helena. 20 Dec 1848 Sheerness. Jan 1848 Sheerness, in Ordinary (reserve). Aug 1848 Death reported of her late Captain. 1860 Sheerness.</p> <p><b>Broken up by 28 March 1866.</b></p>					
042.	<b>Partridge.</b>	Cutter.	10.	Wood.	Aug 1828.	12 Oct 1829.	Ordered 28 October 1826. Completed 24 April 1836 at Plymouth Dockyard. She carried a compliment of 52 men and officers.

		<b>Cherokee-class.</b> brig-sloop.					Jul 1830 at Plymouth. 30 Apr 1836 the <i>Partridge</i> is now reported to be a tender to the Royal Yacht <i>Royal George</i> , to replace the <i>Pantaloon</i> .
		<p>9 Jul 1836 arrived Portsmouth from Plymouth with seamen for the <i>Bellerophon</i> and <i>Pembroke</i>. 8 Oct 1836 arrived Plymouth from Cork (27 Sep), with the <i>Vanguard</i>, <i>Partridge</i> and <i>Emerald</i>, from a cruise with the Experimental Squadron. Was due to sail again on trials on Friday. 29 Oct 1836 in the <i>Tagus</i>. 16 Nov 1836 departed Lisbon to cruise off the Algarve. circa 24 Dec 1836 arrived Lisbon from Cadiz and departed for Plymouth. 19 Feb 1837 arrived Lisbon from Falmouth with mail. 8 May 1837 arrived Lisbon from Falmouth with mail of the 29th ult. 14 Jul 1837 will depart Portsmouth shortly for the coast of Senegal to protect British shipping. 25 Oct 1837 arrived Plymouth from the Gambia where the <i>Partridge</i>, <i>Hazard</i> and <i>Childers</i> had been protecting the gum trade and attempting to improve relations with the local tribal chiefs. Per a report made to Parliament in 1842, at some time during 1839 the Brig <i>Partridge</i>, 10 guns, complement: 50, was involved in combatting the Slave Trade. 6 June 1838 the ship arrived in Helgoland and was used to deport Harro Haring, (a German-Danish revolutionary and writer). Often identified as Danish, he was, more accurately, from North Frisia. to Britain. 22 Jun 1840 arrived at Bahia from Rio. 13 Oct 1840 departed from Pernambuco. 14 Nov 1840, arrived at Rio Janeiro, from a cruise. 31 Dec 1840 the <i>Fawn</i> and <i>Partridge</i> detained the slave vessel <i>Asseiceira</i>, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro, and on 8 Mar 1841 sentenced to be condemned. Circa 3 Jan 1841 at Rio de Janeiro. 1 Apr 1841 departed Rio de Janeiro for the Rio Plate with the <i>Pearl</i>. 23 Apr 1841 departed from Buenos Ayres for Monte Video. 27 May 1841 off Cape Frio: departs immediately for <i>Campos</i> where a boat's crew and her officer from the <i>Clio</i> have been put in prison, due apparently to the local slave dealers rioting. 29 May 1841 the <i>Clio</i> was joined at Campos by the <i>Grecian</i>, and later, in the evening, by the <i>Partridge</i>, but the matter being concluded she returned to her cruising ground. 6 Jun 1841 at Rio de Janeiro. 22 Jun 1841 at Rio de Janeiro. 31 Jul 1841 Second Master Mr. Diaper, of the <i>Atholl</i>, appointed to the <i>Partridge</i>. Second Master Mr. Symonds, of the <i>Partridge</i>, appointed to the <i>Pique</i>. 15 Aug 1841 left Bahia for Rio. 30 Oct 1841 the <i>Southampton</i>, <i>Pearl</i> and <i>Partridge</i> arrived Monte Video from Rio de Janeiro. 6 Feb 1842 in lat. 26° 20' long. 43° 25' detained the Portuguese slave brig <i>St. Antonio</i>, of 240 tons, which, whilst not having any slaves on board, was fitted out for same, and was therefore sent for adjudication to the Vice-Admiralty Court at Sierra Leone and condemned. 23 Feb 1842 at Rio de Janeiro. 5 Mar 1842 the <i>President</i> arrived Rio de Janeiro from Valparaiso and the <i>Partridge</i> remained at Rio on the departure of the <i>President</i> for England. 19 May 1842 refitting at Rio. 17 Jul 1842 at Monte Video with the <i>Pearl</i>, and warships from the US, France, Sardinia and Brazil. 21 Sep 1842 at Rio it was reported she was in the River Plate. 20 Dec 1848 Coast Guard, Southampton. 1860 Coast Guard Service, Southampton. 1861-62 Coast Guard watch vessel, per Parliamentary estimates etc. Coast Guard Southampton Oct 1943.</p> <p><b>Fate: Sold on the 2 Feb 1864.</b></p>					
043	<b>Thais.</b>	Cutter. <b>Cherokee-class</b> brig-sloop	10.	Wood.	Jul 1828.	12 Oct 1829.	Ordered 25 March 1823. Completed Jun 1832 at Plymouth Dockyard. She carried a compliment of 32 men and officers. Jul 1830 at Plymouth. 23 May 1832 the <i>Zebra</i> was found to be defective and was paid off at Plymouth and replaced by the <i>Thais</i> . ....

..... 31 Jul 1832 at Kingston, Jamaica it is announced that Mr. John Bailey, property owner at Jamaica, had committed suicide on 24 June on board the *Thais* when at sea. It was surmised that he'd lost many thousands of pounds during the recent insurrection. 1 Aug 1832 departed Port Royal, Jamaica, for Mexico. 1 Nov 1832 arrived at Falmouth, from Mexico, with \$89,000. 8 Jan 1833 was reported to have arrived at Jamaica, from Falmouth and Jacmel. 27 Feb 1833 departed Vera Cruz for England. 15 Apr 1833 Spoke with the Carroll, in lat. 40.45., long. 37. 42., the John Esdaile, and Ann and Elizabeth, the 15th at lat. 48.34., long 15.1. Falmouth 25 Mar 1834 departed from here for Halifax 12 Dec 1833, had not arrived there by the 9 Mar. Dublin 2 Apr 1834 Wreckage found on the coast of Mayo may be from this vessel. Limerick 7 Jun



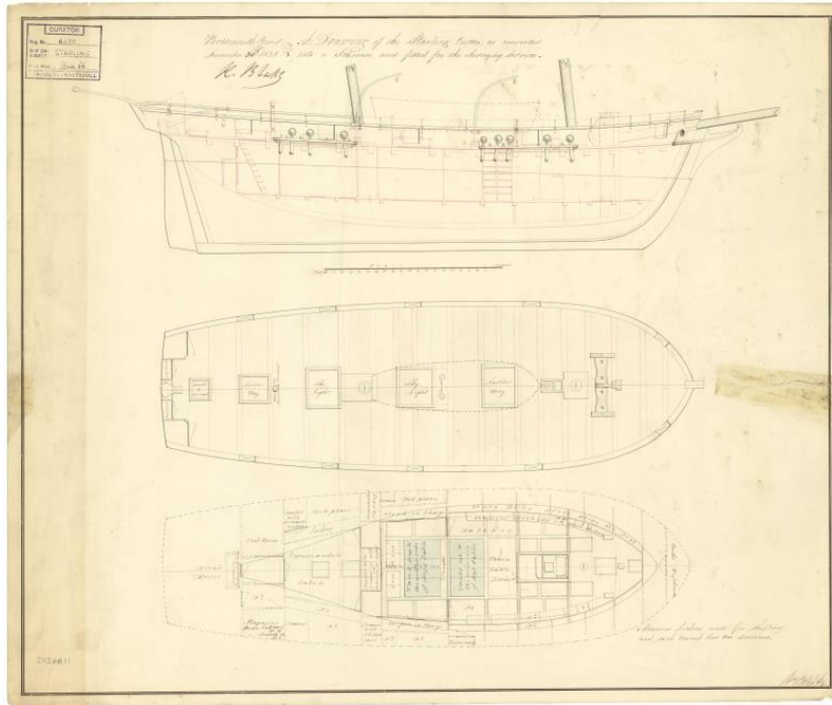
1834 A boat, apparently a gun brig's launch, marked on the stern, Plymouth yard, June 1831, No. 18, was picked up in Galway Bay, about a month since. [Possibly from the *Thais*.] The following brief report appeared in the Nautical Magazine for Oct 1834: *Thais*, packet brig, thirty-five on board, left Falmouth on the 12th of December, 1833, for Halifax, during the constant westerly gales which then prevailed; and, by a letter to Captain King, dated on the 24th, was then in lat. 50 deg., long. 16 deg. 8 minutes, standing too due northward; wind to the westward and W.N.W. Her launch, part of the deck, and some other portions of the wreck, have been found on the north-west coast of Ireland. **Lost with all hands off the coast of Galway, Ireland, in December 1833. Supposed foundered in Atlantic: all lost.**

044.	<b>Raven.</b>	Cutter. <b>Lark-class.</b>	10. later reduced to 4 guns.	Wood.	Jun 1829.	21 Oct 1829.	Ordered 8 Nov 1828. Completed 29 Dec 1829 at Plymouth Dockyard. She carried a compliment of 35 men and officers. 6 Nov 1829 arrived Plymouth from Milford: to be fitted as a tender. ....  ..... 14 Nov 1829 to be commissioned at Plymouth as a tender to the <i>Hyacinth</i> at Newhaven. 17 Nov 1829 commissioned at Plymouth as a tender to the <i>Hyperion</i> . 2 Jan 1830 departed Plymouth for Newhaven. 5 Jan 1830 arrived Portsmouth from Plymouth. 1 Jun 1830 arrived Portsmouth from a cruise. 25 Nov 1830 departed Portsmouth, Lieut. Wells, in command. 26 Nov 1830 arrived Portsmouth. 30 Nov 1830 departed Portsmouth. 12 Dec 1830 arrived Portsmouth. 16 Dec 1830 departed Portsmouth. 30 Mar 1831 arrived Portsmouth from Newhaven. 3 Apr 1831 arrived Portsmouth from Newhaven. 11 Apr 1831 arrived Portsmouth from Newhaven. 15 Apr 1831 departed Portsmouth for Newhaven. 17 Apr 1831 arrived Portsmouth from Newhaven. 19 Apr 1831 departed Portsmouth for Newhaven. 22 Apr 1831 arrived Portsmouth from Newhaven. 23 Apr 1831 departed Portsmouth for Newhaven. 26 Apr 1831 arrived Portsmouth from Newhaven, with stores. 28 Apr 1831 departed Portsmouth for Newhaven. 3 May 1831 arrived Portsmouth from Newhaven, with stores and discharged seamen. 6 May 1831 departed Portsmouth for Newhaven. 13 May 1831 arrived Portsmouth from Newhaven. 10 Oct 1831 commissioned at Portsmouth, by Lieut. W. H. Aslett (1825). 17 Jun 1832 departed the Gambia River. 11 Aug 1832 arrived Spithead from Tenerife for a refit. 16 Aug 1832 taken into dock at Portsmouth to refit. 24 Aug 1832 taken out of dock, and will be refitted in preparation for re-joining the <i>Aetna</i> in the Mediterranean shortly. 15 Sep 1832 unexpectedly departed Portsmouth with despatches for Gibraltar, from whence she will sail for the squadron lying off Lisbon with the <i>Aetna</i> . 30 Sep 1832 arrived Gibraltar. 6 Oct 1832 was reported to be departing Gibraltar for Lisbon with the <i>Meteor</i> and <i>Aetna</i> , to join Adm. Parker's Squadron, lying on and off the Tagus. 9 Nov 1832 off Oporto. 23 Nov 1823 departed Oporto for Lisbon with despatches from the Senior Officer in the <i>Orestes</i> at Oporto, for Adm. Parker. 21 Aug 1833 arrived Portsmouth from Oporto. 7 Sep 1833 in harbour at Portsmouth. 10 Sep 1833 Paid off at Portsmouth and re-commissioned on the 11th. 16 Sep 1833 In harbour at Portsmouth. 19 Oct 1833 in harbour at Portsmouth. 12 Nov 1833 departed Portsmouth for the coast of Africa. 3 Dec 1833 departed Tenerife for the Gambia River. 23 Dec 1833 Surveying Cape Roxo, Nr Gambia River. 9 Aug 1834 arrived Portsmouth from surveying the Islands in the Bijonga Archipelago on
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the west coast of Africa: departed from the Gambia 6 Jun, Cape Blanco 7 Jul, and St Michael's 22 Jul. 20 Aug 1834 Paid off at Portsmouth. 1 Nov 1834 is preparing at Portsmouth to survey the Canary Islands and is expected to go out to Spithead on Wednesday. 8 Nov 1834 Went out to Spithead, preparing for a survey of the Canary Islands and the shores of West Coast of Africa. 13 Nov 1834 departed Spithead for Madeira and Tenerife. 12 Sep 1835 The survey ship Aetna and her tender, the cutter Raven, arrived Portsmouth Thursday from Tenerife, having completed the survey of the Canary Islands. The Aetna remains at Spithead, whilst the Raven has come into the harbour. 26 Sep 1835 has been docked at Portsmouth. 3 Oct 1835 paid off and re-commissioned at Portsmouth today. 14 Dec 1839 in harbour at Portsmouth. 18 Apr 1840 departed Portsmouth on Tuesday for Plymouth. 19 Sep 1840 Clerk-in-Charge John Brickwood, appointed to the *Raven*. 1 Oct 1840 arrived on Saturday at Plymouth from a cruise, 30 Oct 1840 arrived at Portsmouth Tuesday with men from Liverpool. 5 Nov 1840 arrived Plymouth from Portsmouth on Friday, and has since departed for Liverpool. 21 Nov 1840 arrived at Plymouth, from Bristol, with 40 supernumeraries. When off the Scilly Isles, she experienced a tremendous storm which ripped her sails to pieces and had to heave her boats etc. overboard, and batten down the proverbial hatches. 2 Jan 1841 Assistant Surgeon James Harvey, appointed to the *Raven*. 30 Jan 1841 Clerk in Charge C. H. Niblett, appointed to the *Raven*. 12 Feb 1841 departed Plymouth for Portsmouth. 7 Jul 1841 arrived Portsmouth from Sheerness. 14 Jul 1841 Portsmouth, departed to Plymouth. 16 Jul 1841 Plymouth, The *Raven* cutter arrived on Friday with supernumeraries from the Eastward. 21 Jul 1841 departed to the westward. 23 Mar 1842 departed Spithead for the Eastward. 5 Apr 1842 arrived Plymouth from Portsmouth. 17 Apr 1842 departed Plymouth for Portsmouth. 4 Jun 1842 arrived Plymouth from Chatham, with marines from the *Comus*, recently paid off. 5 Jun 1842 departed Plymouth for Portsmouth. 1 Oct 1842 departed Sheerness for Dublin, having been put at the disposal of the Lord Lieutenant. 7 Nov 1844, *Raven* ran aground in the English Channel off Dungeness, Kent and was damaged. She was taken in to Sheerness, Kent for repairs. 20 Dec 1848 Quarantine service. 1850 Coastguard duties. **Sold for scrap, 28 Oct 1859.**

045.	<b>Starling.</b>	Cutter. Schooner.	10. later reduced to 4 guns.	Wood.	June 1829.	31 Sep 1829.	Ordered 8 Dec 1828. Reclassified and converted to survey ship, 1834. 6 Nov 1829, Plymouth, arrived from Milford: to be fitted as a tender. 14 Nov 1829, Plymouth, . ..... to be commissioned as a tender to the <i>Ganges</i> at Portsmouth. 16 Nov 1829, Plymouth, commissioned as a tender to the <i>Ganges</i> . 1 Jun 1830, Portsmouth, arrived from Jersey. Jul 1830 Tender to <i>Ganges</i> at Portsmouth. 18 Dec 1830, departed Portsmouth. 1 Jan 1831 arrived Portsmouth from Jersey. 22 Jan 1831 departed Portsmouth on a cruise. 12 Feb 1831 arrived Portsmouth, from the Eastward. 14 Feb 1831 departed Portsmouth on a cruise. 30 Mar 1831 arrived Portsmouth from Newhaven. 4 Apr 1831 departed Portsmouth on a cruise. 7 Apr 1831 arrived Plymouth, from Portsmouth. 13 Apr 1831 arrived Portsmouth from Plymouth. 16 Apr 1831 departed Portsmouth to the Eastward. 24 Apr 1831 arrived Portsmouth from Guernsey. 1 May 1831 departed Portsmouth for Chatham. 10 May 1831 arrived Portsmouth from a cruise. 12 May 1831 departed Portsmouth on a cruise. 25 May 1831 departed Portsmouth for Plymouth. 27 May 1831 arrived Plymouth from Portsmouth. 29 May 1831 arrived Portsmouth from Plymouth. 14 Jun 1831 departed Portsmouth to the eastward for seamen. <b>N.B.</b> Regards the following entries: Whilst it is sometimes apparent that the <i>Starling</i> was in company with the <i>Sulphur</i> , there are occasions when the <i>Sulphur</i> and <i>Starling</i> separate, either as instructed or due to the weather or circumstances, however, it is not always clear when his happens, so I've probably made notes for her when she wasn't in the company of the <i>Sulphur</i> .... But see vol. of "Voyage of HMS <i>Sulphur</i> round the World," to get a better idea.... available for free in Google books. 15 Aug 1835, Portsmouth, is being fitted out for the survey service. 26 Sep 1835, Portsmouth, was undocked yesterday. 30 Oct 1835, Portsmouth, has been commissioned by Lt. H. Kellett as a tender to the survey vessel <i>Sulphur</i> . See <b>N.B.</b> comment above. 23 Dec 1835, Plymouth, arrived from Portsmouth, and is waiting for the <i>Sulphur</i> . 24 Dec 1835, departed Plymouth with the <i>Sulphur</i> for Madeira (7 Jan 1836); Teneriffe (12 Jan); Rio de Janeiro (19 Feb) ; St. Catherine's (28 Feb) ; Monte Video (6 Apr). 3 Mar 1836, is reported to have been at St Catherine's, being caulked and refitted in preparation for her passage around Cape Horn. 9 Jun 1836, arrived Valparaiso. Capt. F.N. Beechey was invalided, and replaced by Acting Commander Kellett, of the <i>Starling</i> , who, in turn, was to be
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replaced by Capt. Edward Belcher at San Blas. Lt. Dashwood, the First Lieutenant, was appointed in command in the interim. 7 Aug 1836, having refitted and provisioned, headed north along the western coast of South America, calling at: Paita (7 Aug); Guayaquil (24 Aug); Gorgona (11 Jan); Panama (29 Jan), to await instructions from England. 15 Mar 1837 departed Taboga, for Realejo, via Baia Honda, where a sight was



taken. 20-21 Mar 1837 took quarterly readings on an island off the mouth of the river leading to Pueblo Nueva. 28 Mar 1837 passed the Island of Cano. 30 Mar 1837 passed through the Gulf of Nicoya, and close to Cape Blanco. 3 Apr 1837 off Punta Santa Catalina and experienced gusts of wind known as the Papagayos, which are known to damage spars: experienced good fishing. 4 Apr 1837 during the next week the Sulphur was anchored within the island of Asserdores, with fresh water close by. This place, for a number of reasons, not least the mosquitos, was found preferable as an anchorage to Realejo, although the port could provide good supplies of provisions and rum etc. 10 Apr 1837 re-joined the *Sulphur* following a period brief period taking observations elsewhere. 12 Apr 1837 sent to Libertad to prepare the ground for the forthcoming visit of the *Sulphur*. Circa Apr 1837 whilst off Libertad, the captain's coxswain of the *Sulphur* was drowned in the heavy surf when attempting to come ashore. 22 Apr 1837 departed Libertad, for San Blas, and separated from the *Sulphur* at night. 14 May 1837 re-joined the *Sulphur*, but parted again on the 19th. 25 May 1837 arrived San Blas. 27 May 1837 sent to Mazatlán to buy provisions, and to re-join the *Sulphur* at Isabel Island. 10 Jun 1837 re-joined the *Sulphur* who passed the Isabel today, with some of the provisions that were requested, and

made course for the Sandwich Islands. 19 Jun 1837 departed for Fresh water and Cloud Islands, for provisions, and to re-join the *Sulphur* off Clarion, where the *Starling* went off on a course as directed by the *Sulphur*, which was going to follow a parallel course whilst looking for a group of islands reported by whalers in 1826-27. 7 Jul 1837 no trace of islands found as reported above, although, whilst there were no sightings, the presence of floating vegetation etc. suggested that one couldn't rule out the possibility entirely, but saw the outline of some of the Hawaiian Islands today. arrived Honolulu, with the *Sulphur*, during which her captain carried out some administrative duties ashore, and on 27 Jul., departed Honolulu for Atooi, where the *Starling* had been sent, to arrange the supply of provisions and water etc., before departing for Vancouver. 17 Aug 1837 sent to Port Mulgrave to take the observations to confirm the position of Mount St. Elias, whilst the *Sulphur* went to Port Etches. Circa 4 Sep 1837 arrived Port Mulgrave. Circa 7 Sep 1837 joined by the *Sulphur*. 8 Sep 1837 the *Sulphur* attempted to depart for Norfolk Sound, but a lack of wind prevented the operation until the 9th. 27 Sep 1837 depart Norfolk Sound. 3 Oct 1837 arrived Nootka Sound. 19 Oct 1837 arrived Punta de los Reyes and the Farallones. 24 Oct 1837 started survey of the Rio Sacramento using the *Starling* and ship's boats. 24 Nov 1837 returned down river. 30 Nov 1837 departed a sad San Francisco for a more cheerful Monterey, arriving 2 Dec. 6 Dec 1837 had already departed Monterey for San Blas, in order to arrive before the *Sulphur* in order to go up to Tepic to pick up mail from the Vice-Consul, Mr Baron, thus saving much time when the *Sulphur* arrives. 18 Dec 1837 joined up with the *Sulphur* off Tres Marias, and the following day landed on the Northern Maria. 20 Dec 1837 arrived San Blas, but no mail. 21 Dec 1837 news of the accession of Queen Victoria arrives via

the latest papers from England. The FNS Venus arrived at San Blas, from Mazatlán, having been surveying the Bay of Magdalena. She reports having run out of wine, whilst the English ships have run out of rum, and purchases from ashore are exorbitant and the quality indifferent! 28 Dec 1837 sent to Panama for mail and any personnel who may be waiting, and to rendezvous at Realejo. 8 Jan 1838, was reported by the *Venus* to have been seen off Acapulco. 14 Mar 1838, the *Sulphur* arrived at island of Cardon, but discovered that the *Starling* had arrived and departed again. 20 Mar 1838, *Starling* returned to the island of Cardon with a few letters. 25 Mar 1838, off Viradores and Culebra. 27 Mar 1838, departed Culebra, for Cocos Island and Callao. 3 Apr 1838, arrived at the island of Cocos. 10 Apr 1838, departed the company of *Sulphur* and *Victoria* for Guayaquil to pick up an officer and supplies left at Puna by the *Cleopatra*, and from thence to Callao. 3 Jun 1838, arrived Callao, after a passage of 74 days, where the *Imogene* and *Harrier*, along with the French vessels *Andromede*, 60, and brig *Alacrité*, and the US vessel *North Carolina*, 80, and corvette *Lexington*, who were all watching the motions of the belligerents, Peru and Chile, the *Sulphur*, ***Starling*** and *Victoria* undergoing a refit, and examined the possibly strategic Boquerón Passage. 8 Aug 1838, completed refit and were ready for sea. Departed Callao, having refitted as far as local resources will permit to inspect the coast to the south as far as Lachira Bay. 25 Aug 1838, returned to Callao, and Lima had fallen into the hands of the Chileans. Circa 29 Aug 1838, departed Callao for Hormigas; Payta (2-4 Sep); Isle of Puna (6 Sep); and Guayaquil, where the refit was continued and stores from the *Cleopatra* embarked. Circa 5 Oct 1838, departed for Panama, via Taboga. 17 Oct 1838, arrived Panama, and from thence to Taboga to complete water and back again. Midshipman D. Gordon, of the ***Starling***, suffering from the climate, was sent home with the mail and official correspondence. 1 Jan 1839, whilst reefing the sails on board the *Sulphur* the *Victoria* was seen to let fly her sheets in a squall, following which the pinnace could no longer be seen. The *Victoria* later returned with bad news, reporting that the pinnace had capsized in a squall, leading to Mr. Speck, mate and assistant surveyor, and J. Grant, a seaman, being drowned, seamen Lamphier and White managing to swim ashore. The ***Starling***, recovered the survivors and boat. 8 Jan 1839, *Sulphur* departed Realejo for the Gulf of Nicoya, whilst the ***Starling*** was sent to look for a rock reported by an American vessel, which did not exist at the position given. 14 Jan 1839, anchored off islands of San Lucas, opposite Punta Arenas, aka Gulf of Nicoya. 17 Jan 1839, departed Punta Arenas for Panama, hoping to receive mail and perhaps news of instructions to return home? Surveyed the River Santiago and some of its tributaries, included in an area looked at in March 1837. 4 Mar 1839, departed for Baija Honda, where they had been 2 years previously, and from thence went on to Quibo and got aground, probably on a sandbank at the mouth of a small river, but came off easily with assistance from the *Starling*. There being nothing exceptional to look at departed for Taboga. 14 Mar 1839, arrived at Taboga, and moved on to Panama the following day, but receive no instructions to return to England. It being the rainy season colds and influenza went around the squadron, along with which many suffered from prickly heat, and have my sympathy. 6 Apr 1839, arrived at Cocos Island, and departed a day or so later for the Clipperton Rock, 1360 miles distant, where the rock is accompanied by a coral island and lagoon, with no trees, about 3 miles long, so not quite what a mariner might expect from the name. 19 May 1839, in lat. 13° 45' N.; 124° 30' W. the ***Starling*** detached to search for a group of islands reported to lie between 16° and 17° N., and 136° to 138° W., whilst the *Sulphur* took a course to intercept former routes. 29 May 1839, sighted the island of Maui, and the following day Oahu., and arrived Honolulu. It is noted that survey ships and scientific vessels are instructed to sound every 10 miles, or every hour, two hours, or the time her commander may think suitable. 10 Jun 1839, departed Honolulu, for Atooi, arriving on the 13th. 16 Jun 1839, departed Atooi for the N.E. In the event of the ***Starling*** separating, she was instructed to go to the Columbia River, and to make preparations for its survey. 24 Jun 1839, in long. 164° W., lat. 37° N. 5 Jul 1839, observed land and the following day stopped at Point Grenville, where the captain was informed that a Russian company's vessel was at St. Paul's. In the interest of discovering the local fish the ship's company were issued with lines and hooks and caught cod and halibut, presumably used for supper, and then departed for Sitka. 16 Jul 1839, made Mount Edgecumbe, and eventually a pilot arrived to take them into Sitka? harbour. 19 Jul 1839, departed for the mouth of the Columbia where the ***Starling*** was waiting for them, and escorted them into the river, but nevertheless went aground briefly due to the strength of the tide, but got off on the next tide, meanwhile the ***Starling*** lost her rudder, and had to make a temporary one. 31 Jul 1839,

Starling departed for Fort George, but now the fort has gone and only a small hamlet survives. With the aid of a pilot departed via the Tongue Point Channel, grounding occasionally, and discovered that the night time tides in the Columbia River were higher at night than in the day time. 5 Aug 1839, passed round the southern side of Puget's Island, on route for Oak Point. 9 Aug 1839, arrived at Fort Vancouver, like many of the places in this region at that time, outposts of the Hudson's Bay Company, before the so-called American "squatters," arrived on the scene. Once the Starling was repaired dropped downstream. 14 Sep 1839, departed Baker's Bay, and departed for Bodega, the port for Ross, where the Starling was left to survey, whilst the Sulphur eventually departed for San Francisco, but having arrived had to wait for the fog to lift before approaching the Bay, where provisions were embarked and confirmatory observations taken, before departing for Monterey. 5 Oct 1839 the Sulphur arrived at Monterey, but having previously parted from the Starling she departed the following day for Santa Barbara, where the Starling was cruising and found her there on the 9th and anchored in the bay for the night, but there being nothing to detain them they moved on to San Pedro. 11 Oct 1839, arrived San Pedro in the evening, and anchored amongst several American vessels, who deal in hides and tallow, and having completed an inspection dispatched the Starling with a cutter to look at the island and anchorage of Santa Catalina. 13 Oct 1839, dropped down to San Juan. 17 Oct 1839, arrived at San Diego. 22 Oct 1839, departed San Diego to fix Cape Colnett, but the sea state precluded this, and it was done the following day by the Starling. 24 Oct 1839, anchored off Port San Quentin ; examined the flora and fauna, along with the marine life and suitability, or otherwise, as an anchorage and port etc., along with availability of water and supplies, as with most places visited, along with comments on what was found, and maybe how it compared with earlier visits, by the captain, and by others. 28 Oct 1839, called at St. Bartolomew (aka Turtle Bay), and the bay of Magdalena, where the Starling was sent to check out the Island of Cerros and the surrounding area, re-joining at Magdalena. 31 Oct 1839, arrived at the Gulf of Magdalena, where the *Victoria* was taken out and fitted for sea service, under the command of a Mr. Richards, Midshipman, and used in the examination of the Gulf. 18 Nov 1839, departed the Gulf of Magdalena for Cape San Lucas, where they arrived on the 20th inst., where the squadron provisioned with wood, water, bullocks, and fresh provisions, whilst the bay was surveyed etc., before departing for San Blas. 24 Nov 1839, arrived San Blas, where the mail was collected and it was learned that a transport was waiting at Mazatlán with stores and provisions, and departed accordingly. Instructions were also received, allowing the ship to return home by the westerly route, via Tahiti. 12 months stores were embarked, which filled the lower-deck, to the beams, which meant that the crew had to sleep on the main deck. 4 Dec 1839, departed Mazatlán, having sold the *Victoria*. 21 Dec 1839, departed San Blas, "homeward bound," for the Island of San Benedict, which wasn't readily visible, but was then found to exist 52 miles to the west of the initial recorded position. It has a mountain of 2,000 feet, but no woodland, or water see, although goats appear to live on the island, so it was assumed that there is a water source somewhere. 25 Dec 1839 departed for the islands of Socorro and Clarion, the *Starling* being dispatched to Clarion to check out reports of other reported islands, about which nothing was known. 28 Dec 1839, sighted Clarion island, and arrived off a large bay at sunset, and let go the anchor, but a heavy swell setting in attempted to raise the anchor which was lost, and stood off during the night and landed the following morning, and found plenty of birds and plants, but no steams noticed ; fish were also numerous, but broke the hooks. Described as a suitable landing place for vessels in distress, but no good for necessaries. **Starling** not finding any unknown islands, departed in that direction, but also found nothing and so departed for the Marquesas. 14 Jan 1840 crossed the equator in long. 129° W. 20 Jan 1840 passed the island of Rooheoah, (aka Riou's Island), and arrived at the island of Nuvuhivah. 30 Jan 1840 departed from the island of Nuvuhivah after spending a week or more attempting to stop the natives from going to war with each other. 3 Feb 1840 sighted land, but didn't stop. 5 Feb 1840 arrive at Bow Island. Boring to test for what lies below a coral reef, and other activities. 28 Mar 1840 departed Bow Island. 29 Mar 1840 passed by Melville; Bird Islands; the 30th, Croker Island; and on 1 Apr stopped briefly at Chain Island. 4 Apr 1840 arrived at Tahiti, having crossed the date line and come to the end of my notes for volume I of a "Voyage of HMS *Sulphur* round the world". 5 Apr 1840 having obtained the data for securing the meridian distance moved on to Papeete, and started caulking and refitting the ship, whilst survey work was carried on ashore, where a new boat was being built once some of the whalers had gone their way. And the Captain became involved



in attempting to sort out local diplomatic and legal problems and advising the various chiefs how he thought they should be acting. 8 Apr 1840 departed Tahiti for Raratonga, via Huaheine. 13 Apr 1840 observed the island of Mauki, and arrived at Raratonga the following morning. 15 Apr 1840 departed Raratonga. 18 Apr 1840 keeping eyes open for another new island reported, and warnings of shoal waters announced at the start of the Morning Watch, 4 am, although no land was visible, the extent of the shoal water was from lat. 20° 2' N., to 167° 49' W., and was given the name Lagoon Reef. 21 Apr 1840 arrived at Port Refuge, island of Vavao, departing on the 23rd, taking bearings on the Peak of the island of Latte the following day and Vavao was found to be 16 miles too far to the West in Arrowsmith's charts. 26 Apr 1840 arrived at the eastern most of the Fijis, and on the 27th, and came close in on the breakers on an unseen island and later in the day arrived at Nukulau, but on entering the anchorage with pilot and the captain ashore the rudder was off and had broken the pintles. 15 Jun 1840 having repaired the rudder etc., and carried out the survey work, sent the Starling to fix the position of Banga, one of several islands in the group not yet on the chart, and departed later, to join her on Monday. Prior to leaving was joined by the commanding officer of the US Navy survey vessel Vincennes, Captain Wilkes, a part of a US squadron surveying the islands, and discussed, for some hours the work they were both doing etc. 18 Jun 1840 joined the Starling at Banga and assisted in completing the survey, and noting that cannibalism was still practiced when associated with warfare. 20 Jun 1840 departed for and passed the islands of Erronan, Annstom, and Tanna, where they anchored at Port Resolution. 24 Jun 1840 departed Port Resolution, and having been caught up in some contrary winds near land was eventually able to steer a course to pass Erromango, Sandwich and Mallicolo Islands, on route for Guadalcanal (sic). 1 Jul 1840 arrived Guadalcanal, but not being able to find a suitable anchorage, departed for New Ireland. Circa 5/6 Jul 1840 having been delayed by variable winds and poor visibility, brought about by it being the rainy season, arrived at the port of Carteret, the Starling being sent around the island to Cape St. George, whilst the *Sulphur* was provisioned, watered and wooded, and also experienced a minor earthquake where the undulation was felt quite strongly ashore, and in the Starling felt as though the vessel was being dragged across rocks. 16 Jul 1840 departed Port Carteret by warping and being towed, and it took some hours before she was able to sail without assistance, and head for the Duke of York's Island where they arrived the following afternoon, and fresh provisions, such as fruit were purchased by barter from canoes coming out from shore, but the weather not being conducive to being too near the coast, continued on the passage. I note that the Captain mentions that the weather also appears to be the cause of a long sick list, although one wonders if the work load and diet, and period away from England, may not have helped, plus having recently been in contact with native peoples, many of whom were sickly, although I appreciate that the reverse is normally the case ? 23 Jul 1840 passed Elizabeth Island, and a part of the Admiralty Group, and the following day, Purdy's Island. On the 25th some of the "Six Islands" group. 27-28 Jul 1840 anchored in a previously unnamed bay, named Victoria Bay, on an island in the Britannia Group, and set up tents etc. to carry out survey work, by which time some of the local natives had appeared on the scene, as was often the case, and the Island named Britannia, and the group of islands the Britannia Archipelago, which on departing were discovered to be far more numerous than previously thought. Subsequently probably re-named the New Britannia Archipelago, and then renamed by the Germans as the Bismarck Archipelago, which, after the war were administratively vested in Australia? 1 Aug 1840 the contrary winds of the last few days having changed to a more favourable air it became possible to track a survey of the coast, about one mile distant. In the days following visited the "Los Crespos" Islands and remained amongst them until noon the following day when a fix was taken, before moving on in a westerly direction for Arimoa, having bartered with natives coming out in the boats. 6-16 Aug 1840 arrived Jobie and surveyed about 80 miles of that part of the coast etc. 22 Aug 1840 passed Long Island of Maclure, and the following day the mainland of New Guinea appeared ahead, but some of the maps appear to be at least 20 miles out at times, so it is difficult to be sure where they were, although some well described landmarks do help, especially when astro-sightings and fixes are at variance with the maps. 23 Aug 1840 went ashore in the boats to the islands of Amsterdam and Middleburg, and finding a convenient beach between the two took magnetic and astronomical observations and surveyed both. 26 Aug 1840 in mouth of Dampiers' Strait, and headed for Pigeon Island, where, the charts being at variance with observations, a rough survey was taken, along with a position within the

Strait being fixed, and, it being at the change of the moon, the exact time of the high-tide was taken. 28 Aug 1840 as the rain cleared found themselves off the coast the island of Cëram, and had arrived in a region, unlike for the last few months, where, for the natives to see a vessel passing was no longer unusual, and they no longer came off in their canoes to tout their produce. The *Starling* was dispatched to Cajelo Bay, Bouro, to prepare the ground for the arrival of the *Sulphur*, and her need to take observations immediately on arrival, which probably meant moving equipment on shore and setting up a tented camp, without interference from the native population in the vicinity, and the vibration which their presence can often cause which upsets the chronometers etc. 31 Aug 1840 arrived Cajelo Bay, Bouro, at 3 a.m., and 1 Sep departed for Amboina. 3 Sep 1840 arrived Amboina, and shortly after arriving, the Captain of the *Sulphur*, with Lieut. Kellett, of the *Starling*, went to see the governor of the Moluccas, Col. de Stuars, where they dined later that day with the Col.'s wife, in a most civilised style. 13 Sep 1840 having refitted departed Amboina for Bouro, aka Boeroa, to return to Cajelo to survey the Bay properly, in view of the many stated dangers, and having carried out the survey by the 16th, headed south. 21 Sep 1840 passed Velthoens, but unable to confirm the position of this island and others to the hazy weather, but the next day, being fine, suggested that many of the islands were noted as being to the south of where they should have been on the maps. 24 Sep 1840 off the fort at Boele Comba, on the southern coast of the Celebes, where the *Starling* was sent to confirm its position and to survey the road, re-joining the *Sulphur* at Macassar. Circa 26 Sep 1840 arrived at Macassar, where the Dutch frigate Rotterdam was present, and having exchanged customary visits with the captain, and local governor, in preparation for re-surveying the locality, the charts being "imperfect," departing on the 1st Oct for Great Solombo, and Singapore, the Rotterdam having departed for Batavia on the 29th. 3 Oct 1840 arrived off the island of Solombo. 7 Oct 1840 arrived off Pulo Mancap, but an easy landing not appearing available went on to Pulo Kampal, aka Rendezvous Island, where the usual observations and a simple survey were made before departing at sunset on the following day, shaping a course for Carimata, passing north of Bintang on the 14th inst., and to the north of Pedro Branca the day after. 16 Oct 1840 arrived Singapore, where instructions were received from the Admiralty that the *Sulphur* and *Starling* were not to go home, for the present, but were to go to China, in support of the military operations taking place there, as a part of what was known in some circles as the first of the Opium Wars, or the First China War, about which, perhaps the less said the better. It is of interest to note that similar instructions were also sent to San Blas, but were received after the departure of the *Sulphur* and her escort for their trans-Pacific passage, but that it was announced to the public back home that having departed San Blas she was on route for China. It would also appear that after nearly 5 years in commission, and probably looking forward to be heading home, some of the ship's company were perhaps none too happy at the change in the programme, although the botanical collector who had been on board since leaving the UK, and some invalids, along with a Babyroussa hog were returned to England. 23 Oct 1840 departed Singapore, after making a brief acquaintance with the French Naval Ship *Magicienne*, and having commented on the considerable growth of the port / island, and the change from marsh to city. 23 Oct 1840 shortly after departing Singapore exchanged numbers with HM brig *Cruizer* and was briefed on the situation on the coast of China. 7 Nov 1840 3 of her crew were injured as the *Starling* experienced much lightning and thunder, which shattered her foremast, topmast, and topgallant, and it was necessary to rig a jury replacement until something more permanent could be put in place. 15 Nov 1840 progress was slow, as only off the northern end of the island of Balabac. 18 Nov 1840 off the Royal Captain Shoal, and the following day off the Bombay Shoal. 27 Nov 1840 off the southern end of Palawan, and experienced fresh breezes and gusts of wind which split several sails. 30 Nov 1840 anchored off Manila. It being reported that the Commander-in-Chief intended to commence hostilities on 15 Dec., made a hasty departure for the Chinese coast, the *Starling* having stepped her mast, and with instructions to catch up with the *Sulphur* when ready. 23 Dec 1840 joined the *Sulphur* and China Squadron at Chuenpee, from Manila. 1840-42 engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See p. 288 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 7 Jan 1841 off Anunghouy, Royal Marine, detachments of the British and Indian army and men from the Wellesley, Blenheim, Melville, Samarang, Druid, Modeste, Columbine Calliope, Hyacinth, *Starling*, Larne and cutter Louise landed to attack and destroy the forts at Chuenpee and Tycocktow. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 7 May 1841 and

		<p>14 May 1841. 12-17 Mar 1841 operations at Canton. See <a href="http://www.gazettes-online.co.uk">www.gazettes-online.co.uk</a> of 11 Jun 1841. 14 Mar 1842 at Amoy. 14 Apr 1842 a further attempt to burn the shipping by means of fire-rafts was defeated by the boats of the vessels present. See p. 297 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 18 May 1842 capture of Chapoo. See p. 297-8 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 5 Jul 1842 stationed at Amoy. 16 Jun - 29 Aug 1842, expedition up the Yang-tse-Keang, to the end of hostilities and signing of the Treaty of Nanking. See p. 300-&gt; at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a> and <a href="http://www.gazettes-online.co.uk">www.gazettes-online.co.uk</a>. <b>Sold February 1844.</b></p>					
046.	<b>Wizard.</b>	Brig. <b>Cherokee-class.</b> brig-sloop	10.	Wood.	Oct 1829.	24 May 1830.	<p>Ordered 28 Oct 1826. Completed 15 Jun 1837 at Plymouth Dockyard. Commissioned Apr 1837. She carried a compliment of 52 men and officers. 1830 at Plymouth. 13 May 1838 detained in lat. 23° 8' 6" S. long. 44° 46' 0" W., on route from Loanda, probably for Brazil, .....</p> <p>..... the Portuguese slave schooner-brig <i>Brilhante</i>, late <i>Valeria</i>, Joao Antonio Correa, master, with 250 slaves on board, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro, and on 25 Jun 1838 sentenced to be forfeited. 16 Sep 1838 off Point St. Antonio, Bahia, boarded and examined the <i>Eagle</i>, 210-ton schooner, of Baltimore. It was reported ashore that the vessel had landed slaves to the Northward, and there was visual evidence that she appeared to be involved in the slave trade, but since she was sailing under the American flag, she was allowed to carry on about her business. 10 Nov 1838 off Bahia, boarded the 140-ton schooner <i>Mary Lushing</i>, of Baltimore, sailing under American colours, Reynolds, Master, who was fitted out to carry slaves, had been off Lagos, but being too closely watched said she had come to Bahia in ballast and would try again another day. 12 Nov 1838 off Bahia, received evidence that the <i>Dido</i> of Baltimore, during her passage from Havana to the West Coast of Africa and to here, off the coast of Brazil, had flown both the Portuguese and American flag whilst bringing 575 slaves from Lagos and landing the surviving 570 slaves here at Itapacau during the night. Much of this and more originates from an Englishman, John Fox who departed on the <i>Dido</i>, and who is now on board the <i>Wizard</i>. He states that he received pay of \$75 a month and a bounty of \$100 when the slaves were landed. 20 Dec 1838 at sea off Bahia. 27 Dec 1838 detained the slave vessel <i>Felix</i>, Joao Pedro Ferreira, master, [although he claims not to be], in lat. 23° 59' S., long. 43° 18' W., with 236 of the original cargo of 242 slaves, which was taken to Rio de Janeiro where the Mixed British and Brazilian Court met and condemned the vessel and emancipated the surviving 229 slaves on 10 Jan 1839. However, it wouldn't be unknown for the decision to be appealed in the Brazilian courts, which was the case. And yes I know that the Brazilian Courts probably shouldn't be able to change the decision of a court set up by international treaty, and for a change, on 14 Feb 1839 the Regent, in the name of the Emperor, announced that the Mixed Commission shall not admit embargoes and that the sentences shall stand, and the vessel shall be condemned and the slaves emancipated. Circa Jan 1839 at the Falkland Islands. 26 Oct 1839 Lieutenant Wm. M. W. Douglas, appointed to the <i>Stag</i>, and to take passage in the <b>Wizard</b>; 24 Oct 1839 Devonport is under orders for South America. 17 Jan 1840 detained in about Lat 23 37 S ; long 43 7 W., not many miles from the entrance of the harbour of Rio de Janeiro, sailing under Portuguese colours, the slave brigantine <i>Congresso</i>, 75 tons, Joaquim Pedro Ferreira, master, was boarded by the deponents, Lieut. Thomas F. Birch, and Mate Edward King Barnard, now master, of the <b>Wizard</b>. The master of the <i>Congresso</i> stated that he was bound from Rio de Janeiro to Cape Verde via Benguella, and Angola, with a crew of 12 men, including himself, and three boys and 3 passengers, with a general cargo. Following an examination of the vessel she was found to have many details which pointed to her being fitted out for the slave trade e.g. hatches fitted with gratings instead of the closed hatches normally used in merchant vessels ; ledges had been cut for the slave deck to sit on ; and the hull divided up to split males from females &amp;c., as was usually the case with slave vessels in contrast to merchant vessels. She also had a large number of water casks i.e., far too many for the normal crew of a merchant ship, along with a galley which was fitted out to feed a lot of people &amp;c., so that under the circumstances Lieut. Birch declared that in his opinion she was liable to forfeiture under the recently introduced legislation. Mate Barnard was appointed in charge of the prize crew of 7 from the <i>Wizard</i> and the two vessels departed for Simon's Town, to</p>

make an appointment with the Vice-Admiralty Court there, twelve of the original crew having been put on board to the "Nova Piedade" prison-ship, at Rio. It also transpired that three of the crew would appear to have been slaves according to information which they themselves gave to Mr Barnard, and were named Joas, Manuel, and Jaquim. The vessel's documentation, or what there was of it, was prepared for the Court, when it was discovered that the owner of the vessel was probably Manuel Jose de Carvalho, but no other details known. The vessel was condemned on 29 Aug 1840 by the Vice-Admiralty Court, at the Cape of Good Hope, for having been equipped for the slave trade; the deponents being Lieut. Thomas F. Birch, and Mate Edward King Barnard. This and more can be found at about page 172 in FO 84-437 Admiralty Letters 1842 Jan., available at the National Archives for free download. With regards to this case I subsequently came across the following letter: Viscount Palmerston to Mr. Fox, Foreign Office, 3 Feb 1841. Sir, I herewith transmit to you copy of a Despatch from Her Majesty's Chargé d'Affaires at Rio de Janeiro, respecting the trial of the Portuguese slave vessel "Congresso" at the Cape of Good Hope. From these papers it appears that Mr. Chase, the United States Consul at the Cape of Good Hope, accepted and acted upon instructions from Rio de Janeiro to defend the cause of the owners of the "Congresso." You will embody, in a note to the United States Government, the substance of the enclosed papers, so far as they relate to the conduct of Mr. Chase ; and you will express in that note the hope of Her Majesty's Government that the Government of the United States will interfere to prevent any of its agents from pursuing in future a similar course. I am, &c. (Signed) Palmerston. **H. S. Fox, Esq.** 2 Apr 1840 detained in lat. 4° 45' N. Long. 6° 2' W., the Brazilian slave Polacca Santo Antonio Victorioso, J. L. Pereira, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 21 May 1840 sentenced to be condemned. 10 Apr 1840 detained the slave brigantine Tentadora, whose crew abandoned her when a boat from the Wizard was sent across to inspect the vessel and was eventually sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope and sentenced on 23 Jun 1840 to be condemned for having been equipped for the slave trade. 9 July 1844 Proceeds of Hull, Tonnage Bounty, &c. due for payment. 10 Apr sighted a suspicious brig in Lat 21 33 S; long 40 50 W., which they chased for 27 hours, during which time she never showed any colours. On approaching her a number of crowded boats were observed leaving the brig for the shore. On boarding her she was noted as having 2 x 6 pounder guns loaded with langridge, and no cargo. There was nothing to indicate her nationality apart from a Portuguese flag used as a bung cloth, and the Brazilian Arms were painted on her round-house. The lanyards of her rigging were adrift and the wedges for her mast had been knocked up, in an attempt to get away from the Wizard. From the stench on board and other clues it was obvious that she hadn't long ago discharged her cargo of slaves to shore. In view of the fact that she was obviously being used to trade slaves her commanding officer seized the vessel in accordance with the 1839 Act recently introduced by Lord Palmerston, Cap 73, an act for the suppression of the slave trade. Robert Aldridge, mate, was appointed in charge of the prize crew for her passage from Rio to Simon's Town, departing on the 23 Apr arriving Simon's Town on the 6 Jun 1840 and having confirmed name of the vessel as the Tentadora. At the Vice-Admiralty Court, at the Cape of Good Hope, Thomas Fred Birch, Esq., and William Ellis, 2nd master of the **Wizard**, were deponents. 11 Jul 1840 Lieutenant Thomas Frederick Birch, (of the Wizard,) Lieutenant promoted to the rank of Commander. 29 Aug 1840 detained the Brazilian slave patacho Paquete de Benguela, F P Nunes, master, with 284 slaves on board, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro, and on 2 Sep 1840 sentenced to be condemned and the 274 surviving slaves emancipated. 31 May 1840 arrived at the Cape of Good Hope. 25 Sep 1840 arrived at Rio Janeiro from a cruise. 10 Dec 1840 had recently departed Rio Janeiro on a cruise. 13 Jan 1841 at Rio Janeiro. Jan 1841 cruising on the coast of Brazil, looking out for slavers. 26 Mar 1841 arrived at the Cape from Rio. 11 May 1841 detained the slave vessel Margarida, which was sent for adjudication to the Vice- Admiralty Court at St. Helena and sentenced to be condemned. Prize money due for payment 9 July 44. 27 May 1841 arrived at St. Helena. 4 Jun 1841 departed St Helena for the Brazils. 19 Oct 1841 arrived at Pernambuco from Rio Janeiro. 24 Nov 1841 arrived Rio from Bahia. 13 Apr 1842 arrived Plymouth from South America. 20 Apr 1842 came into harbour at Plymouth to be paid off. 23 Apr 1842 paid off into ordinary at Plymouth. 2 Aug 1842 the Admiralty replied to a letter of 25 May from the Foreign Office and further to Admiralty letter of 11 June respecting the complaint received from the Brazilian Government regarding the

		boarding of the Brazilian merchant schooner Amalia by the officers of the <b>Wizard</b> off Pernambuco, and forward a copy of a letter from Lt Somerville, late Co of the <b>Wizard</b> , to the Foreign Office for the information of Lord Aberdeen, explaining his conduct on that occasion. It was observed that the vessel had already completed a number of successful trips to the West Coast of Africa for slaves. Regret time and space preclude me from copying this file, so for details of Lt Somerville's letter please see page 165 [per pdf file] of FO 84-440 Admiralty Letters 1842 July-Aug, available for free download from the National Archives. 20 Dec 1848 Devonport. 6 Apr 1851 Cove of Cork. Went to Roches Bay to the rescue of the emigrant ship Favourite. 30 Aug 1851 at Queenstown, Cork. 29 May 1855 <b>Wizard</b> ran aground at Cork. She lay on her beam ends overnight and was re-floated the next day. 15 Feb 1856 Acting Asst Surgeon LA White appointed; at Cork. <b>8 February 1859 Wrecked. on Seal Rock, Berehaven, Southwest Ireland Lt. Alf. Prowse Hasler Helby. All souls saved.</b>					
047.	<b>Seahorse.</b>	Frigate. <b>Seringapatam-class.</b> 5th--Rate. <b>Andromeda sub-class.</b> Later converted to Screw Frigate. (improved version of the <b>Druid sub-class</b> ).	46. later reduced to 44 guns. (+ 2 mortars).	Wood.	Nov 1826.	22 July 1830.	Ordered 9 Jan 1823. She was ordered to be converted into a steam-powered ship in 1845, but this did not happen for another decade. She carried a compliment of 315 men and officers. <b>1830 Pembroke Dockyard constructed and fitting out.</b> 2 Sep 1845, Admiralty. Order, to fit for steam guard ships. Reduced to 24 (20 x 42 pounder, 66 cwt., 2 x 56 pounder, 85 cwt.; 2 x 8 inch., 65 cwt.). Converted to screw. 1847 Screw frigate. 20 Dec 1848 Steam Guard Ship, Devonport. 1856 Screw mortar vessel 1258 builders measure, 1797 displacement, 10 or 12 mortars added. 2 Jan 1856 Asst. Clerk Hughes to ship at Devonport. 4 Feb 1856 Devonport. In Harbour (in dock) 23 Apr 1856, Present at Fleet Review, Spithead; Captain Heath, CB. 1860 Devonport. 1870 Renamed <i>Lavinia</i> , Coal hulk. 1870 Coal Depot, Devonport. 1879 Late Screw. Coal Depot. Devonport. 1890 Coal Depot, Devonport. <b>1902 Sold for scrap.</b>
048.	<b>Stag.</b>	Frigate. <b>Seringapatam-class.</b> 5th—Rate. <b>Andromeda Sub-class.</b>	46.	Wood.	April 1828.	2 Oct 1830.	Ordered 9 Jan 1823. Completed 9 Jul 1831 at Plymouth Dockyard. The ship was commissioned on 15 April 1831 and ready for sea by 9 July 1831. She carried a compliment of 315 men and officers. Jul 1830 Pembroke Royal Dockyard under final construction. 18 Mar 1831 was commissioned at Plymouth by Lieut. F. D. Hastings, for the broad pennant of Commodore Sir Thomas Troubridge, Bart. .... ..... She is to relieve the Semiramis, Rear-Admiral the Hon. Sir C. Paget, at Cork. 11 May 1831 In Hamoaze. 9 Jul 1831 departed Plymouth to join the squadron under Sir E. Codrington, Capt. Sir Thomas Troubridge, Bart., in command. 27 Aug 1831 arrived St. Helens from the Downs, with the fleet under Sir E. Codrington and anchored at six o'clock on the evening of the 28th, and moved up to Spithead the next day. 15 Sep 1831 at Spithead. 1 Oct 1831 departed Portsmouth for the Downs. 11 Oct 1831 arrived Portsmouth from the Downs. 15 Oct 1831 departed Spithead for Jersey with the <i>Galatea</i> . 17 Oct 1831 arriving off the Channel Isles the wind failed the two vessels and the <i>Galatea</i> ordered the <b>Stag</b> to send a portion of her crew on board in order to man the paddles and the <i>Galatea</i> to tow the <b>Stag</b> into St. Aubyns Bay. 18 Oct 1831 the <i>Galatea</i> and <b>Stag</b> embarked the 82nd regiment, which were landed the following day at Portsmouth. 20 Oct 1831 returned to Spithead. 25 Oct 1831 departed Portsmouth for the Downs. 26 Oct 1831 arrived Deal from Portsmouth. 29 Oct 1831 the squadron under the command of Rear-Admiral Warren, weighed anchor from the Downs for the Scheldt, but on approaching the Dutch coast, the squadron met with a severe gale and

thick weather, when the Admiral ordered them to disperse and make the best of their way back to the Downs. 1-2 Nov 1831 the **Stag**, *Galatea*, *Tribune*, *Curacoa*, *Imogene*, *Tweed*, and *Brisk*, arrived in the Downs, the *Talavera*, *Revenge*, and *Wellesley*, with the rest of the squadron shortly after. 22 Dec 1831 departed the Downs for Sheerness, and having embarked troops departed for Leith. 22 Jan 1832 arrived Spithead, with the *Galatea*, from Leith and the Downs. 29 Jan 1832 departed Spithead for Cork. 14 Apr 1832 at Madeira where a Marine officer and a Midshipman




from the **Stag** were struck by Portuguese officers when ashore, and the matter was taken up with the British Consul who discussed the matter with the Governor, but tempers on the British side don't appear to have been appeased, with threats of a blockade being imposed etc. 8 May 1832 arrived at Madeira from Porto Santo. 14 Jun 1832 arrived at Lisbon, from Madeira. 16 Jun 1832 off the Tagus, with the *Asia*, *Caledonia*, *Revenge*, *Briton*, *Leveret*, and *Viper*, with the **Stag** in the River getting supplies, and the *Romney* at Lisbon, providing a refuge for British subjects should the need arise. Don Pedro is looked for, but whether he would be successful against the Miguelites is not certain. 2 Jul 1832 remains with the *Asia* with the Squadron now reported to be standing on and off the Tagus according to correspondence received from an officer on board one of the ships. It is said that Don Pedro is looked for, but the outlook for his brother seems most uncertain, having run out of money to pay his troops, and upset everyone of influence in his attempts to obtain

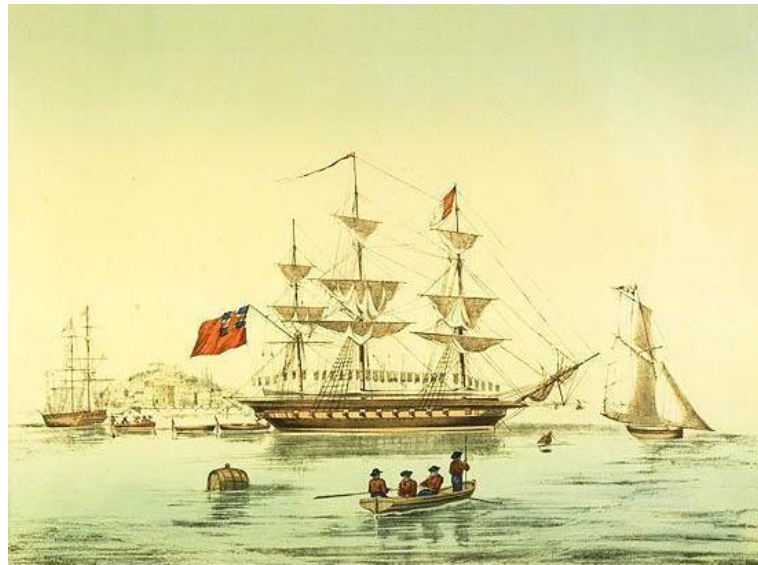
money. 12 Jul 1832 reported to be off Oporto with the *Nautilus* and *Childers* when Don Pedro arrived and landed his troops. 30 Aug 1832 arrived Plymouth from Oporto (22 d), and then departed for Cork with V.-Adm. Sir P. Malcolm's squadron, including the *Donegal*, *Vernon*, **Stag**, *Castor*, *Snake* and *Nimro* for further trials, before separating e.g. being employed in the Channel squadron blockading Dutch ports with a French squadron. 19 Oct 1832 arrived Plymouth Sound, from the Irish station to make good defects in her steering, before departing Plymouth for Spithead, to join V.-Adm. Sir P. Malcolm's squadron, being prepared for service during the forthcoming Dutch / Belgium question? 20 Oct 1832 was taken into dock at Plymouth on Saturday afternoon and taken back out on Monday afternoon. End of 1832, a part of a squadron of vessels involved in the blockade of the ports of Holland, which was defying the great Powers with regard to the Belgian question. See p. 270-1 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 9 Nov 1832 passed through Spithead for the Downs. 12 Nov 1832 in the Downs. 15 Nov 1832 anchored in the evening in the Downs with the following British vessels: *Donegal*, 78; *Talavera*, 74; *Larne* and *Scout* corvettes; *Rhadamanthus* and *Dee*, steam vessels. 16 Nov 1832 weighed and departed Deal for the eastward. 28 Nov 1832 the *Vernon* with the **Stag**, *Volage*, *Scout*, *Larne*, *Rover*, *Snake*, and steamer *Dee*, along with 5 French vessels, are reported to be cruising off the Dutch ports, from Walcheren to the Texel. 3 Jan 1833 departed the Downs for a cruise. 14 Jan 1833 arrived Deal. 24 Jan 1833 departed the Downs for a cruise in the North Sea. 12 Mar 1833 Spithead. 18 Mar 1833 arrived Deal from the westward. 22 Mar 1833 departed Deal on a cruise. 1 Apr 1833 departed Deal for Portsmouth. 3 Apr 1833 arrived Portsmouth from the North Sea. 24 Apr 1833 arrived the Downs from Portsmouth. 16 May 1833 departed Deal for the eastward. 1 Jun 1833 arrived Spithead from the Downs. 4 Jun 1833 departed Portsmouth for Plymouth. 6 Jun 1833 arrived Plymouth from Portsmouth. 8 Jun 1833 departed Plymouth for Lisbon. 20 Jul 1833 in the Tagus. 1 Jan 1834 On the Lisbon Station. 14 Apr 1834 Off the Burlings. 2 Oct 1834 departed Plymouth for Lisbon. 12 Oct 1834 expected shortly in the Tagus. 2 Aug 1835 is reported to have departed Lisbon with a small squadron for the Gambia to settle some unrest in the area. 10 Sep 1835 the **Stag** and *Tweed* were reported to be cruising off Portlandic. 14 Nov 1835 is

		<p>reported to be either on the north coast of Spain or at Lisbon. Circa 25 Nov 1835 arrived Plymouth from Lisbon (20th). 2 Jan 1839 at Rio de Janeiro. Circa later in Jan 1839 on route for the Falkland Islands. Circa 7 Apr 1839 at Rio Janeiro. 20 Jul 1839 Lieutenant John Compton (additional), appointed to the <b>Stag</b>. 3 Aug 1839 Lieutenant J. Compton, appointed additional, to <i>Stag</i>. 26 Oct 1839 Lieutenant Wm. M. W. Douglas, appointed to the <i>Stag</i>, and to take passage in the <i>Wizard</i>; Jan 1840 in the Rio de la Plata with the <i>Calliope</i>, <i>Actaeon</i>, <i>Curacoa</i>, and <i>Grecian</i>, due to the presence of a French force, along with other factors, which has left the coast of Brazil with very few British anti-slavery vessels. Laid up 1841. 17 Oct 1840 G. L. Palmer, appointed to the <i>Stag</i>. 9 Dec 1841 a warrant officer and boy departed the ship, lying in the harbour, Hamoaze, for shore, but were overtaken by a squall, which sank the boat and both were drowned, but at the time of going to press no bodies had been found. 18 Mar 1842 the <i>Stag</i> was mother ship of the <i>Fawn</i>, which had detained the Portuguese slave brigantine Boa Harmonia, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and sentenced to be condemned. Many of the ship's company of the <i>Fawn</i> may well have been borne on the books of the <b>Stag</b>, although I note that the <i>Fawn</i> appears to have her own Muster Lists for this period. 27 Apr 1846 off Trade Town, West Coast of Africa. Jan 1848 Devonport, in Ordinary. 20 Dec 1848 Devonport. 1860 Devonport.</p> <p><b>Broken up by 8 August 1866.</b></p>					
049.	<b>Timber Barge.</b>	Barge.	.	Wood.	.	1831.	Utilised for the shipping of timber throughout South Wales and North Devon.
	<b>Severn.</b>	Frigate. 5 <sup>th</sup> Rate.	46.	Wood.	Jun 1925.	.	Ordered from the Pembroke Royal Dockyard and laid down 1832- <b>CANCELLED</b> 7 Feb 1931. Builder's Measure 1,215 tons, 159 feet x 42 feet.
050.	<b>Viper.</b>	Schooner. <b>Cockatrice-class.</b>	6.	Wood.	June 1830.	12 May 1831.	<p>Ordered 11 Sep 1828. Completed 31 Aug 1831 at Plymouth Dockyard. 1830 under construction at Pembroke Royal Dockyard. 31 May 1831 arrived Plymouth from Milford. 21 Jul 1831 in Hamoaze. ....</p> <p>..... 11 Sep 1831 departed Portsmouth to the westward, on a cruise. 14 Sep 1831 arrived Plymouth from Sir E. Codrington's squadron. 19 Sep 1831 arrived Plymouth and landed the women from Sir E. Codrington's squadron. 25 Sep 1831 arrived Cork with the squadron under the command of Sir Edward Codrington, and departed for Plymouth and Portsmouth 15th Oct. 17 Oct arrived at Plymouth <i>Caledonia</i>, <i>Britannia</i>, <i>Wellesley</i>, <i>Talavera</i>, and <i>Viper</i>, from Cork, departed on the 21st for Spithead. 22 Oct 1831 arrived Spithead and remained, the <i>Caledonia</i>, <i>Britannia</i>, <i>Wellesley</i>, <i>Talavera</i>, and <i>Viper</i>. 26 Oct 1831 arrived Deal from Portsmouth. 29 Oct 1831 the squadron under the command of Rear-Admiral Warren, weighed anchor from the Downs for the Scheldt, but on approaching the Dutch coast, the squadron met with a severe gale and thick weather, when the <i>Admiral</i> ordered them to disperse and make the best of their way back to the Downs. 22 Feb 1832 departed Portsmouth with men for the coast blockade service in Kent. 27 Feb 1832 arrived Spithead from the eastward; to take volunteer seamen to Chatham and Woolwich, for the Vernon and Castor. 26 May 1832 arrived at Plymouth from Sheerness, and departed the following day, Sunday, for Lisbon. 8 Jun 1832 the packet <i>Magnet</i> arrived at Falmouth, from Lisbon with the following news: as stated elsewhere the Portuguese had asked the British to leave the <i>Tagus</i>, and the <i>Admiral</i> was in the process of organising his departure when the <i>Caledonia</i>, <i>Britannia</i>, <i>Romney</i> and <i>Viper</i> arrived from England. The <i>Caledonia</i> passed over the bar and entered harbour without any problems, but the <i>Britannia</i> got stuck on the bar, but after starting 80 tons of water, and with a high tide, managed to float off. No mention of them, but assume that the <i>Romney</i> and <i>Viper</i> entered harbour with no problems. In the light of the additional support the <i>Admiral</i> signified to the Portuguese Secretary of State, Viscount Santarem, that should he hear of any British subject being insulted he would be taking active measures accordingly. 8 Jun 1832 the Squadron based on Lisbon, having been cruising off the <i>Tagus</i> for a few days returned to the mouth of the <i>Tagus</i> and has now anchored within the bar. 9 Jun 1832 will in future be used as a packet, and along with the <i>Cockatrice</i> will run between Rio de Janeiro and Buenos Ayres. [Later note: although looking at her subsequent program it would appear that this order must have been cancelled and <i>Cockatrice</i> carried out the duties.]</p>

16 Jun 1832 off the Tagus, with the *Asia*, *Caledonia*, *Britannia*, *Revenge*, *Briton*, and *Leveret*, with the *Stag* in the River getting supplies, and the *Romney* at Lisbon, providing a refuge for British subjects should the need arise. Don Pedro is looked for, but whether he would be successful against the Miguelites is not certain. 2 Jul 1832 arrived at the mouth of the Tagus and joined the *Asia* with the Squadron now reported to be standing on and off the Tagus according to correspondence received from an officer on board one of the ships. It is said that Don Pedro is looked for, but the outlook for his brother seems most uncertain, having run out of money to pay his troops, and upset everyone of influence in his attempts to obtain money. 22 Nov 1832 *Asia* was in the *Tagus* with the *Caledonia*, *Britannia*, *Nimrod* (under quarantine), and *Viper*. 19 Apr 1833 Lisbon. 20 Jul 1833 in the *Tagus*. 1 Jan 1834 Lisbon Station. 6 Mar 1834 arrived Plymouth from the Mediterranean, Lisbon and Falmouth. 13 Mar 1834 departed Plymouth for Portsmouth. 25 Mar 1834 departed Portsmouth for Sheerness, to be paid off. 11 Jun 1834 arrived Falmouth from Lisbon. 26 Jun 1834 departed Plymouth for Falmouth, to take a Lisbon mail. 12 Mar 1835 arrived Plymouth from Lisbon with the mail on Sunday, having lost her boats and suffered damage to her foremast, sails and rigging in the late gales. 14 Nov 1835 is reported to be at Lisbon. 19 Dec 1835 in the *Tagus*. 7 Jul 1836 at Passages supporting the British Legion. Per a report made to Parliament in 1842, at some time during 1837 the Brig *Viper*, 2 guns, complement: 44, was involved in combatting the Slave Trade and experienced 1 Death, for which no reason is given. 25 Feb 1837 arrived Portsmouth from Passages (19th). Per a report made to Parliament in 1842, at some time during 1838 was involved in combatting the Slave Trade and experienced 1 Death in Action, 2 Deaths by Accident: but total No of Deaths: 10 - during 1839 = 2 Deaths - during 1840 = 1 Death by Accident, total No of Deaths: 2. 11 Nov 1839 detained in lat. 4° 16' 0" N. long. 7° 7' 0" W., off Cape Palmas, whilst on route from Havana to the Portuguese slave schooner *Magdalena*, late master P. Fardino, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 3 Dec 1839 sentenced to be condemned. 7 Jan 1840 detained in Lat. 5° 58' N. Long. 10° 30' W., off Cape Monserrado the Spanish slave schooner *Laura*, Juan Costa, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 28 Jan 1840 sentenced to be condemned. 10 Feb 1840 is reported to have called at Cape Coast Castle with the *Melville* and *Buzzard*. 26 Mar 1840 detained in Lat. 4° 27' N. Long. 5° 26' W., on route from Bahia to several ports on the coast of Africa, the British slave vessel *Guiana*, George Nickels, master, 172 tons, which was sent for adjudication in the Vice-Admiralty Court at Sierra Leone, which commenced on 22 May, and on 12 Aug 1840 sentenced to be Vessel forfeited for aiding and abetting the slave trade. It is understood that the case was appealed, but that the appeal was lodged with the Privy Council too late to be dealt with. 12 May 1840 at West Bay, Princes Island, being refitted and rigged as a brigantine. 13 Aug 1840 Sierra Leone, has detained the British vessel *Guyana*, lat. 4° 31' N. long. 5° W. circa 26 March, which was condemned here yesterday. 20 Sep 1840 was spoken with near the line, by the Bombay packet. 29 Dec 1840 Plymouth, arrived from the Coast of Africa. 2 Jan 1841 Portsmouth, arrived from the coast of Africa, last from Plymouth. 16 Jan 1841 Edward Bulley, carpenter's mate of the *Viper*, appointed to be acting carpenter and borne on the *Victory*. 14 Jan 1841 Portsmouth, paid off and her crew allowed leave of absence. 12 Mar 1841 Portsmouth, was taken into dock. 4 Sep 1841 Portsmouth, commissioned and fitting for service as a packet on the South America station. 4 Sep 1841 Lieutenant J. Carter, appointed to *Viper*; 18 Sep 1841 Master R. Wilson, appointed to the *Viper*. 25 Sep 1841 Assistant Surgeon Dr. A. Battwell, appointed to the *Viper*. 13 Nov 1841 Master G. Burney, appointed to the *Viper*. 1 Dec 1841 taken out of the basin at Portsmouth. 4 Dec 1841 Masters' Assistant N. F. Child, appointed to *Viper*. 10 Dec 1841 went out to Spithead. 11 Dec 1841 departed Spithead, for Buenos Ayres, with the secretary of the Legation for BA on board. 15 Dec 1841 St. Helen's, departed for Rio de Janeiro, with despatches; is to run as a packet between Bahia and Monte Video. 20 Jan 1842 at Rio de Janeiro. 23 Feb 1842 at Rio de Janeiro. C. May 1842 at Rio Plata collected the mail brought down from Rio by the *Cockatrice* for the HM shipping on the Pacific Coast of S America. 19 May 1842 at Rio it was reported that the *Viper* had departed for the Rio Plata. 14 Aug 1842 at Rio de Janeiro. 21 Sep 1842 at Rio it was reported she was in the River Plate. 8 Dec 1842 the Secretary of the Admiralty, Sir Jno Barrow, writes to Viscount Canning, at the Foreign Office, requesting a supply warrants from the Sardinian, Tuscan, and Hanseatic Governments, for the schooner *Viper*, Lt Jas Carter, for the suppression of the traffic in slaves on the Brazilian Station. 20 Dec 1848 North America & West Indies.



She was sold for scrap in 1851 and Broken-up 1851.							
051.	<b>Imogene.</b>	Frigate. <b>Conway-class.</b> 6th-Rate.	26.	Wood.	Nov 1829.	24 Jun 1831.	Ordered 9 Jun 1825. Commissioned 1 Oct 1831 at Portsmouth. 1830 Under construction at Pembroke Royal Dockyard. 23 Jul 1831 in Portsmouth Harbour. 16 Sep 1831 in Portsmouth Harbour. ....
							<p>..... 29 Sep 1831 towed out to Spithead, and to prepare for a passage to the East Indies, calling at the Cape of Good Hope. 22 Oct 1831 at Spithead. 25 Oct 1831 departed Spithead for the Downs. 29 Oct 1831, the squadron under the command of Rear- Admiral Warren, weighed anchor from the Downs for the Scheldt, but on approaching the Dutch coast, the squadron met with a severe gale and thick weather, when the Admiral ordered them to disperse and make the best of their way back to the Downs. 1-2 Nov 1831 the <i>Stag</i>, <i>Galatea</i>, <i>Tribune</i>, <i>Curacoa</i>, <b>Imogene</b>, <i>Tweed</i>, and <i>Brisk</i>, arrived in the Downs, the <i>Talavera</i>, <i>Revenge</i>, and <i>Wellesley</i>, with the rest of the squadron shortly after. 10 Nov 1831 remains in the Downs. 17 Nov 1831 arrived Plymouth, from the Downs, Capt. Price Blackwood, in command. 20 Nov 1831 in Barnpool. 26 Nov 1831 departed Plymouth for South America and India. 16 Feb 1832 arrived the Cape of Good Hope. 22 Apr 1832 was at Trincomalee when the <i>Crocodile</i> departed for England. 2 Jun 1832 at Calcutta, Kedgerree. 12 Jun 1832 was in the Hoogly. 4 July 1832 arrived Madras from Calcutta, and Bengal. 8 Jul 1832 departed Madras on a cruise. 16 Aug 1832 departed Madras, with the <i>Alligator</i>, for Malacca, with troops, and to return immediately. 27 Sep 1832 arrived Madras from Trincomalee. 18 Oct 1832 departed Trincomalee for New South Wales. 4 Jan 1833 arrived Hobart Town from Swan River and departed on the 26th for Sydney. 2 Feb 1833 arrived Sydney from Hobart Town. 22 Feb 1833 arrived Hobart Town from Sydney. 2 Apr 1833 arrived New South Wales from Hobart-town. 11 Oct 1833 arrived Madras from a cruise. 9 Nov 1833 arrived Ceylon from Batavia, and departed for Madras. 31 Jan 1834 Remains at Bombay. 20 Jun 1834 Has recently returned to Mauritius from a trip to Muscat, and has now departed for China. 23 Jul 1834 arrived Singapore from Malacca. 2 Aug 1834 departed from Singapore for China. 16 Aug 1834 has arrived Canton, from Singapore. 7 Sep 1834 in company with the <i>Andromache</i> and <i>Louisa</i>: action against the Bogue Forts prior to proceeding up to Whampoa, and returning on 22nd, and anchoring in Ling Ting Bay. See p. 273 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. Dec 1834 reported to be due at Madras, from China. 18 Apr 1835 is reported to have been at Manilla on 13 Nov 1834, on route from China. 10 May 1835 is reported to have arrived at the Cape, on route for England, with the officers and ship's company of the <i>Algerine</i>, said to be liable to trial by court martial. 11 Jun 1836 has been commissioned at Plymouth. 3 Jun 1838, at Callao, with the <i>Harrier</i>, when the <i>Sulphur</i> arrived from up north: also present were the French vessels <i>Andromede</i>, 60, and brig <i>Alacrité</i>, and the US vessel <i>North Carolina</i>, 80, and corvette <i>Lexington</i>, who were all watching the motions of the belligerents, Peru and Chile. 30 Nov 1838, at Realejo, and in contact the Captain of the <i>Sulphur</i>, prior to departing for San Blas. Circa Jan 1839 in the Pacific. 1840 placed into the reserve Plymouth.</p> <p><b>27 Sep 1840 Accidentally burnt whilst in dock at Plymouth.</b></p>
							
052.	<b>Fly.</b>	Sloop. <b>Orestes-class</b> ship-sloop. Lead ship of class.	18.	Wood.	Nov 1829.	25 Aug 1831.	Ordered 30 Jan 1829. Commissioned 24-27 Jan 1832 at Plymouth. 1830 at Pembroke Royal Dockyard under construction. 24 Sep 1831 commissioned at Plymouth. 22 Oct 1831 in Hamoaze. 20 Nov 1831 in Hamoaze. 10 Jan 1832 went out of Hamoaze, into Plymouth Sound, where her ship's company were paid two months advance of pay. ....



..... 23 Jan 1832 departed Plymouth, but put back the following day due to contrary winds. 26 Jan 1832 departed Plymouth for the West Indian and Halifax Stations. 5 Feb 1832 departed Madeira for the West Indies. 10 May 1832 at Port Royal, Jamaica, when the *Champion* departed for England, and due to proceed in 48 hours for the Gulf of Mexico. 31 Aug 1832 brought the dis-masted and abandoned water-logged wreck of the *Agenoria*, of Bermuda, into harbour at Port Royal. 22 Oct 1832 arrived Bermuda. 27 Oct 1832 departed Bermuda for Jamaica with troops. 4 Nov 1832 arrived Jamaica from Bermuda. 14 Nov 1832 at Port Royal. 8 Jan 1833 reported to have departed Jamaica for La Guayra. 17 Apr 1833 departed Havannah. 19 Jul 1833 at Jamaica. 22 Aug 1833 she remains Jamaica. 30 Sep 1833 arrived Portsmouth from Halifax. 1 Jan 1834 On the North America and West Indies Stations. 5 Feb 1834 is reported to be at Port Royal. 5 Sep 1835 is reported to have arrived at Plymouth on Thursday, from Mexico, and is to be paid off. 15 Sep 1836 is reported to be fitting for service on the South America station. Circa Jan 1839 in the Pacific. 17 Jul 1840 arrived Spithead from South America, with

1,700,000 dollars. She left Valparaiso on the 31 Mar, and Rio de Janeiro on 21 May. It is expected the *Fly* will go to Plymouth to be paid off. 6 Aug 1840 midshipman Mr. Thomas Anson, late of the *Fly*, passed for Lieutenant in seamanship. 31 Oct 1840, Lieutenant Hon. G. Hope, of *Fly*, promoted to the rank of Commander. 12 Nov 1841 Plymouth, was undocked and is expected to be commissioned shortly. 19 Nov 1841 Plymouth, commissioned to survey the Torres Straits and will be attended by the *Bramble* cutter. 27 Nov 1841 Mate D. Aird, appointed to the *Fly*. 8 Dec 1841 Surgeon (Dr.) A. Muirhead, appointed to the *Fly* 11 Dec 1841 Lieutenant C. F. L. Shadwell; Mate T. C. R. Gill appointed to the *Fly*. 16 Dec 1841 Plymouth, is expected to be ready to sail in early March, although volunteers entering very slowly. 18 Dec 1841 Assistant-Surgeon D. A. Sibbald, appointed to the *Fly*. 23 Dec 1841 Plymouth. In commission in Harbour. 23 Dec 1841 Mate Nuton J. Sullivan, appointed to the *Fly*. 18 Jan 1842 the *Bramble* was commissioned at Plymouth by Mr. Charles B. Yule, Mate, and born on the books of the *Fly*. 22 Jan 1842 supplied with three 7 cwt. stream anchors, and two 4 cwt. kedge anchors, on Lieut. Rodgers plan. 24 Mar 1842 vessel in Hamoaze. 29 Mar 1842 went out of harbour into the Sound and with the *Bramble* her Ship's Company have been paid their advance of pay in preparation for leaving in company for the Torres Straits, etc., Australia, shortly. 11 Apr 1842 departed Falmouth. 18 Apr 1842 arrived Funchal, where the chronometers were rated, and then departed for Teneriffe. 28 Apr 1842 arrived Santa Cruz, from Madeira and departed on 3 May for Australia. 3 May 1842 departed Teneriffe. 9 May 1842 stopped briefly at Porto Praya, St. Jago, Cape Verde Islands. 23 May 1842 stopped briefly at the island of Trinidad, before departing for the Cape of Good Hope. 19 Jun 1842 arrived at Simon's Bay to refit and re-provision etc. 14 Jul 1842 departed Simon's Bay for the Island of St. Paul's. 5 Aug 1842 arrived St. Paul's. 28 Aug 1842 arrived at Hobart Town, from the Cape of Good Hope. 6 Oct 1842 departed for Port Arthur, where they remained for a day or so. 15 Oct 1842 arrived Sydney. 24 Oct 1842 the remains of the late Dr. Munro, assistant surgeon of HMS *Favorite*, were interred at the grave yard. The funeral was attended by the commanding officers of the *Favorite*, *Fly*, and *Bramble*. 19 Nov 1842 the following are said to be the objects of the surveying expedition of the *Fly* and the *Bramble*, under the command of Capt. Blackwood: 1. The survey of the exterior or eastern edge of that vast chain of reefs which extends from Breaksea-spit to the shores of New Guinea. 2. The thorough examination of all the channels through the Barrier Chain with detached plans of those which offer a secure passage. 3. To devise some practical plan of marking the channels by beacons of wood, or stone, or iron, upon the outer islands or bays, to guide the navigator to a sure and certain landfall; the erection of which will have to be performed by colonial resources. 4. The examination of the several

detached reefs and shoals which lie to the mouth of Torres' Straits, which, having been discovered and laid down by different authorities, assume a complicated appearance on the chart, are to be carefully explored and laid down, in order that the best channel may be selected for the safe navigation of the strait. 7. The complete survey of Endeavour Strait, with its tides and soundings. The south coast of New Guinea, the islands of Louisiade and New Caledonia, and the coast in the neighbourhood of Whitsunday Passage, in lat. 20° will also be visited in the course of the expedition. 25 Nov 1842 departed Sydney for Port Stephens. 26 Nov 1842 arrived Port Stephens. 101 Dec 1842 The *Bramble* left Port Stephens on Sunday morning at seven o'clock, and arrived off the Port Jackson Heads on Sunday night at twelve o'clock and came on to Sydney to pick up some men who had absconded at Port Stephens from the *Fly*. The *Bramble* did not come to an anchor, but put to sea again as soon as the deserters were put on board by the Water Police boat. 17 Dec 1842 departed Port Stephens. 21 Dec 1842 arrived Sandy Cape, where the survey work began. 7 Jan 1843 landed on First Bunker's Island, in the Capricorn Group. 9 Jan 1843 departed First Bunker's Island, and departed for the N.E. and passed by Northern Bunker's Island, and anchored between it and a nearby reef, where sharks were very numerous and attacked and bit the patent log when it was trailed overboard to take its measurements. 10-18 Jan 1843 continued surveying the Capricorn Group. 22-26 Jan 1843 departed the Capricorn Group to survey an area adjacent. 27 Jan 1843 viewed Swain's Reef, but weather not suitable for a survey, the sea making a clean sweep over the Reef. A gale blew up and several unpleasant days were spent off the Reef. 3 Feb 1843 parted company with the *Bramble*, whilst she traced the inside or lee boundary of the reef, and the *Fly* ran along the windward edge of the Reef, on route for Port Bowen. 14 Feb 1843 arrived off Port Bowen, where they remained the rest of the month, surveying the harbour and repairing the hawse-holes of the *Fly*, damaged when attempting to bring on board a snagged anchor. 28 Feb 1843 weighed and departed through the Percy Islands to West Hill, where a supply of water was discovered, the *Bramble* having been despatched on a similar search, found water in abundance north of Cape Hillsborough. 25 Mar 1843 anchored at Port Molle. The coxswain of the pinnace, Dowling, disappeared, and was assumed to have fallen/jumped overboard, having been ill for some time. 30 Mar 1843 anchored at Cape Upstart where the store ship William arrived with fresh provisions, and the carpenter's crew hauled up the pinnace, in order to fit a false keel, raise her sides, and fit a shifting-deck to improve her sea keeping properties when surveying, and as usual, when the opportunity arose, the surveyors brought their equipment ashore to take their measurements and details of their magnetic observations etc. 23 Apr 1843 at Cape Upstart. Captain Blackwood reports that a considerable portion of the Barrier Reef had been surveyed, but the *Fly* received so much damage in weighing her anchor, from the strong under-tow setting through the openings in the reefs, that she was obliged to put into Port Bowen for repairs. At the same time Captain Blackwood and some of the officers went off to inspect the coastline for sources of fresh water, prospective ports, and rivers etc. 17 May 1843 departed Cape Upstart, for Rockingham Bay, with *Bramble*, and the upgraded pinnace, now known as *Midge*. 19 May 1843 arrived Rockingham Bay, anchoring near Gould Island, where there was an excellent supply of water; the next fortnight was spent surveying. Relations with the natives started off very well, but a boat's crew was attacked whilst bringing in the seine net, and had to fire a fowling piece at one their attackers before they withdrew. 1 Jun 1843 proceeded north until the 4th, when they anchored off the mouth of the Endeavour River. 4 Jun 1843 the next 10 days were spent off the out edge of the Barrier Reef, between Lizard Island and Cape Melville. 25 Jun 1843 the *Bramble* having been detailed off to measure the meridian distance between the Barrier Reef and Cape Direction, which required a party to go ashore to take the necessary measurements, during which, when about to leave, things appearing to get unpleasant, when one of the natives threw a spear into the back of one of the accompanying seamen, by the name of Bayley, which resulted in his death 3 days later. 26 Jun 1843 on and off the northern end of the Barrier Reef. After an 8-month diet of salt provisions and no access to fresh provisions scurvy is now starting to take hold with 12 men on the sick list from the problem, 1 man almost incapable of walking, and a surgeon who had never even seen the disease before! 12 Jul 1843 continued survey and other activities in-side and out-side the Barrier Reef. 8 Aug 1843 the survey of the Barrier Reef, completed as far as the Murray Islands. 11 Aug 1843 anchored in Blackwood Bay. 14 Aug 1843 departed the Torres Strait for Port Essington and Coupang, Timor, being re-joined by the *Bramble* and *Midge*, the latter being dismantled and loaded on board the *Fly*. 30 Sep 1843 arrived Swan River, and anchored in

Gage's Roads. 29 Oct 1843 The **Fly** departed for Hobart Town, leaving the *Bramble* to complete her refit and attempt to recover deserters. On departing, undertook to take specie round to King George's Sound for the colonial government, but on entering the harbour got aground for 4 days, during which time a gale blew up, causing more damage before she could be got off, but subsequently arrived Hobart Town safely, but leaking and was hove down at Port Arthur to make temporary repairs, but had to go on the patent slip on her arrival at Sydney. 8 Jan 1844 departed Hobart Town for Sydney, arriving on the 13th. 14 Feb 1844 Hobart Town, the *Bramble* is to undergo a refit in preparation for the preparatory survey of the Bass Strait, and the *Prince George*, cutter, is to be fitted up as a tender to the **Fly**, during her next exploratory trip through Bass's Strait. 27 Mar 1844 departed Sydney, for Raine's Islet, Torres Straits, via Port Stephens, Sandy Cape, passing through the Capricorn Group, the Percy and Northumberland Islands to Cape Upstart, for more water, and eventually started landing stores on Risine's Islet on 27 May. 27 May, 1844 a tented camp was built, and a quarry opened up near where the beacon was to be built. There being no suitable anchorage near the island, the *Fly* had to anchor 12 miles away, whilst the *Bramble*, *Prince George* and *Midge* fan back and forth bringing provisions, and since the lime had to be slaked large quantities of wood had to be found to burn the lime, water from the Sir Charles Hardy Islands, and timber and a water tank from the wreck of the *Martha Ridgeway*, found on reefs 25 miles to the south of the **Fly**'s anchorage, the tank being used to catch the rainwater from the roof of the beacon. Cocoa nuts plants, along with maize etc were planted. 14-25 Sep 1844 the *Bramble* was employed surveying Endeavour Strait, whilst the other vessels survey the area around Raine's Islet, more water being found at Cape York. 21 Sep 1844 the **Fly** departed for Port Essington arriving there on 27th inst., and then after 5 or 6 days departed for Sourabaya, Java. 19 Oct 1844 arrived at Sourabaya with crew of "Lady Grey," lost on the coast of New Holland, and was shortly joined by the *Bramble* and *Prince George*. 14 Jan 1845 the **Fly** and *Bramble* departed Sourabaya for Port Essington and the Torres Strait, leaving the *Prince George* to complete her refit. 27 Jan 1845 arrived Port Essington. 10 Feb 1845 departed for Alass Strait, to the Torres Strait during the NW Monsoon. 10 Feb - 19 Apr 1845 surveyed the north eastern parts of the Torres Strait. 19 Apr 1845 the *Bramble* was sent to try to make her way along the eastern coast of Australia to Sydney, in which she succeeded, along with adding 120 miles of survey to the Barrier Reef, from Lizard Island, southward to lat. 16° 40'. 19 Apr-2 Jun 1845 the *Fly* and *Prince George* explored and surveyed the coast of New Guinea to the north and east of the Torres Strait. 31 May 1845 Sailing Directions for Torres Strait - Raine's Island to Cape York in Sydney Shipping Gazette. 2 Jun 1845 departed the coast of New Guinea for Port Essington. 12 Jun 1845 arrived Port Essington, where 70 ship-wrecked passengers and crew from the *Hyderabad*, and the *Coringa* Packet, wrecked in the Torres Straits, had made it to shore in their boats. Port Essington being unable to support so many people, those wishing to return to Sydney went back in the *Prince George*, after a partial refit. 18 Jun 1845 the **Fly** departed Port Essington, with the remainder of the passengers for Singapore. 5 Jul 1845 arrived Singapore, and went up to Malacca, to communicate with the Flag Officer. 21 Jul 1845 arrived Singapore from Malacca to refit and replenish provisions etc. 3 Aug 1845 departed Singapore for Anjer, against the trade winds, arriving on the 19th inst. 20 Aug 1845 departed Anjer, and using the SE trade wind down to lat. 30° 15' S., long. 89° 05', arriving in the Bass Strait, before picking up the SW trade back to Sydney, where they arrived on 25 Sep. 25 Sep 1845 orders from the Admiralty ordering the **Fly** home awaited them, and the *Bramble* to continue the survey with a colonial vessel, the *Castlereagh* being purchased and fitted out for the purpose, under the command of Lieut. Aird (late Mate). 27 Sep 1845 having rubbed her bottom on the coral reefs is about to be moved to Mossman's Bay to be hove down and undergo repairs. 11 Oct 1845 in Mossman's Bay refitting. 25 Oct 1845 returned to Farm Cove. 6 Dec 1845 Dinner to the officers of the "**Fly**."- On Saturday evening, the members of the Australian Club gave a dinner to Captain Blackwood and the officers of H.M.S **Fly**, as a testimony of the gallant officers' services in the arduous duty of surveying Torres' Straits. The chair was filled by Mr. Speaker M'Leay, and the vice-presidents were Messrs. Riddell and Griffiths. Among the invited guests were his Excellency the Governor, the French Consul, and Commodore Berard, and several officers of Le Rhin corvette. 15 Dec 1845 Surveying Squadron - Farewell Dinner. -On Monday, the junior officers of H.M. Schooners *Bramble* and *Castlereagh* were entertained at a farewell dinner given by their brother officers of the **Fly**, at the Adelphi Hotel,

York-street. 16 Dec 1845 Mail for Melbourne, Adelaide, Swan River, Mauritius, Cape of Good Hope and St Helena to be made up for HMS *Fly*. 19 Dec 1845 departed Sydney for Port Phillip.

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**20 Dec 1845** The Surveying Squadron. (*From the Sydney Morning Herald.*) The approaching departure of H. M. S. *Fly* from the colony, on her return to England from the arduous voyage on which, with H. M. Schooner *Bramble*, she has been employed, induces us to give our readers a brief sketch of her services, in order to impart to them some idea of the benefits that have been conferred upon the commercial interests of the colony by Captain Blackwood and the officers tender his command.

The "Outer Route" through Torres Straits, as it is generally called, which has been of late years so generally followed by vessels bound to India, has hitherto been but imperfectly known, and only could be considered safe for those ships whose commanders had already passed that way. The rough, and little more than eye-sketched, plans of the different passes through the Barrier Reef, which were procurable previously to the *Fly's* voyage, were sufficient to lead a stranger into danger, but not to extricate him from it; and many have been the melancholy and distressing losses of fine ships in consequence. During the last year, even with the advantage of Capt. Blackwood's chart, the loss of the *Hydrabad*, with a valuable cargo of horses for the East India Company's Service, which by missing the beacon on Raine's Island, was thrown to leeward, and was obliged to run through the first opening that offered, in doing which she struck on a rock, and sank almost instantaneously, in deep water - is a proof, were one wanting, of the difficulties of these passages - and fully shows, when under circumstances of unfavourable weather, or an error in the reckoning, the passage intended to be taken is passed by, or cannot be recognised; and it becomes necessary to make a dash at the first opening - how critically the safety of the ships property and lives of all on board are jeopardised (sic).

In this state of things, however, the voyage of the *Fly* has conferred a very great benefit upon the colony. It has lessened the risks and dangers of the "Outer Route," and so rendered a very dangerous, and at the best a very anxious voyage, one of comparative safety.

Secondary to this, but not less important, is the detailed survey of the channel round Darnley Island, between it and the coast of New Guinea, - a route, although more to the northward, far preferable to any entrance through the Barrier, inasmuch as the passage will not be lengthened more than twenty-four hours, and is many miles in width, and quite free from difficulty and danger of any kind. It is evidently the principal passage through Torres Strait.

Endeavour Strait has also been completely surveyed, whereby Captain Stokes' passage in the neighbourhood of Wallis's Islands has been made available for ships of heavy burthen. The services were performed by Lieutenant Yule. in the *Bramble*, under Captain Blackwood's directions, who also continued the survey of the Barrier Reef from Lizard Island southerly to the latitude of 17°, by which a continuous survey of the sea board of the Great Barrier has been made, extending between the latitudes of 9° south, and 22° south, and comprising a distance of 780 miles. One of the chief objects of Captain Blackwood's instructions was to erect a beacon in a convenient spot to direct ships to the best channel through the reef - and this has been most effectually performed. The passages generally used lie in the neighbourhood of that part of the "Barrier" situated to the north of 12° south. In the latitude of 12° 21' the Ferguson, with a detachment of the 50th regiment was wrecked, and in 12° 9' 11" the wreck of the Martha Ridgway serves to point out the entrance round the "Black Rock," in 12° 12', - a favourite passage, and perhaps the best amongst the bad. It is not known to us whether any ship has been lost in this passage; but, if not, chance has carried them clear of a very dangerous sunken patch, having only ten feet upon it, in the direct track of the course. Here there was no possibility of erecting any mark, as heavy breakers lashed over the reef, and there is no rock or island where a party could be safely landed. To the north of this there are several openings in the reef, such as "Nimrod's Entrance," in 12° 5' 30", about a quarter of a mile wide. The "Single Rock Entrance," in 12° 2', scarcely so wide; and "Head's Passage," considered a safe one by Captain Blackwood, in 11° 55', but equally contracted. No beacons could be erected at any of them; but at Raine's Island, in 11° 36', every facility was afforded, and the beacon was constructed, and serves to point out the safest and best passage that exists; and according to the direction given by Captain Blackwood, there will be no difficulty in making it.

During the progress of building the beacon, the Fly and Bramble were employed in exploring the relative situations and extent of all the reef's between Raine's Island and the coast, as well as the exact positions of the more southern entrances above noticed, so that through whatever passage a ship may enter, the chart will be most useful in leading her clear of all danger to a safe anchorage.

A chart of this part, showing the whole detail of the Barrier Reef, and of the new passage round Darnley Island, and embracing the track to Booby Island, has been put into the hands of the engraver, at the expense of the colonial government, and will be completed before the ensuing season, by the use of which ships bound to India may proceed on the voyage with confidence. In thus leaving for immediate use the most important result of his voyage, Captain Blackwood is entitled to the thanks of the colonists, inasmuch as no small portion of the éclat of his labours will be lost in England by the previous publication of his work in the colony. The Admiralty will doubtless republish it in England, and probably with improvements; but in the meantime, the public will derive the advantage of an earlier possession of the information it conveys. A more particular description of this part of the voyage would be out of place here - nor indeed is it at all necessary, because the chart in itself will be a description, which those who consult it will perfectly understand and be satisfied with ; but it is due to those who have rendered this service to be assured that their labours are valued and duly appreciated by those who are capable of judging of the vast importance of this survey to the large and rapidly extending commercial intercourse between the Australian colonies and India.

Although the principal object of Captain Blackwood's voyage was confined to the "Great Barrier," yet there was another of less immediate importance attached to his instructions - viz., the exploration of the Coast of New Guinea - the one of labour and intense anxiety - the other full of interest and novelty - in fact the cream of the voyage. The time, however, expended upon the survey of the "Barrier," the progress of which was materially interfered with by the erection of the beacon, precluded anything being done there until within the last few weeks of the last voyage; but sufficient was seen of its coast and inhabitants to cause the greatest regret on leaving it. The portion of coast explored, which embraced about fifty or sixty miles to the west of the meridian of 145° east, was formed by a low coast, intersected by numerous inlets running many miles into the country, and forming, as was supposed, the deltoid embouchures of a considerable river or inlet of the sea - its shores were densely populated - villages of considerable size being passed at intervals of every two or three miles, at some of which they landed, and were enabled to look about them; but at some they were prevented, and their intercourse fiercely opposed.

There were no signs of any previous intercourse with white people, and they were evidently ignorant of the use of fire-arms; but they possessed some of the refinements of a civilized life, which showed that they were a people of superior intelligence to the generality of savages - particularly to their neighbours of New Holland.

Lieutenant Yule of H. M. schooner Bramble. with the Castlereagh as her tender, under Mr. Aird, remains to carry on the survey of the outlying reefs, and of the coast of New Guinea. This important service could not be left in better hands.

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22 Dec 1845 Mate D. Aird, promoted to Lieutenant. 29 Dec 1845 arrived Port Phillip, from Sydney. 11 Jan 1846 departed Port Phillip, for Adelaide. 16 Jan 1846 arrived off Adelaide. 10-19 Feb 1846 called at Swan River, to pick up and take-home Governor Hutt, having been superseded by Colonel Clarke. 6-15 Apr 1846 called at the Cape of Good Hope. 30 Apr 1846 called at St. Helena. 19 Jun 1846 arrived at Spithead. 22 Jun 1846 departed for Plymouth to be paid off. 26 Jun 1846 arrived Plymouth from Spithead. 5 Dec 1846 Lieutenant C. F. A. Shadwell, late first lieutenant of H.M.S. *Fly* was promoted to the rank of commander, June 27, 1846. Jun 1847 An advert for "A Narrative of the Surveying Voyage of HMS *Fly* under the command of Captain F Blackwood etc 1842-46" to be published. 25 Oct 1847 I note that officers are being appointed for the forthcoming commission. 17 Nov 1847 was towed out of Hamoaze into the Sound by the *Comet*, and departed immediately for the Cape of Good Hope. 25 Mar 1848 The "Mary reports the Fly to have entered harbour at Hobart Town the day she left for Sydney". 8 Apr 1848 arrived Auckland from Hobart Town and England, via Cape of Good Hope - Captain Oliver Apr 1848 on arrival she was sent to Port Nicholson to relieve the *Racehorse*. 22 Apr 1848 arrived Port Nicholson from Auckland. Subsequently despatched to Otago and the Auckland

Isles. 7 Aug 1848 departed for Nelson, Akaroa, and Otakou, with Lieutenant-Governor Eire. and Messrs. Mantell and Wells, Commissioners for purchasing up native claims to land in the Middle Island. 1 Sep 1848 arrived Port Nicholson with Lt-Gov Eyre onboard. 20 Sep 1848 Reported by the "Despatch" as still being at Port Nicholson. Circa 16 Dec 1848 Seen at Port Nicholson. 20 Dec 1848 East Indies. 15 Jan 1849 arrived Auckland from Port Nicholson and Nelson with Gov. and suite onboard. 10 Mar 1849 departed for Kawau and Bay of Islands. 1 Apr 1849 departed from Auckland for Wellington, Nelson and Sydney. 14 May 1849 arrived from Port Nicholson, 16 Apr., Nelson, 30 Apr. 26 May 1849 In Farm Cove, Sydney. About to undergo repairs. 9 Jun 1849 The boats of the *Fly* assisted the *Diana* in getting off shore at Milsom's Point, Sydney. 1 Jul 1849 Arrives at Auckland from Sydney. Dec 1849 At Port Nicholson. 2 Feb 1850 Seen at Wellington. 6 Feb 1850 departed with the Havannah from Port Nicholson for the Auckland Islands. 13 Feb 1850 arrived Port Ross, Auckland Islands. 23 Feb 1850 Departed Port Ross. 28 Feb 1850 Anchored at Akaroa. 4 Mar 1850 departed for Port Cooper. 5 Mar 1850 arrived Port Cooper. 7 Mar 1850 departed for Port Underwood. 10 Mar 1850 arrived Port Underwood. 12 Mar 1850 arrived Wellington (per Wellington Independent of 13 Mar 1850). 11 Apr 1850 departed from Auckland. 20 Apr 1850 arrived Anatam. Fever and ague reported to be prevailing on this island. 24 Apr 1850 Departed Anatam. 24 Apr 1850 arrived Tanna. 27 Apr 1850 Departed Tanna. 28 Apr 1850 arrived Erromanga. 29 Apr 1850 departed Erromanga. 5 May 1850 Called at Island of Wea, following the recent reported loss of the schooner Rosetta on that Island. 9 May 1850 departed from Island of Wea. 10 May 1850 arrived Balade Harbour, New Caledonia. 23 May 1850 Called at Island of Pines. 29 May 1850 Departed for Sydney. 28 Jun 1850 Sydney. Anniversary of the Coronation celebrated by dressing overall and at 12 o'clock by firing a royal salute. See next item. 1 Jul 1850 On the afternoon of Friday last one of the seamen, whilst in the act of loading one of the guns for the salute in honour of her Majesty's Coronation, had his right hand completely blown off, to which the attention of the bystanders was called by his exclaiming "Look here" at the same time extending his mutilated limb. The medical officers were fortunately on deck at the time of the accident, immediately rendered his services; but such was the nature of the injury inflicted that amputation was deemed necessary.; and the promising young man now lies in his cot, and will be comparatively useless for the rest of his life. He is but 23 years of age, and has been 5 years in the service, part of which he served in HMS *Calliope*, Captain Stanley and the remainder of the *Fly*. On his arrival in England he will be entitled to a pension of a shilling per diem. Providentially he has a good constitution, and we are happy to be able to state that he is doing well. ....6 Nov 1850 arrived at Wellington. 14 Nov 1850 departed for Auckland Islands, with His Excellency the Governor-in-Chief, Lady Grey and suite. 17 Nov 1850 arrived Otago. 23 Nov 1850 Delayed by bad weather. departed for the Auckland Islands. 28 Nov 1850 arrived at the Auckland Islands. 5 Dec 1850 departed for Akaroa. 8 Dec 1850 arrived Akaroa. 21 Dec 1850 arrived Wellington. 22 Mar 1851 Is reported to still be at Wellington. 2 Apr 1851 departed for Auckland with Governor and suite. 29 Aug 1851 departed from Auckland for England. 27 - 30 Sep 1851 Falkland Islands. 17 - 22 Oct 1851 Rio Janeiro. 4 Dec 1851 arrived at Plymouth Sound in the evening. 11 Dec 1851 arrived at Devonport. 13 Dec 1851 Having been mustered and inspected the vessel was towed into harbour and paid off this day. United Service Gazette.

1855 Coal hulk.

1860 Coal Depot, Devonport.

1870 Coal Depot, Devonport.

1879 Coal Depot, Devonport.

1890 Coal Depot, Devonport.

1855 She was converted to a coal hulk.

Renamed **C. 2** and later **C. 70** whilst a hulk.

**Broken-Up in 1903.**

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**THE OFFICERS OF H.M.S. FLY:**

By letters recently received from England, we have learned some particulars respecting the disposal of some of the officers of H.M.S. *Fly*. which will be no doubt most interesting to the friends of those gentlemen in the colony. Of Captain Blackwood's present employment, we know nothing. Lieutenant Shadwell, First Lieutenant, and Lieutenant Ince, who superintended the erection of the Safety Tower in Torres Straits, are both promoted to the rank of Commander. The latter was to have come out as Lieutenant on board H.M.S. *Rattlesnake*, Captain Owen Stanley, shortly expected here, but was superseded on his promotion. Mr. M'Gillivray will come out in her as naturalist. Mr. Evans, the late Master of the *Fly*, is employed in the Isle of Man on the coast survey he is in the enjoyment of very handsome pay and is shortly about to be married. Mr. Jukes, naturalist, has joined the geological survey of Great Britain and Ireland and at the date of his last despatches was busily engaged in the neighbourhood of Bala, in Merionethshire. This gentleman mentions to his correspondents some facts respecting the geological survey, which serve to show what importance is now attached to that undertaking. The Director-in-Chief is Sir H. De La Beche, having under him local directors, with a large staff of officers, surveyors, palaeontologists, collectors, chemists, analysers, &c. The revenue of the establishment is £10,000 sterling per annum, being a Parliamentary grant. The present office is at Craig's court, Charing cross, but a new office and museum are building in Piccadilly.

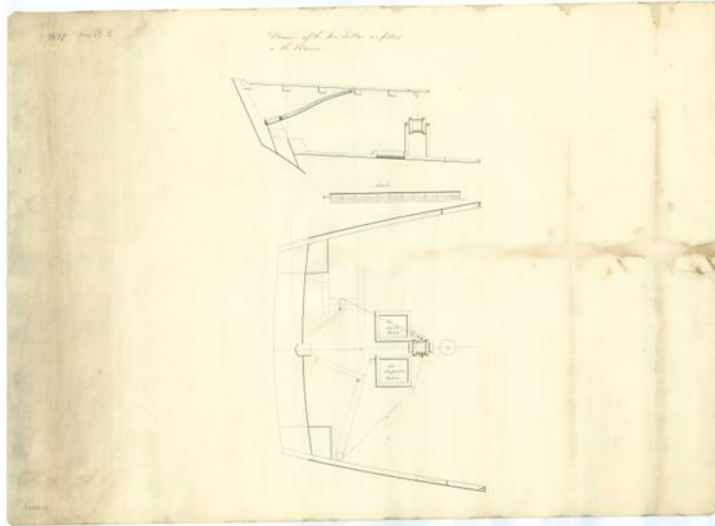
The Ordnance maps are being rapidly coloured; and sections are making of great accuracy in all directions. Memoirs are also published as the survey goes on.

Mr. Jukes was deputed to write the account of the voyages of the *Fly*; but he says, he is obliged to give up publishing his journal, " as every book mentioning Australia lately has fallen dead from the press." Even the British Association showed no inclination to hear any details, as " nobody cares about Australia now.

The undertaking of Mr. Leichhardt to cross the continent to Swan River creates some astonishment in London. One letter says, " If he does it, his name will live for ever, but it seems a clear determination to manure some desolate spot with his carcass, and mingle the phosphates and carbonates of his bones with the silex of the desert." The late expedition from Fort Bourke to Port Essington does not appear to be noticed. One of the junior officers of the *Fly* was here recently, on board H. M. steamer *Inflexible*.

053.	<b>Harrier.</b>	Sloop. <b>Fly-class.</b> Sloop.	18.	Wood.	Nov 1830.	3 Oct 1831.	Ordered 30 Jan 1829. Completed 25 Mar 1832 at Plymouth Dockyard and commissioned on 24 November 1831. She carried a compliment of 120 men and officers. .... ..... 1830 at Pembroke Royal Dockyard under construction. 20 Nov 1831 arrived Plymouth, from Milford. 3 Dec 1831 was commissioned at Plymouth. 20 Apr 1832 was spoken with at lat. 0° 49' N. long 22°30' W. on route from Plymouth to India. 7 Jun 1832 arrived at the Cape of Good Hope from Plymouth and had departed for the East Indies. 9 Jul 1832 is reported at St. Helena to have arrived at the Cape, and departed for India. 17 Jul 1832 arrived Trincomalee from Plymouth and departed the following day for Madras. Aug 1832 at Bombay. 25 Sep 1832, Trincomalee, departed for Bengal. 8 Oct 1832, Bengal, arrived from England and Trincomalee. Trincomalee 5 Nov 1832 arrived from Madras. Trincomalee 14 Nov 1832 departed for Madras. Prince of Wales's Island 10 Jan 1833 Refitting. Madras-roads 27 March 1833 Refitting. Batavia 8 May 1833 Reported to be on a cruise to the north-west. Singapore 23 Apr 1833 departed on a cruise. Madras 5 Jun 1833 departed for a cruise. Singapore 2 Jul 1833 arrived from a cruise and remains. Singapore 31 Jul 1833 departed for Malacca. Negapore Roads. 7 Aug 1833 Refitting. Madras 13 Sep 1833 arrived from Trincomalee. Madras 15 Sep 1833 arrived from a cruise. Bombay 31 Jan 1834 Is at Madras. During 1834, the pirates in the Straits of Malacca were dealt several severe blows by the <b>Harrier</b> , who destroyed the piratical settlements at Pulo Arroa and Pulo <i>Sujee</i> . See p. 275 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a> . Singapore 22 Mar 1834 arrived from Malacca. Singapore 27 Mar 1834 departed for Malacca. Mauritius 20 Jun 1834 Is reported to be in the straits of Malacca. Madras 3 Jul 1834 departed on a cruise. Madras 3 Aug
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1834 arrived from Trincomalee. 23 Aug 1834 arrived Singapore from Madras. 4 Sep 1834 arrived Singapore from a cruise. Singapore 13 Sep 1834 departed to Malacca. Oct 1834 Reported to be in the Straits of Sunda. 22 Nov 1834 is reported to have departed Trincomalee for Colombo. Portsmouth 27 Jun 1835 came into harbour on Tuesday to be paid off. Portsmouth 4 Jul 1835 It is reported that the Court Martial ordered for Lieutenant Wilson of the *Harrier* has been cancelled. Portsmouth 11 Jul 1835 to be paid off on 13 Jul. Portsmouth 26 Sep 1835 was undocked and commissioned yesterday. Portsmouth 30 Oct 1835 went out to Spithead in preparation for sailing to South America, her ship's company will be paid an advance of wages. Portsmouth 14 Nov 1835 departed Thursday for South America. 18 Sep 1835 arrived at Buenos Ayres. 17 Apr 1836 is reported to be at Rio de Janeiro, and due to sail in a few days for Buenos Ayres. 8 May 1836 the *Harrier* reported to have gone to Rio Plata to relieve the *Actaeon* which had gone to Rio de Janeiro. 24 Apr 1837 reported to be at Valparaiso and was shortly due to sail for the Atlantic ports of South America. 3 Jun 1838, at Callao, with the *Imogene*, when the *Sulphur* arrived from up north: also present

were the French vessels *Andromede*, 60, and brig *Alacrité*, and the US vessel *North Carolina*, 80, and corvette *Lexington*, who were all watching the motions of the belligerents, Peru and Chile. Sep-Oct, reported to be heading south down the coast. Circa Jan 1839 in the Pacific, reportedly loading treasure for England. *San Blas*, 16 Jan 1839 having been to the most northerly of the Mexican ports to collect treasures, she has on board 700,000 dollars: she may be expected at Spithead at the end of July or the beginning of August. 18 Jul 1839 Portsmouth, was paid off; she brought home several Portuguese prisoners, taken out of slavers captured on the coast of Brazil. 28 Dec 1839 Portsmouth In Dock. **Broken-up, Mar 1840.**

054.	<b><i>Cockatrice.</i></b>	Schooner. <b><i>Cockatrice</i></b> - <b><i>class.</i></b> Schooner.	6.	Wood.	July 1831	14 May 1832.	Ordered 11 Sep 1828. Completed 15 Sep 1832 at Plymouth Dockyard. 1832 reclassified as packet boat. She carried a compliment of 33–42 men and officers. 1830 Under construction at Pembroke Royal Dockyard as a brigantine. .
<p>..... 28 May 1832 has been launched at Pembroke, and is expected shortly at Plymouth, with a view to her being fitted out with the <i>Viper</i> as a packet for the service between Rio and Buenos Ayres [later note: although it would appear that the <i>Viper</i> was not employed on these duties]. 14 Jul 1832 commissioned at Plymouth for use as a packet to run between Rio de Janeiro and Buenos Ayres. 1 Jan 1834 On the South America Station. 18 Sep 1835 arrived at Buenos Ayres. Portsmouth 11 Jun 1836 is expected to be paid-off at Plymouth in the near future. Portsmouth 5 Nov 1836 is expected shortly from Sheerness, on route for the South America. 25 Aug 1840 Plymouth, arrived from South America. 4 Sep 1840 Plymouth, departed on Saturday for Chatham to be paid off. 6 Mar 1841 Lieutenant J. Oxenham, appointed to command the <i>Cockatrice</i>. 6 Mar 1841 Gunner W. Wicks, appointed to the <i>Cockatrice</i>. 6 Mar 1841 Chatham, has been commissioned for foreign service, for South-America. 24 Apr 1841 having recently been commissioned, and manned in a few days after hoisting her pennants: the prospects of a warm weather and chance of prize money being great inducements to the blue jackets (<i>marines</i>). 24 Apr 1841 Sheerness, is being fitted with lightning conductors. 29 Apr 1841 Gunner David Volume, appointed to <i>Cockatrice</i>; 28 Apr 1841 at Chatham. 21 May 1841 arrived at Madeira, in 8 days from Plymouth. 20 Jan 1842 at Rio de Janeiro. 19 May 1842 was at Rio awaiting the arrival of the packet from England in order that she could depart for BA etc. with mail. 21 Sep 1842 at Rio. C. 26 Apr 1842 (Branch packet on the S. America Station) departed Rio for the Rio Plata and to</p>							

exchange mail with the *Viper*, presumably heading for the Pacific Coast of S America. 14 Jun 1844 at Rio de Janeiro (Lt Cdr Justus Oxenham). 20 Dec 1848 serving in the Pacific as a tender to HMS *Asia*.  
**1858 She was sold for scrap.**

**July 1832: Sir. Charles Bullen, C.B., appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

055.	<b><i>Andromache.</i></b>	Frigate. <b><i>Andromache-class.</i></b> 6th-Rate frigate (later "corvette").	28.	Wood.	Aug 1831.	27 Aug 1832.	Ordered 29 Oct 1830. Commissioned 19 Sep 1833. She carried a compliment of 175 men and officers. 8 Sep 1832 arrived Plymouth, from Pembroke. 6 May 1834 arrived at the Cape from Rio, on route to Canton with Lord Napier and suite. 16 Jul 1834 has arrived Canton, from Plymouth. 7 Sep 1834 in company ....
<p>..... with the <i>Imogene</i> and <i>Louisa</i>: action against the Bogue Forts prior to proceeding up to Whampoa, and returning on 22nd, and anchoring in Ling Ting Bay. See p. 273 at <a href="http://www.archive.org/details/royalnavyhistry06clow">www.archive.org/details/royalnavyhistry06clow</a>. Dec 1834 is reported to be have called at Cochin and Madras, and was then due to sail to Trincomalee. 2 Nov 1834 arrived Singapore from Macao. 4 Nov 1834 departed for Madras. 19 Nov 1834 Has arrived Madras from Singapore. Bombay 14 Mar 1835 is reported to have been in the roads. 17 Mar 1835 remained at Bombay when the <i>Melville</i> departed for England. 25 Apr 1835 departed from Bombay on a cruise. 16 Jul 1835 arrived Mauritius. Madras 11 Jan 1836 departed for Mauritius. Saugor 22 Mar 1836 departed for Singapore and China. Calcutta 1 May 1836 arrived from Madras. See p. 276 at <a href="http://www.archive.org/details/royalnavyhistry06clow">www.archive.org/details/royalnavyhistry06clow</a>., regards forthcoming operations against piracy. Singapore 16 Jun 1836 is reported to have been cruising in the Straits [of Singapore] looking for Malay pirates where her boats have had much success in action with the pirates, burning a number of proas, taking prisoners and destroying their boats and arms etc. 29 Jun 1836 reported to be searching for pirates in the region of Gallang Island, where they are said to be based, and where the ship's boats have burnt villages etc. 15 Jul 1836 the <b><i>Andromache</i></b> and the <i>Raleigh</i> are reported to have arrived off Penang in pursuit of pirates. 18 Jul 1836 arrived at Singapore. It is reported that her recent movements</p>							
							
<p>have been limited to the coast of Bintang and adjacent islands, but that discussions with the Dutch authorities regards the problems of piracy have proved fruitless, and it would appear that some of the princelings suspected of still being associated with piracy, such as the Rajah of Lingin, with whom the Dutch state they have concluded an anti-piracy treaty, and Rajah Bandahara at Pahang, where 30 Cochin Chinese captured by the pirates were released from slavery, although subsequent reports disputed this analysis. [Not much appears to have changed in last 170 years!] 4 Aug 1836 reported to be cruising in search of pirates which shipping owners claim infest these waters. Singapore circa 3 Sep 1836 arrived from an anti-piracy cruise and departed again on the 7th. Madras 18 Sep 1836 it is reported here that the <b><i>Andromache</i></b> has been carrying out successful operations against piracy in the region of Penang and Singapore. Madras 29 Oct 1836 arrived from Calcutta. Madras circa 30 Oct 1836 departed to Trincomalee on being warned that the barometer had fallen rapidly in the previous 4 hours. As she departed a severe gale arrived which caused much damage. Trincomalee arrived 5 Nov 1836. Calcutta 15 Jan 1837 arrived from Madras. Calcutta 9 Apr 1837</p>							

		<p>arrived from Acheen. Saugor, Bengal 21 Apr 1837 departed for Rangoon. Portsmouth 10 Sep 1837 arrived from Trincomalee (31 May); Madras (3 Jun); Cape of Good Hope (19 Jul) ; St Helena (2 Aug) ; and Ascension (5th). 1838-39, part of a squadron looking after British interests on the coast of Mexico. See p. 305 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 8 May 1839 Halifax arrived with the <i>Pique</i> and <i>Wanderer</i> having on board the 8th Regiment for Jamaica. 12 - 14 Sep 1839 a brief cruise in the Gulf of St Lawrence and extracts from log reflecting a brief, but severe storm. 30 Oct 1839 the British Ambassador at Washington advises that the <b>Andromache</b> is now at New York and advises that the <i>Buzzard</i>, also at New York, which has a problem regarding a 1200-dollars outstanding account on behalf of the Admiralty and seeks advice regarding how it should be settled. 14 Dec 1839 Portsmouth At Spithead. 21 Dec 1839 Portsmouth There is no longer a doubt that the <i>Blenheim</i>, 73, and <i>Blonde</i>, <i>Pique</i>, and <b>Andromache</b> frigates, refitting in this harbour, are intended as a reinforcement to the squadron in the East Indies, under the command of Sir Frederick Maitland. 28 Dec 1839 Portsmouth In Dock. 1 Feb 1840 Lieutenant R. W. Patty, appointed to the <b>Andromache</b>, vice Goldie, promoted. 1 Feb 1840 Mate J. Fisher, appointed to the <b>Andromache</b>. 8 Feb 1840 at Portsmouth, it is reported that she is being prepared for a passage to Mauritius and New South Wales. 8 Feb 1840 Lieutenant R. Wilson Pelly, appointed to the <b>Andromache</b>. 21 Mar 1840 at Spithead. 1 Jun 1840 arrived at the Cape of Good Hope from England, where Captain Baynes is to remain in charge until the return of the <i>Melville</i> from the China expedition. 9 Jul 1840 departed from the Cape of Good Hope for Mauritius. 3 Aug 1840 arrived at Mauritius from the Cape of Good Hope. 27 Feb 1841 Surgeon Thomas Robertson, appointed to the <b>Andromache</b>. 17 Mar 1841 departed the Cape of Good Hope for the West Coast of Africa. 9 May 1841 arrived at the Cape of Good Hope from St. Helena. 7 Jul 1841 departed the Cape of Good Hope for Mauritius. 7 Sep 1841 at the Cape of Good Hope. 18 Nov 1841 departed St Helena for the Brazils. 20 Jan 1842 at Rio de Janeiro. 8 Feb 1842 departed Rio de Janeiro. 23 Mar 1842 departed the Cape of Good Hope on route for Mozambique. 14 Apr 1842 at Mauritius. 1834 She took William Napier to China and participated in the war with China at Canton.</p> <p>1846 reclassified as a Provision hulk at Plymouth.</p> <p>20 Dec 1848 Store ship. Devonport.</p> <p>1854 She was converted to a powder hulk.</p> <p>1860 Powder Depot, Pembroke.</p> <p>1870 Late Powder Depot, Plymouth</p> <p><b>Mar 1875 Broken-up at Plymouth.</b></p>					
	<b>Alarm.</b>	Frigate. 6 <sup>th</sup> Rate.	28.	Wood.	Jan 1832.	.	Ordered from the Pembroke Royal Dockyard and laid down 1832- <b>CANCELLED</b> October 1832. Builder's Measure 352 tons, 125 feet x 34½ feet.
056.	<b>Royal William.</b>  Renamed <i>Clarence</i> in 1885.	Battleship. 1st-Rate ship of the line. Broadened <b>Caledonia-class.</b>	120. Reduced to 90 guns 1860, then 72.	Wood.	Oct 1825.	2 April 1833.	Ordered 30 Dec 1823. Completed at Plymouth 1830 under construction at Pembroke Royal Dockyard. Is to be fitted with full length portrait of their present Majesties, as figure-heads. 15 Jul 1832 the Messenger arrived at Plymouth, and having disembarked her passengers and stores etc., departed the following day for Milford with jury mast for the Royal William, .....



..... which once installed, will enable the vessel to sail for Plymouth to be completed. 27 Apr 1833 Lately launched at Pembroke, is be laid up in ordinary at Plymouth. 11 Feb 1841 Plymouth, was taken into dock on Monday to have her bottom cleaned. 11 Dec 1841 Lieutenants W. G. J. Cunningham, G. W. Wilkinson, to appointed the Royal William, for rank. 18 Dec 1841 Captain J. B. L. Hay, appointed to the Royal William, for rank. Jan 1848 Devonport. 20 Dec 1848 Devonport. 4 Feb 1856 Devonport. In Harbour. 15 Feb 1856 Asst Surgeon H.H. Smith appointed; Guard Ship in ordinary, at Devonport. 1860 fitted with screw propulsion and engines, guns reduced to 74. un screw 1860, (1763 h.p.i. 500 hp). 1860 Devonport 90 guns. 1860 screw 72 guns. 1870 at Devonport. 1879 still at Devonport. 1885 Renamed Clarence, Training Ship. She later was lent to the Liverpool Roman Catholic Reformatory Society, who renamed her Clarence.

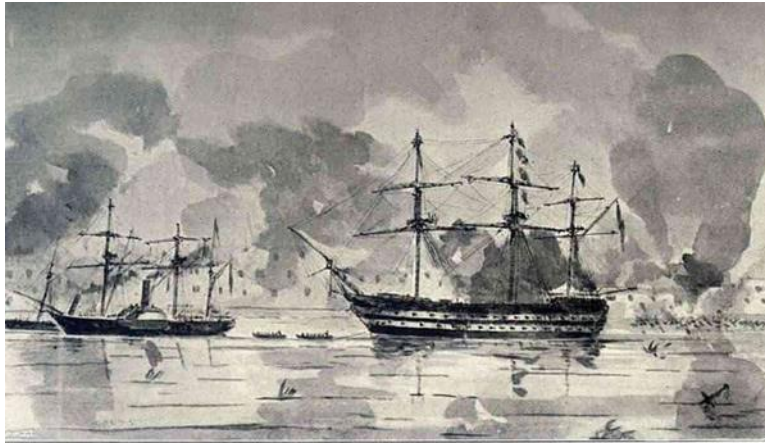
**26 July 1899 Clarence was destroyed by arson on the River Mersey near New Ferry on the Wirral Peninsula, England.**

*(See also item # 032 above).*

The figurehead of the Royal William (in its original state) was for many years placed beside the historic 1775 Mutton Cove "covered slip number 1" in Plymouth harbour. In the 1990's it was replaced by a fiberglass copy, the wooden original is now preserved in Devonport dockyard.

057.	<b>Rodney.</b>	Battleship. <b>Rodney-class</b> ship of the line. 2 <sup>nd</sup> -Rate.	92. Reduced to 90 guns.	Wood.	Jul 1827.	18 Jun 1833.	Commissioned 9 Aug 1835. Designed by Sir R. Seppings. 1830 Under construction at Pembroke Royal Dockyard. Plymouth 20 Jul 1833 arrived from Milford. 14 Nov 1835 at Plymouth - is reported to have been ordered to join the Mediterranean fleet. Plymouth 3 Dec. ....
<p>..... 1835 the ship's company was paid an advance of wages on Tuesday Barcelona 27 Dec 1835 is reported to have arrived with military stores. 7 Mar 1836 was reported to be off Barcelona. Gibraltar 10 Jun 1836 is reported to have been absent from Barcelona for the last month whilst she collected water. Tortosa 17 Jul 1836 it is reported to be at Barcelona. Malta 6 Aug 1837 the Rapid, from Port Mahon, reports that the <b>Rodney</b> was in quarantine in Palma Bay. 25 Aug 1837 arrived Barcelona. 9 Jan 1839 at Malta. Circa Apr 1839 Malta departed for Corfu with <i>Bellerophon, Talavera, and Castor</i> to exercise their crews, following which they will return here about the 15th, after calling at Patras. 8 May 1839 the <i>Jaseur</i> departed from Malta to Corfu with orders from Admiral Stopford for the <b>Rodney, Talavera, Bellerophon, and Castor</b>, not to return to Malta, but to proceed to the Levant where the Admiral expected to join them in due course with the remainder of the fleet. 19 May 1839 the <b>Rodney, Bellerophon and Talavera</b>, departed from Corfu prior to the arrival of the <i>Jaseur</i>, with her despatches, arriving Malta on 15th inst., and the <i>Castor</i> on the 16th. The projected cruise has now been cancelled. 21 Jun 1839 Malta arrived Valetta. 2 Jul 1839 Malta, the <i>Princess Charlotte, Rodney, Bellerophon, Pembroke, Tyne and Rhadamanthus</i> departed and joined the <i>Minden, Talavera, Asia, Castor, and Zebra</i> in the offing and departed for the east, but destination unknown. Sep 1839 at Besika Bay. 13 Oct 1839 it is reported that a malignant fever had appeared among the crews of both fleets at Besika Bay, but with most intensity on board the French vessels. 4 Nov 1839 is reported to have departed Besika Bay on 23 Oct, with the fleet, for a winter anchorage at Vourla. 14 Dec 1839 Mr. W. Knapman, purser, has resigned on account of ill health, and Mr. V. Folwell, clerk of the ship, is to be appointed acting. 2 Dec 1839 a court-martial was assembled on board the <b>Rodney</b>, to try a <i>seaman</i> of the <i>Powerful</i> for striking the master-at-arms. The charge was proved, and he was sentenced to death, but recommended for mercy. 11 Jan 1840 Malta, Mr. Hall is appointed clerk of the <b>Rodney</b>. 11 Mar 1840 is reported to be at Malta. 10 Apr 1840 departed from</p>							

Gibraltar for England. 9 May 1840 Captain Robert Maunsell; Lieutenant Norton Taylor. appointed to the **Rodney**. 16 May 1840 was paid off at Plymouth on Wednesday, and recommissioned by Commander Knox. 16 May 1840 Commander T. O. Knox; Lieutenants W. N. Taylor, J. R. Baker, J. H. Lloyd, H. M. Ellicombe; Master S. S. Flinn (acting) ; Second Master W. G. S. Stokes ; Purser R. L. Horniman, appointed to the **Rodney**. 29 May 1840 Gunner J. Collier; Carpenter W. Cooke. appointed to the **Rodney**. 24 Jun 1840 Plymouth, fitting out in the harbour. 27 June 1840 Mr. G. Dittman, late of the **Rodney**, has passed his examination at the College as naval instructor. 27 June 1840 R. J. Oliver, chaplain, appointed to the **Rodney**. 4 Jul 1840 Lieutenants John Hughes Lloyd, and Francis Scott, appointed to the **Rodney**. 11 Jul 1840 Naval Instructor Gustavus Dittman and Lieutenant David Miller, appointed to the **Rodney**. 17 Jul 1840 Plymouth, her refit is expected she will be complete by the end of the month. 18 Jul 1840 Mate Richard Webber, appointed to **Rodney**. 16 Aug 1840 Mates B. Proctor and Thames Belgrave, appointed to **Rodney**. 19 Aug 1840 Plymouth bent sails and will go into the Sound in a few days. 21 Aug 1840 Woolwich, appointed to the **Rodney**. Mr. CA. T. Lloyd, mate. Mr. Lloyd is from the *Buzzard*, and has been for some time in the William and Mary, waiting a passage to join his ship. 22 Aug 1840 Plymouth, was towed into the Sound by the Carron steamer. 17 Sep 1840 departed from Cork for Malta. 28 Sep 1840 arrived at Gibraltar and departed for the Levant. 13 Oct 1840 arrived Malta with the 19th Regiment. 31 Oct 1840, Commander W. Shephard, late of **Rodney**, promoted to the rank of Captain. Aug - Nov 1840 Capture of Acre and operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 21 Nov 1840 a part of the squadron off Alexandria - see p. 322-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). Early Dec 1840, stood off the coast following receipt of a signal reporting Peace with Egypt : on the 2 Dec it came on to blow and the squadron experienced a heavy gale in which some vessels off the Syrian coast went ashore, the Zebra being lost in the bay of Khaifa and the Pique and Bellerophon being nearly lost. 8 Dec 1840 the squadron arrived in Marmorice Bay. 13 Feb 1841 Volunteer First Class, Mr. J. M'Kenzie Fraser, appointed to the **Rodney**. 18 Feb 1841 Parliament was informed that the **Rodney** had been fitted with Harris's Lightning Conductors since 9 Jul 1839. 19 Feb 1841 Surgeon James Low, appointed to the **Rodney**. 10 Apr 1841 departed from Marmorice-bay, for Malta. 21 Apr 1841 arrived at Malta. 30 May 1841 had left Malta for Sicily to water, returning again after visiting Naples. 25 Jun 1841 at Malta. 4 Jun 1841 is reported to have departed Malta, with the Britannia, for Sicily, for water. 8 Jun 1841 Malta, a court-martial was held on board the **Rodney** to try Mr. W. Stuart, gunner of the *Daphne*, on a charge of having absented himself without leave. Ha was acquitted. 4 Jul 1841 departed Malta for the coast of Syria with the *Calcutta* and *Cambridge*, later to be joined by the *Vanguard*, once she's watered at Gozo. 23 Jul 1841 arrived Alexandria from Beyrout with the *Calcutta*. 7 Aug 1841 was reported to be leaving Alexandria on a cruise with the *Calcutta*. 22 Aug 1841 departed Beyrout for Alexandria. 27 Aug 1841 arrived at Djouné. 6 Sep 1841 anchored off Alexandria, having arrived from the coast of Syria. 16 Sep 1841 cruising off Alexandria. 4 Oct 1841 arrived Malta, from Alexandria. 25 Oct 1841 Malta, received pratique this morning; is expected to leave this week to take in water at Syracuse. 15 Nov 1841 due to depart Malta tomorrow with sealed orders. 20 Nov 1841 Lieutenant - Johnson from the *Impregnable*, appointed to **Rodney**. 11 Dec 1841 it is reported at Portsmouth, in a letter from the Hastings at Gibraltar, that as a result of the present diplomatic situation the **Rodney** is expected to remain at Gibraltar until relieved by the *Cambridge*. 17 Dec 1841 Mate J. G. Bickford, has been promoted to Lieutenant and is appointed to the **Rodney**. 1 Mar 1842 in harbour at Valetta. 31 Mar 1842 the **Rodney**, *Vanguard* and *Thunderer* were reported to have been put on alert following the report of 3 French ships of the line being at sea, but



BOMBARDMENT OF SEBASTOPOL.  
H.M.S. RODNEY AGROUND UNDER FORT CONSTANTINE.

were stood down when it was understood they were returning to Toulon from Smyrna. 26 Apr 1842 departed Malta for Syria, and is expected to touch at Alexandria. 10 May 1842 arrived at Alexandria, and departed for the Levant. 20 May 1842 arrived Alexandria having departed Beyrout on the 11th. 5 Jun 1842 reported to be at Beyrout. 15 Jul 1842 the squadron, including the *Queen*, *Powerful*, *Impregnable*, **Rodney**, *Indus*, and *Devastation* departed Valetta, destination unknown, but thought to be queering the French pitch, wherever that may have been? 25 Jul 1842 arrived Malta from a cruise with the squadron off the Island. 26 Aug 1842 in port at Valetta. 15 Sep 1842 in port at Valetta. 22 Sep 1842 departed Malta for a cruise and exercises. 23 Oct 1842 departed Malta for Gibraltar, where she will relieve the *Formidable*. 2 Nov 1842 arrived Gibraltar from Malta, to relieve the *Formidable*. 17 Nov 1842 reported to be the only RN vessel remaining at Gibraltar. 30 Nov 1842 assisted the *Formidable*, which struck the ground heavily 14 miles to the west of Barcelona, whilst doing about 4 knots. With many other vessels which arrived during the day, the *Formidable* was hauled off just before midnight, having thrown her guns overboard and started and pumped out her water. The *Formidable* was towed to Barcelona, and from thence to Port Mahon. 14 Jul 1846 Evolutions for the Squadron of Evolutions. See St Vincent for the full extract from the Cork Examiner.

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**1846: Experimental Squadron Portsmouth, Thursday. April 23 Rodney, Captain Edward Collier, - Sir R. Seppings constructor. 92 guns, 2625 tons.**

18 Jul 1846 As reported in the Atlas, but undated: Naval Activity .-The zeal, ability, and great exertions of Captain Collier, C.B., and the officers, seamen, and marines of her Majesty's ship **Rodney**, have been most conspicuous, they having, in the short space of three days, completely fitted the *Bellerophon*, 78, for sea, and taken her to Spithead. On leaving work on the evening of March 10, the ship was rigged, and her sails bent; the main and part of the lower deck guns in, and fitted on their carriages; three months' water and provisions for 700 men on board, and the ship painted outside. The next morning, the remainder of the guns were got in, and fitted, the hempen cables stowed, boats and other things on board, and by noon she was at anchor at Spithead. The powder, slops, and medicine were sent out to her. and by sunset she was reported ready for service. The Lords of the Admiralty have marked their sense of the thorough seamanship exhibited, and the noble example set by the officers and crew of the **Rodney** in their unparalleled work of fitting the *Bellerophon*, 78, with such surprising rapidity, by awarding them a vote of thanks, which will be read to them by the Commander-in-Chief on his official inspection.-Atlas.

July 1846 The Squadron of Evolution at Cove. Summer Cruise. With respect to the movements of the squadron we are informed, that they are under orders to proceed again to sea after a delay of three days to water - that they will cruise towards Bantry, and anchor for some time in that splendid bay, where, as we are informed, it is intended that the crews and marines shall be landed and exercised in warlike tactics, landing at night, and such like evolutions, the object of the present trials being to exercise the crews and manoeuvre them in naval operations. See St. Vincent for the full extract from the **Cork Southern Reporter**.

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20 Aug 1846, off the Tagus. 22 Aug 1846, carried out sailing exercises off Lisbon with squadron, including the *Hibernia* (flag), *St Vincent*, *Queen*, *Vanguard*, *Canopus*, **Rodney**, *Albion*, *Rattler*, *Polyphemus*, *Raleigh*, *Constance*, *Eurydice*, and *Spartan*. 9 Sep 1846, reported to the Admiralty that further sailing trials were carried out by the squadron between Lisbon and Cape St. Vincent. 17 Sep 1846, departed Cadiz with Squadron, the *St. Vincent* and *Queen*, being detached to England that evening. 18-19 Sep 1846, further trials carried out by the squadron, including by the steamers, with their floats unshipped. 20 Sep 1846, off Cape Spatel. Summer, 1848, Malta Harbour. 20 Dec 1848 Particular service. 5 Aug 1851 Commissioned at Portsmouth, Captain Charles Graham. 30 Aug 1851 Portsmouth - recruiting a ship's company. Sep-Oct 1851 there is reported to be a "paucity" of blue-jackets (marines) willing to sign-on. 3 Dec 1851 ship's company move on board from hulk *Blake*. 31 Dec 1851 adjusted her compasses. Feb 1852 has still only recruited about 350 of 820 ship's company. 1852 **Rodney** was the ship where William Hall, later to become the first Black man and one of the first Canadians to win the Victoria Cross, began. 24 Mar 1852 is to prepare for

sea. 1 Apr 1852 is reported to be at Spithead. 26 April at Spithead and still 150, short of complement, is to provision for 4 months and sail on trials. Will be inspected by the Commander-in-Chief, Portsmouth in the next day or so and will carrying out gunnery exercises. 30 Apr 1852 departed to bed down crew and for Plymouth and Queenstown, to recruit. 3 May 1852 Plymouth arrived in the Sound from Portsmouth and is reported to be recruiting. 27 May 1852 Plymouth is reported to have completed her complement, and will sail shortly for Queenstown. 27 Jul 1852 Queenstown is due to sail shortly. 6 Aug 1852 reported to be off Plymouth, with the Channel Squadron. 28 Aug 1852 arrived Lisbon with the Channel Squadron, including the *Prince Regent*, *Leander*, *Arethusa*, and steamer *Retribution*. 25 Oct 1852 arrived off Plymouth with the *Prince Regent* and *Indefatigable*, having called at Queenstown and performed trials and exercises with the Channel Squadron. 30 Nov 1852 is reported to have arrived at Lisbon having experienced very bad weather. 19 Dec 1852 Lisbon, experienced problems on the bar whilst leaving Lisbon, and had to put back for repairs to the tiller and rudder, but has now departed again for Portsmouth. 31 Dec 1852 has apparently arrived at Spithead from Lisbon. Circa 10-11 Jan 1853 remains at Spithead. 2 seamen died in a boating accident in the harbour, whilst alongside the *Victory*. 14 Jan 1853 was towed into harbour, having discharged her powder etc. in order to be docked, to make repairs to the rudder. 27 Jan 1853 has been removed from the dock and is refitting her rigging etc. 1 Feb 1853 towed back out to Spithead. 9 Feb 1853 Spithead the ship's company were paid. circa 11 Feb 1853 departed for the Mediterranean. 26 Feb 1853 arrived Malta, having experienced heavy weather since leaving Gibraltar. The ship remained here at Malta for 4 months. 5 Jun 1853 departed for the Levant. 1 Oct 1853 Besika Bay ship's boats save 13 men from the launch of the French ship Bayard, which foundered, with the loss of 5 men. 29 Oct 1853, she ran aground in the Dardanelles. She was re-floated with assistance from HMS *Firebrand*. Dec 1853 reported to have recently arrived in Beikos Bay, in the Bosphorus by the 25th inst. departed 3 Jan 1854, with the combined fleet, for off Sinope. 27/28 March 1854 The Crimean war begins. 19 Jun 1854 at anchor with the combined French and English fleet in Baltachik Bay, in the Black Sea. 28 Jul 1854 is reported to have taken on board elements of the 42nd Regiment. 19 Aug 1854 the fleet is reported to have departed from Baltachik Bay due to a high incidence of cholera on board the ships of both fleets. 14 Sep 1854- Kalamita Bay landed officers and men, both marines and seamen, along with upper deck guns, stores and ammunition. 19-20 Sep 1854 off the mouth of the River Alma - see p. 429-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 17 Oct 1854 present at the bombardment of Sebastopol, and later in the day assisted the *Agamemnon*. Later went aground whilst still in range of the Russian forts and needed assistance from the steam vessels *Spiteful* and *Lynx* to get off : see also p. 437 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 14 Nov 1854 at Katcha - experienced a severe gale, in which many transports went ashore, and clearing up the subsequent mess. 11 Apr 1855 one lieutenant, two midshipmen, and 200 bluejackets was ordered to the front to reinforce the Naval Brigade. 21 Jan 1856 Portsmouth. arrived at Spithead from the Black Sea, having made a very long passage. She is ordered into harbour, to be fitted up as a shell magazine for the Baltic. 31 Jan 1856 Naval Cadet Best appointed; Mediterranean Station. 14 Feb 1856 Surgeon Crandell appointed; Portsmouth. 26 Feb 1856 Master's Asst W. H. Purvis appointed; at Portsmouth. 23 Apr 1856, Pivot ship at St Helen's Fleet Review, Spithead; Captain Wilson.



1859 **Rodney** was fitted with screw propulsion, and engines completed on 11 Jan 1860, and was the last unarmoured wooden battleship in full commission. 1860 Chatham, Rated as a 90.

1860 Screw 70 guns

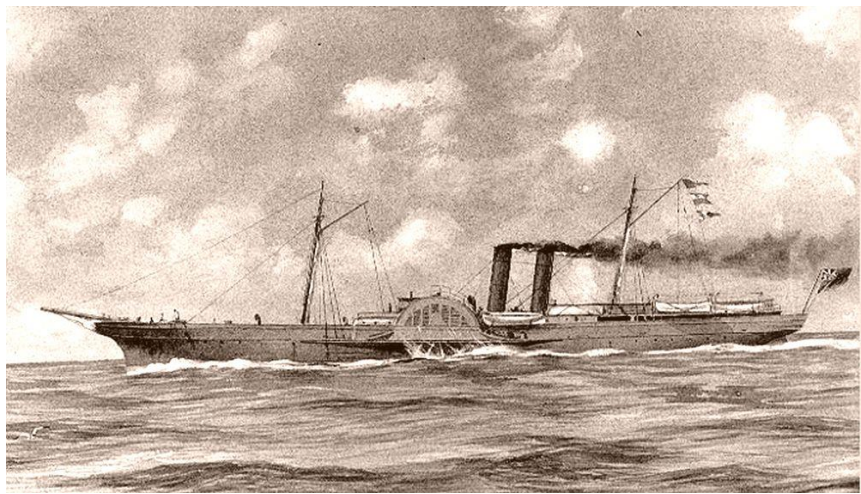
1870 Portsmouth.

1879 Portsmouth.

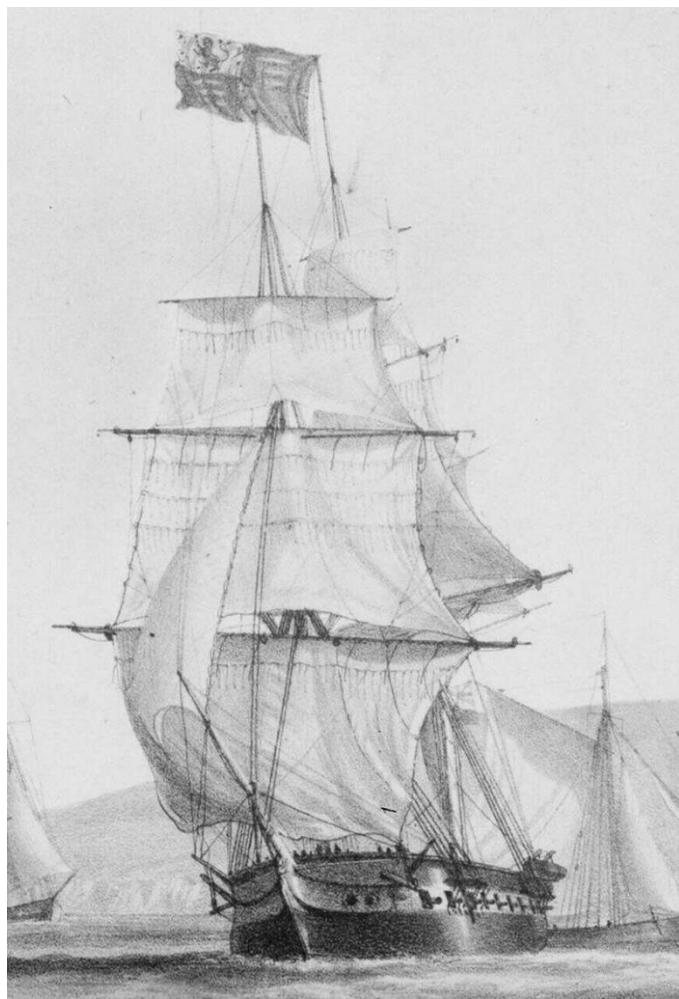
**Feb 1884 Broken up.**

058.	<b>Forth.</b>  1869 Renamed <b>Jupiter.</b>	Frigate. Seringapatam-class. 5th-Rate. <b>Andromeda sub-class.</b> Later to a screw mortar ship	46. <i>Reduced 1845 to 28 guns. Later fitted with 10-24 mortars 1856.</i>	Wood.	Nov 1828.	1 Aug 1833.	
<p>Ordered 9 Jun 1825. 2 Sep 1833 She was completed for the ordinary at Plymouth Dockyard. 1833 after completion, she was ordered to be converted into a steam-powered ship in 1845, but this did not happen for another decade. She carried a compliment of 315 men and officers. 1830 at Pembroke Royal Dockyard under construction. Devonport 2 Sep 1833 arrived from Pembroke yard. 2 Sep 1845, Admiralty Order, to fit for steam guard ships. Reduced to 24 (20 x 42 pounder, 66 cwt.; 2 x 56 pounder, 85 cwt.; 2 x 8 inch., 65 cwt.). 20 Dec 1848 Steam Guard Ship, Devonport. 1856 screw frigate 10-24 mortars, a screw mortar frigate 31 Jan 1856 Mid Roberts appointed; at Devonport. 23 Apr 1856, Present at Fleet Review, Spithead; Captain Lord J Hay, CB. 1860 Converted to screw mortar ship, Devonport. 1869 Renamed Jupiter, Coal hulk. 1870 Coal Depot, Devonport. 1879 Late Screw. Coal Depot, Devonport. <b>4 Aug 1883 Sold for scrap.</b></p>							
059.	<b>Fountain.</b>	Water Lighter.		Wood.	.	1833.	.
060.	<b>Sinbad.</b>	Lighter. 60-foot (18.3 m) lighter.  Dockyard lighter/mortar vessel/Dockyard lighter	1854 bomb vessels, the 60-foot lighters were armed with a single 13-inch (330-mm) mortar.	Wood.	Nov 1832.	27 Feb 1834.	 <p>Completed 30 Jun 1834 at Plymouth Dockyard. She had a complement of 17–18 crewmen. 6 Nov 1840 departed from Woolwich for Dover and Plymouth on Wednesday. 7 Aug 1841 Portsmouth, departed on Saturday for Sheerness. 18 Sep 1841 Woolwich, departed for Portsmouth and Plymouth. 7 Oct 1841 arrived from Portsmouth. 15 Oct 1841 will sail in a few days for Portsmouth and Plymouth. 19 Oct 1855 <b>Sinbad</b> renamed as MV. 2. (Mortar Vessel). Jun 1855 reclassified as bomb vessel. during the Crimean War of 1854–55 at Woolwich.</p>



							3 July 1856 renamed as <b>Y.C. 3</b> . Oct 1856 reclassified as lighter, converted back into a lighter after the war. <b>Nov 1866 Broken up.</b>
061.	<b>Tartarus.</b>	Steamer. paddle steamer gun-vessel. <b>Tartarus-class</b> gun vessel.	2. increased to 3 guns.	Wood.	Sep 1833.	23 Jun 1834.	<p>Ordered 27 July 1833 - First paddle steamer gun-vessel. Designed by Sir W. Symonds. Completed 3 Oct 1834. Commissioned 27 Aug 1834 at Woolwich Dockyard. She carried a compliment of 80 men and officers. Portsmouth 11 Oct 1834 arrived from Chatham, for Yarmouth (IoW) and Plymouth. Off the Tagus 10 Nov 1834. 13 Jan 1835 is reported to have departed Gibraltar for Malta. Circa 31 Jan 1835 departed from ....</p> <p>..... Malta for Falmouth. Woolwich 4 Jul 1835 is reported to have departed for Malta and Constantinople. Malta 4 Nov 1835 arrived from the Ionian Islands. Plymouth 4 Feb 1836 departed for Falmouth and Malta last Friday, but had to seek shelter in Cawsand Bay due to the violence of the weather. 24 Mar 1836 arrived Falmouth from Malta (7th). Malta 21 Aug 1836 is reported to have arrived off Scanderon 30 Jul., for the mail from India, but none arriving she departed for Beirut and Alexandria and has arrived here today, and will be in quarantine for nearly 3 weeks, there still being plague in Egypt. 19 Jan 1839 departed from Jamaica for Bermuda, with Adm. Paget, recovering from Yellow Jack. 17 Apr 1839 arrived Jamaica from St. Thomas's. 15 Feb 1841 at Barbadoes. 4 Mar 1841 at Jamaica. Circa 18 Sep 1841 was at Barbadoes when the troop ship Columbia touched there, on route from Antigua for England. 1 Jan 1842 was reported to be at Barbadoes, by the packet <i>Alert</i>. C. 14 Feb 1842 at Barbadoes when the troop ship <i>Atholl</i> departed for Portsmouth. C. 4 Mar 1842 departed her anchorage at Barbadoes, in company with the <i>Spitfire</i> and <i>Firefly</i>, to go to the aid of the merchant vessel Clyde and managed to save her crew, although the <i>Tartarus</i> sprang her rudder. Once repairs are made-good, she is due to depart for England. 21 Apr 1842 arrived Plymouth Sound from Barbadoes (15 Mar), having experienced "very bad" weather on her passage home. 23 Apr 1842 departed Plymouth for Woolwich to be paid off. 7 May 1842 was paid off at Woolwich this week. Summer, 1848, Constantinople. 20 Dec 1848 Steam vessel. Mediterranean. 30 Aug 1851 Scotland. 9 Feb 1856 Lieut. CW Manthorp appointed; at Woolwich. 10 Feb 1856 Lt Brooker appointed. 12 Feb 1856 Master's Asst RG Blainey appointed; at Woolwich. 6 Nov 1860 Malta. Completed breaking up, per Parliamentary estimates etc. 1861-62. 6 November 1860 Broken up.</p>
							
062.	<b>Cleopatra.</b>	Sloop. <b>Vestal-class</b> . 6th-Rate Frigate.	26.	Wood.	Jun 1832.	28 Apr 1835.	<p>Ordered 28 Mar 1832. Completed By 13 Sep 1835. She carried a compliment of 152 officers and men; 33 boys; 25 marines. Oct 1832 is ordered to be built at the Pembroke Yard. ....</p> <p>..... 15 Oct 1835 departed St Petersburg for England having been on shore. She arrived at Flamborough Head on the 25th and the</p>

following day, in a gale, was in collision with the dis-masted brig Fisher, to which she was attempting to give assistance, which sank with the apparent loss of 6 lives. She is now in dock at Sheerness. 26 Oct 1835 Off Flamborough Head in a gale. Reports unable to save the crew of the vessel Fisher which sank due to the bad weather. 28 Nov 1835 arrived at Spithead Wednesday, from Sheerness, and is expected to sail in the next day or so for South America, having taken on boys and marines as supernumeraries for other vessels on that station. 5 Dec 1835 departed from Spithead Monday for Rio de Janeiro, passing Plymouth on the 1st. 20 Jan 1836 at Rio de Janeiro. 2 Mar 1836 departed Rio de Janeiro for St Catherine. 10 Apr 1838, the *Starling* departed the company of the *Sulphur* for Guayaquil to pick up an officer and to Puna to pick up supplies left by the *Cleopatra*, and from thence to Callao. 11 May 1839 arrived at Halifax. 23 Nov 1839 was reported to be at Bermuda and to be departing shortly for the West Indies. 3 Jan 1840 detained the Portuguese slave schooner Louisa, with 283 slaves on board, which was sent for adjudication to the Vice-Admiralty Court at Jamaica and was condemned for being engaged in the Slave Trade on 28 Feb 1840. When cruising



off Ocoa Bay, in the Island of Cuba a small schooner was observed to which the *Cleopatra* gave chase ; the *Cleopatra* then raised her colours and fired a shot with the purpose of inducing the schooner to raise her colours, which she failed to do, and that at about 10.00 a.m., it being calm, the schooner was observed making for the land, and the *Cleopatra* lowered her boats under the command of the First Lieutenant, Alexander Fordyce. When approaching the schooner two boats were seen leaving her, taking her officers and crew. On arriving on board 3 passengers were discovered, in addition to 283 slaves, and a prize crew was put on board immediately and ordered to depart for Port Royal, Jamaica, where she arrived on the 6 Jan 1840. It was subsequently discovered that when taken she had small-pox on board and was placed in quarantine when brought to Port Royal. A Spanish passenger on board, Antonio Mulina, declared that he had joined the vessel in Bissao, where the slaves were embarked, a Portuguese settlement on the coast of Africa, bound for Saint Jago de Cuba, and that he had no interest in the vessel or the slaves. A second passenger, a Frenchman, Edourd de la Bourgonnier, who stated that the whole of the crew, except the master, were black Portuguese, and from the papers that the master took ashore he was sure she was Portuguese, and had noted that the vessel was supposedly initially bound for the Cape Verde Islands, whereas he was bound to Cuba, like Mr Mulina, and had no interest in the vessel or slaves. Source P. 19 FO 84-439 Admiralty Letters 1842 May-June, per National Archives for free. 19 June 1844 the proceeds arising due for payment. 23 Feb 1840 boarded and inspected the papers of the Spanish vessel Iberia, following which there was an exchange of letters between the 2 governments. 2 Jun 1840 Jamaica departed for Bermuda; 6 Oct 1840 arrived at Newfoundland, from Quebec. 26 Oct 1840 at Bermuda. 5 Dec 1840 Commander W. W. P. Johnson (of the *Winchester*), promoted to be Acting Captain of the *Crocodile*, vice Alexander Milne, to the *Cleopatra*. 26 Dec 1840 Clerk Henry Hope Chimmo of the *Cleopatra* promoted to the rank of purser. 16 Dec 1840 at Barbadoes, having been cruising off Porto Rico. arrived at St. Thomas's on the 26th and resumed her cruise on the 29th.

27 Jan 1841 detained in lat. 18° 5' N. long. 64° 40' W., off St. Thomas's, whilst bound from Rio Pongo to Porto Rico, the Spanish slave schooner Segunda Rosario, F. Peyrano, master, with 288 slaves on board which was sent for adjudication to Mixed the British and Spanish Court at the Havana and on 18 Feb 1841 sentenced to be condemned. See also p. 306 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 15 Feb 1841 at Barbadoes. 3 Mar 1841 Jamaica, departed on a cruise. 3 Apr 1841 Second Master - Raines (late Winchester), appointed to **Cleopatra**, (vice James Fowler to Winchester), and promoted to the rank of master. Captain C. Wyvill, to **Cleopatra**; A. Milne, appointed to **Crocodile** (late **Cleopatra**). Master James Fowler, appointed to Winchester (late **Cleopatra**), vice Robinson. appointed to Columbia. 10 Apr 1841 arrived at Halifax and departed again on the 17th, in company with the Racer, 16, on a cruise. 22 Jul 1841 arrived St John's, Newfoundland. 18 Sep 1841 Surgeon Mr. T. Kittle, appointed to the **Cleopatra**. 18 Oct 1841 was at Halifax on the departure of the Seringapatam for England. 25-27 Nov 1841 remained at Barbadoes when the packets *Megaera* and *Petrel* departed for Plymouth. 26 Nov 1841 at Barbadoes, when the *Megaera* departed for England. 27 Nov 1841 was at Barbadoes when the packet *Petrel* called. 3 Dec 1841 was due to depart from the Barbadoes with the *Sappho* to survey the carenage and anchorage at Grenada, preparatory to the reception of the Mail Steam Packets. 1 Jan 1842 was reported to be at Barbadoes, by the packet *Alert*. 4 Feb 1842 reported to be at Barbadoes, with the *Sappho*, per the Winchester, departed Bermuda 4th inst. Circa 14 Feb 1842 at Barbadoes when the troop ship *Atholl* departed for Portsmouth. 8 Apr 1842 arrived Portsmouth from Barbadoes (9 Mar), and departed Spithead later in the day for Chatham to be paid off. 20 Apr 1842 paid off at Sheerness, and was subsequently re-commissioned. £4 11s. 2d. was raised for collection was made for the Dreadnought Hospital Ship, based in the R. Thames nr. Greenwich. 7 May 1842 when commissioned at Sheerness her complement has been set at 240. 25 Jun 1842 is reported to be commissioning at Chatham for service on the China station and will go via Mauritius where she will disembark an important passenger, and is expected at Portsmouth in the near future. 2 Jul 1842 is reported to be due soon at Spithead, from the eastward, to be paid advance of wages before departing for foreign waters. 15 Jul 1842 arrived Spithead from Sheerness, where she will prepare for her passage to the East Indies. 23 Jul 1842 Lt Gen Sir W. Gomm arrived on board with his family and suite and will depart Monday for Mauritius, the **Cleopatra** probably remaining on the Cape station when she arrives, perhaps relieving the **Andromache**. 1 Aug 1842 detained a slave brig, (Name Unknown), which was sent for adjudication to the Vice-Admiralty Court at British Guiana, and on 12 Jan 1844 sentenced to be condemned. 3 Aug 1842 arrived Madeira, on route for China. 6 Sep 1842 arrived Rio de Janeiro with Sir Wm. Gomm and suite. 14 Sep 1842 departed Rio for the Cape of Good Hope. 17 Oct 1842 arrived at the Cape, from England. 9 Dec 1842 departed Mauritius for the Mozambique Channel. 21 Dec 1842 anchored off St. George's Isle, town of Mozambique, but the Governor being away departed to call again another day. 28 Dec 1842 arrived at St. Augustine's Bay, near the south end of Madagascar. 2 Jan 1843 departed for Algoa Bay, for Port Elizabeth, for water and provisions, arriving on 10th inst. Once the provisioning of the ship was completed departed for Quillimane, arriving some distance from the town (3 Feb), in an attempt not to frighten off the shortly expected slavers, communications with the town being made by the ship's boats. 21 Feb 1843 departed from an anchorage some miles from Quillimane for St. Augustine's Bay to look for water. 6 Mar 1843, departed for Natal, arriving 12th inst. 23 Mar 1843, arrived some distance off the bar at Quillimane, the ship's boats being deployed to gain intelligence of slave trading etc., a sighting of a suspicious vessel by one of the ship's boats being sufficient for the subsequent detention of the Progresso. 12 Apr 1843 having embarked her cargo of slaves at Quizingo, and following a chase of 7 hours detained in lat. 17° 20' S., long. 38° 30' E., in the Mozambique Channel, the slave brigantine Progresso, with 444 slaves on board, which was sent for adjudication by the Vice-Admiralty Court at the Cape of Good Hope and on 1 Aug 1843 sentenced to be condemned. 5 May 1843, arrived Simon's Bay, departing for Natal with Commissioner Cloete on 26th inst., having stored and refitted. Took on board a number of bullocks, but when the time came to depart the rough water on the bar delayed the ship for 3 days. 15 Jun 1843, arrived off Quillimane, in company with the *Lily*. 19 Jun 1843, a slave vessel was reported to be expected on the coast and slaves being moved south, the ship's boats were stored and prepared for detachment from the ship. 11 Jul 1843 detained the slave vessel Defensivo, Paulo Roderigue, master, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope, and on 29 Sep 1843 sentenced to be

condemned. Late Aug 1843, departed Quillimane for St. Augustine's Bay to look for water and bullocks. 11 Sep 1843, departed Quillimane, and the company of the Lily for Mozambique, arriving on the 14th. 19 Sep 1843, departed Mozambique for Zanzibar, with the Governor-General of Mozambique, arriving on the 25th inst. 30 Sep 1843, departed to lie off Zanzibar, and on the 6th for Comoro, not arriving Johanna until 13th inst., having been detained off-shore by contrary winds and tides. 14 Oct 1843, departed for Mayotta, on the 17th running through the Bandeli Passage, before arriving at Mayotta. 19th inst. departed for Johanna, arriving on the 21st. 21 Oct 1843, departed Johanna, for Mozambique, arriving on the 26th inst., and having disembarked the Governor-General, departed the following day for Majunga, arriving on the 30th inst., departing shortly afterwards for Nos Beh, an island off the N.W. end of Madagascar. 19 Nov 1843, arrived Mozambique, departing on the 23rd for Quillimane, where they arrived on the 25th, only to discover that a slave schooner had were despatched to search for and obtain intelligence on the slave trade. 4 Jul 1844, the ship's galley was sent to detain a slave vessel sighted departed during their absence with 450 slaves on board, under the eye of Governor Fernando, but that another vessel was on the point of leaving, but lacking the necessary intelligence regarding where the vessel was going to embark her slaves departed for the Cape of Good Hope. 29 Nov 1843 "by good fortune," during the afternoon watch, sighted a brig and a brigantine acting suspiciously, and detained both, having been lately deserted, in lat. 18° 51' S., long. 36° 23' E., between Quillimane and Luabo, in the mouth of the Zambesi, a slave brig, (Name Unknown), supposed Silveira, and former US vessel Anna, 235 tons, which had been hanging around on the coast for some months ; a slave brigantine, (Name Unknown), supposed Atilla or Atala, 152 tons, both being sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope and on 12 Jan 1844 sentenced to be condemned. An eyewitness involved in the capture gives the date as being 30 Nov., but perhaps this is one of those naval things? Circa 19 Dec 1843, the two prizes arrived at Simon's Bay. 26 Jan 1844 thankful to depart Simon's Bay for St. Augustine's Bay, a succession of gales having made boat-work most unpleasant, being anchored off-shore the whole period of the refit and re-provision etc. 14 Feb 1844, anchored in St. Augustine's Bay, with a view to restocking provisions, but, on the 16th, with signs of a gale coming on, made good for the offing, but suffered damage in the form of the head and bumpkin being washed away and several ports were stove in. 24 Feb 1844, arrived off Quillimane, and despatched the ship's boats to gather intelligence regarding the slave trade etc. 10 Mar 1844, the *Bittern* arrived, and they remained in company for a couple of days, before she departed for St. Augustine's Bay. 21 Mar 1844, just before dark land was sighted from the mast-head, but the Captain wishing to remain on the course a little longer, it wasn't until 10 o'clock that a change of course was considered, the lead being used regularly, when the sound of the keel grating along the bottom was heard and felt, and then the ship was fully aground, and over the next few days various unsuccessful attempts were made to get her off. During the day that she was finally released back into her natural environment one of the ship's boats was attacked by the natives, killing two of the crew, and mortally wounding Lieut. Molesworth and 5 men, three others being severely/dangerously wounded and 3 apparently unscathed. Various reasons for the attack were put forward, but the natives having moved swiftly off along the coast they were never to know. 25 Mar 1844, anchored in St. Augustine's Bay, and watered etc., before departing for Simon's Bay. 14 Apr 1844, arrived at Simon's Bay. 21 Apr 1844, departed Simon's Bay, but seeing the Flag Ship back here, anchored in company, departing on the 23rd with a harbour boat to assist recovery of cannon thrown overboard when they went aground. 12 May 1844, arrived off Quillimane, where the ship's boats the previous day, but whose crew, bar five, had deserted her. She had no papers or colours, but she was understood to be the slave brig Mars, and evidence found on board suggested that she was formerly known as the Zacette de Marco, and being fitted out and equipped for the slave trade which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope and on 28 Sep 1844 sentenced to be condemned. 28 Jul 1847 the proceeds arising due for payment. 5 Jul 1844 detained the slave barque Isabel, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope and on 02 Oct 1844 sentenced to be condemned, her papers being false. 28 Jul 1847 the proceeds arising due for payment. 18 Jul 1844, departed Quillimane for the "Murderer's Reefs," i.e., where the ship grounded and her crew were attached, and on the 29th commenced a search for the place where the guns were thrown overboard, and within a few days had recovered one of the 8-inch guns, but the weather deteriorating the search was called off until it

improved. The sea condition on the 8th made a continuation of the search practical, and the second 8-inch gun was soon onboard and just as it was getting dark, after a number of failed attempts, one of the 32 pounders was raised. 9 Aug 1844, departed for St. Augustine's Bay, arriving the following day, remaining for 3 days whilst water and fresh provisions were embarked, before departed for Simon's Bay, where they arrived on the 24th inst., where the *Cornwallis*, *Winchester*, *Isis*, *Conway*, and *Thunderbolt* were at anchor, to learn that the prize Isabel, had been wrecked in Algoa Bay, her crew re-joining on 13 Sep, and on 16 Sep the prize brig arrived. 20 Oct 1844, anchored off Quillimane, and deployed some of the boats with a view to gathering information on the slave trade ashore, and to check the credentials of any vessels that may come into sight which was capable of use in the slave trade, and to warn the frigate regarding suspicious vessels. 26 Oct 1844, off Quillimane. 8 Nov 1844, ceased cruising with one of the ship's between Luabo and Macuzé, and at 9 o'clock in the evening sent off to board the Domingo Cardoza, all clear. 10 Nov 1844, boarded the Juavo Adelaide. All clear. 11 Nov 1844, spoke with the *Bittern*, arrived from the Cape. 16 Nov 1844, departed for Majunga, to water, arriving on the 22nd. 27 Nov 1844, departed Majunga for Mozambique, but being defeated by the current, continued to Quillimane, arriving 5 Dec, in time to receive information from an informant that a slave brig was due to anchor off Mariangombe to pick up her human cargo. 13 Dec 1844 observed a slave brig being run ashore, off the River Mariangombe, and a number of boats departing for shore. On the arrival of the ship's boats on board the brig, 2 of the crew remained on board, sick in their bunks, with 420 negroes below, the hatches having been nailed down, and the ship likely to break up by the action of the sea, the hatches were removed and, in view of the numbers, the slaves allowed to make their own way to shore, although 7 were brought on board, with the 2 sick crew members and once empty the vessel was set on fire, as it was not possible to get her off. The slave brig, (Name Unknown), of 300 tons, was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope, and on 21 Feb 1845 sentenced to be condemned and the 7 slaves emancipated. 28 Jul 1847 the proceeds arising due for payment. 14 Dec 1844, off Mariangonia. 16 Dec 1844, off Quillimane. 18 Dec 1844, departed for Mozambique. 20 Dec 1844, off Quillimane. 21 Dec 1844, arrived off Mozambique. 25 Dec 1844, departed Mozambique, for Luabo, but in the process, went aground under the fort, the ship being got off the next day. 1-3 Jan 1845, off Suabo. 10 Feb 1845, departed Quillimane, for Majunga, arriving on the 16th inst. 20 Feb 1845, departed Majunga for off the River Mariangombe, arriving on the 26th, where the *Bittern* was found, and the following day anchored off Quillimane. 4 Mar 1845, departed Quillimane, for a cruise, in company with the *Bittern* and *Helena*, who were on route for Mozambique. 16 Mar 1845 detained the slave vessel Paquette de Monte Video, aka Pachtetto de Monte Video, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope and on 10 May 1845 sentenced to be condemned, on the grounds of having had a slave cargo on board during a voyage, and not being entitled to the protection of any nation, since, whilst apparently British, she had been sailing under non-descript colours, after much difficulty convincing the court. 24 Aug 1845 proceeding to the coast of East Africa from Simon's Town and attempting to get a feel for the attitudes held by the Kings and governors in the region, particularly with regard to the slave trade, and from Consuls regarding how they see trade etc. progressing. 13 Sep 1845 at Zanzibar. 30 Oct 1845 on the Quillemane Coast. 14 Nov 1845 was joined by the Sappho off the mouth of the Quillemane River where signs of the slave trade are only too evident with tribal chiefs on the various rivers in the region ready to stoke the trade and visiting vessels professing to suggest that they are only passing through on route for Goa, but in reality only carry materials as cargo which can be traded with the locals in this particular region. 15 Nov 1845 departed for Johanna. 14 Jan 1846 arrived at Simon's Bay from Mozambique, being in want of provisions and stores and also caulking. In addition to Mozambique have also paid visits to Zanzibar, Johanna, Mayotta, and Nos-Beh. Was able to report that whilst the slave trade appeared to be under control in Mozambique it was expected that there would be an upturn in the trade during the following months, various vessels having been seen on the coast who were preparing the ground for the slaving vessels which would follow shortly, vessels which would be well prepared with a view to deceiving the vessels employed on the anti-slavery patrols. 18 May 1846 whilst patrolling the Angozha River, Mozambique, in the ship's boats, came across a vessel which, on approaching, raised the American colours and was found to be the barque Lucy Penniman, of New York, Matthew Cooper, master, from Rio de Janeiro. Whilst initially happy to leave the Lucy

		<p>Penniman, since she was flying the American colours, information from the crew suggested that all was not as it appeared and that they had been entrapped into become a part of her crew and that she was intended for the slave trade, and, as they saw the Kentucky, now burning, see next item, they feared for their lives as they expected the 30+ Portuguese crew from that vessel to take over the Lucy Penniman. With a view to obtaining further evidence the Master was landed in the ship's boats in order to contact the Portuguese supercargo, who was said to be ashore. After waiting the agreed 2 hours the ship's boats returned to the shore only to be ambushed by a large number of Arabs and natives, possibly 500-600, who opened a heavy fire with muskets. The boats held their position, about 40 yards off shore, and returned the fire using the boats' guns and muskets, and once the fire from shore had nearly ceased and the Master failed to put in an appearance the boats withdrew to the Lucy Penniman. 4 of the crew were wounded, 1 severely. In the light of the earlier discussion with the mate and crew, and their fears, and what had just taken place, it was decided to take the vessel out of the river and put her under the protection of the <i>Cleopatra</i>. It was estimated that some 2,000-4,000 Arab slave traders and camp followers were occupying an island in the river, which was about 5-miles long and 2-wide. The Lucy Penniman was subsequently sent to Simon's Town where she arrived on about 4 Jul 1846. The remaining crew of the Lucy Penniman were named as follows: Thomas F. Martin (first mate), James Oney (carpenter), James A. Robertson, Andrew McBroom, Louis Cornides, signed, and George Washington Smith made his mark, on a document stating their circumstances. 18 May 1846 still in the Angozha River, in lat. 15° 20' S. long. 39° 58', a ship's boat approached the Brazilian brig Kentucky, fitted for the slave trade, which was set on fire by her crew on the approach of the boats: the slavers then escaped up river. However, it was possible to board the brig for a short period, in order to measure the vessel. The case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope and on 22 Jul 1846 sentenced to be condemned. 14 Mar 1849 the proceeds arising due for payment. 21 May 1846 detained off the River Angozha, those onboard being in fear of their lives, the slave barque Lucy Penniman, Matthew Cooper, master, being sent down to the Cape to be handed over to the American authorities. She was handed over to Mr. Chase, the US Consul, who had her stripped and dismantled whilst he awaited instructions from the US Government. 27 May 1846 off Mozambique. 12 Jul 1846 detained the slave vessel Constante. 14 March 1849 the proceeds arising due for payment. 12 Nov 1846 Captured slaver Improviso, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope, and sentenced to be condemned. 14 Mar 1849 the proceeds arising due for payment. 12 Nov 1846 detained the slave vessel Improviso 20 Dec 1848 Chatham. 24 Apr 1851 At Hong Kong. 30 Aug 1851 East Indies. Jun 1852 At Hong Kong at the time of the Queen's Birthday, when the usual salutes were fired. 31 Jul 1852 It is reported in a copy of the Straits Times, received at Sydney that, with the Semiramis, this vessel is about to leave for Labuan to join the Pluto and from thence proceed to the coast of Borneo, to discover what has happened to the <i>Dolphin</i>. 12 Nov 1852 at Hong Kong. 5 Apr – 20 Dec 1852, ship's company involved in 2nd Burma War, and annexation of Pegu (now known as Bago, Myanmar), for which they were due prize money for capture of booty. 1860 She was back at Chatham. 1857–1858 reclassified as Accommodation ship. 17 Feb 1862 Ordered to be sold for Breaking up. <b>Feb 1862 She was Broken-up.</b></p>					
063.	<p><b><i>Vanguard.</i></b></p> <p>1867 Renamed HMS <b><i>Ajax.</i></b></p>	<p>Battleship. <b><i>Vanguard class.</i></b> Ship of the line.</p>	78.	Wood.	May 1833.	25 Aug 1835.	<p>Ordered 23 Jun 1832. Designed by John Edye Chief Clerk in the Surveyor's Office, to the directions of the Surveyor, Captain Sir William Symonds. Commissioned in 1837. She was the broadest ship ever built in England. She was the 1st of her class of 11 vessels. Her construction used 3,560 loads of timber and required 186 man-years. .</p> <p>..... Portsmouth 19 Sep 1835 having been recently launched at Milford (Pembroke Royal Dockyard), she arrived here today, and has been brought into the harbour. Portsmouth 16 Feb 1836 is reported to be in the basin. Portsmouth 19 Mar 1836 was commissioned yesterday. Portsmouth 30 Apr 1836 is expected to be taken out of the basin on Tuesday. Portsmouth 21 May 1836 the <i>Hermes</i> towed the <b><i>Vanguard</i></b> out of harbour to Spithead on Wednesday. Portsmouth 18 Jun 1836 last Friday 17-year-old Charles Rushton, of the <i>Bellerophon</i>, is reported to have</p>

jumped over board to save the life of a man who had fallen from the **Vanguard**, half a mile away. Portsmouth 9 Jul 1836 is reported to be going



down to St Helen's Road tomorrow. Portsmouth 23 Jul 1836 the *Hercules*, *Bellerophon*, **Vanguard**, *Pembroke*, and *Cornwallis* have departed on a cruise, during which they are expected to touch at Plymouth Sound. 8 Oct 1836 arrived Plymouth from Cork (27 Sep): due to sail again on trials on Friday. Plymouth 20 Oct 1836 departed for Lisbon, and thence to Cadiz. Cadiz 2 Nov 1836 Inconstant arrived with the **Vanguard**, *Pique* and *Pantaloon*. Cadiz 4 Nov 1836 departed for Malta. Portsmouth 13 May 1837 Captain Sir T Fellowes, recently appointed to the **Vanguard**, is ordered home for court martial on charges relative to the *Pembroke* going ashore in Gibraltar Bay. Malta 26 May 1837 in Valetta harbour. Malta 6 Aug 1837 the *Rapid*, from Port Mahon, reports that the **Vanguard** was there when she departed. Malta 23 Aug 1837 reported to be at Villa Nova, where 300 of her men were being employed ashore. 9 Jan 1839 at Malta. 23 Jan 1839 returned to Malta with the *Bellerophon* from the Archipelago. 16 Mar 1839 at Malta. 15 May 1839 at Malta. 21 Jun 1839 *Weazle* arrived Valetta and departed with despatches for Sir Thomas Fellowes, of the **Vanguard**. Sep 1839 at Besika Bay. 13 Oct 1839 it is reported that a malignant fever had appeared among the crews of both fleets at Besika

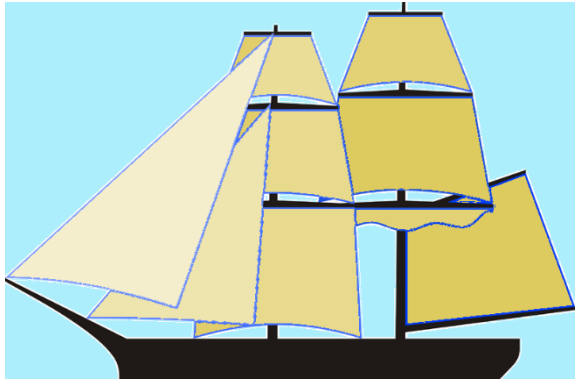
Bay, but with most intensity on board the French vessels." 18 Oct 1839 has returned to Beshika Bay having been cruising off Smyrna. 4 Nov 1839 is reported to have departed Besika Bay 23 Oct for a winter anchorage at Vourla." 14 Dec 1839 Malta Mr. W. Miller, master of the **Vanguard**, who was appointed to the command of the *Sapphire* troop-ship in England, has declined the same. 14 Dec 1839 Malta Mr. H. K. Bamber, purser of the *Carysfort*, having declined the appointment to the **Vanguard**, vice Hutten, invalided in England, Mr. Thomas M'Knight, purser of Her Majesty's ship *Dido*, has been appointed to that ship, and Mr. George P. Rickcord, additional clerk of the **Vanguard**, is appointed acting purser of the *Dido*, vice M'Knight. 25 Jan 1840 is ordered home. 22 Feb 1840 departed from Malta for England. 28 Feb 1840 off Gibraltar. 13 Mar 1840 arrived at Spithead. 14 Mar 1840 Mate W. E. Fisher, appointed from the **Vanguard** to the *Ganges*; Mate -Clarke, appointed from the **Vanguard** to the *Bellerophon*; Midshipmen Mr. Wilbraham, appointed from **Vanguard** to *Confiance*. 17 Mar 1840 Portsmouth came into harbour and is expected to be docked shortly. 18 Apr 1840 Clerk W. H. Granville; Mate Arthur Gladstone; Volunteers First Class Francis Samuel Marryatt and Parkhurst Chase, appointed to the **Vanguard**; Boatswain Joseph Flynn, appointed to the **Vanguard**, vice John White, to the Hospital. 25 Apr 1840 Lieutenant Charles Pestle; Master Richard Thompson, acting 1<sup>st</sup> Mate Henry Ley; Midshipman Thomas Fortescue; Volunteer 1st Class. Algernon De Hersey, appointed to the **Vanguard**. 16 May 1840 Mates W. B. Beresford and W. G. Mansfield; Midshipman. H. J. Grant, appointed to the **Vanguard**. 29 May 1840 Midshipmen Charles T. Compton, Hyde Parker, and W. T. A. Hood, appointed to the **Vanguard**. 29 May 1840 Portsmouth, will be taken out of dock on Monday. 13 Jun 1840 Mates H. B. Everest, and A. F. Kynaston, appointed to the **Vanguard**. 27 June 1840 Mates Mr. J. Bull, and L. Mackinnon, appointed to the **Vanguard**. 11 Jul 1840 Mate George Campbell Briggs; Volunteer 1st class W. H. Dawson, appointed to the **Vanguard**. 18 Jul 1840 Mate Harry Smith, appointed to the **Vanguard**; 25 Jul 1840 Mate G. C. Briggs, appointed to the **Vanguard**. 8 Aug 1840 Mate G. J. Napier, appointed to the **Vanguard**. 16 Aug 1840 Mate G. Napier appointed to **Vanguard**; 16 Aug 1840 Spithead, a detachment of Royal Artillery brought from Woolwich and embarked on board the **Vanguard** has been landed for want of proper accommodation. 15 Aug 1840 Difficulties being experienced recruiting seamen. 22 Aug 1840 Midshipman G. R.

Compton, from the **Vanguard** appointed to the *Britannia*, vice J. M. Boyd, appointed to the Niger expedition. 22 Aug 1840 Naval Instructor J. L. Hodgson, appointed to the **Vanguard**. 22 Aug 1840 Spithead, is to proceed to the Mediterranean, as soon as she has completed her complement of men. She has this week entered 25 volunteers for the *Victory*, and is now 40 seamen short of her complement. 29 Aug 1840 She has completed her complement of men. 29 Aug 1840 Lieutenant Lord Henry Russell, appointed additional to the *Princess Charlotte* (to take passage in the **Vanguard**). 29 Aug 1840 Mate E. M. Leicester appointed to the **Vanguard**. 5 Sep 1840 Spithead, was visited on Sunday by the Lords of the Admiralty; was paid wages on Monday, and departed Tuesday, for Malta, calling at Plymouth to transfer stores to the *Rodney*, and at Cork to embark a company of the 19th Regiment. 13 Oct 1840 departed from Malta with ordnance for the squadron in the Levant. 21 Oct 1840 arrived at Beyrout. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 17 Nov 1840. 2 Nov, 1840 arrived off St. Jean d'Acre. 3 Nov, 1840 bombardment of St. Jean d'Acre. Egyptian forces evacuate St. Jean d'Acre overnight and the town was occupied on the 4th by the Turks. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 1 Dec 1840. Aug - Nov 1840 Capture of Acre and operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 21 Nov 1840 a part of the squadron off Alexandria - see p. 322-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). Early Dec 1840, stood off the coast following receipt of a signal reporting Peace with Egypt : on the 2 Dec it came on to blow and the squadron experienced a heavy gale in which some vessels off the Syrian coast went ashore, the *Zebra* being lost in the bay of Khaifa and the *Pique* and *Bellerophon* being nearly lost. 8 Dec 1840 the squadron arrived in Marmorice Bay. 6 Mar 1841 Mate John F. Warre, in the vacancy of Lieutenant Wemyss, of the *Vanguard*, promoted to Lieutenant. 26 May 1841 is watering at Malta, but, as a result of works being made to the aqueduct the water is dirty, and thought to be the cause of many cases of ill health. 25 Jun 1841 at Malta. 4 Jul 1841 departed Valetta for Gozo, for water, and from thence to the coast of Syria with the *Rodney*, *Calcutta* and *Cambridge*. 17 Jul 1841 *Britannia* departed Malta, with the *Howe*, **Vanguard**, *Hazard*, and *Cyclops*, for Corfu and Athens (Piraeus), Candia, and the Levant. 24 Jul 1841 arrived off Corfu and anchored. 31 Jul 1841 Clerk Thomas Hockings, appointed to the **Vanguard**. 17 Aug 1841 departed from Corfu for Candia. 7 Sep 1841 arrived Malta from Suda. 24 Sep 1841 Court Martial held on board the *Howe* at Malta for Mr. Henry Barry Beresford, Mate, of the **Vanguard**, for failing to obey the Captain's order: acquitted. 25 Sep 1841 Malta, put to sea under sealed orders? 11 Oct 1841 arrived Malta, from Syracuse. 24 Oct 1841 Malta, arrived from Tunis. 15 Nov 1841 due to depart Malta tomorrow with sealed orders. 4 Dec 1841 Lieutenant W. Howat, appointed to the **Vanguard**. 5 Dec 1841 at Malta. 17 Dec 1841 Mate - Howitt, has been promoted to Lieutenant and is appointed to the **Vanguard**. 29 Dec 1841 in port at Malta. 1 Mar 1842 in harbour at Valetta. 31 Mar 1842 the *Rodney*, **Vanguard** and *Thunderer* were reported to have been put on alert following the report of 3 French ships of the line being at sea, but were stood down when it was understood they were returning to Toulon from Smyrna. 19 May 1842 it is reported that the *Queen*, *Impregnable*, *Calcutta*, **Vanguard**, *Cambridge*, *Devastation* had been provisioned and were ready for sea, but that the destination remained a secret. 20 May 1842 departed Valetta with the squadron, including the *Queen* (flag V.-Adm. Owen) *Howe* (flag R.-Admiral Mason), **Vanguard**, *Calcutta*, *Thunderer*, *Cambridge*, *Impregnable*, *Devastation* and *Vesuvius*, on a cruise. 4 Jun 1842 returned to Malta from cruise. 28 Jun 1842 departed Malta, possibly to Piraeus where she was expected to relieve the *Monarch* whose crew is very sickly with malaria following their recent service in the River Xanthus, Major Meech and Lt. Burton of the Royal Marines and some of their men having died. 6 Jul 1842 off Athens. 8 Jul 1842 departed Athens for the Dardanelles. 5 Aug 1842 with the *Cambridge* is understood to have been recalled to Malta from the Dardanelles. 15 Sep 1842 on the coast of Syria, and were reported to have departed Beyrout on 3rd. 9 Oct 1842 arrived Malta from Corfu. 2 Nov 1842 ship's boats exercised outside the harbour of Valetta. 2 Dec 1842 at Malta. July 1846 The Squadron of Evolution at Cove. Summer Cruise. With respect to the movements of the squadron we are informed, that they are under orders to proceed again to sea after a delay of three days to water - that they will cruise towards Bantry, and anchor for some time in that splendid bay, where, as we are informed, it is intended that the crews and marines shall be landed and exercised in warlike tactics, landing at night, and such like evolutions, the object of the present trials being to exercise the crews and manoeuvre them in naval operations. See St. Vincent for the full extract from the *Cork Southern Reporter*. 14 July, 1846



Evolutions for the Squadron of Evolutions See St. Vincent for the full extract from the Cork Examiner. 20 Aug 1846, off the Tagus. 22 Aug 1846, carried out sailing exercises off Lisbon with squadron, including the *Hibernia* (flag), *St Vincent*, *Queen*, ***Vanguard***, *Canopus*, *Rodney*, *Albion*, *Rattler*, *Polyphemus*, *Raleigh*, *Constance*, *Eurydice*, and *Spartan*. 9 Sep 1846, reported to the Admiralty that further sailing trials were carried out by the squadron between Lisbon and Cape St. Vincent. 17 Sep 1846, departed Cadiz with Squadron, the *St. Vincent* and *Queen*, being detached to England that evening. 18-19 Sep 1846, further trials carried out by the squadron, including by the steamers, with their floats unshipped. 20 Sep 1846, off Cape Spartel. 4 Jan 1848 in harbour at Malta. 15 Jan 1848 ditto. Summer, 1848, Malta Harbour. 20 Dec 1848 Particular Service. 1860 at Sheerness, guns increased to 80 guns. 1867 Renamed HMS ***Ajax***.  
1870 Sheerness, In Ordinary.  
**1875 Broken-up.**

064.	<b><i>Harlequin.</i></b>	Brig. <b><i>Racer-class.</i></b> brig-sloop.	16.	Wood.	Nov 1832.	18 Mar 1836.	Ordered 28 Mar 1832. Completed 25 Oct 1836. Commissioned 16 August 1836 at Plymouth Dockyard. She carried a compliment of 120 men and officers. ....
						<p>..... 6 Oct 1832 orders reconfirmed for the built at the Pembroke Royal Dockyard. (27 Aug 1836 is reported to have been commissioned at Sheerness, for foreign service). Portsmouth 5 Nov 1836 is expected shortly from Sheerness, on route for the Mediterranean. 16 Mar 1839 at Malta. Per a report made to Parliament in 1842, at some time during 1839 was involved in combatting the Slave Trade and experienced 9 Deaths. 30 Apr 1839 detained the American slave vessel <i>Traveller</i>, Andrew Johnson, master, which was sent for adjudication, but since the vessel was sailing under an American flag the British and Spanish Mixed Court at Sierra Leone would not admit the vessel for prosecution. 6 May 1839 detained off Sierra Leone the American slave schooner <i>Merced</i>, which was sent for adjudication at Sierra Leone but was returned to her master without being taken to court, and suffered costs accordingly. However, on 17 Jun 1839 the <i>Dolphin</i> arrested the vessel it being discovered that prior to the visit of one of the <i>Dolphin's</i> boats to the <i>Merced</i> the slaver had thrown a slave overboard to avoid his discovery, however the man's cries were heard and the rest is history. 16 May 1839 detained in Lat. 7° 10' N., Long. 12° 20' W., whilst attempting to run into Gallinas, where a cargo of slaves was waiting, the Spanish slave schooner <i>Constanza</i> alias <i>Constancia</i>, Francisco José Dias, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 29 May 1839 sentenced to be condemned. 17 May 1839 Detained, in the River Gallinas, the slave brigantine <i>Wyoming</i>, John Edwards, master, wearing the colours of the USA. The vessel was then sent to New York under a prize crew under Lieutenant Beddoes, and due to a problem with her papers was condemned on those grounds and not because of her involvement with the slave trade. 20 May 1839 detained in lat. 5° 45' 0" N. long. 9° 40' 0" W. off the River Sestos, the Tuscan slave schooner <i>Bella Florentina</i>, Pietro Siccolo, master, which was sent for adjudication at the British and Spanish Mixed Court of Justice, Sierra Leone and on 06 Aug 1839 sentenced to be condemned. 20 Jun 1839 detained in Lat. 7° 6' N. Long. 11° 50' W. off the Gallinas linas, the Portuguese slave brigantine <i>Emprededor</i>, Felix de Galindez, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 12 Jul 1839 sentenced to be condemned. 26 Jun 1839 detained in Lat. 5° 42' 0" N. Long. 9° 52' 0" W. off Cestos/Sestos, whilst sailing under Portuguese colours, the Spanish slave schooner <i>Victoria da Libertado</i>, J. M da Cunha, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 18 Jul 1839 sentenced to be condemned. 27 Jun 1839 detained in Lat. 5° 40' N. Long. 9° 50' W. off New Cestos, the Danish slave brigantine <i>Christiano</i>, late Carranzano, Nathaniel Crane, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone and on 06 Aug 1839</p>	



sentenced to be condemned. 28 Jun 1839 detained off the Gallinas the Spanish slave brigantine Sin Igual/Sin Ygual, formerly, J. Pereira, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 12 Jul 1839 sentenced to be condemned. 26 Oct 1839 Ass. Surgeon George Deak, of the *Melville*, appointed to the **Harlequin**. 21 Nov 1839 detained in off Cape Palmas, whilst bound from Bahia to Elmina and Whydah, the Brazilian slave brigantine Sociedade Feliz, J. de S. Campos, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 24 Dec 1839 sentenced to be condemned. 8 Feb 1844 moiety of hull, and tonnage bounty etc. due for payment. Per a report made to Parliament in 1842, at some time during 1840 was involved in combatting the Slave Trade and experienced 1 Death by Accident. 4 Jan 1840 reported to be on the coast of Africa. 28 Jan 1840 at Sierra Leone. 15 Apr 1840 is reported to have called at Cape Coast Castle. 7 May 1840 at West Bay, Princes Island, preparing to depart for England. 11 May 1840 departed Princes Island with the *Wolverine*. 12 May 1840 parted from the *Wolverine* bound for England and Spithead, via Ascension and Sierra Leone, with the Quarterly Returns, in consequence of the Commander-in-Chief being ordered to India. 17 Jul 1840 arrived at Spithead from the coast of Africa, having departed Sierra Leone on the 6 Jun. She has been nearly four years in commission, of which about 18 months was spent on the coast, during which time she captured nine slavers. She sails tomorrow for Chatham to be paid off. 16 Dec 1840 is being brought forward for commission in the river. 20 Aug 1841 Portsmouth, to be commissioned. 21 Aug 1841 Purser Hobbs (additional Clerk of the Queen), appointed to be Purser of the **Harlequin**; 28 Aug 1841 Commander Hon. G. F. Hastings, from the Coastguard (Waterford district); Assistant-Surgeon J. W. Fletcher, appointed. 3 Sep 1841 Lieutenant Thomas Sibbald has been appointed to the Syren, vice Morris, to the **Harlequin**, at Chatham. 25 Sep 1841 Volunteer 1st Class R. Dawkins, appointed. 2 Oct 1841 Lieutenants Henry G. Morris and Edward R. Power; Master Francis Edington; Purser Kenneth L. Sutherland; Surgeon Charles K. Nutt, appointed. 22 Oct 1841 dropped down to Gillingham, and proceeds to the Nore. 4 Nov 1841 arrived at Spithead from the eastward, and departed Saturday for Plymouth. 15 Nov 1841 Plymouth Sound, arrived from Portsmouth. 20 Nov 1841 Mate H. G. Simpson, appointed. 25 Nov 1841 departed Plymouth for the East Indies, but put back on Monday due to the strong westerly gales. 16 Dec 1841 Plymouth, departed on Thursday for China, but put back due to the bad weather. 17 Dec 1841 Plymouth, having previously made several attempts to get down Channel, finally departed for China with a strong breeze. 25 Dec 1841 arrived at Madeira and departed the 29th for China. At some time during the period 1839-42 engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See p. 288 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow) 3 Mar 1842 departed Simon's Bay for China. 23 Mar 1842 was reported to have passed by the Cape of Good Hope in early March. 1 Jun 1842 arrived Hong Kong from England and is expected to depart shortly for the Yang-tse-Kiang. 5 Jul 1842 stationed at Chusan. Circa Feb 1844 boats of the *Wanderer* and **Harlequin** attacked piratical settlements on the coast of Sumatra, and inflicted considerable damage, though they suffered some loss - see p. 326 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). Summer 1848 Trieste. 20 Dec 1848 Particular Service. 26 Jul 1851 at Whydah to land and accompany the British Vice-Consul, Mr. Fraser, whilst also learning about the place in order to report to the Flag Officer. 21 Sep 1851 arrived at Fernando Po from Whydah. 24 Sep 1851 departed for Whydah. 25 Nov 1851 at Lagos, ineffective operations against the usurping King Kosoko: A.B. Thos. Mitchell (2), slightly wounded. private John Toze, Royal Marines, seriously wounded. see p. 367-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 30 Nov 1851 late in the evening 97 officers and men, in the ship's boats, from the **Harlequin** and *Volcano*, were landed to destroy and burn the village and barracoons situated on the eastern point of land which commands the entrance to the Lagos River. 3 Jan 1853 visited the brig Silenus, sailing under the US flag, suspected of being involved in the slave trade, but unable to detain her in the absence of a Treaty permitting a US merchant vessel suspected of being involved in the slave trade being detained by a Royal Naval vessel. In fact, the US brig Bainbridge was also unable to detain her as she was not fitted out for the slave trade when she went on board. The Silenus was reported to have embarked 600 slaves the following day, off the beach at Ambriz, and was missed, only by minutes, by HMS *Spy*, as she made her escape to the northward. The US merchant schooner General Kalb was also denounced as a slave trader, as admitted by her master, but since she was sailing under the US flag, could not be detained. 13 Jan 1853 departed Loanda for the northward. 2 Feb 1853

signed an agreement for the abolition of the slave trade with the King of Tanga and Cape Lopez. 11 Feb 1853 signed an agreement for the abolition of the slave trade with the King of Cabinda, the news of which would appear to have got a few people interested in the Portuguese community at Loanda, not least those with slave trading interests in the region! 17 Feb 1853 off Loanda. 25 Feb 1853 off Ambriz. 24 Mar 1853 off Loanda according to correspondence with the Portuguese Governor General of Angola, regarding the treaties mentioned above. Hulked 1859. 1860 Coal (hulk) Depot, Devonport. 1870 Coal Depot, Devonport. 1879 Coal Depot, Devonport. **Aug 1904 Sold for scrap.**

065.	<b>Dido.</b>	Sloop. <b>Daphne-class.</b> Corvette.	18.	Wood.	Sep 1834.	<b>13 Jun 1836.</b>	Ordered 26 Feb 1834. Designed by Symonds. Completed 26 Jan 1837 at Sheerness Dockyard and commissioned on 25 October 1836. She carried a compliment of 145 men and officers, later increased to 175. By 9 Jan 1839 she was in Malta. ....
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..... 13 Jan 1839 departed Malta for Corfu. Malta, 15 May 1839 in Port. Sep 1839 at Smyrna. 18 Oct 1839 Beshika Bay The corvette *Hazard* relieves the **Dido** on the Smyrna station. 14 Dec 1839 Malta The *Castor*, **Dido**, *Daphne*, and *Hazard*, have lately had an experimental cruise; they returned to Vourla Bay on the 3rd of December, but (up to the date of *Phoenix* leaving) it was not ascertained which was the better sailer; report says the *Hazard*. 14 Dec 1839 Malta Mr. Thomas M'Knight, purser of the **Dido**, has been appointed to the *Vanguard*, vice Hutten; Mr. George P. Rickcord, additional clerk of the *Vanguard*, is appointed acting purser of the **Dido**. 1840 She took part in the Syrian war. 11 Jan 1840 The **Dido** was to leave Malta shortly for Constantinople to relieve the *Carysfort*. 17 May 1840 was at Constantinople, and expected to remain there a month or two longer. 28 Jun 1840 was lying at Constantinople and expected to be relieved about the end of this month by the *Talbot*. 16 Aug 1840 The *Talbot* is reported to have arrived in the Dardanelles on the 14th and was wind-bound: she will relieve the **Dido** at Constantinople. 6 Sep 1840 departed from Alexandria with Admiral Stopford's squadron. 9 Sep 1840 arrived Beyrout. 11 Sep 1840 attempt to take fort at Gebail - see p. 314 at

[www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 14 Sep 1840 Beyrout, the bombardment continued and the allied troops fortified their positions. 15 Sep 1840 *Beyrout*, *Carysfort*, **Dido** and *Cylops* sent to Gibbail in an attempt to remove enemy troops from the fortress, who repulsed the first attempt, but withdrew to Beyrout during the night. 22 Oct 1840 with the blockading squadron off Alexandria. Aug - Nov 1840 Capture of Acre and operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 16 Oct 1844 those onboard between 9 Sep - 10 Oct 1840, and at the bombardment of St. Jean D'Acre, on the 3 Nov 1840, will be paid their respective proportions of the grant voted by Parliament for the said services. 21 Nov 1840 it is reported to have been sent to Beyrout to advise the Admiral of an accident which happened on board the *Medea*. 2 Dec 1840, it came on to blow, the *Zebra* being lost in the bay of Khaifa and the *Pique* and *Bellerophon* being nearly lost on the Syrian coast. 8 Dec 1840 had arrived in Marmorice Bay, from Beyrout. 10 Apr 1841 Master George Wright (acting), appointed to Edinburgh from **Dido**, vice Davis, invalided. Master J. R. Ayles, from the *Wasp*, appointed to the **Dido**, vice Knight. 3 May 1841 arrived at Smyrna from Candia to relieve the *Daphne*. 28 Jun 1841 arrived Smyrna from Salonica. 2 Jul 1841 departed Smyrna for Malta. 7 Jul 1841 at Candia, and the following day, with the commanding officers of the *Tyne* and *Benbow*, went on board one of

the French frigates present for a conference with the view to putting an end to the bloodshed and butchery being caused by the Turkish troops, their commander, Tahir Pacha, having abdicated any responsibility for their actions, saying that he had no power to control their excesses ! 11 Jul 1841 Malta, arrived from the Gulf of Suda. 25 Jul 1841 at Malta. 26 Jul 1841 due to depart Malta for England. 16 Aug 1841 arrived Spithead, from the Mediterranean. 18 Aug 1841 departed Spithead for the Eastward. 11 Sep 1841 Captain Hon. Henry Keppel, appointed to the *Dido*. 4 Sep 1841 was commissioned at Sheerness by Captain the Hon. Henry Keppel. 2 Oct 1841 Lieutenants James A. Abbott, Henry Eden, and James Hunt; Purser C. Bullmar; Surgeon A. Donahoe; Assistant Surgeon John Simpson appointed to the *Dido*. 9 Oct 1841 Midshipman E. D'Æth, appointed to the *Dido*. 12 Oct 1841 Mate W. L. Partridge, *Dido*, passed for Lieutenant at the Naval College. 6 Nov 1841 Midshipman C. G. Rowley, appointed to the *Dido*. 30 Nov 1841 departed Sheerness for Portsmouth. 11 Dec 1841 Spithead, arrived from Sheerness. Lieutenant W. Tottenham appointed. 24 Dec 1841 Spithead, departed for Plymouth, on route for China. 25 Dec 1841 arrived Plymouth. 26 Dec 1841 Plymouth, will be paid advance of wages before proceeding to China. 27 Dec 1841 Mate Armytage appointed to the *Dido*. 27 Dec 1841 arrived Plymouth from Portsmouth, with the Pantaloon. 30 Dec 1841 in Plymouth Sound. *Dido* 5 Jul 1842 stationed at Chusan. *Dido* 6 Jan 1842, in the Sound. 1842 She took part in the Chinese war. 23 Jan 1842 departed Plymouth Sound for China. 31 Jan 1842 off Falmouth. John Connell died of smallpox. 13 Feb 1842 arrived Porto Praya in three weeks from Plymouth, all well. She watered during the day and departed that evening for the Cape of Good Hope and China. 21 Mar 1842 arrived Simon's Bay. 26 Mar 1842 arrived at the Cape of Good Hope on route for China. 24 April 1842 arrived off Java Head. 7 May 1842 arrived Singapore. The purser J.C. Bulman died a few days previously in the Sundra Strait. At some time during the period 1839-42 engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See p. 288 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 11 May 1842 departed Singapore for Hong Kong. 30 May 1842 arrived Hong Kong from England and is expected to sail on 5 Jun with a convoy of transports for the Yang-tse-Kiang with troops from India. 5 Jun 1842 Hong Kong, departed with the *Serpent* for Chusan with a convoy of transports. 14 Jun 1842 arrived Woosung and crew involved in destruction of forts. 19 Jun 1842 to attack on forts at Shanghai. See p. 300 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 16 Jun - 29 Aug 1842, expedition up the Yang-tse-Keang, to the end of hostilities and signing of the Treaty of Nanking. See p. 300-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). and [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk). Jul 1842 departed up the Yang-tse-Kiang to Chiang Kiang-Fu which was captured on the 19th and Nanking on the 27th. 14 Sep 1842 relieved by the Childers and she started back down river for Hong Kong, with eighty on the sick list, calling at Woosung (24 Sep), and Chusan (11 Oct), arriving 23 Nov. 6 Dec 1842 inspected by R.-Admiral Sir T. Cochrane. 20 Dec 1842 Hong Kong, departed in company with the *Endymion* and *Wolverine*, with a convoy, for Singapore. 1842 Engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) for more detailed info on the incidents in which she was involved. 30 Dec 1842 arrived Singapore. Jan - Apr ship's boats involved in anti-piracy patrols in the Straights. Jan 1843 Captain the Hon. Henry Keppel, of the *Dido*, became senior naval officer in the Straits Settlements and subsequently held discussions with James Brooke regards the piracy problem in that area. See p. 324 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). Mar 1843 at Penang, received news of attacks by pirates on native vessels trading to Singapore, and departed to Singapore to refit and gain more intelligence on the problem, such as Mr James Brooke, of Sarawak. 4 May 1843 passed through the Tambelan Islands, anchoring off the mouth of the Sambas River on the 5th, deploying the ship's boats in the search for pirates. 5 May - 28 June 1843 departed for Borneo and with Rajah Brooke and the ship's boats, was involved in a number of attacks against piratical strongholds. 8 May 1843 deployed the ship's boats to the Island of Marundum, with Mr. Brooke, whose knowledge, it was hoped, of the Malay language would help the boat's crews when meeting with the natives. 9 May 1843 off Tanjong Datu sighted 3 suspected pirate vessels, who escaped, returning the following day to pick up their anchor, and whilst they discovered a good supply of fresh water and oysters, the bay contained a number of rocks which were covered at all but low tide. 13 May 1843 anchored off Tamkpong Poe, and the following morning crossed the bar and entered the River Morotaba, the boats deployed on the 8th returning that evening, having experienced action

with boats belonging to the Rajah of Rhio. 16 May 1843 proceeded further up the river to Sarawak. 8 Jun 1843 having put together a native force to support the *Dido* in an attack on Paddi. 11-13 Jun 1843 attacked and burnt Paddi, and obtained the submission of the natives in that region, on the condition that pirates in other districts would be similarly dealt with. 14 Jun 1843 having re-provisioned for a further 4 days, took the flood tide up the river to Pakoo, which was reached that evening, and the defences not yet being ready the pirates fled without firing a shot. As with Paddi the forts etc. were set on fire and lit the night sky for some hours. 15 Jun 1843 the chiefs of Pekoo came down with a flag of truce, and agreed to the terms agreed at Paddi, and preparations were made for the attack on Rembas, where 700 Linga Dyaks were landed with a view to attacking the forts from the rear, and the matter was almost over without a shot being fired, the pirates running in all directions and the Linga Dyaks taking a few trophies, which was following the following day by the flag of truce and agreement to conform to a more civilized way of life. 1 May - 17 Jun 1843 operations carried out against pirates in Borneo - see p. 325 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 17 Jun 1843 Surgeon Simpson, was now laid up with a fever, and then, having slipped and fallen into the river, was so ill when recovered that he soon passed away. 24 Jun 1843 the force was now disbanded as the tribes went their various ways, with their loot, and the officers and men from the *Dido* returned on board, to where she was now lying, at Burong, and from thence to the mouth of the Morotaba and across the Straits to Singapore to water, and was under sail for the China coast in 24 hours. Having arrived on the coast of China, spent some months in the Canton River, before leaving for Manila with the C-in-C, and then returning to Hong Kong. In late Jan 1844 embarked a number of senior army officers for Calcutta, via Singapore, arriving 10 Feb., from whence she departed for Penang and Calcutta aka City of Palaces, (11 Mar), arriving back at Hong Kong with treasure on 26 May, where Lt F Wade replace Lt W Horton, who had been promoted to Commander for his action in the ship's boats. 21 Jun 1844, having re-provisioned etc., departed Hongkong for Macao, and from thence, against the monsoon, down to Singapore. 18 Jul 1844, arrived back at Singapore. 25 Jul 1844, departed for the entrance to the River Morotaba, arriving on the 29th and anchoring in the river. The Captain of the *Dido* transferred to the steamer Phlegethon for the passage upstream, taking with him the gig and pinnace for the last 4 miles 5 Aug 1844, departed downstream from Sarawak in the Phlegethon, to bring together the armed force to attack the Sakarran pirates, led by Seriff Sahib, and later in the day anchored in the Batang Lupar. 6 Aug 1844, departed up river with the flood tide. Sent warning to Seriff Jaffer not to give support to Seriffs, Sahib and Muller. 7 Aug 1844, set off the following morning, but was soon in sight of Patusen, and had to wait for the tide in order to pass some shoals. When the tide was right it carried the steamer and boats in front of the forts and the forts. Once the men from the boats had landed, they charged the forts and as they entered the natives reputedly exited from the rear. The casualties suffered by men from the *Dido*, was the death of the captain of the main-top, John Ellis, whilst manning the bow gun of the Jolly Bachelor. 2 other men, not named, were badly wounded. The pirates suffered the loss of accommodation for a reputed 5000 men, some with families; 4 forts destroyed; several hundred boats also destroyed; 60 brass cannons captured, and about 15 iron cannons spiked and thrown in the river, along with large quantities of arms and ammunition. 8-9 Aug 1844, spent searching for and destroying anything that the pirates might find of use in their trade. 10 Aug 1844, carried on inland up the river to where the Sakarran Dyaks were thought to be, some 15 miles above Patusen. Aug 1844 involved in incursions into the pirate strongholds at Sakarran etc., aided by the H.E.I.C. steamer Phlegethon off Gillolo - see p. 327-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 14 Aug 1844 destruction of pirates in the Sakarran river, Borneo. 19 Aug 1844 destruction of pirates in the Undop river, Borneo. 4 Sep 1844, the force arrived back at Sarawak having removed the evil Macota, and Seriffs Sahib and Jaffer from positions of power. 16 Oct 1844 Singapore, departed for England. 27 Jan 1845 arrived Spithead. 12 Feb 1845 Paid off at Sheerness. End of April 1847 departed from Singapore to NZ (Captain J.B. Maxwell). 2 Jun 1847 Dido arrived at Auckland, New Zealand from the East Indies Station. 2 July 1847 arrived Auckland from the Indian Station. Relieves HMS *Castor* which sails for England on 8 July. 7 Aug 1847 The following is a list of the officers of H.M.S. *Melampus* and *Dido*, daily expected on this station. *Dido*, 18, Captain J. B. Maxwell ; Lieutenants-T. C. O. D. Whipple, R. B. Brale, and F. W. Gough ; Master, John Kellock ; Lieutenant of Marines, Chaplain and Naval Instructor, Arthur Browne ; Surgeon, J. J. D. Burns ; Paymaster and Purser, D. G.

		<p>Charles ; Mate, Charles Kent ; Assistant Surgeon, Matthew Burton ; Second Master, W. G. M. Stent. Circa 21 Sep 1847 Auckland. 6 Dec 1847 letter regarding late schooner "<i>Vanguard</i>" and investigation of the murder of her crew. 9 Oct 1847 departed for Wanganui. 19 Dec 1847 Naval Intelligence. - Extract of a letter from Auckland, dated 19th December: - "The <i>Dido</i> is about starting for the Feejee Islands, in consequence of some murders lately committed. - The <i>Bishop</i> goes in her to visit those islands. 24 Dec 1847 departed for the Feejee Islands. 3 Mar 1848 Spoke with the "Maukin" off Cape Brett, on her return from the Feejee Islands. 11 Mar 1848 The cargo of the <i>Swallow</i> had all been landed and sold at Singapore. Dr. Burns, of H.M.S. <i>Dido</i>, Dr. O'Sullivan, H.E.I.C., Assistant Surgeon Gallagher, of H.M.S. <i>Bramble</i>, and Lieutenant Downan, Royal Marines, were passengers by the <i>Swallow</i> from Hongkong for Sydney and in the typhoon in which she was dis-masted lost everything belonging to them. Circa 21 Mar 1848 at Auckland. 19 May 1848 Departed Auckland for Sydney. 5 Jun 1848 arrived Sydney from Auckland. 17 Jun 1848 Preserved meats, 6000 lbs. Taken by H.M.S. <i>Dido</i> at 6d. per lb. At Sydney. 20 Jun 1848 departed from Sydney for Auckland. Circa 30 Jun 1848 arrived Auckland, as the <i>Lousa</i> left for Sydney. 17 Aug 1848 departed to Wellington, with despatches for the Governor-in-Chief, from thence she would proceed to the Feejee Islands. 24 Aug 1848 arrived at Wellington from Auckland. 20 Sep 1848 Reported by the "Despatch" to be at Port Nicholson. 30 Sep 1848 At Port Nicholson. Crew of <i>Dido</i> assist captain of barque <i>Raymond</i> to bring the vessel into port, his crew being in a state of mutiny. 4 Nov 1848 H.M.S. <i>Dido</i> departed for England direct. 5 Dec 1848 Left Fort William (East Falkland). 14 Dec 1848 Spoken to at lat. 21° 18' S long. 22° 55' W, by Sir Robert Peel. 23 Jan 1849 arrived Portsmouth. 81 days from New Zealand, being the quickest passage on record. 2 Feb 1849 Captain Keppel is reputed to have sent the <i>Dido</i> round to Sheerness under the command of the Master in order that he might see his wife at Droxford, and then take her cross-country to meet the ship - see p. 328-9 at <a href="http://www.archive.org/details/royalnavyhistry06clow">www.archive.org/details/royalnavyhistry06clow</a>. May/June 1852 Reported to be lying at Tahiti. 9 April 1852 She ran aground on the Wellsbank, off Callao, Peru. 28 July 1852 She ran aground off Tahiti, damaging her forefoot and keel. She was ordered back to England for repairs in the Pacific 1855. 21 May 1854 arrived at Mazatlan, having onboard Capt. Springer, of the <i>Petrita</i> and Messrs Gillam, Kelly and Bryan who were transferred to the US Revenue Cutter <i>Wm. L. Marcy</i>, to be conveyed to San Francisco - per Placer? 12 May 1855, the <i>Barracouta</i> met the French frigate <i>Alceste</i>, which was going to form a part of an allied squadron forming up off Kamschatka. The President was reported to be in the area with R.-Adm. Bruce on board, and the <i>Dido</i> was to the north searching for a privateer, and on the following day the <i>Brisk</i> hove in sight. 27 May 1855, the southern coast of Kamschatka became visible. 31 May 1855, the following vessels <i>Pique</i>, <i>Dido</i>, <i>Brisk</i>, <i>Alceste</i>, <i>Encounter</i>, <i>Barracouta</i>, and the American store ship <i>Nile</i> rendezvoused off Petropalovski. 1 Jun 1855, the squadron entered the harbour of Petropalovski, but discovered that despite appearing to have reinforced the fortifications the Russians had departed for the River Amur. 7 Jun 1855, destroyed the batteries and magazines at Petropalovski. 9 Jun 1855, watched the volcano of Koselskoi erupt, the sky over the mountain being tinged with red as night fell, the following morning the sea being covered with ashes, and a slight shock of an earthquake was experienced. 12 June 1855, the squadron put to sea, but having met with the <i>Amphitrite</i>, and FNS <i>Eurydice</i>, returned to Petropalovski, but appear to have gone their various ways afterwards, as directed by the Flag Officer. 30 Nov 1855 News received at Sydney that the <i>Juno</i> and <i>Dido</i> are reported to be at Opolu, the former was about to proceed to Vavou, and the latter to Tahiti. 1860 Coal (hulk) Depot, at Sheerness. 1870 Coal Depot, Sheerness. 1879 Coal Depot, Sheerness. 1890 Coal Depot, Sheerness 1903 She was sold-off. <b>Aug 1904 Sold for scrap.</b></p>					
066.	<b><i>Carysfort.</i></b>	Sloop. 6th-Rate sailing frigate. Modified <b><i>Andromache</i></b> <b><i>class.</i></b>	26.	Wood.	Sep 1832.	12 Aug 1836.	Ordered 29 Jun 1831.  6 Oct 1832 order reconfirmed, for construction at the Pembroke Royal Yard. 11 Mar 1837 departed Portsmouth Sunday last for Malta. 3 May 1837 departed Constantinople for Therapia. 16 Nov 1837 assisted the British brig <i>Trio</i> get off, after she went ashore in the Dardanelles .....



..... a few days previous. 9 Jan 1839 at Malta. 26 Jan 1839 departed Malta for Barcelona. 2 Feb 1839 Malta, is reported to have left for Mahon and Barcelona, to relieve the *Castor*, which was to return to repair her damages. Captain Martin was to take the command of the naval division on the southern coast of Spain. 14 Dec 1839 Malta, Mr. H. K. Bamber, purser of the ***Carysfort***, declined the appointment to the *Vanguard*. 31 Jan 1840 11 Jan 1840 Malta The *Phoenix*, which left Malta. on the 27th, reached Vourla the 31st ult. The *Dido* was to leave shortly for Constantinople to relieve the ***Carysfort***. The weather for the last ten days of the year has been unusually mild at Vourla - indeed like spring; but the new year opened with winter snows, the thermometer falling to 36 degrees. 5 Mar 1840 Malta, released from quarantine. 11 Mar 1840 at Malta. 6 Apr 1840

Naples, had left for Tarragona a few days previous. 25 May 1840 Malta, the *Princess Charlotte*, *Implacable*, and ***Carysfort*** departed for Naples. 24 Jun 1840 Malta, was reported to be under orders to proceed to the North Coast of Spain and to remain there. 16 Aug 1840 Alexandria, is expected to take her departure later today for Beyrout. 9 Sep 1840 arrived Beyrout. 10 Sep 1840 covered the landing of troops at D'jounie Bay - see p. 314 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 11 Sep 1840 attempt to take fort at Gebail - see p. 314 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 15 Sep 1840 captured Batroun - see p. 315 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 26 Sep 1840 unsuccessful operations at Ruad and Tortosa - see p. 315 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). See also [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 17 Nov 1840. 22 Oct 1840 off Tortosa. 2 Nov, 1840 arrived off St. Jean d'Acre. 3 Nov, 1840 bombardment of St. Jean d'Acre. Egyptian forces evacuate St. Jean d'Acre overnight and the town was occupied on the 4th by the Turks. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 1 Dec 1840. Aug - Nov 1840 Capture of Acre and operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 16 Oct 1844 those onboard between 9 Sep - 10 Oct 1840, and at the bombardment of St. Jean D'Acre, on the 3 Nov 1840, will be paid their respective proportions of the grant voted by Parliament for the said services. 21 Nov 1840 a part of the squadron off Alexandria - see p. 322-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). Early Dec 1840, stood off the coast following receipt of a signal reporting Peace with Egypt : on the 2 Dec it came on to blow and the squadron experienced a heavy gale in which some vessels off the Syrian coast went ashore, the *Zebra* being lost in the bay of Khaifa and the *Pique* and *Bellerophon* being nearly lost. 8 Dec 1840 the squadron arrived in Marmorice Bay. 18 Dec 1840, reported to be off Alexandria. 2 Jan 1841 Lieutenant G. E. Patey, appointed to the ***Carysfort***. 6 Feb 1841 departed from Alexandria for Malta. 3 Apr 1841 departed from Corfu and had arrived Malta by the 5th. 7 Jul 1841 remains at Corfu. 31 Jul 1841 departed Corfu for Constantinople to relieve the *Magicienne*. 10 Aug 1841 William Houston Stewart, passed for Lieutenant. 10 Sep 1841 arrived Malta, from the Dardanelles, where she was reported to have been wind-bound circa 29 Aug. 14 Sep 1841 departed Malta, for England. 3 Oct 1841 arrived Gibraltar, on route for England. 8 Oct 1841 departed Gibraltar, for Portsmouth. 24 Oct 1841 arrived Spithead, from Malta. Carried out the usual gunnery drill and was then mustered and inspected by the Commander-in-Chief, and came into harbour to be paid off. 30 Oct 1841 paid off at Portsmouth. 1 Nov 1841 Portsmouth, is to be repaired for foreign service. 25 Nov 1841 Portsmouth, was taken into dock on Thursday, for overhauling and repair. 18 Dec 1841 the *Tyne* is ordered to be taken into Dock at Portsmouth when the ***Carysfort*** is taken out. 28 Dec 1841 was taken out Dock at Portsmouth. 1 Feb 1842 at Portsmouth. 15 Feb 1842 was taken out of the Basin at Portsmouth. 5 Mar 1842 is reported to be

due to go out to Spithead next Wed. with a view to preparing for her passage to South America. 25 Mar 1842 departed Spithead for Chili. 26 Mar 1842 has recently been fitted with *Rodgers'* bower, stream and kedge anchors. 9 Apr 1842 arrived Madeira after a boisterous 14-day passage from Spithead. 14 Apr 1842 departed Madeira for Rio de Janeiro. 19 May 1842 arrived Rio from England. 2 Aug 1842 arrived Valparaiso from the Falkland Isles, and was due to depart for Mexico and the Gulf of California. 6 Aug 1842 at Valparaiso when the *Curacoa* departed for England. 30 November 1844 The ***Carysfort***, 36, Captain the Right Hon. Lord George Paulet, and the Salamander steam-sloop, Commander A. S. Hamond, were at Valparaiso when the *Vindictive* departed for Rio on 1st of May. 1 May 1844 at Valparaiso (Capt. George Paulet). 12 Mar 1846 departed from England for Australia. 6 June 1846 The *Carysfort*, 26, is to be ready for sea early next month, if the weather will admit, and her present destination is South America, to join the squadron under Rear-Admiral Sir G. R. Seymour. The ***Carysfort*** takes out the new Governor of New Zealand, appointed to succeed Captain Fitzroy. R.N. (We take the above from a Morning Chronicle of February. There is evidently some blunder in it, as there was no talk of a Governor for New Zealand Is Sir Charles Fitzroy coming to Sydney in her?). 27 Jun 1846 The United Service Gazette says that after landing Sir C. Fitzroy, HMS ***Carysfort*** is to be stationed at New Zealand. 27 Jun 1846 The "Agincourt," PO packet, reports HMS ***Carysfort*** to leave London for Sydney on 15 Mar, with Sir Charles Fitzroy on board; she was to touch at the Cape of Good Hope, where it was probable, she would remain about a fortnight. 25 Jul 1846 HMS *Carysfort* left Spithead for Sydney via the Cape of Good Hope on the 12th March, and subsequently put into Portland Reach [Roads?] and left there on the 18th. The "Emerald Isle" passed a man-of-war on the 29th May, at Lat 33 deg. S, long 11 deg. W, which was supposed to be her. 8 Aug 1846 The ***Carysfort*** was off the Heads at daybreak on Sunday, and as the arrival of His Excellency Sir Charles Fitzroy was hourly expected, some anxiety was manifested before the name of the vessel was ascertained. Immediately that she was signalled the *Cornubia*, and *Rose* steamers got up their steam as quickly as possible. and the former proceeded to the Circular Wharf to receive passengers. The *Rose* proceeded to sea expressly to tow the ***Carysfort*** into the harbour, as the wind was light and she was off the land, which was done gratuitously as a mark of respect to the Governor. A numerous party had assembled on board the *Cornubia*, and shortly after her clearing the Heads it was found that the *Rose* had taken the ***Carysfort*** in tow. Numbers of persons had assembled at the Signal Station at South Head, and most of the boats belonging to the port had assembled to witness the arrival. No casualties occurred; the *Rose* towed the ***Carysfort*** safely to her anchorage in Farm Cove, the *Cornubia* keeping company during the time. News had been received at the Cape of Good Hope from England up to the 8th of April inclusive. 8 Aug 1846 The North Star -It is reported by the ***Carysfort***, that Her Majesty's ship North Star had called at the Cape, and had there disembarked her marines, who had been sent to the frontier to reinforce the military there assembled to defend the outposts of the colony against the incursions of the Kafirs. 22 Aug 1846 Farm Cove, Sydney, refitting. Early 1847 First Lt., Lt Austen marries Miss Sowagger at Valparaiso, d/o of a foreign merchant. 2 Dec 1847 departed from Valparaiso. 25 Jan 1848 arrived Bahia. 29 Jan 1848 departed for England. 15 Mar 1848 arrived Spithead. See below for a brief report of a part of her cruise around the World on her arrival at Portsmouth. 20 Dec 1848 Portsmouth. 1860 Portsmouth.

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#### Portsmouth:

The ***Carysfort***, 26, Captain George H. Seymour, arrived at Spithead March 15, from the Pacific. She departed from Valparaiso on the 2nd of December in company with the *Collingwood*, 80, and the *Constance*, 50, and parted company on the 5th. She arrived at Bahia on the 25th of January, and departed thence on the 29th direct for England. Affairs at Bahia at this date were very flourishing. Rate of exchange 47¾d. per mile for Government bills. At Bahia she met the *Seagull*, packet, with the Hon. Mr. Gore, the British Envoy, on board, from Rio. On Monday, January 25, the ***Carysfort*** spoke the barque ***Duke***, in lat. 16° 2'; 35° 15' W., who desired to be reported at Lloyds. The *Carysfort* has brought 2,127,681 dollars on merchants' account, which Captain Sayer, wine-merchant and freight-agent, of this port, has the conveyance of to London. She brought no diamonds from Bahia; her freight is 47 loose bars and 928 boxes of silver. She has brought home Major Delacombe, Commander Parke (on promotion), Mr. Hope (midshipman), and Mr. Quick (carpenter), all of the *Constance*, and eight invalids from the



		<p>squadron, together with mails from Valparaiso and Bahia. and despatches from the British Consul for the Home-office, and from Sir George Seymour for the Admiralty.</p> <p>The <b>Carysfort</b> has been completely round the world since she left this port. She left England on the 12th of March, 1846, with His Excellency Sir Charles Fitz Roy, the Governor of Australia, and family.</p> <p>She touched on her passage out at Madeira, Cape of Good Hope, landed Sir Charles Fitz Roy at Sydney, New South Wales; touched at New Zealand, then proceeded to her station, Valparaiso; thence she departed to Mexico, St. Blas, Mazatlan and Guyamas (California), returned to Valparaiso, and home. She wants a year longer to complete the usual term of sea service ; and most likely that time, at least, will be got out of her present commission, as she is just now in most perfect man-of-war trim and order ; her crew are thoroughly efficient, and well up to their duties ; the vessel, in short, is fit to be sent to any part of the world. She will come into harbour tomorrow to disembark her treasure, which will be despatched to London by the South Coast Railway via Brighton. She did not see the <i>Asia</i>, 84, Rear Admiral Phipps Hornby, on her passage. <i>SG &amp; SGTL Vol 5; p 184.</i></p> <hr/> <p>1847 she was laid up at Pembroke Dock and decommissioned.</p> <p><b>22 Nov 1861 she was sold to Messrs. Ritherdon &amp; Thompson (for £1,200) to be Broken up 1861.</b></p>				
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067.	<b>Cremyll.</b>	Victualling Hoy.	.	Wood.	.	1836.	Utilised for the Victualling of vessels in the Haven.
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**Feb. 1837: William Pryce Cumby, C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

068.	<b>Gorgon.</b>	Paddle Sloop. steam paddle sloop. 1 <sup>st</sup> of her class. Steam Frigate.	6. Later increased to 16.	Wood.	July 1836.	31 Aug 1837.	<p>Designed by Sir William Symonds. The first vessel to be fitted with direct-acting engines. Ordered 10 Jul 1834. Commissioned 30 Aug 1838.</p> <p>Sheerness 16 Sep 1837 recently launched at Pembroke, she arrived here Tuesday and is shortly to be docked. ....</p> <p>..... When launched she was <b>the largest steam vessel in the Service</b>, and it was claimed she could carry coal for 20 days steaming and had accommodation for 1,000 troops and 156 crew, along with room for stores and provisions for 6 months. <i>The mind boggles at what conditions would have been like under those circumstances!</i> 17 April 1839 Plymouth departed with the <i>Tortoise</i>, coal-depot, for Sheerness. 23 Jun 1839 The <b>Gorgon</b> steam-frigate has been commissioned at Sheerness. 1 Jul 1839 Assistant- Surgeon Dr. O'Hagan, and Captain William Honeyman Henderson appointed to the <b>Gorgon</b>. 20 Jul 1839 Lieutenant F. T. Brown, and Purser R. Lower, appointed to the <b>Gorgon</b>. 9 Aug 1839 Portsmouth arrived from Sheerness, and departed to Plymouth to wait there for dispatches for the Mediterranean; whilst here she embarked one corporal and 11 gunners of the Marine Artillery. 10 Aug 1839 Second Master Francis Egerton and Vol. 1st Class Francis Egerton, appointed to the <b>Gorgon</b>. 18 Sep 1839 is reported to have joined the fleet at Beshika Bay. 14 Dec 1839 Malta, Mr. Robert Lower, purser, came down in the Phoenix on account of ill health, but whether invalided or for hospital treatment we cannot say. 11 Jan 1840 Malta <b>Gorgon</b> war-steamer arrived on Sunday evening from Vourla bay, whence she departed on the 3rd inst.; she brings down Mr. Knapman, purser of the Rodney, invalided. 28 Feb 1840 Malta, released from quarantine on Saturday. 17 June 1840 arrived at Smyrna from Malta, last from Mytilene. 24 Jun 1840 joined Sir John Louis' squadron beating up the Tenedos passage, on route for Vourla, from Smyrna, and was then detached to Malta with despatches. 28 Jun 1840 arrived Malta. 13 Aug 1840 reported to be coaling at Alexandria. 14 Aug 1840 Gorgon arrived at Beyrout from Alexandria. She and the <i>Castor</i> had captured several vessels with warlike stores. They were keeping off shore and under sail looking out for captures. 9 Sep 1840 arrived Beyrout. 11 Sep 1840 Beyrout, the Cyclops opened fire on troops in the south part of the bay. 12 Sep 1840 at Beyrout, <b>Gorgon</b>, <i>Hydra</i>, <i>Cyclops</i></p>
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and *Phoenix* landed marines and Turkish troops at nearby Jouna and the *Princess Charlotte, Ganges, Benbow, Edinburgh* and *Revenge* bombarded General Soliman's troops ashore. 14 Sep 1840 Beyrout, the bombardment continued and the allied troops fortified their positions. 15 Sep 1840 Beyrout, fired occasionally as targets showed themselves. *Carysfort, Dido* and *Cyclops* sent to Gibbail in an attempt to remove enemy troops from the fortress, who repulsed the first attempt, but withdrew to Beyrout during the night. 25 Sep 1840 *Thunderer, Wasp, Cyclops, Gorgon* and *Hydra* departed to take possession of Sidon, and were joined on route by the *Stromboli*. 26 Sep 1840 operations at Sidon. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 17 Nov 1840. 22 Oct 1840 at Beyrout the squadron remains very sickly and Lieutenant Penny has died. 2 Nov, 1840 arrived off St. Jean d'Acre. 3 Nov 1840 bombardment of St. Jean d'Acre. Egyptian forces evacuate St. Jean d'Acre overnight and the town was occupied on the 4th by the Turks. See [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 1 Dec 1840. 8 Dec 1840 had arrived Marmorice Bay, from England.



Aug - Nov 1840 Capture of Acre and operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 16 Oct 1844 those onboard between 9 Sep - 10 Oct 1840, and at the bombardment of St. Jean D'Acre, on the 3 Nov 1840, will be paid their respective proportions of the grant voted by Parliament for the said services. 2 Jan 1841 Lieutenant R. D. Stupart, appointed to the **Gorgon**. 14 Jan 1841 has gone to Acre to take up invalids to Malta. 12 Feb 1841 at Malta. 10 Apr 1841 Mates \_\_\_\_\_ Smith and \_\_\_\_\_ Harvey, appointed to **Gorgon**. 10 Apr 1841 Chatham, second master Francis Eddington, late of the *Gorgon*, passed his examination for Master at the Trinity House. 3 Apr 1841 departed from Alexandria for Malta. 25 Apr 1841 at Alexandria. 25 Jun 1841 at Alexandria. 5 Jul 1841 departed Alexandria following a 3 month stay, protecting British interests etc. 10 Jul 1841 arrived Malta, to have defects made good. 25 Jul 1841 at Malta. 7 Aug 1841 Royal Marine Artillery Second Lieutenant Laurence, appointed to **Gorgon**. 15 Aug 1841

in port at Valetta. 5 Sep 1841 at Valetta. 4 Oct 1841 departed Malta, for Athens and *Suda, Candia*, with provisions for the *Benbow*. 16 Oct 1841 arrived at Alexandria, replacing the *Medea*. 13 Nov 1841 Volunteer First Class James Black, appointed to the **Gorgon**. 24 Dec 1841 was at Alexandria when the steam ship *Montrose* departed for England. 16 Jan 1842 is reported at Malta to be at Beyrout. 24 Dec 1841 was at Alexandria when the steam ship *Montrose* departed for Malta and England. 1 Jan 1842 arrived Beyrout and departed for Alexandria on the 5th inst. 20 Feb 1842 arrived Malta from Alexandria with a Calcutta mail. 28 Feb 1842 departed Malta for Tunis, Algiers and England. 26 Mar 1842 preparing to pay off at Woolwich. 5 Nov 1842 ordered to be brought forward for commission. 1843 She was part of the Royal Navy squadron stationed in the River Plate during the Uruguayan Civil War. 23 Jun 1844 ashore on North Shore, Montevideo Bay - see below.

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**Extract of a letter from an Officer of the Gorgon, dated 23rd June, 1844, North Shore, Montevideo Bay:** - For your amusement I shall write a rough account of our plans. The Pampered which drove us on shore was the heaviest that has been experienced for twenty-eight years, and the tide, which is always influenced (as you well know) by the wind in this river, is proportionately high. When the weather and tide abated, we were firmly fixed upright on our keel in the sand, to the depth of eight feet fore and aft. Nearly all round the ship was quite dry; about four feet under the stern, the surface of the water came up to the eight feet water mark on our stern-post, and as we drew sixteen feet of water, you will observe that we are now eight feet above, or higher up in the world than we wish to be. The main difficulty in getting her off is, that when the water rises three or four feet, so as to afford a prospect of heaving off, the wind must blow right in, and soon fills up all our excavations

round the ship, which have been making for the purpose of freeing her from the sand, the adhesion of which is very great : however, we persist in digging daily, and improve our plans of banking out the sand.

You know the character of originality and ingenuity by which sailors are so distinguished, and our operations here give us full scope for them. We have two or three times dug away the sand from the ship as far under as was safe to go ; we are driving piles on each side, to prevent fresh sand from washing in ; that which we have removed being carried high up the beach, and by measurement it amounts to much more than five thousand tons. Under the bilge on each side we have placed ways of large timbers bolted together. About five yards astern of the ship the sand ends and mud commences, so that should we be enabled to move her about half her own length, all will be safe, although she will not be afloat until hauled out nearly a mile, as the water now is; but mud does not hold a ship's bottom in the sucking and adhesive manner that sand does. To haul off by, we have two 24-inch cables, attached to anchors of 60 and 74 cwt., and backed by others of 60 and 35 cwt.; one cable is taken to one paddle shaft, and a single whip (the fall being a 17-inch cable), one part secured low down to the stem-post and the other paddle-shaft. This manoeuvre is for the purpose of lifting her stern as well as hauling her on end; the engines, of course, work these our principal purchases. We have two heavy treble purchases from our starboard bow to anchors sunk in the sand near her starboard quarter, and worked by two capstans and 100 men, the capstans being sunk in the sand. As the ship is not on end to the beach, but nearly at an angle of 45 degrees with it, her starboard being the inshore side, we have anchors and cables laid out on the port quarter, which have purchases on them, and are worked by the ship's capstans. Under the bows we have six or eight powerful screws (such as are used for lifting great weights, pressing wool, cotton, & Co. the largest lifts eighty tons, and the smallest twenty tons), placed so as to lift and force the ship at the same time astern. It would take sheets of paper to describe them all, so you must use your imagination to supply the place of a better description. The ship sits upright on her ways, her masts and bowsprit are out, in fact everything but the engine. We have taken 400 tons out of her, and should all other means fail, her engines must come out; they weigh 237 tons.

We must then place the ship nearly on her broadside, on a cradle prepared for that purpose, and thus launch her with battened hatches. If our present plans succeed, which there is every reason to expect, we shall get off whenever it blows a good pampara; and as it is now the beginning of the winter here, we shall have plenty of them soon. It will then take us two months to refit for England, and about the same time to get there, If the engines come out you may expect us about three months later. We have every assistance from the foreign men-of-war; anchors, cables, & Co., and 130 men from our own squadron, in all about 320 living on board. We have also a mud machine, clearing away astern of us; which has removed 300 tons of that commodity. The men and officers work very cheerfully; we are frequently at work both night and day, not Sunday excepted. This is Sunday, and they are singing away, pile-driving, mud-heaving, and sand-digging, as happy as possible. The weather is often cold, but serene. General Oribe has been most kind and attentive to us, the ship being ashore in that part of the bay which is in his possession."

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Aug 1845-Jun 1846, operations with the French, against renegade Uruguayan, Oribe, and Don Juan Manuel de Rosas, up the River Parana. See p. 336-345 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 1846 South America and River Plate. 20 Dec 1848 Pacific Station. 28 Jan 1850 Departed Callao in company with the Asia for Payta. 25 Dec 1850 At Valparaiso. 30 Aug 1851 Pacific. 15 Apr 1854 captured Russian brig Patriot. 21 Jul 1857 the proceeds arising due for payment. 17 Apr 1854 the **Gorgon** and 14 other vessels were present at the detention of the Ida. Late Aug 1854 Napier sent the *Odin*, *Alban*, **Gorgon**, and *Driver* to reconnoitre Abo - see p. 425-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow).

23 Feb 1854 to 8 May 1854 **Gorgon** was commanded by Commander (and Captain) Arthur Cumming.

23 July she collided with the Prussian barque Mentor in the English Channel off Beachy Head, Sussex. Mentor was severely damaged; she was towed in to The Downs in a waterlogged condition. 15 Feb 1855, she assisted HMS *Caesar* in the re-floating of HMS *Hecla*, which had run

aground at Gibraltar on 23 Jan. 19 Sep 1855 detained a Russian vessel, (Name Unknown). Aug 1856-Jun 1857 HMS **Gorgon** was at Boudroum (modern Bodum) under Captain George William Towsey, commissioned to transport the finds from Sir Charles Thomas Newton's excavation at the Mausoleum of Halikarnassos to the British Museum. Circa 30 Dec 1856 proceeds arising due for payment. 20 Nov 1855 detained 3 x Russian vessels. Circa 30 Dec 1856 proceeds arising due for payment. 20 Nov 1855 distribution of proceeds arising from the captured Swedish vessels Active, Charlotta, and Fernan. [per London Gazette of 30 Dec 1856]. 24 Jan 1856 Portsmouth. Taken out of the Steam Basin today. 23 Apr 1856 Present at Fleet Review, Spithead; Commander Crawford 1857-58 the sum of £3,509. and £3,632. compensation paid by the Admiralty to the owners of the Mentor, and the Soubahdar, for damage done when in collision with HM vessels Gorgon and Inflexible. 1858 She was converted to a troopship. 1858 **Gorgon** assisted in the laying of the 1st transatlantic telegraph cable by taking soundings for the former warship HMS *Agamemnon*, which had been converted into a cable ship. When the cable link was completed to New York, the crew of the **Gorgon** and the other ships were feted by civic receptions and processions through the city. 26 Apr 1859 Commissioned at Woolwich, i.e., when the Ship Record and Establishment Books ADM 115/439 was opened. 9 Nov 1860 departed Plymouth Sound to look for the *Prince of Wales*. 14 Nov 1860 are informed by the Himalaya that the Prince has been picked up and return to harbour as a gale moves up the Channel. 16 Nov 1860 at Portsmouth. [By Ed. includes some notes from the London Gazette etc. for slave dhow captures and some brief notes from the assistant purser's book "A Cruise in the Gorgon," available in Google books.]. 26 Nov 1860 depart for Plymouth. 29 Nov 1860 depart Plymouth Sound for the Cape of Good Hope, with the former packet Swift, to be a mooring lighter there, under tow, but she is too frequently part her tow during the passage. 13 Dec 1860 arrive Madeira, with the *Swift* arriving a few days later, after having stopped off in a French port. 22 Dec 1860 depart Madeira with the Ariel and the Swift in tow, before a gale blows in. 31 Dec 1860 the Swift breaks free. 1 Jan 1861 the Swift returns to the fold during the Morning watch and with her in tow, and with steam up, arrive at Porto Grande, St. Vincent, Cape de Verd. 4 Jan 1861 fuel ship with patent fuel. Apparently not recommended. 5 Jan 1861 carry out gunnery practice at Bird Island.... one hit! 6 Jan 1861 exercise a tow with the *Ariel* as they depart Tarrafal Bay for water. 7 Jan 1861 take on board 28 tons of water. 8 Jan 1861, depart the Cape de Verd Islands, with the *Swift*, the *Ariel* disappearing into the distance. 16 Jan 1861 cross the equator, the temperature 82°. Occasionally, on a warm evening, a sail is lowered over the side, filled with sea water and used as a swimming pool. 28 Jan 1861 man overboard for real, but duly rescued! 31 Jan 1861 approaching Rio de Janeiro. 6 Feb 1861 depart Rio de Janeiro. 23 Feb 1861 arrive Tristan da Cunha. 26 Feb 1861 depart Tristan da Cunha. 7 Mar 1861 arrives at the Cape of Good Hope with the Swift. 25 Mar 1861 the commanding Officer, Captain Bedford C. Pim, departs as commanding officer of the Fury, for England. 26 Mar 1861 Captain John C. Wilson takes command, and then departs for hospital, looking rather sickly. 17 May 1861 departed the Cape, with the *Penguin*, to look for a missing steamer with the Governor on board, and search along the coast until they end up at Algoa Bay in bad weather, where, 2 weeks later they're informed that the Penguin has found the missing vessel, not long after leaving the Cape, and so the Gorgon returned to the Cape. 17 May 1861 nearly ran down the flag ship Narcissus when departing Simon's Town. 31 May 1861 returned to Simon's Bay. 14 Jun 1861 departed for Mozambique. 21 Jun 1861 severe storm which ripped the sails to shreds. 22 Jun 1861 arrive Natal. 7 Jul 1861 off Congoni, but heavy seas make a boat landing impossible. 10 Jul 1861 off Casuarina, where wood is cut for fuel for the engine(s). 13 Jul 1861 send ship's boats up the Angosca river looking for slavers. 16 Jul 1861 pick up the boats sent up the Angosca, which were unable to enter the river, as the boats appear to have been over-loaded and were nearly swamped. 17-21 Jul 1861 at Mozambique. 3 Aug 1861 detained by Lt Harvey in one of the ship's boats off the Lindy River a slave dhow, (Name Unknown), 156 tons, found fully equipped for the Slave Trade, with a crew of 20 men, having no colours or papers, was destroyed after the crew were landed, and the case was sent for adjudication to Sierra Leone and sentenced to be condemned. 9 Aug 1861 observed 3 dhows off Kiswara harbour and gave chase in two of the ship's boats and detained 2 of them, the first, (Name Unknown), of 84 tons, and being found fully equipped for the Slave Trade, with a crew of 15 men, with no colours or papers, and being unfit for a voyage to a port of adjudication was destroyed after her crew were land and her case sent for adjudication to Sierra Leone and sentenced to be condemned. 9 Aug 1861 the second dhow (Name Unknown) of 47 guns was also

found equipped for the slave trade, with a crew of 12, and no papers or colours; and being found leaky was subsequently abandoned by the captors, and soon after foundered. 19 Aug 1861 observed a slave dhow (Name Unknown) on shore on a reef attached to Querimba Island, (Name Unknown), 172 tons, and on being boarded was found fully equipped for the Slave Trade, with a crew of 25 men, but no colours or papers, and all the tell-tale signs of have recently "had a cargo of slaves on board. The master stated that on the previous evening with 100 slaves shipped from Conducia he had been chased by one of HM cruisers and had run on shore in the dark and that the slaves had been landed on Querimba Island". The dhow's crew were put ashore and being leaky the dhow was destroyed, and case sent for adjudication to Sierra Leone and sentenced to be condemned. 22 Aug 1861 Pemba Bay. 24 Aug 1861 a dhow (Name Unknown) of 169 tons, was captured by Mr. Guido Harris, second master of the **Gorgon**, who was then at Zanzibar, in charge of a slave dhow detained by the **Gorgon**. Mr. Harris having learnt from Colonel Rigby, HBM's Consul, that a Sooree pirate, of the name of Mohammed Bin Alee, intended to run a cargo of slaves from Mlony, a point about seven miles north of Zanzibar, proceeded after dark, with an armed boat to lay in wait for the vessel, accompanied by one of the Consul's boat's crew to identify her if necessary. About midnight they perceived a dhow running to the northward. Upon attempting to board her the crew resisted with drawn swords, whereupon Mr. Harris and his men opened fire, and after killing three or four, and driving the rest overboard, succeeded in capturing her. Upon searching the dhow, 17 slaves were found stowed away in different parts of the vessel. She was completely fitted for the Slave Trade, with no colours or papers, and being unseaworthy was destroyed and the case sent for adjudication to Sierra Leone and sentenced to be condemned. 27 Aug 1861 off Latham Island. 29 Aug 1861 2 dhows, (Names Unknown), one of 169 tons; and another of 229 tons were captured by Lieutenants. Ross and Price, while cruising in the pinnace and whale-boat of the **Gorgon**, between Port Pangane and Mahatto Island, when three dhows were seen standing for the land, and after an hour's chase two were cut off and forced to bring-to. Upon being boarded, they were found provided with Arab colours, but no papers. On board of one was an Arab who styled himself the King of Angoxa, who had neither passports nor papers, nor could he account for being without them. The only document he possessed was a blank envelope addressed to Queen Victoria. He appears to have been escaping from Angoxa with as many slaves as he could get. These vessels were detained, and as the weather appeared threatening, were anchored with the **Gorgon's** boats two miles to the south of Mahatto Island, but in consequence of the weather becoming worse, Lieutenant Ross removed the crews and slaves from two of the dhows to the third one, and allowed her to escape, and destroying the two remaining and their cases sent for adjudication to Sierra Leone and sentenced to be condemned. On board the dhow where the King was, were found two revolvers, marked with the broad arrow and the letters B.O., and respectively numbered 18 and 24. It is believed that they belonged to two men of HM ship "*Lyra*", who, about two years before this capture, were murdered in the Angoxa River. 31 Aug 1861 depart for Zanzibar, having manned an armed ship's paddle boat with 6 weeks provisions to look along the coast for slave dhows. 1 Sep 1861 arrive Zanzibar. 6 Sep 1861 Lieutenant Ross, while cruising with the pinnace and whale-boat captured a dhow (Name Unknown) of 109 tons off Songa Island, when standing towards Quilloa. She was found to be fully equipped for the Slave Trade, with neither papers nor colours, and was detained accordingly; her crew of thirteen men admitting that they were bound to Quilloa for slaves. The dhow being unfit for a voyage to a port of adjudication was destroyed after the crew were landed and case sent for adjudication to Sierra Leone and sentenced to be condemned. 8 Sep 1861 A dhow (Name Unknown) of 200 tons, captured by Lieutenant Harvey while cruising in one of the ship's boats, off Pemba Island, was discovered coming to anchor in Port Wangeeke, in the north of the island. On being boarded she was found fully equipped for the Slave Trade, no colours or papers, with a crew of 20 men from the Persian Gulf. Being unfit for a voyage to a port of adjudication she was destroyed after the crew were landed, and the case sent for adjudication to Sierra Leone and sentenced to be condemned. 11 Sep 1861 a dhow was observed at 6 a.m. standing towards the land, her decks crowded with negroes; Lieutenant Ross, in command of the pinnace fired across her to bring her to, and her crew ran off into a mangrove bush and escaped, leaving the dhow (Name Unknown) of 138 tons, unmanned. Upon being boarded, the crew if the pinnace found that she had recently been occupied by a great number of people. No papers were found, but she was fitted for the Slave Trade and being hard aground she was

destroyed, the case being sent for adjudication to Sierra Leone and sentenced to be condemned. 11 Sep 1861 a little later in the day, at 2 p.m., while cruising off Wasseen Reefs another dhow was observed standing to the Southward, and after a chase of 6 hours ran ashore into a mangrove swamp was detained by Lieutenant Ross in the ship's pinnace; this, a smaller dhow (Name Unknown), of only 53 tons. During the chase the crew of the dhow were seen driving a large number of adult slaves on shore, and carrying off the boys and girls, so that by the time they boarded she was deserted ; no colours or papers could be found, and she was fully equipped for the Slave Trade ; and being unfit for a voyage to a port of adjudication was destroyed, the case being sent for adjudication to Sierra Leone and sentenced to be condemned. 12 Sep 1861 arrive Magadoxa, and started searching for slave ships, being outside the treaty limits. 14 Sep 1861 Lieutenant Ross, in the ship's pinnace, while cruising off Mombaza, observed a dhow (Name Unknown), of 66 tons, running into Mombaza/Mombasa, and detained her. Upon being searched she was found fully equipped for the Slave Trade, with a crew of thirteen men, but colours or papers. After the crew were landed, she was destroyed, being found unfit for a voyage to a port of adjudication and the case sent for adjudication to Sierra Leone and sentenced to be condemned. 16 Sep 1861 Lieutenant Ross, while cruising in the pinnace, accompanied by the whale-boat, under the command of Sub-Lieutenant Price, off Melinda, stood into that anchorage for water, when they saw three dhows (Names Unknown) at anchor in the roadstead and a smaller dhow shoving off from the shore with forty or fifty armed men on board, apparently bound to the dhows. Upon the attempt of the boats to intercept the dhow with the armed men, the Arabs opened fire, and the crew of the other dhows jumped overboard and swam on shore; this fire was returned with musketry and grape and canister from the pinnace's howitzer. After several of the Arabs had been killed and wounded, the remainder escaped to the shore. The dhows were then searched, under a heavy fire from shore, and captured as follows :- a dhow of 192 tons, found deserted and without colours or papers, and fully equipped for the Slave Trade; a dhow of 101 tons, found deserted and no colours or papers, and fully equipped for the Slave Trade; a dhow of 81 tons, found deserted and without colours or papers, and fully equipped for the Slave Trade; a dhow of 51 tons, (Name Unknown) the same one which had resisted and was afterwards abandoned, was found deserted, with the exception of a negro, who stated that the other three dhows had landed 180 slaves, who were on shore while the vessels were being cleaned and watered, and that when these slaves were reshipped and more obtained, the dhows would proceed on their voyage to the Persian Gulf and he added, that the dhow which he was in was also destined to carry a cargo of slaves to the Persian Gulf, in company with the others. She had no colours or papers, and was completely fitted for the Slave Trade; all four were destroyed as being unseaworthy, and their cases sent for adjudication to Sierra Leone and sentenced to be condemned. 30 Sep 1861 Mr. Hansan, the boatswain, in command of the pinnace detained a matapi (Name Unknown) (East African sailing vessel) of 75 tons, while cruising in Manda Bay, when in company with the whale-boat and gig, all under the command of Mr. Inglis, master of the **Gorgon**. The vessel was observed coming out of the bay, and after a chase of about twenty minutes (during which as exchange of fire was maintained) before she ran on shore into the mangroves. Upon being boarded, she was found deserted, with no colours or papers, and cleared of everything. During the chase, a crowd of people were observed on board, more in number than her crew could consist of, whom the captors believed must have been slaves, and who were carried into the bush when the vessel was beached ; otherwise there could be no cause to avoid search, the object of the **Gorgon's** boat being well known. As usual with this type of vessel she was destroyed and the case sent for adjudication to Sierra Leone and sentenced to be condemned. 3 Oct 1861 the gig and whale-boat under command of Mr. Inglis detained a dhow (Name Unknown), of 92 tons, , while lying off Shella Point. When first observed, she was running towards the land, and when it was endeavoured to intercept her, she was run on shore, and the Arab crew were seen with drawn swords driving a crowd of slaves overboard. On being boarded, she was found deserted by her crew with no colours or papers, but fully equipped for the Slave Trade, but still with 44 slaves on board: — 32 males and 12 females. After she was got off the shore, and brought alongside the **Gorgon**, the slaves were removed to the **Gorgon** and the dhow being leaky, was allowed to founder; the case being sent for adjudication to Sierra Leone and sentenced to be condemned. The slaves in these dhows were all conveyed in the **Gorgon** to Seychelles, and handed over to the Civil Commissioner, with the exception of 5 boys, who were brought to Simon's Bay. With respect to these

lads the Court does not appear to have made any order, and it is understood that they remain on board Her Majesty's ship **Gorgon**. Circa 13 Oct 1861 one of the boats crews stops off at Mombasa, and receives a good reception from the locals, but less so from the Arabs. 15 Oct 1861 on route for Melinda, now known as Melindi? and a close call with a reef, and the slave dhows seem to have disappeared and gone north. 24 Oct 1861 one of the boats discovers the delights of Lamoo. With so much time being spent away in the boats, on the coast, etc., many of the officers and men are feeling the effects and have a fever, presumably malaria, and a visit to the Seychelles is called for. 17 Nov 1861 depart Mahé, Seychelles, having refitted the rigging etc., and acquired wood for the furnaces. 29 Dec 1861 arrive back at Zanzibar, light winds delaying the arrival of the ship, and meaning that for the last few weeks the ship has been on short rations and that scurvy has made an appearance and start loading 100 tons of coal, along with water and provisions etc. for our passage to Johanna. 9 Jan 1862 arrive Johanna, in the Comoros. 12 Jan 1862 depart Johanna, heading south, to Mozambique and then to the Zambesi River. 17 Jan 1862 arrive Mozambique, where they were joined by Mrs. Livingstone. 22 Jan 1862 depart Mozambique for Quillimane, with the Livingstone's party, where they arrive on the 25th, but were held up by the roughness of the water on the bar. 31 Jan 1862 arrived off the mouth of the Congoni, where they find Livingstone's vessel the *Pioneer*. 1 Feb 1862 the commanding officer and some officers and men assist the Livingstone party to prepare for the journey to Lake Nyasa, and then proceed with the party until near the end of February, when, a part of the party return down the river, most of them arriving back on board about 5 Mar., with the **Gorgon's** ship's company on reduced rations. Bad weather, few provisions and little coal, meant the **Gorgon** had to leave the mouth of the Congoni for Mozambique. 12 Mar 1862 arrive at Mozambique, many of the ship's company down with fever. 19 Mar 1862 depart Mozambique for Johanna where mail awaits them, and where they arrive on the 21st. 24 Mar 1862 depart Johanna for the mouth of the Congoni, with the health of the ship's company improving, although some 40 are still suffering from fever and or rheumatics. 2 Apr 1862 return to the mouth of the Congoni, where the remainder of the officers and men have returned down river, most of them looking as though they should be in hospital, and Mrs. Livingstone not long to live. With all the RN personnel, and ladies, back on board, sail for Mozambique, for provisions etc. before departing for the Cape and cooler weather in which to recover their health. 26 Apr 1862 return to Simon's Town, where amongst other things the claims for prize money for the slave dhows were taken to Cape Town where they were lodged with proctors, to properly present to the Vice-Admiralty Court to condemn or otherwise, whilst the **Gorgon** was refitted. Circa 18 Jun 1862 depart Simon's Town for Mauritius and Madagascar, via Algoa Bay (22nd inst.) for a few hours for the Captain to meet his brother. 6 Jul 1862 arrive Port Louis, Mauritius. 12 Jul 1862 depart Port Louis. 15 Jul 1862 arrive Tamatave. 23 Jul 1862 depart Tamatave for Port Louis, via Bourbon. 27 Jul 1862 off Bourbon, but since vessels formerly from Mauritius will have to undergo quarantine for 21 days, just leave some mail for onward transmission. 28 Jul 1862 arrive Port Louis, and go into dock to have the hull inspected. 31 Jul 1862 taken out of dock and coal ship, and take some time off to relax. 30 Aug 1862 depart Port Louis. 5 Sep 1862 arrive Tamatave. 6 Sep 1862 depart Tamatave. 10 Sep 1862 arrive Port Louis. 26 Sep 1862 depart Port Louis. 3 Oct 1862 arrive Tamatave. 7 Oct 1862 depart Tamatave. 12 Oct 1862 arrive Port Louis, and then, and coal and provision the **Gorgon**. 15 Oct 1862 depart Port Louis. 24 Oct 1862 arrive Johanna. 27 Oct 1862 start preparing the ship's boats and their crews for the forthcoming boat cruising season, when the monsoon season starts and the dhows embark their human cargoes and head north, although they are already a little late in the season and most of the experienced officers have left the ship, plus the Treaties appear to have been amended, and whilst American boats can now be boarded, and the Zanzibar limits ignored, the orders regarding the destruction of dhows etc. are more limiting, but the boats soon depart on their business. 31 Oct 1862 where one of the Penguin's boats came alongside, reporting that they had been detached from the Penguin 300 miles to the north of Zanzibar, with orders to rendezvous in 14 days, but following the loss of a whaler by swamping, and with 2 crews in the cutter, they had headed back to Zanzibar, against both the wind and current, and had been waiting at Zanzibar a month for the Penguin, and had to rely on the generosity of the Hamburg Consul for food, and weren't best pleased at their treatment by their Captain, which was echoed by some of the **Gorgons**, who were soon on their way to Lamoo to look for the Penguin and perhaps find a dhow or two ? 3 Nov 1862 arrive at Lamoo, and depart the following day, leaving a cutter off the

harbour in the event of any late slavers coming that way. Not very comfortable for the boat's crew, being without an awning to protect them from the sun, rain and heavy dew, and due to the monsoon and high seas the consequent surf makes it almost impossible to get ashore safely. 6 Nov 1862 off Brava. Inspect a dhow, which turns out to be legitimate. 8 Nov 1862 depart Brava and return to Zanzibar. 10 Nov 1862 detained in lat. 40° 46' S. a slave dhow, (Name Unknown), which was leaky and destroyed, and the case was sent for adjudication and sentenced to be condemned. 3 Dec 1862 depart Zanzibar for the Seychelles. 11 Dec 1862 arrive Port Victoria, Seychelles. 24 Dec 1862 depart for the East African Coast. Circa 11 Jan 1863 arrive Zanzibar prepare for another monsoon season cruising for slave dhows, and on leaving Zanzibar send out the ship's boats in pairs to cruise for slave dhows, and then rendezvous with the cruisers and move them north as the season develops. The **Gorgon** stops and searches various prey, but they all "appear" legitimate, although the ship's boats appear to have been more successful. 19-22 Jan 1863 detained 3 slave dhows, (Names Unknown,) which were leaky and destroyed, and the case was sent for adjudication and sentenced to be condemned. 27 Jan 1863 pick up the ship's boats and head for Lamoo, dropping them again between Zanzibar and Brava, before going on to Johanna. 10 Feb 1863 at Lamoo. 12 Feb 1863 depart Lamoo for Johanna, where they arrive on the 19th inst. to find the Ariel and Rapid already there. 19 Feb 1863 arrive at Johanna. 20 Feb 1863 ship's boats detained a slave dhow, (Name Unknown), which was leaky and destroyed, and the case was sent for adjudication and sentenced to be condemned. 27 Feb 1863 ship's boats detained a slave dhow, (Name Unknown), which was leaky and destroyed, and the case was sent for adjudication and sentenced to be condemned. 28 Feb 1863 departed Johanna for Zanzibar for provisions etc., **having no soap or rum**. 6 Mar 1863 ship's boats detained a slave dhow, (Name Unknown), which was leaky and destroyed, and the case was sent for adjudication and sentenced to be condemned.

1863 **Gorgon** was despatched to Madagascar to keep the peace on the death of King Radama II. She returned via the Cape of Good Hope, arriving at Spithead on 29 Jan 1864. She discharged her ammunition and guns at the Royal Arsenal, was paid out of commission on 11 Feb. Decommissioned 11 Feb 1864.

6 Mar 1863 **Gorgon** arrives Zanzibar, where she finds the *Ariel* has already arrived, but once provisioned sails on the 8th to cruise for slave dhows between Melinda Sound and Zanzibar. 11 Mar 1863 arrive at Lamoo, departing on the 13th for Tola Island, but unable to make it, arrived at Port Durnford on the 15th inst. 22 Mar 1863 arrived Melinda, departing the following day for Zanzibar, arriving there on 28th. 4 Apr 1863 depart Zanzibar for the last time for Pouna Point, for a non-existent appointment with the Penguin, and thence to Johanna. 15 Apr 1863 steer a course for Mohilla, in the Comoros, arriving on the 20th, and after a brief stay depart for the sister island of Johanna, where they arrive in the afternoon. 30 Apr 1863 arrive at Port Mozambique. 20 May 1863 having departed pass Natal, arrive at Algoa Bay in time to make good on low provisions and coal, departing on the 28th inst. having celebrated the marriage of Prince of Wales. 4 Jun 1863 arrive at Simon's Bay. 1 Jan to 11 Feb 1864 Irregular or particular service. Medical report: number of Cases of Disease and Injury. 11 Feb 1864 paid off i.e., when the Ship Record and Establishment Books ADM 115/439 was closed.

1864 Despite being decommissioned, **Gorgon** had one last mission. The vessel was towed to Greenhithe on 6 May 1864 to act as a receiving hulk for the crew of HMS **Osborne**, seven of whom had acquired smallpox.

**17 Oct 1864 She ultimately dismantled at Woolwich. She was sold to Charlton for breaking-up.**

069.	<b>Lily. Or Lilly.</b>	Sloop. <b>Racer-class.</b> brig-sloop.	16.	Wood.	Dec 1835.	<b>28 Sep 1837.</b>	Ordered 10 Jul 1832. Completed 12 Mar 1838 at Plymouth and Commissioned 15 Dec 1837. She carried a compliment of 120 men and officers. ....
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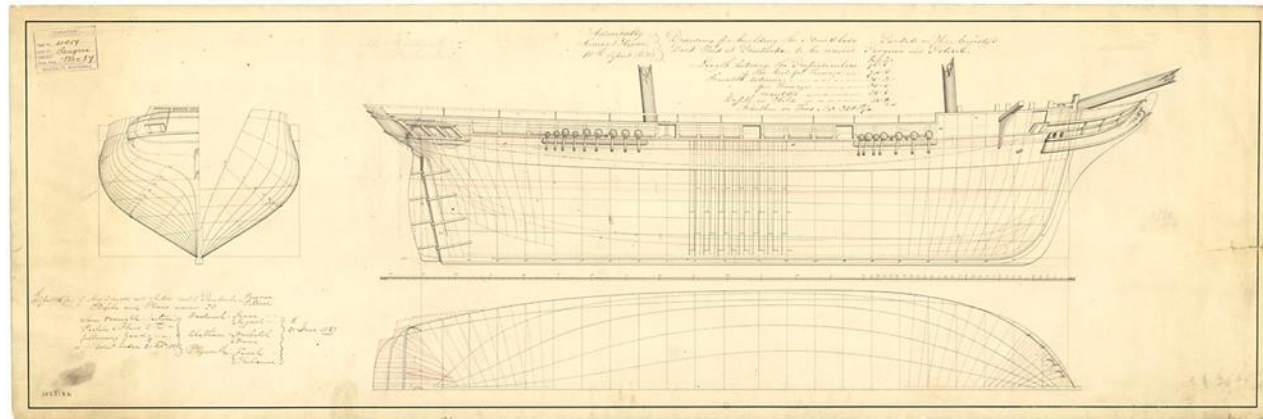
..... 2 May 1838, Portsmouth, departed for Rio de Janeiro, with the diplomat Sir Gore Ousley, and a new commanding officer for the *Wizard*. Per a report made to Parliament in 1842, at some time during 1839 the Sloop *Lily*, 16 guns, complement: 115, was involved in combatting the Slave Trade. 14 Jan 1839 detained the slave vessel *Eagle* at Lagos, recently arrived from Havana. Took the vessel to Sierra Leone for adjudication by the Mixed Court, who, despite the fact that the crew were Spanish declared the vessel to be American, per her papers. 5 Nov 1841 the amount of the Tonnage Bounties due for the *Eagle*, about to be distributed, can be viewed in the Registry of the High Court of Admiralty. See below for 2 Apr 1839 for further comment on the matter. 26 Jan 1839 detained in Lat. 5° 46' N., Lon. 0° 10' 0" E. the Portuguese slave vessel *Maria Theresa* which was condemned in the British and Portuguese Court of Mixed Commission, at Sierra Leone. 11 Feb 1840 the amount of the Tonnage Bounties due for the *Maria Theresa*, about to be distributed, can be viewed in the Registry of the High Court of Admiralty. 17 Mar 1840, the proceeds due to those present at the capture of the prize payable by the Agents. 12 Mar 1839 the *Lily* and the *Buzzard* detained in Clarence Cove, at Fernando Po, the Spanish slave brigantine *Eagle*, Joshua Wells Littig, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 18 Jan 1840 sentenced to be condemned. 2 Apr 1839 *Gambia*, further to the arrest of the *Eagle* at Lagos with American colours she had arrived direct from Havana, and was probably the *Tres Amigos*, who had previously departed under Portuguese colours, but had been sold at Havana, where the American Consul had attested the sale and granted American papers. As stated, the Mixed Commission Court at Sierra Leone refused to take any action in view of her American papers, and the vessel was released accordingly, but since other similar cases had been reported by the *Brisk*, *Saracen*, *Termagent*, and *Forester*, steps were taken to inform the Admiralty before the matter got out of hand and all slave ships flew the American flag and Her Majesty's cruisers off the Coast of West Africa would be redundant. It may be of interest to note that the *Buzzard* arrested the *Eagle* on 12 Mar 1839 at Clarence Cove, Fernando Po, and per later news, is instructed to take the *Eagle*, and the *Clare*, also arrested under similar circumstances, to New York, to see what the U.S. Government makes of the problem, so, to keep up to date, I would guess that you would need to follow the story on the *Buzzard's* web page. 4 Jan 1840 Portsmouth, Commander Deare takes a passage in the *Fantome*, to re-join the *Lily*, on the coast of Africa. 28 Jan 1840 was reported to be at Ascension. 17 May 1840 reports from state the *Lily* had arrived at Port Louis, Mauritius, having on board two hundred and sixty negroes, whom she took from the Portuguese Slaver Jose. The vessel is said to have had five hundred slaves on board when first chased; but was run aground on the coast of Mozambique, where half of them, together with the crew, were either drowned, or escaped. The case was sent for adjudication to the Vice-Admiralty Court at Mauritius where the Jose was sentenced to be condemned. 6 Feb 1844 proceeds arising due for payment. 6 Aug 1840, Portsmouth, returned from Mauritius to the Cape of Good Hope. 18 Aug 1840 Cape of Good Hope, was in Simon's Bay. 5 Sep 1840 Commander John James Allen, appointed to the *Lily*, vice Deare invalided. 12 Nov 1840 detained the slave schooner *Maria*, alias *Maria Feliz/Felix*, Joaquim Jose de Mesquita, master and owner, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope, and on 31 Dec 1840 was condemned as having been equipped for the Slave Trade. At about 6 o'clock a.m., the *Lily's* cutter, whilst off the Island of St Gage, in the Mozambique Channel, observed a schooner, under Brazilian colours, standing for Mozambique, and that on the cutter's appearance she was observed to head away with her studding sails set. By pulling and sailing the cutter came up to the vessel at about half past seven, and having fired 4 muskets with ball across her bows to which no attention was paid. They were eventually able to board her off Point Bajone, about 9 miles south of Port Mozambique, and found her commanded by Joaquim José de Mesquita, who stated that his vessel had cleared out of Rio de Janeiro on the 6 Aug., for Sofala, where they arrived in October, but the recipient of some cargo from the *Maria* had supposedly died, and they weren't allowed to land it without the approval of the Governor at Mozambique, but were seized before they could deliver their dispatches and speak to the Governor. The *Lily* eventually appeared on the scene, having taken on water. Lieutenant Crawley, who on boarding requested the vessel's papers, was advised that that was all there were, but some appeared to be missing and a couple of days later the Carpenter was sent on board make a thorough search of the cabins with a hammer and chisel and observing the master looking down in an anxious manner through the sky light, after much

searching, discovered a hidden space in which he found her Portuguese Register or Passport, gold coin, a brand, and other items, the master conceding that they had been hidden, but could offer no good reason. The deponent also discovered Portuguese colours. So from sailing under Brazilian colours, it would appear that these were false and that she was owned by a Portuguese, the Master, and that the vessel was not entitled to the protection of any state or nation and was seized in accordance with the recent Act, entitled an Act for the Suppression of the Slave Trade, enacted in the 2nd and 3rd years of Queen Victoria. It would also appear that the name of the vessel had been changed very recently to Maria, from Maria Feliz/Felix. Lieutenant Charles Gibbs-Crawley, Master's Mate, James Acres, Joshua Butt, seaman, and Josiah Benjamin, Corporal of Marines, were the deponents and appeasers. This and more can be found at about page 188 in FO 84-437 Admiralty Letters 1842 Jan., available at the National Archives for free download. 28 May 1841 at Mauritius. 17 Aug 1841 detained at Zanzibar the schooner Joshua Carroll, 8 men and a boy, 1 supercargo, and 3 passengers, armed with 2 guns, and fitted out for the slave trade, with adequate plank for a slave deck, along with food and water for 150 person for 30 days, when bound from Port Louis to Madagascar, Zanzibar, and back, detained by the Lily as being in direct violation of the 2nd, 6th, and 9th clauses of 2nd and 3d Victoria Cap 73 Article authorising the detention of vessels equipped for slaving, and finding her in a port where slaves are openly sold in Public Market, she was detained and having initially thought about sending her to Mauritius, but reflecting on the impossibility of receiving an impartial trial, sent her under the command of Lieutenant Crawley for trial at the Vice Admiralty Court at the Cape of Good Hope. This and more can be found at about page 285 in FO 84-438 Admiralty Letters 1842 Feb-April., available at the National Archives for free download. 18 Aug 1841 departed Zanzibar for Johanna. 22 Aug 1841 the Asiatic Journal and Monthly Miscellany reports having received a letter dated as per this item, stating that the *Lily* had supposedly detained the Joshua Carroll at the behest of the still to be confirmed British Consul in Zanzibar, a Mr. Hamerton, she being completely equipped as a slaver and a considerable quantity of dollars found concealed in different parts of the vessel. 20 Oct 1841 the Joshua Carroll arrived the Cape of Good Hope. Can find no mention of prize money ever being paid, so suspect that despite the strong case, the vessel was appearing to have been restored to her Master. A look at Lloyds Register for July 1846 and 1848 advises that the vessel was still in existence, so, although these volumes often took years to reflect changes, might conclude that the case must have been dismissed by the Vice-Admiralty Court, if it ever got that far. If that was the case would have thought that there should be a report somewhere of the *Lily* having to pay compensation? even if the Admiralty eventually paid it. 30 Nov 1841 arrived at the Cape of Good Hope, from Mauritius. 25 Dec 1841 Commander George Baker appointed in command. 9 May 1842 at the Cape of Good Hope. 2 Jul 1842 departed the Cape for Port Natal to join the Southampton and *Iris*. 4 Sep 1842 departed the Cape of Good Hope for Natal. 26 Nov 1842 the Secretary of the Admiralty, Sir Jno Barrow, writes to Viscount Canning, at the Foreign Office, enclosing warrants from the French Government, which were supplied to HM ships *Southampton*, *Dolphin*, *Curlew*, *Warspite*, *Arrow*, *Lily*, and *Spitfire*, to enable them to act under the convention with France for the suppression of the Slave Trade, which the Earl of Aberdeen will return to France to be cancelled. 26 Nov 1842 and ditto for the Danish Government, for the *Southampton*, *Warspite*, *Pickle*, *Lily*, *Dolphin*, *Pickle*, *Curlew*, *Racehorse*, and *Spitfire*, ditto to the Danish Government to be cancelled. 4 Mar 1843 detained off Quilemaine the Brazilian slave schooner Esperanza, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope, and on 8 Nov 1843 sentenced to be condemned. 14 Mar 1843 detained the slave vessel Desengano, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope, and on 16 Jun 1843 sentenced to be condemned. 17 Mar 1843 detained in off the port of Quillimane, on the east coast of Africa the Brazilian slave barque Confidencia, Manoel dos Santos Lara, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 5 Jul 1843 sentenced to be condemned. 15 Jun 1843, arrived off Quillimane, in company with the Cleopatra. 11 Sep 1843, the *Cleopatra* departed Quillimane, and the company of the *Lily*, for Mozambique. 15 Apr 1845 detained the Liberian vessel John Leys, off Grand Bassa, for adjudication by the Vice-Admiralty Court, at Sierra Leone. 9 Aug 1845 the court judged that there was insufficient evidence to convict the vessel and that it should be restored to her owner with a payment of costs. It is interesting to note that this vessel was formerly the Brazilian slaver Santa Anna, which was condemned as a slave

vessel at Sierra Leone in April, 1844. 26 Apr 1845 H.M. sloop Mutine detained the slave barque Princeza off Quillimane, but she was released on the 9 Aug., there being no court at Sierra Leone competent to take cognizance of the case...but a change in the law can change things...see 17 Nov 1845. 17 Oct 1845 boarded and searched the French brig L'Anaxis, of Bordeaux, following the receipt of information that a vessel under French colours was expected at Cape Mount with a view to carrying off "a cargo of slaves." Nothing was found which would have supported the allegations, and a certificate advising what had been done in accordance with the Treaty between France and England of 1831, was left with the Master. 17 Nov 1845 detained the Brazilian slave barque Princeza, Joaquim Antonio Viera, Master, in Cape Mount Bay, which was fitted out for the slave trade. The vessel was sent, under the charge of the senior lieutenant, for adjudication by the Vice-Admiralty Court, at Sierra Leone where she was condemned on 19 Dec 1845. The vessel had previously been arrested by the Mutine in March, but the Treaties and Acts which governed Brazilian vessels at this time had lapsed, and she had to be released, and have only recently been re-negotiated and signed. 12 Dec 1845 boarded and searched the Prussian brig Henrietta Whilemina, of Knaphausen, bound from Amsterdam to the coast of Guinea, (known as the Gold Coast to the English in those days), at anchor at Cape Mount, in order to ascertain if the casks she had on board have been adapted to hold water or palm oil, the former probably suggesting that she will be used in the slave trade. The vessel was inspected again on two occasions, but nothing suspicious was discovered. 1846 East Coast of Africa. Jan 1848 Portsmouth, in Ordinary (reserve) 20 Dec 1848 Portsmouth. 9 May 1851 Trincomalee. May 1851 Court of Inquiry held by Adm. Austin to investigate charges, made by some seamen and boys, of cruelty, and landing the said seamen and boys, or forcing them to land and desert the brig. These charges were proved to be totally false. May 1851 Lieutenant Greathead [the Navy List for 1850 describes him as the First Lieutenant of HMS *Lily*] is ill, and had been invalided home. Lieutenant Rice goes from the Fox to the *Lily* as First Lieutenant. May 1851 The *Lily* has been ordered back to China to relieve the *Reynard*, which has been ordered home. May 1851 Also Lieutenant Burdon has been posted to the Hastings. 30 Aug 1851 East Indies. 29 Dec 1854 arrived in the Bay from Singapore, is on route for England, whither she proceeds via Cape Horn - MM Herald 30 Dec. 29 Jan 1855 is reported to have departed on Sunday for Portsmouth, but no official notification has been sent to the Custom House from Williamstown! 1860 Coal (hulk) Depot, Portsmouth. 1870 Coal Depot, Portsmouth. 1879 Coal Depot, Portsmouth. 1890 Coal Depot, Portsmouth.  
**7 Apr 1904 Sold for scrap. Broken-up 1908.**

**19 Feb 1838: Samuel Jackson, C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

070.	<b>Penguin.</b>	Steam Packet. <b>Alert-class</b> packet brig	6.	Wood.	Nov 1836.	10 Apr 1838.	Ordered 14 Apr 1836. Commissioned 24 Jul 1838 and Completed 21 Sep 1838 at Plymouth. She carried a compliment of 44 men and officers. ....
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..... 25 July 1840, had arrived at Havannah. 13 Apr 1841 Falmouth, arrived from Rio de Janeiro (2 Mar). 17 May 1841 departed Falmouth for Mexico. 5 Oct 1841 Falmouth, arrived from Tampico (10 Aug); Vera Cruz (17); Havannah (2 Sep). 18 Nov 1842 departed Falmouth for the West Indies, and due back circa 10 Feb 1843. 19 Aug 1845, anchored in Rio harbour with the *Grecian*,

*Crescent, Seagull, and Spy*; survey vessels *Herald* and *Pandora*; US vessels *Raritan*, and *Bainbridge*; and Brazilian frigate *Isabella*, when the survey vessels *Herald* and *Pandora* arrived. 20 Dec 1848 Falmouth. 23 Mar 1851 proceeded on a cruise between Golabah and the Turtle Islands. 8 Apr 1851 at daylight made sail in chase of a sail bearing W.S.W. about 8 miles, but the wind falling very light after a about 2 hours sent the 2 whalers in chase, who after pulling about 30 miles and having fired several shot brought the chase to in Lat. 7° 24' N., Long. 13° 27' 30" W., On being boarded she was discovered to be the brigantine *Desengano*, with no colours and being fully equipped for the slave trade and was detained and sent the following day for adjudication to the Vice-Admiralty Court at Sierra Leone, and on 25 Apr 1851 sentenced to be condemned. On arrival at Sierra Leone the crew of the prize claimed the protection of the Spanish flag and were put in prison per the request of Spanish Consul. 12 Apr 1851 departed Sierra Leone to resume the cruise between Golabah and the Turtle Islands. 2 Jun 1851 At Sierra Leone. 19 Jun 1851 detained in Lat. 6° 50' N. Long. 10° 12' W. Off Gallinas. the Uruguayan slave schooner *Izabel*, Mariano Pielago de Castro, master, which was sent for adjudication to the British and Uruguayan Mixed Court of Justice at Sierra Leone, and on 24 Jul 1851 sentenced to be condemned. 30 Aug 1851 Coast of Africa. 4 Nov 1851 the slave barque *Presidente*, when first seen, was at anchor off Querimba and was then run ashore and abandoned on the approach of the *Penguin's* boats, and her case was sent for adjudication, probably at the Cape of Good Hope, and on 23 Apr 1852 sentenced to be condemned. 22-23 Oct 1852 communicated with the *Grecian* at Quillimane. 6 Mar 1853 returned to Simon's Bay after an absence of 9 months in the Mozambique Channel. Is now refitting and will return to the Channel shortly. 1 Jul 1853 at Casurina Island, Mozambique Channel. 20 Mar 1854 returned to Simon's Bay after an absence of 9 months in the Mozambique Channel and reports that though constantly cruising only boarded 4 vessels under foreign colours, who were legal traders. However, with only 2 vessels covering 1,300 miles of coastline it wouldn't be too difficult for a determined slave trader to evade those 2 vessels, particularly taking into account that so many people in the region are said to rely on the trade. 1857 Coastguard watch vessel. 1857 Coastguard vessel permanently based Falmouth.

1861-62 Coast guard watch vessel, per Parliamentary estimates etc. 1863 Coast guard Watch Vessel 31, Cowes Berthing Hulk. 1870 Coast guard. 25 May 1863 Renamed as WV. 31., Watch Vessel 31, Cowes Berthing Hulk.

**5 Jun 1871 Sold for scrap.**

071.	<b><i>Grecian.</i></b>	Brig. <b><i>Acorn-class.</i></b> Brig-sloop.	16.	Wood.	July 1836.	24 Apr 1838.	Ordered 31 Dec 1835. Completed 19 Sep 1838. Commissioned 10 Dec 1838 at Plymouth Dockyard. She carried a crew of 110–30 officers and ratings. ....
<p>..... 7 Apr 1839 off Frio, captured the Brazilian slave brigantine <i>Ganges</i>, with 419 slaves on board and was looking for the slaver <i>Commodore</i>, which was expected on the Brazil coast, with 700 Africans on board. 10 Apr 1839 stopped the American vessel <i>Susan</i>, of Boston, Thompson master, near Cape Frio, the boarding officer appearing to have upset Captain Thompson, who has complained to Mr. Stevenson, the US State Department. The response would appear to be that one of the passengers, apparently with Slave Trading interests, used abusive language to the boarding officer, and with the other passengers made it difficult for the boarding officer to see the Captain, in other words the language used by the passenger(s) appears to have produced the problems about which Mr. Stevenson complains. 11 Apr 1839 stopped the Danish vessel <i>Charlotte</i> by firing muskets, which appears to have caused a minor diplomatic incident as the Captain of the <b><i>Grecian</i></b>, Lieutenant Smyth, was not authorised to visit and inspect a Danish vessel in accordance with the Treaty between the two countries. A small sum of damages would also appear to be due to the <i>Charlotte</i> for the damage caused. It subsequently transpires that the <i>Charlotte</i> had a short time previously appeared to have been in communication with a known slaver and hence the reason for wanting to stop her, despite the stipulation in the Treaty regarding Commanding Officers requiring the appropriate papers. 11 Apr 1839 detained the slave brig <i>Leal</i>, with 319 slaves on board, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro, and on 17 Jun 1839 sentenced to be condemned. 30 Apr 1839 detained the Brazilian slave brigantine <i>Ganges</i>, with 386 slaves on board, which was sent for adjudication to the</p>							

British and Brazilian Mixed Court of Commission, Rio de Janeiro, and on 31 May 1839 sentenced to be condemned. 29 May 1839 detained the slave vessel Maria Carlota. Maria Carlota was condemned by the British and Brazilian Court of Mixed Commission at Rio de Janeiro, but an embargo had been placed on the condemnation by the Brazilian authorities as a mortgage is held on the vessel by one Joaõ Pereira de Andrade. However, it was considered that no one can hold a title to the proceeds of a vessel condemned for being involved in the Slave Trade, and the embargo should therefore be contested accordingly. According to the on-line Slave Database Barca Maria Carlota, ID No 46762, embarked 515 slaves at Mozambique and wasn't detained until 26 Mar 1840, whereas other sources (British) state that the Portugal/Brazil flagged vessel Maria Carlota, was originally detained on 29 May 1839. However, it would appear that prize money was originally paid for detaining the vessel since below there is mention of an over payment of salvage monies due for aid given to the Lancashire Witch, being deducted from the prize money due to be paid for the Maria Carlota. 17 Oct 1839 detained the Brazilian brig Dom Joao de Castro, late Senador Vergueiro, master, Vicenti de Freitas Serpa, which was sent for adjudication by the British and Brazilian Court of Mixed Commission and circa 24 Mar 1840 was not condemned, it being ordered by the Court that the vessel should be restored to her master, it being admitted she had been detained within three or four hundred yards of the coast of Brazil, there could be no doubt that the capture was illegal, and that the captor was liable to compensate the owners for the losses occasioned by his unauthorized act. N.B. this paragraph has been amended since it was originally uploaded, prize money having been paid it being wrongly stated that the vessel had been condemned. Some correspondence that correspondence relating to the affair sent by the Court to the Government at London: (In closure 2.)—Mr. Hesketh to Mr. Ouseley. Sir, Rio de Janeiro, March 23, 1840. I am led to make the following observations on the proceedings in the case of the brig Dom Joao de Castro, believing that they served to protect the owners of that vessel from the penalties of the law against Slave Trade, and wishing to show to what extent, even in a tribunal like the Mixed Commission Court, slave-dealers are leniently treated. The Portuguese brig Dom Joao de Castro, detained by Her Majesty's sloop **Grecian**, was libelled before the British and Brazilian Mixed Commission on the 24th October, 1839, for landing a cargo of slaves on the coast of Brazil, in this neighbourhood, the vessel being, in reality, the Brazilian brig Senador Vergueiro, belonging to Rio de Janeiro. The empty and confused state of the vessel's hold, the vestiges of slaves having been recently on board, and the remnants of a slave-equipment clearly perceptible in the vessel, added to the log-book and chart found on board, all proved the illegal nature of the voyage; and the deception attempted by the fraudulent assumption of the Portuguese flag was undeniably proved by the result of British and trustworthy surveys, showing that the vessel answered exactly the description of the Senador Vergueiro in the official registers of this Custom House; and even the chronometer found on board, as well as the principal part of the crew, proved the identity of the Dom Joao de Castro with the Senador Vergueiro, and established the guilt of the owners, all concerned in the vessel, by showing the falsehood of the documents and the perjury of the witnesses, although the obstacles experienced in obtaining official proofs of such transactions were great, and obliged me to apply for your assistance, as shown by the in closed copy of my letter. This evidence was before the Court by the 15th November, the period first fixed for proceeding to a decision on the case. However, subsequently the Court was disposed to concede to the accused further delays, and the decision was deferred till the 21st November, to give opportunity to me for a joint survey of the vessel by British officers, and artificers from the Brazilian dockyard; the result was a full exposure of the bad faith of the Brazilian report, which was diametrically opposite to that of the British officers; and as both reports were before the Court, it had that additional proof of the deceptions practised on it to favour the guilty. I could add much more on this but would suggest that if you want to know more on this case and the problems related with condemning a slave ship in the British and Brazilian Court of Mixed Commission have a look in Google Books using the names of the detaining vessel and the slave vessel. For the record it should be noted that the British got cheated of the these problems and changed the legislation in order the Vice-Admiralty Courts at St. Helena and Sierra Leone, &c., could be involved in the process in the future, almost totally cutting out the Mixed Courts from the legal process, along with the local politics that this involved. 10 Dec 1839 at Buenos Ayres. Jan 1840 in the Rio de la Plata with the *Stag*, *Calliope*, *Curacoa*, and *Actaeon*, due to the presence of a French force, along with other factors, which has left the coast of Brazil with

very few British anti-slavery vessels. 21-27 Feb 1840, salvage monies earned for services to the English barque Lancashire Witch. Salvage monies subsequently being overpaid, another party also subsequently proving their entitlement to a share, were deducted from prize money due for the Maria Carlota. 2 Sep 1840 detained whilst on a voyage from Rio de Janeiro to Campos the slave vessel Alexandre, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro and on 10 Feb 1840 ordered to be restored to her Master, £186 9s. 0d. being awarded by the Crown to or on behalf of captors, in satisfaction of expenses etc., arising from the seizure of vessels alleged to be engaged in the Slave Trade. This case was still bouncing around that Foreign Office and the Admiralty nearly a year later, with her commanding officer still maintaining that the vessel should have been condemned ; but this sort of thing happened so often in the Mixed Courts at Rio, and in many cases appear to be little more than a farce, with the Brazilian members of the Court rarely if ever condemning a vessel, and thus we invariably end up with a drawn case and lots have to be drawn to see who has the casting vote, in the knowledge that if a Brazilian wins the lottery, that the vessel will invariably be restored to her master and costs will be raised accordingly against the captor. There are exceptions, but there seem to be too many that followed the rule, and hence many vessels were sent to Vice Admiralty Courts for settlement. 25 Sep 1840 arrived Rio Janeiro from a cruise. 1840 the United Services magazine of 1845, Part III, reports that the "notorious" slave vessel Recuperador was detained, circa 1839-40? presumably for being fitted out for the slave trade, but was released and then taken again on the coast of Africa with slaves on board. When brought before the Mixed Court the vessel was acquitted and Lord Palmerston subsequently reprimanded the British Commissioner for signing the sentence of acquittal. A report by a diplomat working in Brazil dated 24 Sep 1840 reports the arrival of the Recuperador, and the fact that she had landed her "cargo" of Africans, having evaded the **Grecian** and **Wizard**, who were on the look-out off the coast of Brazil for the returning vessel. 14 Nov 1840 at Buenos Ayres. Circa 13 Jan 1841 in the Rio Plata. Jan 1841 cruising on the coast of Brazil, looking out for slavers. 12 Feb 1841 detained in about *Lat* 23 10 S; and *Lon* 43 W., Brazilian schooner Saudade, Joao Pereira Mendes, master, and Jose Viera Pimento possibly the owner. 12 Feb 1841 whilst cruising off the Maried Isles, a schooner was observed standing out to sea and in consequence of some previous information, the **Grecian** stood in to overhaul the schooner, upon approaching and hailing the vessel, answered that they were bound to Lisbon, but Capt. Smyth then told the master to hoist his colours and heave to, whereupon he hoisted Portuguese colours, but did not heave to until after several muskets were fired from the **Grecian**. Lieutenant Thomas Woodgate went on board the brig and discovered she was called the Saudade, Joao Pereira Mendes, master, with a crew of 20 men and boys, and armed with 2 long guns, and supposedly bound for Lisbon, via the Azores. Due to not receiving satisfactory answers from the master on his being asked for the name of the owners, and suspecting that the vessel was involved in the slave trade, Lt Woodgate sent a message to that effect to Capt. Smyth, who came on board with a party of men, with a view to examining the vessel, and the deponents Lt Woodgate and Thomas Torr, Seaman, confirmed that they had found the materials to make the slave deck and carlings to fit to the hatches to prevent water running below decks. They also found some slave irons and 60 leaguers, all except 3 full of fresh water, being far more than would be used by the crew of your average merchant vessel; in addition, there were far more mess tubs or kids than required, except in a slave ship. They also found bricks in quantities that would be needed to build a large cooker for the slave trade, and amongst the bricks were some rounds and case for the guns on deck and along with much else ; and if you looked closely enough she was either fitted out for the slave trade, or carried the necessary materials to turn the vessel into a slave ship quite quickly, and the vessel was seized as liable to forfeiture by virtue of the recent Act of Parliament introduced for the suppression of the slave trade, with the deponent and a crew of 9 put in charge to take the vessel to the Cape of Good Hope. Initially they experienced very bad weather, and were for several days on the larboard tack, and on the return of fine weather the deponent James Clark, Captain of the Forecastle, was occupied over the ship's side having discovered that the planking under the fore channels had started and upon examination thereof they found in the space between lining of the vessel 28 iron bolts with a pair of shackles matched to each, and from the position in which they were found the deponents firmly believed that double the number found must have fallen overboard before discovery ; the vessel arriving at Table Bay on 14 Mar 1841. This and more can be found at

about page 206 in FO 84-437 Admiralty Letters 1842 Jan., available at the National Archives for free download. 16 May 44 the proceeds arising from the Tonnage Bounty and disposal of the Hull and Stores, due for payment. 25 Feb 1841 detained after departing Rio de Janeiro, on route for Benguello, the Hamburgese barque Louise, Captain Charles Henry Boyes, master, of Hamburg, on suspicion of being involved in the Slave Trade and sent her to Plymouth, England, where she arrived on 9 May 1841. The case was sent to Hamburg on 6 Sep 1841 where the Louise was set free, but no compensation was due to be paid by the captor since the vessel was carrying prohibited goods when detained, the captain being unaware that he was breaking the law. Dec 1846, expenses incurred following the arrest of this vessel deducted from the prize money paid to the Sandade now refundable, and due to be paid shortly. 13 Mar 1841 was at Barbadoes. 30 Mar 1841 departed Rio de Janeiro on a cruise. 23 May 1841 departed Rio de Janeiro on a cruise. 29 May 1841 the *Clio* was joined at Campos by the **Grecian**, and later, in the evening, by the Partridge. 30 May 1841 the matter being concluded the **Grecian** returned to Rio de Janeiro. 1 Jun 1841 detained the slave vessel Constante, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope and sentenced to be condemned. 1 Jun 1841 detained the slave vessel Castro, which was sent for adjudication to the British and Brazilian Mixed Court of Commission, Rio de Janeiro, and sentenced to be restored to her Master. 16 May 1844 the proceeds arising due for payment. 5 Jun 1841 arrived Rio Janeiro with 2 prizes: a bark fitted out for the coast of Africa, and a brigantine to supply the bark with stores. This probably refers to the 2 vessels detained on 1 Jun. 23 Jun 1841 cruising off Buenos Ayres. 8 Aug 1841 arrived Rio de Janeiro. 7 Sep 1841 at the Cape of Good Hope. 19 Sep 1841 departed the Cape of Good Hope, for the Mozambique Channel. 22 Oct 1841, Mr. N. B. Pearce, Master, aged 33, died when off the coast of Mozambique. 23 Mar 1842 departed the Cape of Good Hope on route for the Coast of West Africa. 12 Apr 1842 detained in about Lat 13° S., Long 13° E., a slave brigantine (Name Unknown), and nationality also unknown, in company with a coasting schooner, also (Name Unknown), and nationality also unknown, when at anchor off a beach not detailed on any Admiralty Charts, the crews of which deserted their vessels on the approach of the Fawn's boats, the deponent reporting that on boarding he found neither papers nor colours on board of either vessel, but the brigantine having been fully fitted out as a slave ship, with all the necessary paraphernalia to take control of and feed the slaves. Upon a measurement and survey of both vessels on the 19 Apr they were found to be unfit to make a passage to St Helena, what with masts in a dangerous condition &c., but see sources for details, were therefore destroyed on the orders of Lieutenant Joseph Nourse. Details of the survey accompanied the documentation for adjudication at the Vice-Admiralty Court, at St. Helena, where Assistant Surgeon Eustace J. Walsh; Clerk in Charge Geo Marsh; Thomas Edwards, Carpenter's Mate, appeared as deponents for the survey of the two vessels, which were both condemned by the Court circa 16 Jun 1842. For more details and even a little humour, see source p 147-> in FO 84-441 Admiralty Letters 1842 Sept-Oct., free download from National Archives. 24 Apr 1842 detained in about Lat 8° 42' S ; Lon 11° 48' E., the Portuguese slave Sumacca Jenaviva, Jose Joaquim de Olivera, master, with 278 slaves, bound from Nova Redonda, to any port he could reach in Brazil, with a crew of 16 men, as detailed in the source, having been declared by Cdr Wm Smyth to have been involved in the slave trade was ordered to be sent for adjudication to the Vice-Admiralty Court at St. Helena, but her sails and rigging being in such a rotten condition, unable to cope with a fresh breeze, and lacking anchors (ground tackle), boats or spare stores, to repair sails and rigging &c., also lacked sufficient water and food to make a trans-Atlantic passage, having only 35 days' supply for a 6-7 week passage, was considered unable to sail safely to St Helena and was therefore towed by the Grecian, 14 slaves dying on route. Had she managed to complete the passage to Brazil Cdr Smyth estimated that at least half the slaves would probably have died on route, such were the awful conditions on board, also including only 1 ft 9 ins between decks, and no shelter for the crew ; circa 7 May 1842 she was sentenced by the Court to be condemned, deponents including Cdr Wm Smyth, Lieutenant W.F. Fead, Master Wm Ellis, & Boatswain J Richards, & Surgeon Jas Wallace. See p 124-> in FO 84-441 Admiralty Letters 1842 Sept-Oct., free download from the National Archives. 16 May 1844 the proceeds arising due for payment. 28 Apr 1842 detained in about Lat 7° 41' S; 7° 55' E., the Portuguese slave schooner Minerva, Jose Francisco de Souza, master, when bound from Ambriz to Bahia, with a crew of 9 men and 1 passenger, see source for details, and 126 slaves embarked at Ambriz and was therefore declared to be engaged in the slave trade. The

Minerva, having been surveyed, her hull was found to be leaky, having a foot of water in her and no pumps to clear it, was considered unfit to make the passage ; in addition a half of the slaves had to live on the upper deck, there being no room below decks, and similarly there was no sheltered accommodation for the crew and was therefore burnt, the slaves being transferred to the **Grecian**, who then made sail for St Helena for adjudication of the case by the Vice-Admiralty Court. On the 7 May 1842 Cdr Wm Smyth, Lieutenants W F Fead, and Ellis, Surgeon Jas. Wallace, and Boatswain J Richards, were sworn in as deponents, and the vessel condemned 23 May 1842 and the surviving slaves emancipated. 16 May 1844 the proceeds arising due for payment. See p 135-> in FO 84-441 Admiralty Letters 1842 Sept-Oct., free download from the National Archives. 16 May 1844 the proceeds arising due for payment. 6 May 1842 arrived St Helena from the West Coast of Africa. 7 May 1842 the **Grecian** was reported by the survey vessel *Sulphur* to have been at St. Helena, the commanding officers being good friends. 29 May 1842 the **Grecian**, in company with the *Acorn* detained a slave brig, (Name unknown), which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone and sentenced to be condemned. 27 Mar 1844 the proceeds arising due for payment. 10 Jun 1842 arrived at St. Helena from the Coast of West Africa. 7 Jul 1842 detained in about Lat 10° 45' S., Lon 13° 30' E., the slave brigantine Oito de Dezembro/Oito de Dezembro, 107 tons, Miguel Antonio, master, but sailing under no colours and with no guns, supposed bound from Campos to Old Benguela, with a crew of 15 men detailed in the supporting documents, being equipped for the Slave Trade, fitted out with the usual paraphernalia found on board a slave ship, irons, slave deck, boilers, many water casks, and the vessel was consequently detained by the *Acorn*, with the *Brisk* and the **Grecian** in company, departed with the latter vessel for adjudication at the Vice-Admiralty Court, at St. Helena, where she arrived and anchored on 16 Jul 1842, and on 18 Jul Capt. Wm Smyth, of the **Grecian**, was sworn in as a deponent. Papers addressed to Mr Thomas Baker at St Helena contained the papers found on board the *Dezembro*, to which was now added Capt. Smyth's and Capt. Adam's of the *Acorn*'s statements, witnessed by Wm Barrett, master; and J H Jewel, surgeon. 21 Jul 1842 appeared personally Capt. Smyth and was duly sworn in. 4 Aug 1842 Vice-Admiralty Court, at St. Helena the *Oito de Dezembro*'s cargo was ordered by the Judge, Mr Wilde to be sold and the vessel not having been purchased into the Service was condemned to be broken up and sold in separate parts. Mr Firmin, Registrar. 16 Mar 1844, Notice is hereby given to the officers and company of Her Majesty's ship *Brisk*, that, on the 27th instant, they will be paid, as above, their proportions of bounty money for the under-mentioned captures, subject to a deduction for an over-payment on the former distribution, on the 11<sup>th</sup> January last ; and the shares will be afterwards recalled, agreeably to Act of Parliament. 27 Mar 1844 Tonnage Bounty, and produce of Hull, &c. due for payment. See pp 302-317 in FO 84-441 Admiralty Letters 1842 Sept-Oct., free from the National Archives. 28 Jul 1842 at St Helena. 14 Oct 1842 detained the slave sumaca *Amizade Feliz*, 144 tons, which was destroyed by the captor, and details sent to the Vice-Admiralty Court at St. Helena for adjudication, where, on 16 Jan 1843 she was officially condemned. 15 Aug 1844 proceeds arising due for payment. 18 Oct 1842 detained the slave vessel *Princeza Dona Francisca*, alias *Maria Carolina*, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and on 27 Feb 1843 sentenced to be condemned. 15 Aug 1844 proceeds arising due for payment. 23 Nov 1842 the **Grecian** when in company with the *Bittern* detained the slave vessel *Sumariva*, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and on 5 Jan 1843 sentenced to be condemned. 15 Aug 1844 the proceeds arising due for payment. 23 Nov 1842 the **Grecian** when in company with the *Bittern* detained the slave vessel *Flor de Verao*, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and on 5 Jan 1843 sentenced to be condemned. 19 Aug 1845, anchored in Rio harbour with the *Crescent*, *Seagull*, *Penguin*, and *Spy*; survey vessels *Herald* and *Pandora*; US vessels *Raritan*, and *Bainbridge*; and Brazilian frigate *Isabella*, when the survey vessels *Herald* and *Pandora* arrived. 9 Apr 1846 at Bahia. 4 May 1846 at Pernambuco. 1847 defeated an attempt to retake a prize slaver at Bahia - see p. 366 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 22 Apr 1848 Captured slaver *Bella Miguellino*. 20 Dec 1848 SE Coast of America. 3 Apr 1850 Slave and tonnage bounties and balance of proceeds of hull &c., of *Bella Miguellino*, now payable. 10 Aug 1851 To be commissioned at Devonport with a complement of 130 officers and men. 30 Aug 1851 Devonport. Jun 1852 news received that the American brig *Camargo* arrived off Quillimane, bound for Mozambique. Her subsequent movements are uncertain, but it is reported that she departed the Maindo



		River in November with 500-600 slaves on board. Oct 1852 boarded the Portuguese brig Sublima, bound from Lisbon to Mozambique. Whilst nothing was found which would suggest that the vessel was involved in the slave trade, and thus detaining her, it was suspected that she may well be involved. 22-23 Oct 1852 communicated with the <i>Penguin</i> at Quillimane. The ship's boats have examined the rivers between Lat. 16° 40' and Long 18° 37' S. to become acquainted with the passages and to ascertain the facilities that they afford the slave trader. 31 Dec 1852 at sea in Lat. 14° 11' S. Long. 45° 43' E. 30 Jun 1853 Simon's Bay, 4 Apr 1854 operation against local imperial troops in conjunction with the Encounter and U.S. corvette Plymouth - see p. 386-8 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a> . see also the London Gazette: <a href="https://www.thegazette.co.uk/Edinburgh/issue/6396/page/510">https://www.thegazette.co.uk/Edinburgh/issue/6396/page/510</a> . Casualties : Jno. Badge, A.B., severely; Henry Wilcox, Quartermaster, severely; Henry Nichol, Marine, severely, (arm amputated.); Geo. Bailey, Captain Foretop, severely. 1860 Devonport. <b>1 Nov 1865 Broken up.</b>					
072.	<b>Peterel.</b>	Steam Packet. <b>Alert-class.</b> Brig	6.	Wood.	Apr 1837.	25 May 1838.	Ordered 14 Apr 1836. Completed 18 Aug 1838 at Plymouth Dockyard and commissioned 3 Oct 1838. She carried a compliment of 44 men and officers.  28 Jul 1839 Portsmouth Assistant-Surgeon Jean Crichton, appointed to the Falmouth sailing packet Petrel. 27 Nov 1840 arrived at Falmouth on Thursday from the West Indies, having called at Jamaica (22 Oct); Cape Henri (24); Grenada (11); Barbadoes (30 Sep). 3 Jul 1841 departed Falmouth for Jamaica. 20 Dec 1841 departed St Thomas's for Falmouth. 11 Jan 1842 arrived Falmouth, from the West Indies. She lost four of her crew to fever during the passage to England, and reports that a great deal of sickness prevails at most of the Islands. 19 May 1842 at Rio, awaiting to depart for England via Bahia and Pernambuco. 23 Jul 1842 arrived Falmouth from Rio, (25 May), and brings news from BA dated 10 May. 20 Dec 1848 Falmouth. 1860 Workshop for Engineers, Devonport. 1861-62 Workshop for Engineers, Devonport, and since sold to, per Parliamentary estimates etc. <b>11 Jan 1862 Sold to Messrs. Marshall for scrap.</b> <b>Broken-up 1862.</b>
073.	<b>Daphne.</b>	Corvette. <b>Daphne-class.</b> corvette	18.	Wood.	Dec 1835.	6 Aug 1838.	Ordered 26 Feb 1834. Commissioned 2 Feb 1839 at Plymouth Jul 1830 20-gun Sloop named Daphne is shown being commissioned at Plymouth. 2 Feb 1839 Malta The <i>Ganges</i> and <i>Powerful</i> , and the ..... ..... corvette <b>Daphne</b> , were shortly to arrive from England. 6 Apr 1839 left Lisbon on a cruise. 4 Jul 1839 in the Tagus: <i>Donegal</i> , <b>Daphne</b> , and <i>Espoir</i> . 13 Jul 1839 Lisbon, departed for Malta. Sep 1839 Beshika Bay, gone to Syria. 14 Dec 1839 Malta The <i>Castor</i> , <i>Dido</i> , <b>Daphne</b> , and <i>Hazard</i> , have lately had an experimental cruise; they returned to Vourla Bay on the 3d of December, but (up to the date of <i>Phoenix</i> leaving) it was not ascertained which was the best sailer; report says the <i>Hazard</i> . The <i>Castor</i> had proceeded to relieve the <i>Carysfort</i> at Constantinople. 16 Dec 1839 Vourla, The <b>Daphne</b> and <i>Zebra</i> departed for Athens and Malta. 8 Mar 1840 is reported to be at Vourla. 25 May 1840 at Malta. 16 Aug 1840 Lieutenant Bulkeley George Le Mesurier (pro-tem.), appointed from <i>Princess Charlotte</i> to the <b>Daphne</b> ; 7 Aug 1840 arrived Smyrna and left on the following day for Mytelene, and then departed for Alexandria where she arrived on the 25th. 10 Sep 1840 covered the landing of troops at D'jounie Bay - see p. 314 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a> . 15 Oct 1840 a part of the squadron blockading Alexandria. 8 Nov 1840 St Jean d'Acre, <i>Benbow</i> , <i>Magicienne</i> , and <b>Daphne</b> at <i>Scanderoon</i> and the neighbourhood. See <a href="http://www.gazettes-online.co.uk">www.gazettes-online.co.uk</a> of 15 Dec 1840. Aug - Nov 1840 Capture of Acre and operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 14 Dec 1840 expected shortly at Marmorice Bay. 22 Mar 1841 The <b>Daphne</b> returned to Smyrna from Samos. 5 May 1841 departed from Smyrna for Malta, having been relieved by the <i>Dido</i> . 26 May 1841 at Malta. 12 Jun 1841 Purser Mr. Thomas Woodward, from the <i>Wasp</i> , appointed to the <b>Daphne</b> . 8 Jun 1841 Malta, A court-martial was held on board the <i>Rodney</i> , in Malta harbour, to try Mr. W. Stuart,

gunner of the *Daphne*, on a charge of having absented himself from the ship without leave. The charge not having been proved, the Court acquitted the prisoner. Circa Jul 1841 was sent to Macedonia regarding the death of a sailor from the merchant vessel Normanton, but was unsuccessful in bringing the murderer to justice. Then went for a cruise in the Gulf of Salonica. 25 Aug 1841 departed Smyrna. 14 Sep 1841 arrived Smyrna, from a cruise off Macedonia. 20 Nov 1841 Lieutenant L. P. Burrell, from the *Tyne*, appointed to the *Daphne*. Circa 2 Dec 1841

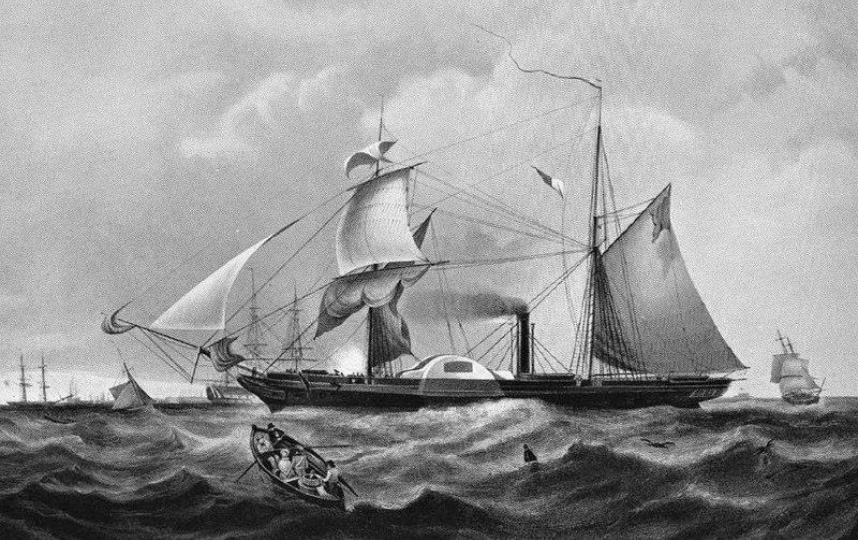


at Constantinople, dressed overall, following the announcement of the accouchement of Queen Victoria. 16 Jan 1842 is reported at Malta to be at Smyrna. *Daphne* 15 Jan 1842, papers from Malta report she was at Smyrna. *Daphne* 26 Feb 1842 the *Aigle* arrived to relieve the *Daphne*. 12 Mar 1842 *Daphne* arrived Malta from Smyrna. 20 Mar 1842 *Daphne* departed Malta for England. 5 Apr 1842 *Daphne* arrived Gibraltar from Smyrna and Malta. 5 May 1842 *Daphne* arrived at the Motherbank from Gibraltar, and is therefore in quarantine having Turkey carpets on board. On receiving pratique she will proceed to Chatham to be paid off. 8 May 1842 *Daphne* departed Spithead for Standgate Creek, where she completed her quarantine, before departing for Chatham to be paid off and re-commissioned. On paying off Colour Sergeant Samuel Poser was presented with an elegant sword and sash by the ship's company, as a token of their esteem and good feeling towards him. Blacksmith Henry Windsor was awarded a Long Service and Good Conduct Medal, a Gratuity of £15, and pension of £32 p.a. 30 Jul 1842 *Daphne* was reported at

Portsmouth to have been commissioned in one of the Thames or Medway dockyards during the last week. 24 Aug 1842 *Daphne* will shortly depart to the Nore to join the Queen's escort of the Royal George on route to Granton, Nr. Leith, Scotland. 28 Sep 1842 *Daphne* departed Spithead for South America. 2 Oct 1842 *Daphne* arrived Plymouth, from Portsmouth, and departed Monday 5th for South America. 9 Feb 1843 was struck by a discharge of Lightning off Monte Video; reported to have escaped perfectly by the Lightning Conductors. 26 Jul 1845 arrived at Port Apia and having landed Mr Pritchard, as British Consul of the Navigator Islands, proceeded to Auckland, NZ, the following day. 3 Sep 1845 HMS *Hazard* departed for the Bay of Islands on the 22nd ultimo, and the *Daphne* was to sail on the 25th with troops, Honi Heki having sent word through Mr Clarke, (Chief Protector), that in the event of the military not being sent to the Bay of Islands he would march his forces on to Auckland. A report was also current that the natives had shot 3 of the sentinels at Waimate. Sep 1845 Lying at the Kiddi River, in the Bay. Jun 1845 The *Daphne* had gone to the Navigator's Island, with the consul, Mr. Pritchard, and from there was to proceed to New Zealand, in consequence of the alarming state of the colony. 13 Sep 1845 HMS *Daphne*, from the Navigator's Islands, was entering Auckland as the John Bull left. 2 Oct 1845 *Daphne* left Auckland for the Pacific. No collision had taken place with the New Zealanders, as the British had been waiting for reinforcements. 1846 Pacific and Otaheite. Circa Dec 1846, By late intelligence from France. it appears that Governor Bruat is recalled, and Commodore Lavaud, (late Governor at Akeros, the French settlement on the middle island of New Zealand), is to. succeed him; his arrival is expected in three or four months. Mr. Pritchard is still at the island of Upolu, but from all we can learn Captain Onslow of the *Daphne* is highly to be censured for the way in which he installed him H.B.M.'s Consul for the Navigator Islands; such an utter want of all ceremony or even common respect as evinced on the part of Captain Onslow, has authorized the natives and others to treat Mr. Pritchard with slight and indignity. Jan 1848 Chatham, in Ordinary (reserve). 20 Dec 1848 Serving in the Pacific. 17 Nov 1849 Circa September, the vessel was reported to

		be at Upolu, with the missionary barque John Williams. Early Feb 1850 Expected at Callao from Valparaiso. 25 Dec 1850 At Lima. Jun 1851 Expected Saucalito shortly. 30 Aug 1851 Pacific. 1860 at Chatham. <b>Mar 1864 Sold out of service.</b>					
074.	<b>Merlin.</b>	Paddle Gunboat. Paddle packet boat. 1 <sup>st</sup> <b>Merlin-class</b> packet boat.	2. Later Increased to 6 guns.	Wood.	Apr 1838.	18 Sep 1838.	Ordered 10 Mar 1838. Completed Apr 1839. Commissioned 20 Apr 1839. 7 Jan 1841 In collision with the steamer Earl of Bridgewater, whilst still in the river, shortly after leaving Dublin. 18 Sep 1841 Second Master F. W. Paul (of the <b>Merlin</b> ), promoted to Master. 18 Sep 1841 Second Master Mr. Stokes, appointed to the <b>Merlin</b> . .....
		..... 1 Aug 1842 Steam Packet at Liverpool. 12 Aug 1842 at Woolwich being fitted out for service. 20 Dec 1848 Steam packet in the Mediterranean. 30 Aug 1851 Mediterranean. 1854 converted into a Survey ship. 27 May 1855 <b>Merlin</b> and <i>Magicienne</i> detained the Russian schooner galliot Nikolay Rusanova. 22 Oct 1856 proceeds arising due for payment. 27 May 1855 <b>Merlin</b> and <i>Magicienne</i> detained the Russian brigantine Helena. 22 Oct 1856 proceeds arising due for payment. 27 May 1855 <b>Merlin</b> and <i>Magicienne</i> detained the Russian schooner Alexander. 22 Oct 1856 proceeds arising due for payment. 28 May 1855 <b>Merlin</b> and <i>Magicienne</i> detained the Russian schooner Ahti. 22 Oct 1856 proceeds arising due for payment. 29 May 1855 detained the Russian Schooner No. 12044. 1855 took part in the Bombardment of Sveaborg. 1856 Reclassified as gun vessel. 23 Apr 1856, Present at Fleet Review, Spithead; Commander Sullivan, CB. 28 June 1856 departed England for anti-slavery duties on the West Coast of Africa. 19 Nov 1857 to be watered and provisioned, pending a passage up the Rivers Nunez and Pongas. 23 Nov 1857 sent by the Commodore up the Rivers Nunez and Pongas to check out the state of the slave trade in the region, and to ensure that the native chiefs were adhering to the treaties they had signed. No trace was found of any slave trading by the natives, and it was thought that if trading was taking place then it was probably being carried out by Mulatto settlers, and the Kings of the Pongas would probably be powerless to prevent it. It was observed that by sending the <b>Merlin</b> up these rivers so soon after the end of the rains that Commanders Hickley and Buckley had serious fevers as had a large proportion of the officers and men, 4 case having proved fatal already, and it was recommended by the Flag Officer that non-urgent passages of this nature should be conducted in January and February. 31 Mar 1858 returned to England from the West Coast of Africa. 1860 Devonport, re-rated as a 6 gun. <b>18 May 1863 Sold out of the service.</b>					
075.	<b>Medusa.</b>	Paddle Packet. <b>Merlin-class.</b> Paddle packet boat.	2.	Wood.	May 1838.	31 Oct 1838.	Ordered 10 Mar 1838. Completed 12 Aug 1839. Commissioned 8 Aug 1839. 7 Sep 1839 Portsmouth, fitted for the station between Liverpool and Kingstown, has just commenced running. .....
		..... She made her first passage across the Channel on the 2nd inst., performing the distance, 123 miles, in nine hours and 40 minutes, which is said to be the <b>shortest ever noticed</b> . The <b>Medusa</b> is a splendid vessel, 880 tons, built at Pembroke, and commanded by Lieutenant J. P. Philips, late of the <i>Lucifer</i> . 1 Jul 1840 Liverpool, commissioned by Mr. Wm. Smithett, Acting Master. 1 Aug 1842 Steam Packet at Liverpool. 20 Dec 1848 Steam Packet in the Mediterranean. 28 Nov 1849, Medusa ran aground at Marseille, Bouches-du-Rhône, France whilst conveying mails from London to India. She was re-floated and put back to Marseille with a broken rudder. The mails were forwarded in the French Government steamship Leonidas. 14 Mar 1851, Medusa collided with the British brig Caroline in Valletta harbour, Malta as she was leaving port. A court found Medusa was to blame and awarded compensation to the owners of Caroline. 30 Aug 1851 Mediterranean. 5 Oct 1856 departed England for anti-slavery duties on the West Coast of Africa. 21 Jun 1857 off the Isles de Los, chased and boarded the merchant vessel William Clark, flying the U.S. flag, to interview her master and review his paperwork, and noticed in passing that in some respects the vessel appeared to be					


fitted out for the slave trade, her hatchways being larger than was usual for a vessel of her size, and her coppers were more suited to feeding a ship full of slaves than the crew of a merchant ship, however the master was not prepared to raise the hatches voluntarily to confirm the suspicions, so rather than cause an international incident, the facts etc., were noted and the vessel allowed to go her way. It was also observed that although the Master appeared to be an American, the rest of the crew were Spanish, as were some purported passengers, who were thought to be the ship's real officers. And it is noted that a couple of months later she was arrested by the Firefly and dealt with by the Vice-Admiralty Court, which usually resulted in the demolition of the vessel and sale of the resulting bits of timber in separate lots. See the Book of Instructions for the Guidance of Officers engaged in the Suppression of the Slave Trade for guidance regarding what to look out for and the do's and don'ts - see [www.pdavis.nl/Slave\\_1.htm](http://www.pdavis.nl/Slave_1.htm). 22 Mar 1858 detained the slave brigantine Robert M. Charlton, 149 tons, Jno Gardner, master, in Lat. 4° 48' S., long. 11° 19' 30" E., in the region of Loango. The vessel was taken for adjudication to Vice Admiralty Court at Sierra Leone where she was condemned on 4 May 1858, her papers and flag having been thrown overboard, and was fitted out for the slave trade, in accordance with 2 & 3 Vict. cap. 73. 20 Sep 1859 distribution of the tonnage bounty announced in the Gazette. 28 Apr 1858 detained a canoe, with 33 Negro slaves on board, in the River Congo by one of the ship's boats, about 10 miles below Punta da Lenha. The crew of the canoe had deserted prior to the arrest. The canoe was destroyed and the slaves were taken to St. Helena in the steam sloop Firefly, 1 dying prior to emancipation. The case was settled in the Vice-Admiralty Court at St. Helena on 31 May 1858 when the canoe was sentenced to be Forfeited and the surviving slaves were emancipated. 20 Sep 1859 payment of the slave bounty announced in the Gazette. 28 Apr 1858 the fact that the launch Rio Zaire, found deserted, and fitted out to carry slaves and showed the usual signs that it had been used, was given up through a lack of evidence, caused the Commodore to express his disapproval in his regular report of proceedings. 14 Sep 1858 in the River Congo, at anchor in Medora Creek, boarded the US vessel Ellen, whose papers appeared to be correct and was allowed to proceed on her passage up the River. 15 Sep 1858 in Medora Creek, boarded the US yacht Wanderer, which was described as "very taut," whose papers also appeared to be correct and continued up the River. 4 Oct 1858 off Shark's Point, the captain wrote that he saw a large barque, under American colours, proceeding up the Congo, which was boarded by Lieutenant Nott. On his return he advised that she was the barque Hazard, a legal trader; and therefore, did not interfere with her. 24 Oct 1859 departed Lagos under steam for Aghway, 25 Oct 1859 arrived Aghwey, where she joined the *Falcon*. 27 Oct 1859 Commander Bowden landed to have a palaver with some of the local chiefs following breaches of the treaty with England, including the detention of Kroomen who wished to join RN ships. Most of the Kroomen eventually escaped by swimming out to the *Medusa*, who sent boats in shore to pick them up. They were then signed on to join the Brune which was based on Lagos. 29 Oct 1859 departed for Whydah where the supply of fresh provisions to R.N. vessels had been stopped, but were resumed on 1 Dec after some discussion with Mr. Dawson. It is understood that problems still exist with Kosoko attempting to stir up trouble. 15 Nov 1859 returned to Whydah. 18 Nov 1859 departed for Lagos. 20 Nov 1859 arrived at Lagos. 22 Nov 1859 Mr Brand, English Consul for Lagos arrived and received a salute from the *Medusa* on the 23rd when he landed. 24 Nov 1859 spoke with Captain Armstrong of the USN vessel Sumpter regarding the benefits of having an American cruiser in the Bights with so many vessels under the American flag expected there for the slave trade. Departed for Whydah. 2 Dec 1859 fell in the with Sumpter again and Commander Bowden had some further positive discussions with Captain Armstrong regarding working together where practicable. 8 Dec 1859 departed for Lagos. 6 May 1860 returned to England from the West Coast of Africa. 1861–62 She was converted into a tugboat. 1 Sept 1863 Sheerness. Commissioned for Service on the Home Station. 1864 Home Station. Number of Cases of Disease and Injury. 1870 Particular Service. 8 Feb 1871 departed from Devonport, for the Clyde, to bring back the *Kite* and *Bustard*, twin screw gunboats of 245 tons, 28 h.p., and built by R. Napier and Sons, of Glasgow. 19 Mar 1871 had arrived at Devonport from the Clyde with the *Kite* and *Bustard*. **Sold 1866.**  
**1872 Sold out of the service for scrap.**

076.	<b>Cyclops.</b>	Paddle Frigate. <b>Merlin-class.</b> Paddle packet boat. 1st class. Steam paddle wheel frigate.	6.	Wood.	May 1838.	10 Jul 1839.	<p>Very little information is available.</p> <p>1 Feb 1840 Mates S. F. Short, and C. R. Marcuard, appointed to the <b>Cyclops</b>. 14 Mar 1840 arrived last Tuesday at Cowes from Cork with a part of the 61st Regt on board, and the Jupiter in tow, and departed the following day for Southampton Water to disembark the troops. Has arrived at Portsmouth where it is reported she has damaged her boiler. 14 Mar 1840 Mate Arthur Cummings, of Excellent, appointed to <b>Cyclops</b>. .....</p>
			<p>..... 21 Mar 1840 Mate Mr. William Butler, appointed to the <b>Cyclops</b>. 21 Mar 1840 Portsmouth, is expected to sail next week for the Mediterranean. 27 Apr 1840 arrived at Malta from Plymouth. 24 Jun 1840 with Sir John Louis' squadron beating up the Tenedos passage, on route for Vourla, when detached to Stamboul with despatches. 26 Jun 1840 arrived at Therapis and departed again, and had arrived in Vourla Bay, whence she was to sail to Alexandria with an attaché of the British Embassy on a mission to Mahemet Ali. 28 Jun 1840 Constantinople, left for the coast of Syria with interpreter Mr. Wood who is said to be entrusted with a special mission from Lord Ponsonby. 30 Jun 1840 had arrival Vourla, and was despatched to patrol off the coast of Syria. 9 Aug 1840 arrived Alexandria to deliver the ultimatum from the four Powers to Mehemet Ali, and to await a reply. See p. 310 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 13 Aug 1840 coaling at Alexandria. 6 Sep 1840 departed from Alexandria with Admiral Stopford's squadron. 7 Sep 1840 arrived Beyrout, with the <i>Ganges</i>, <i>Bellerophon</i>, <i>Thunderer</i>, <i>Hastings</i>, <i>Zebra</i>, <i>Castor</i>, <i>Wasp</i>, <i>Phoenix</i>; fired shells to cover the landing of Turkish troops. 11 Sep 1840 attempt to take fort at Gebail - see p. 314 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 12 Sep 1840 Beyrout, <i>Gorgon</i>, <i>Hydra</i>, <b>Cyclops</b> and <i>Phoenix</i> landed marines and Turkish troops at nearby Jouna. 15 Sep 1840 captured Batroun - see p. 315 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 20 Sep 1840 operations at the villages between Beyrout and Sidon. See <a href="http://www.gazettes-online.co.uk">www.gazettes-online.co.uk</a> of 17 Nov 1840. 25 Sep 1840 <i>Thunderer</i>, <i>Wasp</i>, <b>Cyclops</b>, <i>Gorgon</i> and <i>Hydra</i> departed to take possession of Sidon, and was joined on route by the <i>Stromboli</i>. 26 Sep 1840 operations at Sidon. Wounded, Mr, John Thompson, boatswain, slightly, See <a href="http://www.gazettes-online.co.uk">www.gazettes-online.co.uk</a> of 17 Nov 1840. 30 Sep 1840 operations at Tsour. See <a href="http://www.gazettes-online.co.uk">www.gazettes-online.co.uk</a> of 17 Nov 1840. 27 Oct 1840 arrived Malta from Sidon. 21 Nov 1840 Purser Edward Heaslop (from <i>Jaseur</i>), appointed to <b>Cyclops</b>. 5 Dec 1840 Mate Arthur Cumming (1827), of the <b>Cyclops</b>, promoted to the rank of Lieutenant for services on the coast of Syria. 23 Nov 1840 arrived at Malta, having left St. Jean d'Acre on the 15th and Beyrout on the 18th inst. Aug - Nov 1840 Capture of Acre and operations on the coast of Syria. Turkish Medals awarded to the Officers and Men employed during the Campaign. 16 Oct 1844 those onboard between 9 Sep - 10 Oct 1840, and at the bombardment of St. Jean D'Acre, on the 3 Nov 1840, will be paid their respective proportions of the grant voted by Parliament for the said services. 12 Feb 1841 at Malta; sails on receipt of the mail from London for the fleet at Marmorice, and Constantinople. 14 Mar 1841 Malta, arrived from Suda, island of Candia, in three days. 19 May 1841 departed Malta for Corfu</p>				

in company with the *Talbot* and *Princess Charlotte*. 11 Jun 1841 arrived Malta from Corfu, with the *Princess Charlotte*. 25 Jun 1841 at Malta. 14 Jul 1841 departed Palermo, leaving the *Talbot* and *Locust*, who were sheltering from the current gales, with a view to returning to complete their survey when the weather improved. 15 Jul 1841 arrived at Malta from Palermo. 17 Jul 1841 Britannia departed Malta, with the *Howe*, *Vanguard*, *Hazard*, and **Cyclops**, for Corfu, *Piraeus*, *Candia*, and the *Levant*. 23 Jul 1841 towed the Britannia and Howe into harbour at Corfu. 5 Sep 1841 at Valetta. 13 Sep 1841 left Malta for Genoa, calling at Messina. 29 Sep 1841 departed Malta for Constantinople, via Smyrna. 5 Oct 1841 arrived Constantinople. Assistant-Surgeon C. D. Steel, late **Cyclops**, promoted to Surgeon. 12 Oct 1841 left Constantinople for Mytelene. 22 Oct 1841 Malta, arrived from Mytelene. 5 Nov 1841 at Malta, coaled and ready for sea. 11 Dec 1841 Volunteer 1st Class - Armstrong appointed to the Queen for passage to **Cyclops**. 21 Dec 1841 was reported to be at Trieste waiting for Sir Stratford Canning, but news received at Athens advised that he was yet to join. 16 Jan 1842 it is reported that the Chief Engineer, Mr. G.P. Stewart, whilst waiting for the ship's boat on an unlit jetty or mole at Trieste, fell into the sea and was drowned, possibly having tripped on some cables that were across the stairs, his head showing signs of his having hit the rocks below the pier. He was buried ashore on the 18th with all the honours of a commissioned officer prior to the ship sailing. [There is some confusion over the date of this article, it being dated 24 hours after it was sent to England from Malta, unless it was received from another source?]. 8 Feb 1842 arrived Malta, from Constantinople, with the medals for the British forces, for services in Syria: gold for senior officers, silver junior officers, and copper for the men. 27 Feb 1842 arrived Alexandria from Malta and Candia and departed the following day for Beyrout. 2 Mar 1842 arrived Beyrout; departed for Alexandria on the 5th, where she arrived on the 7th. 8 May 1842 is reported to have arrived Beyrout a few days ago. 18 May 1842 at Beyrout. 5 Jun 1842 reported to be at Alexandria. 5 Sep 1842 is expected to be replaced by the *Medea* at Alexandria in the near future. 15 Oct 1842 departed for Corfu in place of the *Alecto*, whose boilers are out of order. 26 Oct 1842 arrived Gibraltar. 15 Nov 1842 departed Malta for the Ionian Islands. 25 Nov 1842 arrived Malta with the *Geyser* from Corfu and Zante and then proceeded to Barcelona with the *Inconstant* on the 27th to protect British interests. 30 Nov 1842 the *Rodney* assisted the *Formidable*, which struck the ground heavily 14 miles to the west of Barcelona, whilst doing about 4 knots. With many other vessels which arrived during the day, the *Formidable* was hauled off just before midnight, having thrown her guns overboard and started and pumped out her water. The ship was towed to Barcelona, and from there to Port Mahon. The **Cyclops** assisted with the recovery of the guns and rudder. 1846 South America and River Plate. 1846 The Experimental Squadron Portsmouth, Thursday. April 23 **Cyclops**, steamer, Captain Lapidge, Sir W. Symonds constructor, 6 guns, 1106 tons, 320 horse power. July 1846 The Squadron of Evolution at Cove. Summer Cruise. With respect to the movements of the squadron we are informed, that they are under orders to proceed again to sea after a delay of three days to water - that they will cruise towards Bantry, and anchor for some time in that splendid bay, where, as we are informed, it is intended that the crews and marines shall be landed and exercised in warlike tactics, landing at night, and such like *Pluto*, detained off Ambriz, West Coast of Africa, the slave barque Pilot, Manuela Jozé Ferreira, master, being fitted out for the slave trade. She evolutions, the object of the present trials being to exercise the crews and manoeuvre them in naval operations. See St. Vincent for the full extract from the Cork Southern Reporter. 14 July, 1846. Evolutions for the Squadron of Evolutions See St. Vincent for the full extract from the Cork Examiner. 20 Dec 1848 Operating on the Coast of Africa. 25 Dec, 1848 detained the slave vessel Bom Successo. 1 Mar 1849, detained the Portuguese slave brig Galianna, 260 tons, BM, which was restored with damages to her master by the majority vote of the Portuguese Commission, the British Commissioner at Loanda having voted for her to be condemned. 10 May 1849 detained in Lat. 53° N., Long. 2° 0' E. the slave Brig Esperanca, Francisco Antonio da Souza, Master, Bernardo José Brandio, owner, condemned by the Vice-Admiralty Court, St. Helena for being equipped for the slave trade: broken up. 11 Aug 1849 when in company with the Rattler, detained in Lat. 3° 46' N., Lon. 2° 48' E. the Brazilian slave schooner Sophia. 29 Oct 1849 detained in Lat. 6° 45' S., Long. 12° 36' E. the Brazilian slave brigantine Apollo. 10 Jan 1850, the **Cyclops**, in company with the was sent for adjudication to the Vice-Admiralty Court at St. Helena, and was condemned on 11 Feb 1850. 27 Jan 1850, detained in Lat. 9° 59' S., Long. 12° 39' E., the slave brig Aventura / Ventura, with 455 slaves, 250 tons, Joao Moreira de Camara, master; which was sent for adjudication to the

Vice-Admiralty Court at St. Helena, and was condemned on 26 Feb 1850, 421 slaves surviving to be emancipated. On the passage to St. Helena an attempt was made by a large number of the negroes armed with billets of wood, cooking utensils, and knives and headed by the cook to rush the prize crew, with the intention of recapturing the vessel; and in the affray five of the negroes were knocked overboard and drowned; the cook was severely wounded with a musket ball and five of the prize-crew of Her Majesty's steam-frigate were wounded. Fourteen male negroes died on the passage to St. Helena, in addition to the five who were drowned. 17 Jun 1850 detained off Ambris, West Coast of Africa, the Brazilian slave brig Sociedade. 20 Nov 1850 detained in Lat. 8° 12' S. Long. 12° 47' E., a Brazilian slave brigantine, (Name Unknown). 22 Nov 1850 went to the assistance of the *Flamer* wrecked 14 miles off coast of Monrovia near Salt Pun Light. 25 Nov 1850 the Portuguese brigantine Veiga, which had arrived at Loanda, from Oporto, with a general cargo on 2 Oct 1850, and departed on the 18 Nov, still wearing Portuguese colours, was arrested today, at noon, displaying Brazilian colours, but according to her master, with no papers, and with 623 slaves on board, embarked the previous night at Mazula, and with sufficient food and water to last a journey across the sea [to South America], the slaves having been marched by some of the crew from Ambriz to Mazula, on the 19th. January 1851 arrived back in England with invalids and news of the loss of the *Flamer*. Daily News of 19 April 1851 - Prize Money - The *Cyclops*.- Notice is given to the late officers and crew of her Majesty's steam vessel *Cyclops*, Captain the Hon. George Fowler Hastings, that an account of bounties etc., received for the undermentioned captures, will be forthwith deposited in the Registry of the High Court of Admiralty, viz.: Bom Successo, captured 25th of December, 1848 ; Esperanca, captured 10th of May 1849; Burneet and Wynne, Agents. 20 Apr 1851 Woolwich. Removed from the basin on Wednesday. 30 Aug 1851 Cape of Good Hope. 17 Oct 1854 1st Bombardment of Sebastopol - see p. 437 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 20 Feb 1856 Asst Paymaster Freeman appointed; in the Mediterranean. Encouraged by the Indian Mutiny, a sanguinary outbreak of Mohammedan fanaticism took place at Jiddah. On the night of the 7th of June, 1858, some Christians swam on board H.M.S. *Cyclops*, which, fortunately, happened to be lying in the harbour, bringing the intelligence that the inhabitants of the town, in the absence of Namick Pasha, the Governor, who had proceeded to Mecca with the greater portion of the troops, were massacring the English and French consuls and the Christians generally. At daylight Captain Pullen sent in the boats of the *Cyclops*, but, at the request of the Lieutenant-Governor, they returned without landing. On the return of Namick Pasha, the surviving Christians, twenty-four in number, including the heroic daughter of the French Consul, who had killed her father's murderer with her own hand, were sent on board the *Cyclops*, upon which the seamen and marines were landed, and re-hoisted the British and French flags. Captain Pullen then proceeded to Suez, and, having received instructions from the Admiralty, and authority from the Emperor Napoleon to act for the French Government, returned to Jiddah, where he arrived on the 23rd of July. Here he found the Lady Canning, Lieutenant Peavor, who had brought the Morocco Princes on a pilgrimage to Mecca, it being the Kourban Bairam, or Feast of the Sacrifice. Captain Pullen demanded, on the part of England and France, the immediate punishment of the authors and perpetrators of the late massacre, and granted a period of thirty-six hours for the purpose, failing which he expressed his intention to open fire on the town. Meanwhile, the *Cyclops* and Lady Canning enforced a strict blockade of the port, for which purpose they took up their stations at a point about a mile distant, commanding the town, whence the guns could sweep the channels leading into the harbour. Early in the morning of the 25th of July, the time of grace extended to forty hours — having expired, hostilities were commenced, the two ships opening fire with shot and shell from their 68 and 32-pounders. During the course of the day the armed boats of the *Cyclops* and Lady Canning proceeded to burn and sink fifteen native craft, when it was found that almost all of them, though seemingly inoffensive trading vessels, were armed with guns. The bombardment was resumed at intervals during the 25th and 26th, and had the effect of driving all the inhabitants outside the walls. Altogether some hundreds of shot and shell and rockets were thrown into Jiddah, and, during the night, the boats of the ships approached nearer the town, and discharged some more of these latter missiles, which, it was afterwards ascertained, struck intense terror into the hearts of the people. It was thought that an attempt might be made to carry the ships by boarding during the night, as there was a large body of troops on shore, and many boats and native craft lying under the protection of the batteries, and, accordingly, strict watch was kept by guard-boats, but

the Turkish Governor was deficient in enterprise, and no attempt was made to act on the offensive. On the afternoon of the 26th, a secretary of Namick Pasha came on board from Mecca, and said that the murderers, sixteen in number, were in confinement, but could not be executed until the sanction of the Sultan was received from Constantinople. Captain Pullen, however, demanded their immediate decapitation, but on the intercession of Namick Pasha, who had arrived from Mecca, and proceeded on board the **Cyclops**, extended the time for renewing the bombardment to the 5th of August, in order to spare the pilgrims, who were crowding into Jiddah, on their return from Mecca, for the purpose of embarkation for their respective destinations. Eventually the town was saved from destruction by the arrival, on the 2nd of August, of five hundred Egyptian troops, under Ismail Pasha, who brought the Imperial firman conferring upon him the necessary powers. Accordingly, the murderers were executed, the English and French flags were saluted, and an indemnity was paid to the relatives of the victims. Shortly after satisfaction had been obtained, the Assaye, Commander Adams, arrived at Jiddah, for the purpose of protecting British interests, and remained there until relieved by H.M.'s ships *Chesapeake* and *Pelorus*, when she proceeded to Aden, towing the merchant ship 'Eranee,' presumably the cause of the massacre. History of the Indian Navy – Low. 15 Jun 1859 **Cyclops** and *Furious* provide salvage services to the Alma. 1860 East Indies and China.  
1864 **Cyclops** was sold and scrapped.

077.	<b>Persian.</b>	Brig. <b>Acorn-class.</b> brig-sloop.	16.	Wood.	May 1838.	7 Oct 1839.	Ordered 31 Dec 1835. Completed 24 Apr 1840 at the Plymouth Dockyard. Commissioned 23 Feb 1840. She carried a compliment of 110–30 officers and ratings. ....
<p>..... 2 Nov 1839, is to be commissioned at Sheerness. Per a report made to Parliament in 1842, at some time during 1840 the Sloop Persian, 16 guns, complement: 120, was involved in combatting the Slave Trade and experienced 4 Deaths, and in the absence of other information I assume the causes of death were from disease etc. 21 Mar 1840 Lieutenant R. F. King, appointed to the Persian. 20 Mar 1840 Plymouth fitting nearly completed, along with her crew, and is in a very forward state. 5 Jun 1840 Sierra Leone, departed for Accra. 20 Jun 1840 is reported to have called at Cape Coast Castle. 7 Jul 1840 detained in Lat. 6° 12' N. Long. 2° 40' E., off Badagry, the Spanish slave brig Plant, J. P. Couthouy, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 1 Sep 1840 sentenced to be condemned. 13 Aug 1840 Sierra Leone has detained the vessel Plant, with a slave cargo, sailing under American colours, which arrived her 24 July. 29 Sep 1840 stopped and examined the Sardinian vessel La Furia, following which a complaint was received at the Foreign Office regarding damage being caused to cargo etc. Per a report made to Parliament in 1842, at some time during 1841 was involved in combatting the Slave Trade and experienced 2 Deaths in Action, Total No of Deaths: 10. 20 Jan 1841 detained in lat. 5° 43' 0" S. Long. 11° 36' 0" E. off Cabinda, the slave schooner Bom Fim, J. P de Aranjó, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 13 Mar 1841 sentenced to be condemned. 22 Apr 1844 the proceeds arising due for payment. 20 Jan 1841 detained in Lat. 5° 43' S. Long. 11° 36' E. whilst entering Cabinda Harbour, the Brazilian slave brigantine Nova</p>							
							



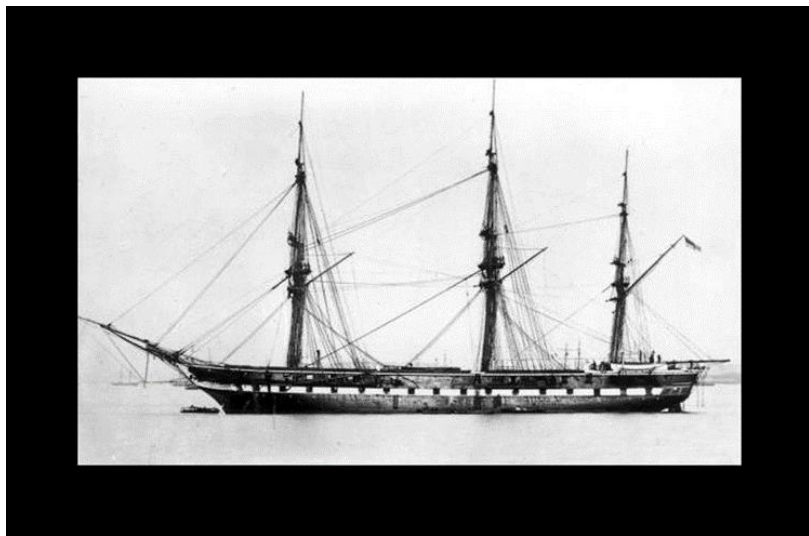
Inveja, F. A. d'Oliveira, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 3 Mar 1841 sentenced to be condemned. Prize money for slaver Nova Inveja and Bon Fim: 22 Apr 1844 assessed originally for an Admiral's share, which has since been discovered to belong to the Officers and Crew and is now due to be paid. 22 Apr 1844 the proceeds arising due for payment. 13 Feb 1841 Commander Thomas Rodney Eden, appointed to the Persian, vice Quin, deceased. 13 Feb 1841 detained the Portuguese slave schooner Dous d'Avril, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and sentenced to be condemned. 20 Mar 1844 Prize money arising due for payment. 15 Feb 1841 detained off Cabenda, in or about Lat. 5° 36' S., Long. 11° 44' E., the slave vessel Julius and Edward, R. Siedenburg, master, which was sent to Hanseatic Court at Bremen for adjudication and sentenced to be restored to her master. 19 Feb 1841 Surgeon James Salmon, appointed to the *Persian*. 27 Feb 1841 Surgeon Dr. J. McKroy, appointed to the Persian, vice Salmon, warrant cancelled; 20 Mar 1841 Mate J. P. Thurnburn (1837), to be Lieutenant of the *Persian*, promoted to lieutenant. 27 Apr 1841 at Ascension. 23 Jun 1841 the ship's boats chased and detained the Portuguese slave brigantine Astraea, during which two men were killed and several wounded; the slaver lost 13 killed and many wounded. The brigantine was sent for adjudication to the Vice-Admiralty Court at St. Helena, and sentenced to be condemned on 5 Aug 1841. 8 Nov 1843 prize money arising due for payment. 30 Jun 1841 detained in the Rio Congo the Brazilian slave schooner Flor da America, M. J. Pereira, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 31 Jul 1841 sentenced to be condemned. 10 Jul 1841 detained the Spanish slave brig, (Name Unknown), supposed to be the late CIPHER, an American brig reported to have been sold to Spaniards at Cabenda, and to have been detained by the Persian, being fully equipped for the Slave Trade, but deserted, and sent for adjudication to the Vice-Admiralty Court at St. Helena, and sentenced to be condemned on 5 Aug 1841. 8 Nov 1843 prize money arising due for payment. 14 Aug 1841 Commander T. R. Eden (*Persian*), promoted to Captain. 25 Aug 1841 at about 8 a.m. a strange vessel was observed off Cabenda, coming down before the wind about 6 miles to the south of where the Persian was laying, and the boats of the *Persian* were prepared and sent off in chase of and detained the Portuguese slave schooner Bella Sociedade, José Luis Pereira de Miranda, master, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and sentenced to be condemned on 27 Sep 1841. However, her crew having abandoned the Bella Sociedade in the ship's boats, on the approach of the *Persian's* boats, were also chased down and detained by the Persian's boats. The Bella Sociedade was found to be armed with 2 guns, and supposedly bound from Rio to Kabenda, per her master, with a crew of 17 men, who, when eventually searched, were found to have 69 half doubloons concealed about their persons. On closer examination of the schooner she was discovered to be fitted in most respects for the slave trade, her master admitting that 400 slaves were due to be embarked that evening. John Hood, Boatswain of the *Persian*, was appointed prize master, with a small crew, to take the Bella Sociedade to St Helena, and was also to give evidence to the Court. He departed the coast of Angola on 27 Aug., and arrived St Helena 17 Sep 1841, the vessel being condemned on 27 Sep. 8 Nov 1843 the proceeds arising due for payment. 2 Sep 1841 detained in Lat. 4° 39' S. Long. 11° 16' E., the Spanish slave schooner Numantina, V. Cadieros, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 12 Oct 1841 sentenced to be condemned. Circa 1-7 Oct 1841 arrived at St. Helena. 13 Oct 1841 departed St Helena for Ascension. 17 Nov 1841 off Little Popoe Per a report made to Parliament in 1842, at some time during 1842 was involved in combatting the Slave Trade. 22 Mar 1842 detained in Lat. 6° 5' N. Long. 3° 50' E. in the Bight of Benin, off Lagos, after a chase of 20 hours, the Portuguese slave brig Fortuna, F. Medeiros, master, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 4 May 1842 sentenced to be condemned. 10 May 1842 it was planned that she would leave Princes Island for the River Bonny and from thence to sail south to cruise of Cabenda. 28 Jul 1842 at St Helena. 7 Dec 1842 detained the slave vessel Maria Segunda, which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone, and on 15 Feb 1843 sentenced to be Restored to her master. 15 Dec 1842 with reference to a recent letter from the United States regarding the detention of the "Seamew" by the *Persian* on the coast of Africa, and presumably any compensation due, it has been discovered that Commander P.H. Somerville, prize master of the Seamew, is the only officer from the original crew now in England, and he has been summoned to report to the

Treasury to give such information and explanations as he can give. 16 Dec 1842 the Admiralty Court, [Dr. Lushington sitting] awarded salvage monies of £1,000 to the *Persian*, for salvage and extraordinary assistance rendered to the ship *Zephyr* having been found in the Bight of Benin circa 22 Jan 1842 with the master and crew sick and unable to navigate the vessel. Lt. Wilson and 7 men were transferred to the *Zephyr*, which was then taken to Liverpool, despite the new RN contingent also going down with the fever. Dr. Lushington states that he would like to have been able to direct the award of the money due to those to who had earned it, but the salvage rules didn't allow him so to do. 8 Nov 1843 became due for payment. 24 Jan 1843 the *Persian* with the *Spy* in company, detained, after a chase of 9 hours, off Great Popoe, the Brazilian slave brigantine Bom Fim, Silvio Nunez Burity, master, which was sent for adjudication to the British and Brazilian Court of Mixed Commission, Sierra Leone, and on 6 Mar 1843 sentenced to be condemned. 13 Jun 1843 detained in Lat. 6° 35' S. Long. 10° 10' W., whilst on route from Espirito Santo, Brazil, to St. Thomas, the Portuguese slave schooner Andorinha, the late Antonio Joaquim Laiete, master, which was sent for adjudication to the British and Portuguese Court of Mixed Commission, Sierra Leone, and on 13 Jul 1843 sentenced to be condemned. 15 April 1846-47 £22 4s. 10d. expenses incurred in the detention of the Portuguese brig Maria Segunda. 1846 West Indies and North America Station. 20 Dec 1848 at Deptford. 14 Jan 1851 Left Nassau for Honduras. 17 Mar 1851 Jamaica. 18 Apr 1851 at Bermuda preparing to sail for the Northern Fisheries. 30 Aug 1851 North America & West Indies. 26 Jul 1858 on arriving at Johanna on the East Coast of Africa the commanding officer of the *Lyra* received a letter from the Commander of the French brig of war *Génie* complaining about the boarding of the French brig *Alfred* by the *Persian*, which having been investigated by the Flag Officer resulted in the following ticking off "I have informed Commander Chads that by his act he has incurred my most marked disapprobation," when writing to the Secretary of the Admiralty. 14 Oct 1858 at Mozambique. Feb - Apr 1859 on the West Coast of Africa, from the Cape. 28 Mar 1859 in Pomony Harbour, Johanna, when H.M. vessel *Lyra* arrived from Simon's Town, and supplied one month's provisions. 29 Oct 1859 the *Persian* arrived Johanna from Mauritius and rendezvoused with the *Brisk*. 4 Nov 1859 having completed storing ship departed Johanna to cruise on the Southern Division of the station on the Coast of East Africa. 14 Feb 1860 detained the Arab slave vessel *Salamita/Salamathi*. 18 Mar 1860 detained in Lat. 12° 48' S., Long. 44° 10' E., the Johanna slave dhow *Mambo Zafa/Zaza*, which was found to be unseaworthy and was destroyed and the case sent for adjudication and sentenced to be condemned. 31 Dec 1860 Cdr Buckley to R.-Admiral Sir H. Keppel, from the "*Persian*," at Zanzibar, Sir, I have the honour to report to you that, from the information I have been able to collect as yet, the Slave Trade seems dull at present about this part of the coast; Lieutenant-Colonel Rigby, HBM Consul here having caused the noted slave-dealer, Mass, to be banished from the territories of His Highness the Sultan of Zanzibar, and that person has been obliged to retire to Aden. In consequence of his departure, a Spanish barque, called the "*Formosa Estrella*," intending to ship at Lamoo, has been unable to do so, and is at present lying in this port, having fallen into the hands of His Highness the Sultan, and been by him detained. During the north-east monsoon a number of dhows and buggalows from the Red Sea and Persian Gulf, and other parts to the northward, come down to Zanzibar and adjacent ports; and when the south-west monsoon sets in, generally during the month of March, they steal slaves in the most barefaced manner, and depart to the northward with them. These are neither more nor less than pirates, and Lieutenant-Colonel Rigby has written to the Government, and suggested that a screw gun-vessel should be stationed about Zanzibar during the months of March and April, which by cruising actively could intercept numbers of them, a suggestion in which I fully coincide. Instances have been known of these dhows throwing the slaves overboard when they imagined they were pursued by a man-of-war. I have, &c. (Signed) Cecil W. Buckley. 1 Jan 1861 detained when at anchor in Zanzibar harbour and handed over to Commander Buckley of the *Persian* by one of the Sultan of Zanzibar's frigates. She was initially claimed to be the *Formosa Estrella*, of Barcelona, per some old documents found on board, but her measurements didn't tie in with that vessel so she became yet another Not Known. But being fitted out for the slave trade she was taken to the Vice-Admiralty Court, Cape Town, and not having any papers or a flag she was condemned accordingly. 4 Jan 1861 detained when at anchor in Zanzibar harbour a slave barque, Name Unknown, of Barcelona, 294 tons, 6 crew, the rest having deserted, which was handed over to Commander Buckley of the *Persian* by one of the Sultan of Zanzibar's frigates. She was initially claimed to be the *Formosa*

		Estrella, of Barcelona, per some old documents found on board, but her measurements didn't tie in with that vessel so she became yet another Not Known. But being fitted out for the slave trade she was taken to the Vice-Admiralty Court, Cape Town, and not having any papers or a flag she was condemned accordingly. 11 Apr 1861 arrived the Cape of Good Hope, from Mozambique <b>1866 Broken-Up.</b>
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078.	<b>Medina.</b>	Paddle Packet. 2. Wood. Jun 1839. 18 Mar 1840.	Ordered 30 March 1838. Completed Apr 1840. Commissioned 19 Oct 1848 for packet duties in the Mediterranean. 31 Jul 1840, at Woolwich, has been completed with her machinery, and .....
		<p>..... is ready for commission, at Liverpool. 1 Aug 1842 Steam Packet at Liverpool. 1847 from a return made to Parliament of all sums of money, in this case, £65 7s. Od., paid by the Crown to or on behalf of captors, in satisfaction or indemnification of expenses or damages arising from the prosecution or seizure of vessels alleged to be engaged in the Slave Trade, when Captain W. B. Suckling was in command. 20 Dec 1848 Steam packet in the Mediterranean. 30 Aug 1851 Mediterranean. During the Crimean War, (16 Oct 1853 – 30 Mar 1856 (2 years, 5 months, 14 days)) she collided with the British barque Agnes Blaikiein in the Black Sea off Balaklava, Russia; the Agnes Blaikie sank, but her crew were rescued. 25 May 1855, Kertch and Yenikale were captured, along with thousands of tons and coal and provisions, along with factories etc., by some 60 French and British vessels, and allied troops, for which no prize money appeared to be payable, contrary to the Queen's instructions. See Hansard for more details, and approval for a Parliamentary Grant in lieu. 12 Feb 1856 Master J Stokes &amp; Surgeon R Wilcox appointed; in the Mediterranean. 7 Jan 1856 reclassified as a survey ship. 1860 Mediterranean, Survey vessel. <b>Mar 1864 Sold and scrapped at Malta, Broken up.</b></p>	

079.	<b>Iris.</b>	Sloop. 6th-Rate frigate. 26. Wood. Sep 1838. 14 Jul 1840.	Designed by Sir W. Symonds. Ordered 20 Feb 1837. [It has been suggested by others that she was in fact constructed at Devonport Dockyard, but we maintain that that was her commissioning]. [It is also suggested that she was probably laid down as HMS Alarm].
		<p>10 Jul 1840 Portsmouth, Fearless departed to Pembroke with officers and men to take the <b>Iris</b> to Chatham. 25 Jul 1840 Pembroke Dock, launched Monday last. She measures in length 131 feet, extreme breadth 40½-feet, depth in hold 10 feet 9-inches; burden 911 tons. Mr. Easto, Master, from Chatham, had arrived with officers and seamen, to take the Iris to Chatham, where she could be docked and prepared for commission. 18 Aug 1840 arrived at Chatham from Pembroke, and to be fitted for sea. 31 Oct 1840, to be commissioned immediately by Captain Hugh Nurse, at Plymouth. 7 Nov 1840 Boatswain John Collins; Gunner Hugh Gilbreath, appointed to the <b>Iris</b>. 21 Nov 1840 Lieutenants P. H. Dyke, W. Webster (b), and Henry Jenkins Robins; Purser S. H. Manly; Master N. J. Wood; Volunteer First Class John J. S. Josling appointed to the <b>Iris</b>. 27 Nov 1840 Mate William Anson, appointed to the <b>Iris</b>. 5 Dec 1840 is fitting out at Chatham for the African station. An unfortunate accident recently took place on board - a seaman, who was on the main cap getting up the topmast, fell to the deck, and was killed. 26 Dec 1840 Chatham, is nearly</p>	



ready for sea. Per a report made to Parliament in 1842, at some time during 1841 the 6th rate *Iris*, 26 guns, Complement: 205, was involved in combatting the Slave Trade and experienced 2 Deaths by Accident, Total No of Deaths 5, and I assume that the balance of deaths will be made up from those men who died from disease. 20 Jan 1841 fitting out in the river. 28 Jan 1841 Portsmouth, departed for the coast of Africa,



touching at Plymouth, to put on board the *Inconstant* 135 men from this port, for conveyance to the Mediterranean. 30 Jan 1841 Assistant Surgeon Dr. W. M'Dermott, of the *Caledonia*, appointed to the *Iris*. 1 Feb 1841 arrived at Plymouth, from Portsmouth, on route for the coast of Africa. 18 Feb 1841 Plymouth, came into harbour on Monday and is to be docked, having touched the ground in passing through St. Helen's. 28 Feb 1841 Plymouth, having had her defects made good, went out of harbour into the Sound. 12 Mar 1841 Mate A. J. Lindsay, appointed to the *Iris*. Circa 28 Apr 1841 per a complaint by Isabella Lightbourn to the Admiralty it is reported that the ship's boats were used to destroy houses and stores in the River Pongo, presumably understood to be the property of slave dealers and their associates, the River Pongo being a major base for this sort of activity and where many a slave ship has been arrested. 30 Jun 1841 at Ascension. 31 Jul 1841 Lieutenant B. J. Wilson, additional, appointed to the *Iris*, for service on the coast of Africa. 31 Jul 1841 arrived at British Accra, from a cruise, and departed again on the 5th of August. 5 Aug 1841 at Sea, Lat. 5° 28' N. Long. 0° 45' E. 31 Jul 1841 arrived at British Accra, from a cruise, and departed again on the 5th of August. 18 Oct 1841 the *Iris* and *Acorn* detained in Lat. 4° 45' S. Long. 11° 2' E., after a chase of 10 hours, the Portuguese slave brigantine *Erculos*, which was sent for adjudication to the British and Spanish Mixed Court of Justice, Sierra Leone, and on 10 Nov 1841 sentenced to be condemned. 5 Nov 1841 detained in Lat. 0° 31' N. Long. 6° 51' E., off St. Thomas, whilst returning from Cape Lopez the Portuguese slave schooner *Formigo*, A. Silveira, master, with 18 slaves on board, which was sent for adjudication to the British and Portuguese Court of Mixed Commission, Sierra Leone, and on 18 Dec 1841 sentenced to be condemned. 16 Nov 1841 in Lat 5° 51' N ; Long 1° 78' E., the forwarding by Capt. Tucker of Capt. Denman's correspondence relating to a breach of Treaty and an illegal incursion of two French men of war into British waters, followed

by the seizing of two coloured persons living under and enjoying the privileges of British subjects and detailing the steps that Captain Denman has taken to obtain their recovery prior to his departure for England, and the refusal of the Governor of Senegal to abide by the treaty etc. The term kidnap springs to mind, but the French were still into the Slave Trade in those days, although they'd have you believe otherwise, by inventing alternative phrases, such as calling them the equivalent of apprentices &c rather than slaves. 4 Dec 1841 Surgeon John Read, appointed to the *Iris*. Per a report made to Parliament in 1842, she was involved in combatting the Slave Trade in that year. 22 Jan 1842 detained off Popoe the Portuguese slave vessel *Venus*, alias *Duquesa De Braganza*, which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone, and sentenced to be condemned. 7 Nov 1843 the proceeds arising due for payment. ADM 344/1386 South China Sea: China,

SE Coast: Zhujiang Kou, vicinity: Hong Kong; two items on one sheet: item 1, 'Hong Kong - As seen from Anchorage - Drawn by Lt L G Heath of HMS *Iris*, 1846' (1696a and 1696b), showing detailed shoreline, harbour, township, vessels (HM Ships *Vixen* and *Minden*); item 2, native craft and references to Trading Companies and facilities, annotated. Per National Archives [www.nationalarchives.gov.uk/catalogue](http://www.nationalarchives.gov.uk/catalogue). 28 Feb 1842 West Bay, Princes Isle. 15 Mar 1842 off Ascension. 5 May 1842 was reported to be cruising between Whydah and Cape St Pauls when the Termagant departed Princes Island for England. 19 May 1842 boarded the French brig *Amalie*, of Nantes, at Whydah, in suspicious circumstances. 19 May 1842 Capt. Tucker of the *Iris* wrote to Capt. Foote, on board the *Madagascar*, advising that he boarded the American schooner *Illinois*, of Gloucester, near Boston, J. Swift, master, who was on shore, when off Whydah, in suspicious circumstances. The mate having charge when boarded lifted one of the hatches a little, which showed a number of full water casks, supposedly filled with palm oil, but without the smell, but not wanting to offend the "American Government," since she was flying an American flag, let the matter rest, although there were other suspicious items too, such as something that looked suspiciously like a part of a slave deck ! 20 May 1842 spoke with the *Dolphin* by signal, light and flags. 21 May 1842 the *Dolphin* was observed by Capt. Tucker, from the *Iris*, to be in chase of a schooner, which at about 9.30 a.m. was observed to hoist her colours, but were indistinguishable at that distance. At 10.20 a.m. the schooner was observed to have run herself on shore and carried away her main-mast; at about 10.50 a.m. the *Dolphin* was observed to have anchored off the wreck and to have fired her guns. At about 00.30 p.m. the *Iris* anchored and Lieutenant O. Cumberland reported that the schooner that had run on shore was the *Illinois*, which had been at anchor in Whydah Roads for some days, that she had previous to running on shore, American colours flying, and that to his astonishment, instead of anchoring, she was run on shore on purpose, and several slaves were observed to escape from her, and Lieutenant Cumberland, as instructed from the *Iris*, went with some Kroomen through the surf to board her, to discover if she had any flag or papers, to ascertain if she had changed her nationality, and if there were any more slaves on board, previous to his firing at and destroying the schooner. Since parties of men had come down the beach to fire at them, Lieutenant O.C. returned the fire and dispersed them with a few well directed shots. Capt. Tucker then appears to have gone on board the merchant vessels *Wm Ludvig*, of Bremen, and the *Emperio*, anchored in Whydah Roads, to ascertain any additional information that they might be able to add regarding the recently lost schooner *Illinois*, and it transpired that on the 20th inst., she had weighed and stood out to the South West, under a Spanish flag, and returned again towards evening with the Spanish flag still flying ; took in the slaves, and sailed at about 10 p.m. and was lost sight of about midnight, but was seen again early in the morning, running for the Roads, with the American ensign flying, and the *Dolphin* and *Iris* in chase, that she came into the Roads and went ashore on purpose, that they, the informants supposed, was to avoid being captured with slaves on board. Capt. Wm Tucker sums up by noting the pleasure he had in observing Act Lieutenant O.C. carrying out his tasks, and similarly for Senior Mate, Mr. M. B. Cockraft. 22 May 1842 Lat at sea 5° 31'; Long 1° 47'. 9 Jun 1842 Lat at sea 6° 16'; Long 3° 06'. 2 Jul 1842 *Lily* departed the Cape for Port Natal to join the *Southampton* and *Iris*. 12 Sep 1842 remained at the Cape of Good Hope when the *Southampton* departed for England. July 1846 action against pirates in Borneo - see below - see also p. 332-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow).

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**Borneo. (From the Friend of China, August 17 [1846].)**

We have received from an authentic source a narrative of the late operations of the fleet under command of Rear Admiral Sir Thomas Cochrane against the Sultan of Borneo, which we lay before the public, trusting that it will correct any erroneous impressions which may have been conveyed by the garbled statements in the Singapore papers.

Forcing the Bruni River; Capture of Eight Forts, Mounting Forty-Nine Heavy Guns, the Town of Borneo, and Complete Success of British Policy.

The national policy of late years of Great Britain in her intercourse with the northern portion of Borneo, termed "Borneo Proper", has been most praiseworthy and enlightened. The suppression of piracy - the abolition of slavery - the introduction of the usages of civilised life, and a

fair and honourable commercial intercourse with its people, are the leading features of the late Government treaties; and in her efforts to obtain them, no system of aggression or aggrandisement had the least influence or in any way directed her conduct. Twelve months previous, in the presence of her sovereign, and his principal rajahs, a solemn and binding treaty for the above purposes was concluded by the British Admiral, and willingly. agreed to in open conference by both contracting parties; and the readiness of Sir Thomas Cochrane to comply with his part of it was seen in the entire destruction of those pirates who had infested the country, and from their strong holds bade defiance to the Sultan's wishes. He has had a vessel constantly cruising between Singapore, Sarawak, and Bruni; and, in company with Captain Bethune and Mr. Brooke, personally interested himself and explored her coal mines, that it might be the means. even by government vessels, of opening a trade which might ultimately be of consequence to our merchants.

But scarcely was his squadron gone. than powerful and discontented chiefs represented to the Sultan (Oman Ali Saffadeen) the ruin of their resources. the destruction of their slave trade, and that England in forcing herself upon them had sinister views, which would end in the entire overthrow of their barbarous policy. The party, always strong, gathered strength by impunity, and as their lives had been passed in scenes of violence and rapine, they would not and could not sit down quietly and see the trade they gloried in sink, and a more just and humane one rise from its ruins ; they gradually cooled from the English party, then came in direct opposition, and finally, when the imbecile sultan had yielded an unwilling assent, rose up and massacred with horrible determination every leader of the British party that they thought formidable to their wretched interests. Pangeran Muds Hassim, Pangeran Buddeerdoon, Pangeran Ishmael, with other nobles of less note, were slaughtered by the Sultan's party, because they upheld, with honour and integrity the treaty so honourable to their country. The treaty was scorned by the conquering party. and in their daring defied us, threw up batteries at every defensible post, staked the main arms across in four fathoms, and attempted the life of a British officer (Commander Egerton,) by sending down presents, and begging his presence at Borneo to be introduced to the sultan, who it was stated was anxiously awaiting the arrival of the English allies ; but the treachery that would have cost him his kingdom, and his nobles their lives, was frustrated by one of those peculiar movements that look as if Providence had determined by one stroke to lay bare their perfidy, and heap punishment on the evil doers. A favourite servant of Pangeran Buddeerdoon "Joppa", who was present during the last moments of this gallant and virtuous man, was entrusted with his signet ring, and the dying words of the young chief was a prayer that he would escape, inform Mr. Brooke that a design was in force to take his life, to warn him of the fate of the English party, and told him to tell the Rajah (Brooke) that he died trusting in the Queen of England to avenge his murder and her insulted alliance. For months this trusty servant lived in perfect obscurity, narrowly watched and often threatened. When the Hazard (corvette) anchored off the mouth of the River Bruni, determined not to let such a favourable opportunity slip from his grasp, he swam the river, seized a canoe, and. in the dead of night shielded by rain, succeeded in passing the forts without a challenge, and soon trod in safety the deck of the corvette, acquainted Captain Egerton with the cabals of the court party. and warned him not to think of entering the river, as he had heard the chiefs debating his death and those of the boats' crews, he intended taking up with him. Upon the receipt of this intelligence, the Hazard weighed anchor without communicating with Bruni, proceeded to Sarawak, gave all the necessary information to the Government Agent, received his despatches, and made all sail for Singapore, found the Admiral had left. and forwarded by various routes the unpleasant intelligence, which was by the Tenasserim (steamer) delivered to the naval Commander-in-Chief at Madras. Veiling his intentions from every one, he waited only two days for his English mail. and at Singapore collected round him the following ships, which had been summoned rapidly and at the exact time to meet him in that anchorage.

<b>The Iris,</b>	Captain Munday, [ <i>later Captain-Superintendent</i> ]	26 guns.
<i>Ringdove,</i>	Sir W. Hoste.	16 guns.
<i>Royalist,</i>	Lieutenant Reid, temporary commander,	10 guns.
<i>Spiteful,</i>	Commander Maitland,	4 guns.

*Phlegethon*, H. E. C. St. Ross, Esq.,

4 guns.

From the order for provisions and warlike stores obtained from the company's arsenal, it was surmised that their destination was Borneo, and it appeared in orders a few hours before sailing. The squadron started at night, made all sail, carrying a heavy press of canvas night and day. was joined by the *Hazard* on the 23rd, and the 24th of June saw them off the Sarawak. The Admiral went in the steamer up the Sarawak, took Mr. Brooke on board, and instantly pushed on for the River Bruni. off which the squadron cast anchor on the 6th of July. The *Sultan* immediately forwarded a despatch to the Admiral by a war canoe, but it was evident that he was merely gaining time, and his proposals were not accepted. At daylight on the 7th the Admiral reconnoitred the entrance, and by the 8th at 03. a.m. all the arrangements were entered into, and the campaign commenced.

The marines and S. A. men were ordered on board H. M. S. *Spiteful*, commander Maitland. The field, mortar, and rocket battery, on board the *Phlegethon*. The *Royalist* was taken in tow by the *Spiteful*, and the *Phlegethon* took the gun boats under her charge. The signal was given to weigh and sound ahead to *Phlegethon*, and the ships proceeded up the river, the small steamer sounding 200 yards ahead of the *Spiteful*.

The force was commanded by the Commander-in-Chief in person.

Captain Johnston, of the *Agincourt*, commanded the whole of the landing forces, assisted by commander Egerton, of the *Hazard*.

The gun boats by Captain Mundy, (*the later Capt. Supt*) of the *Iris*, assisted by Lieutenant Patey, of the *Agincourt*.

The field, rocket, and mortar battery, by Lieutenant Paynter, of the *Agincourt*, assisted by Lieutenant Heath, of the *Iris*.

The marines, by Captain Hawkins. R.N.

As the force came up in sight of the lower forts, mounting in all 21 guns, the enemy were observed to take down their matting, hoisted their flag, and coolly awaited the rapid approach of the steamers. and when within good range commenced firing. The *Phlegethon's* pivot gun and the field and rocket battery immediately returned it with a rapid and well. directed five, assisted by the gun boats as they shoved off and opened out in view of the forts the enemy's fire was badly directed, and the shot, grape, &c, went in every direction but the true one; and the rapid closing of the *Spiteful* sent them flying from their guns in the utmost confusion. The gun boats were ordered to carry the forts, firing ceased on both sides, and so well and nimbly did the foe desert their standards, that when the first invader was on the parapet, he could only manage to have a long shot with a pistol at the last of the conquered. The forts above the town behaved better; as the *Phlegethon* rounded the point and appeared in view, they commenced firing with great accuracy at 900 yards. The field battery and the guns of the *Phlegethon* returned it with success, and the rapid closing of the other vessels to take part in the action drove them from. their guns with a loss on the British side on board the *Phlegethon* of two killed .and eight wounded; several shot struck the steamer and' filled her fore compartment, the water on both sides of her was ploughed up in every direction, and the commander of the *Phlegethon* deserves great credit for the able manner he handled her under fire.

The British remained undisputed masters of the forts. batteries, and guns, forty-nine in all, twenty-eight large brass ones go to England, to be placed at the disposition of Her Majesty's Government. The enemy's dead were earned away before the seamen and marines took possession. Humbled by defeat, powerless through desertion, a fugitive front his capital and people, Omar Ali Saffadeen, attended by a few of his nobles, took refuge from the British forces in the impenetrable jungle of the interior, nor did he stay his wretched flight till a hundred miles, and dense forests were placed between him and his persevering foe, who without correct intelligence, ignorant of the country,. and trusting to doubtful guides. fondly believed that a march and a day would surprise and capture the royal deserter. It was determined by the Admiral, without loss of time to follow up the tide of success, and the next day a marching column of 400 men, commanded by Captain Mundy, having under his orders Lieutenants Newland, Matthews, Paley, Heath, Norcock, Morgan, Captain Hawkins, R.M., Lieutenants Alexander and Mansell, R M., started with the intention of securing Tuan Pangeran Hassim (the adopted son of the sultan) first; and by a forced march afterwards suddenly appear before the sultan's house.

Here he had timely notice of their intention; but the guides willing enough to surrender to the English the persons of their nobles, were not so sufficiently base to betray their sovereign - money nor threats, present advantages, nor future prospects. had not yet to the unlettered savage. taught him the terrible crime of foul treason to his country and treachery to a fallen king. The main object of the expedition therefore failed; but with energy and zeal the column, moved upon the points supposed to harbour the enemy, burnt the suppositious residences of royalty. captured six brass guns, and after four days' marching in heavy rain through plains covered as far as the eye could reach with water. and through jungle so thick as to afford an effectual screen from pursuit, returned to the steamers, having displayed throughout the march a steady discipline sufficient to merit the approbation in orders of Sir Thomas Cochrane. The Admiral having despatched this column of pursuit, received information upon good authority that another noble, Hadji Saman, was secreted up one of the creeks twelve miles distant. with his followers, and could easily be secured. He instantly despatched Lieutenant Paynter and Mr. Cresswell with 20 men, and 150 Malays in their war canoes, to bring him in a prisoner: and so correct did he deem this information, that a seizure of the person, and not a death wound, was to have been the destiny of Hadji Samara. But intelligence was communicated to the refugee, and before the first boat had started upon the scent, he had abandoned the river with his followers, and put miles and mountains between him and his pursuers. To burn his houses, &c., and destroy his plantations, was the, only resource left to gratify disappointment, and repay the annoyance of an unsuccessful chase; however, his hiding place was revealed by a peasant, under the threat of death, and the next morning Pemmormein (the principal chief in Borneo) had his canoes in chase - and it is to be hoped that driven from creek to creek, and deserted by his attendants, this bold and reckless warrior may meet the death he has so cruelly awarded to the English party in Borneo.

In the meantime, through the agency of Mr. Brooke, and the interested attachment of the native chiefs, the admiral published a proclamation calling the townspeople to resume their occupations and inhabit their houses, promising them protection and security from all injury - so ably did he conduct this policy, that cunning and suspicious as the Malay is in character, crowds came pouring into the town daily, and seven days had not elapsed, ere the English stranger saw. trusting to his faith and dependent upon his power, no less a multitude than 12,000 people, relying on the word of their conquerors more securely than on that of their native rulers. How forcibly ought this fact to strike a civilized people? We came as enemies to their sovereign, determined to revenge a cruel and unmanly massacre, we defeated them in fair and honourable fight; we humbled their proudest chieftains, and took military possession of their capital, but blood once arrested; and all honourable exertions for destruction ceasing to exist, we became the willing supporters of the people, neither ravaging their villages, burning their crops, nor maltreating one individual - we had ceased to be foes, and claimed them as allies, and the captives were dismissed, if not with presents, certainly without injury. What a lesson for all Europeans, and of what deep import upon all our transactions would a continuation of such humane conduct have upon mutual intercourse with untutored men. The proudest moments of the Commander-in-Chief must have been when he denounced the outrage, and prohibited a single act of injustice to be committed upon a fallen foe.

Unable as the Admiral was to communicate direct with the *Sultan*, yet the serious inconveniences attending a total absence of all Government, forced him to accelerate the great object of his policy by an appeal to the well disposed of the nobles, and aware that the ruler over the country united in his person the twofold character of Sovereign and Priest, and that the people had a routed conviction of the propriety of absolute submission to the will of the reigning despot, he wisely forbore to insist on Omar's abdication, but strenuously exerted himself to overshadow his temporal dominion by a complete and total change in the administration of his Government. Summoning to a conference the Pangerans of the British party on the deck of the *Spiteful*, he explained to them his wishes - placed their affairs before them in a clear and forcible light; urged them to rise and be the leaders of their countrymen in the paths of peace, and to resist as ruinous to their national prosperity the horrible trade of slavery and piracy. and called upon them boldly to denounce in their public conferences, and treat as rebels and traitors, the vicious ruffians who from henceforth upheld it. He promised them British protection and naval assistance in carrying out the object of his mission, but he told them also in language too clear to be misinterpreted by the designing, his determination to resist to the utter-



most any infraction of the treaty, and threatened to carry fire and sword into the heart of the empire if their solemn declaration only shielded the infamy of a national falsehood. They answered him with feeling, and let us trust with good faith, promised that though they could not as good subjects dethrone "Omar Ali", yet they would sacrifice their lives ere they would allow the Sultan to dis-grace the nation by violating its honourable engagements, and called upon Pemmormein to assume with their full concurrence the reins of government, requesting him to call to his assistance any of the assembled leaders. Pemmormein accepted with modesty the honour-able burthen of command, named Pangeran Behar his second in rank, and promised to forward ere nightfall a full account of the debate to "Omar Ali", and in the confidence of possessing power, assured the Admiral that the sultan would readily yield a willing tribute to the successful enterprise of the British, by bowing implicitly to their reasonable demands. The assembly shortly afterwards broke up, a proclamation was issued to the inhabitants, stating in general terms the policy to be pursued, and a letter was forwarded to the hiding place of the Sovereign at Sarakee, acquainting him with the course of events, and calling upon him to resume his sway; but, explaining to him in express terms that the measures of his reign must be guided by the clauses of the treaty.

The Sultan has since the squadron left agreed to the terms, and is in quiet possession of his throne, supported by the British party.

The first act of Pemmomein's ministry was to bring to trial and death, three of the captured leaders who commanded the forts that fired upon the English; they were crossed over the grave of the murdered Buddrudeen whose assassination they had been instrumental in accomplishing. Interfering so seriously in the national councils as we have done, sound prudence demands that England should assist the efforts of the Bornean kingdom in her march of improvement, and as she has destroyed by force her powers of committing evil, heal by a generous interest in her welfare the divisions of her rulers, and if the minister only pursues with honesty and firmness the policy so clearly laid down for him, Europe may yet acknowledge the northern portion of Borneo entitled to an importance, and assuming a position, that half a century earlier would have been deemed impossible.

Everything having been arranged between the Admiral and the Government, to the satisfaction of both parties. the *Spiteful* and *Phlegethon* steamed down the river and joined the squadron off Mooris Point on the 22nd, and the fleet stood to sea at daylight on the 23rd of July for Maluda Bay, leaving the Hazard off the Bruni river.

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### **The New Colony of the Labuan.**

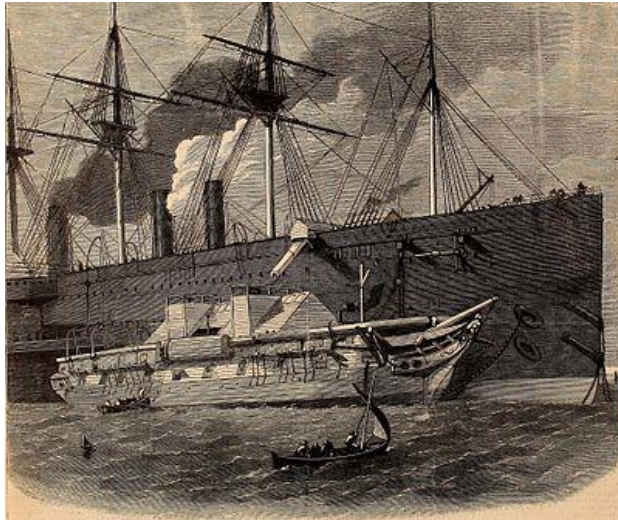
**(From the Straits Times, February 12.)**

To the kindness of a friend we are indebted for a few items respecting the island. of Labuan; although somewhat scanty, they are nevertheless acceptable, especially as peculiar care appears to be exercised in keeping us as much as possible in the dark respecting an island which it is thought will prove the el Dorado of the Malayan Archipelago.

H.M.S. *Iris* and *Wolf* reached Labuan December 18th, soon after arrival in Victoria Bay, tents were erected on shore and parties sent from H. M S. *Iris* and *Wolf* for the purpose of clearing away the jungle at Pasley Point, and erecting a temporary jetty, formed of trunks of trees, which was constructed to run out about 100 yards. The flagstaff was erected at Point Pasley, (named after Sir Thomas Pasley, Bart, R.N.), the top of which is about 100 feet above the sea level; the base of the flagstaff being about ten feet above high-water mark, and situated about 200 yards from the extremity of the point. On a plot of ground being cleared, coconuts, several varieties of fruit-trees, vegetable and flower seeds from Singapore, were planted; they were thriving remarkably well, indeed before the *Iris* left, the ships were receiving a foretaste of crops of potatoes and other vegetables, which promise soon to be abundant. Some of the officers of both vessels made a tour to the opposite side of the island, penetrating through thick jungle and mangrove swamps, and were enabled to make a survey of the country passed over. The soil is described as luxuriant; there was some food for the sportsman, comprising enormous wild pigs. snipe, sand-pipers. and others of the winged tribe. On one part of the island, a large extent of ground was found in a partially cleared state, and had evidently been at some distant period

under cultivation. A report was current among the natives that the spot alluded to had been cleared by some English settlers who fled from Balambangan in 1775, on their being expelled the latter place by the Sooloos. The shores of Labuan abound with excellent fish, including mullet, pomfret, turtle, &c.

Sometime must elapse ere the jungle is removed; when that is carried into effect it is impossible to conceive a more fruitful soil, or eligible spot for a trade as well as naval depot. The officers above mentioned, who passed over the island, are unanimously favourable to the healthfulness



of the climate; the air is more temperate than Singapore, and the atmosphere is free from those violent disturbances experienced at the latter settlement; while regular land and sea breezes offer amenities not to be lightly esteemed.

As is generally the case at the first establishment of a new settlement, a heavy amount of sickness manifested itself; it attacked only those who were much exposed during the preliminary operations. Captain Gordon, of H.M.S. *Wolf*, was seized with fever of so violent a nature as not to yield to the usual remedies he expired on the morning of Wednesday, the 6th of January, and was buried on the evening of the same day. Captain Gordon was deeply respected; his remains lie interred in the centre of a grove of trees (a short distance from the flagstaff) whose boughs hang over the grave of the first victim to Labuan fever.

The following items supplies us with particulars relative to the erection of the British flag at Labuan, on the afternoon of December 24.

Captain Mundy (*the later Capt. Supt*) got upon a platform, previously erected near the flagstaff, and addressed the officers, native princes of Borneo, and others present at the

ceremony, in the following terms.

"Let it be known to all here assembled, that I take possession of this island. and the islets in its immediate neighbourhood, in the name of Her Most Gracious Majesty Queen Victoria. To all be it known, that the British Government will protect and encourage tradal intercourse, but will pursue with the utmost vengeance all those found in the capacity of a pirate".

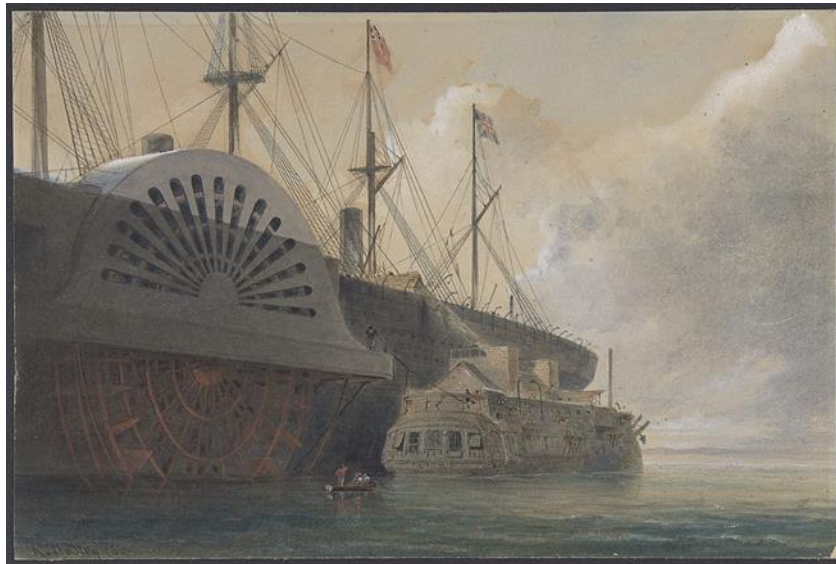
Each sentence was interpreted in, Malayu by Lieutenant Heath, R.N., now commanding H. M S *Wolf*. Mr. Midshipman Morgan then, by desire of Captain Mundy, raised the British ensign to the flagstaff head, which was followed by three hearty cheers, under a salute from the temporary battery erected on shore, and responded to by the guns of H.M.S. *Iris* and *Wolf*, concluded by a feu de joie from marines on shore. Captain Mundy (*the later Capt. Supt*) again addressed all assembled around the platform, and remarked: - "The Queen of England and the Sultan of Borneo are now friends: we are now standing on British territory."

The above was interpreted by Lieutenant Heath. Captains Mundy and Gordon then led the way, followed by the officers, chiefs, &c., to a tent near the flagstaff. where was prepared a dejeuner, of which the party partook, and at which the health's of Queen Victoria and the Sultan of Borneo were received with due honour.

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12 Feb 1847 New colony of Labuan - see below. Jan 1848 Chatham, in Ordinary (reserve). 20 Dec 1848 Chatham. 29 Dec 1856 is being fitted out and has commissioned for the Australia Station at Chatham. Late Jan 1857, Chatham, to go into dock to make good defects. Mid Feb 1857, has been taken out of dock and is now ready for sea. 23 Feb 1857, left Sheerness under tow of the *Cuckoo*, to take her out of the River Thames, to sail - experienced rough weather before arriving at Portsmouth, which took about a week or so to repair, before sailing for the Australia Station, via Plymouth, Rio de Janeiro, the Cape of Good Hope, St. Paul's Island. 7 Mar 1857, Portsmouth, departed for the Australia

Station, via China, with stores and troops for that station. 1 Jul 1857, arrived at Sydney. Subsequent visits to Norfolk Island, Auckland, Lord Howe's Island, and return to Sydney. Visits to New Hebrides, Island of Tanna, New Caledonia, Loyalty Islands, and mentions of visits to New Britain, the coasts of New Guinea, the Solomon and Louisiade Archipelagoes, interspersed by visits to Sydney. 10 Sep 1857, at Sydney when the Duncan Dunbar was lost off the Heads. *Iris* was the first flagship of the Australia Station between 1859-1861. Visit to Keppel Bay, to visit the failed gold diggings at Canoona, followed by calls at Melbourne and Tasmania, and a longer stay at New Zealand. 21 Apr 1860, at Auckland on the departure of the Elk for England. Jun 1860, 75 men from the ship with the Naval Brigade, involved in putting down the insurrection in New Zealand. 4 Oct 1860, at Auckland and departure to England - icebergs - Cape Horn - the Falklands - St. Helema. 24 Jul 1861, return to Spithead. 3 Aug 1861, pay off at Chatham 1864 together with HMS *Amethyst*, she was loaned by the Admiralty to the Atlantic Telegraph Company. Both ships were then extensively modified in 1865 for ferrying the Atlantic cable from the manufacturer's works at Enderby's Wharf, in East Greenwich, London, to the Great Eastern at her Sheerness mooring. The cable was coiled down into great cylindrical tanks at the wharf before being fed into the Great Eastern. *Amethyst* and *Iris* transferred 2,500 miles (4,000 km) of cable to Great Eastern, in an operation that took over three months, beginning in Feb 1865. Both ships were used again for the same purpose in 1866 and 1869 by the Telegraph Construction & Maintenance Company (Telcon). As obsolete sailing vessels which had to be towed while ferrying cable, neither ship was capable of independent operation, and both were described as "hulks" in contemporary reports. (see picture above). 1866 HMS *Iris* was loaned to help in the recovery of the steamer *Foyle*, which had sunk in collision with the steamer *Collingwood* off Barking in the Thames on 12 Sep. The Sail and Steam Navy List notes that according to Admiralty records, HMS *Iris* and HMS *Amethyst* were sold to the Telegraph Construction and Maintenance Company (Telcon) after being decommissioned on 16 October 1869. **16 Oct 1869 Decommissioned. 1869. Sold as a cable vessel.**



080.	<b>Vixen.</b>	Paddle Sloop. 1st class sloop.	6.	Wood.	Jun 1840.	4 Feb 1841.	29 May 1840 is ordered to be laid down in HM dockyard Pembroke. 21 Nov 1840 under construction at Pembroke Royal Dockyard. 6 Mar 1841 Portsmouth, has passed by Milford Haven .....
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..... for Woolwich, to be fitted for commission. 19 Jul 1841 having had her engines fitted by Messrs. Seaward and Co, at Limehouse, steamed for Chatham. 3 Sep 1841 has been commissioned at Chatham by Commander Henry Boyes. 4 Sep 1841 Lieutenant David Buchanan, appointed to the **Vixen**. 4 Sep 1841 Lieutenant William N. Boyce, from the *Poictiers*, appointed to the **Vixen**. 16 Sep 1841 arrived at Woolwich from Chatham, to be fitted for sea. 18 Sep 1841 Woolwich, the following officers from the *Devastation* have been appointed to the **Vixen**: - Lieutenant Parkhurst, Purser Millingham. 04 Oct 1841 2 Oct 1841 Lieutenant Langton Browell; Master R. C. Allen; Purser John Harshaw; Surgeon John Naulty, appointed to the **Vixen**. 15 Oct 1841 Assistant-Surgeon Dr. William Webber has been appointed to the **Vixen**. 16 Oct 1841 Assistant-Surgeon Dr. W. Webber, appointed to the **Vixen**. 29 Oct 1841 Woolwich, in the basin. 1 Nov 1841 to be supplied with one of Porter's 28 cwt. anchors, for trials, in about a fortnight. 11 Dec 1841 Woolwich, nearly completed fitting for sea. 18 Dec 1841 is reported to be departing Woolwich for Plymouth in the middle of next week. 2 Jan 1842 arrived Plymouth from the Eastward. 23 Mar 1842 departed the Cape of Good Hope for Mauritius on route for China. 14 Apr 1842 is reported to have passed by Mauritius on route for China. 16 Jun - 29 Aug 1842, expedition up the Yang-tse-Keang, to the end of hostilities and signing of the Treaty of Nanking. See p. 300-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). and [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk). 5 Jul 1842 stationed at Chusan. At some time during the period 1839-42 engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See p.



288 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 1843 (Circa) Operating in Chinese waters - making reports from Quemoy area. Aug 1845 Vice-Admiral Sir T Cochrane, with HMS *Agincourt*, HMS *Vestal*, HMS *Daedalus*, HMS *Wolverine*, HMS *Cruizer*, HMS *Royalist*, and HMS **Vixen**, steamer, and the H.E.I.C. Steamers *Pluton* and *Nemesis*, had gone on to Borneo in the beginning of August. See below - see also p. 329-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). Sep 1845 Attack on pirates at Malloodoo Bay, pirate Sheriff Housman. 14 Sep 1847 Sir Charles Napier's Squadron exercises. To England with despatches from off the coast of Portugal. 1st week of February 1848 arrived with the *Alarm* and anchored at the mouth of the river at Bluefields, Nicaragua, to resolve problems with a Colonel Salas - see below for report of proceedings- see also p. 349 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 20 Dec 1848 Steam sloop. North America & West Indies. 20 Jan 1856 Portsmouth. Left yesterday for the eastward with supernumeraries. 1860 Pacific

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Proceedings of the Squadron on the Coast of Borneo by an Eye-Witness.  
(From the Nautical Magazine, for January, 1846).

The squadron left Penang so unexpectedly, that many of the officers, even those of superior rank, narrowly missed being left behind. When assembled at Malacca, a steamer was despatched to Singapore, which shortly re-joined having on board Mr. Brooke and Captain Bethune, RN. These gentlemen having remained a day or two in communication with the Commander-in-Chief, returned to Singapore. It being known that Captain Bethune had been lately with Mr. Brooke at Sarawak, it was inferred that something was in view in that quarter; and this supposition gained ground when, on the 24th of July, the Admiral received them again on board the *Agincourt*, the squadron being then at anchor off the Buffalo rock in Singapore Strait. At day light on the 26th, the squadron weighed and proceeded to the east, consisting of

Agincourt, Vestal, Daedalus, Cruizer, Osprey, Wolverine, Vixen, Nemesis, and Pluto. In the course of the morning, the Osprey parted company for Singapore and New South Wales.

On the 28th [Jul, 1845] we were off the mouth of the Sarawak, and at daylight the Commander-in-Chief, with a party, went up the river in the *Pluto*, to pay a visit to Mr. Brooke's capital. The squadron anchored off Tanjong Po, and he returned the following day. The *Pluto* unfortunately had grounded, and sustained some damage, which rendered it necessary to beach her; we proceeded to the northward, and had a pleasant run along the coast: we found the charts very erroneous. The flag-ship, however, appeared to view boldly, her master Mr. Ellyet, it was said, having already been on the coast in the *Dido*. On the 6th of August we were off the Brune River. While running in, the Agincourt touched on a knoll and hung for a short time. She came off without damage, with the exception of running into the *Nemeses*, which was coming to her assistance, and knocked over her funnel. This accident prevented our entering the river, so coming to an anchor, the next morning we dropped out into deep water. A boat conveying Mr. Brooke was despatched to the town. which returned the following day; and shortly after a rajah, apparently of high rank, arrived rived to compliment the Admiral. He was received with all the honours, and had a long. interview. What passed I know not, but the result was that the next day, the 7th, a party of 160 marines, the band, &c., was embarked on board the *Vixen*, and she, the *Nemesis* and *Pluto* (which vessels had made good their damages), accompanied by three or four armed pinnaces, proceeded up the river of Brune, having the admiral and a large party of officers on board. At the bar, just below Palo Chesmise, there was found too little water for the *Vixen*; the flag and army were, therefore, transferred to the small steamer, which proceeded off the town. The admiral, attended by his suite, paid a visit to the sultan, and active negotiations (sic) appeared to be going on.

In the course of the afternoon, the *Vixen* made her appearance, Commander Giffard having succeeded in forcing her over the bar in her own draft. Up to this time no visible symptoms had offered, and we began to fear that nothing would take place. During the night there was a slight confusion on board the *Vixen*, where the whole force had re-assembled, owing to some fancy having been entertained that she had been boarded by an enemy. The commander's appearance on deck, however, soon restored order, and on his endeavouring to arrive at the cause of the disorder, a sentry who had been calmly walking his post on the paddle-box, gave it as his opinion that "It was only Mr. \_\_\_\_\_ a-dreaming".

On the forenoon of the next day, the 10th [Aug, 1845], it appeared that the Admiral had demanded that a certain chief, Panquera Usof, should be given up, be having behaved ill in the matter of some slaves. Usof apparently disliked the terms, whatever they were, for about noon his house was pointed out as the object to be attacked, and the steamers moved into position. It was admirably situated for a little practice, being quite isolated from the town, and exposed on all sides; the arrangements were very judicious. The *Vixen* was laid opposite the principal front; the *Pluto*, with the marines, ran up a branch of the river to a point where her fire would cross that of the *Vixen* at right angles, and a place was found for the *Nemesis* midway betwixt the two. Had poor Usof's house been of adamant instead of mats, it must have come down in five minutes.

The arrangements being completed, the *Vixen* fired a 32 lb. shot through the roof of the house, just to give warning we were ready; this was replied to by some half dozen guns, the shot passing over the *Vixen*. The three steamers then opened, and in ten minutes the house was riddled. I believe every one ran away on the first discharge, and they acted wisely, for the effect of the *Vixen*'s grape and cannister was terrific. The firing having ceased, the marines advanced, and took possession of the frontier. Twenty-one brass guns were brought off, and a powder magazine (within twenty paces of which a shed fallen behind) destroyed. The houses were handed over to the *Sultan*. and the party re-embarked: The *Sultan* then gave permission to the populace to plunder it, and they were not slow in availing themselves of the permission. The admiral returned to the squadron the following day, and ran over to the island of Labuan. When the steamer had completed taking in the wood. which in the mean- time had been collected by the *Cruizer* and *Wolverine*, having the carpenter of the squadron on board, we all moved to the northward; and on the road learned that there was another job in prospect. On the 17th we were assembled in Malluda Bay; in the

evening the captains met by signal on board the flag ship, and received the plan of attack on Seriff Housman, a notorious pirate, harbouring in one of the rivers at the head of the bay.

Pursuant to these orders, on the morning of the 18th [Aug, 1845] all the small-arm men and marines moved to the *Vixen* and other steamers, and they taking the *Cruizer*, *Wolverine*, and the gun-boats in tow, moved up the bay as far as the depth of water would permit. The *Pluto* went on to pick out the channel, but shortly got aground. The admiral, whose flag was in the *Vixen*. anxious not to lose time, then directed Captain Talbot to put what men he could in the boats and proceed. Accordingly, about 300 blue jackets and 200 marines embarked in the boats; the details as follows:- To command the whole, Captain Talbot, *Vestal*, assisted by Commander Fanshawe, *Cruizer*, to command the landing party, Acting-Commander Lyster, *Agincourt*, assisted by Commander Clifford, *Wolverine*, and Lieutenant Paynter, *Agincourt*, as Adjutant, - commanding H.M. Marines Captain Hawkins, R.N.

H.M. ship *Agincourt*, second barge Lieutenant Paynter, Mr. May, mate, Mr. Patrick, Assistant-surgeon.- Launch, Lieutenant Lowther, Mr. Burton, midshipman, Mr. Burnaby, midshipman, Mr. Whipple, assistant-surgeon.- Pinnace, Mr. Reeve, mate, in charge of the rocket party.- Second cutter, Mr. Lincoe, midshipman.- In *Wolverine*, *Daedalus* and *Nemesis* cutters, in charge of the first company of small arm men, .Lieutenant Reid, Mr. Young, mate, Mr Hotham, midshipman.

H.M. ship *Vestal*, barge, pinnace, and cutter, Lieutenant Morritt, Lieutenant Pascoe, Mr. Pym, second master, Mr. Durbin, mate. H.M. ship *Daedalus*, pinnace, barge, and cutter, Lieutenant Randolph, Mr. Nolloth, mate. Mr. Wilkinson, second master., H.M. steam-vessel *Vixen*, pinnace and cutter, Lieutenant Wilcox, Mr. Dent, mate, Mr. Sainsbury, midshipman. H. M. sloop *Cruizer*, pinnace and cutter, Lieutenant Rodney, Mr. \_\_\_\_\_, midshipman. H.M. sloop *Wolverine*, pinnace and cutter, Lieutenant Hillyar, Mr. Gibbard, mate. Lieutenant Heard, senior lieutenant of H.M. ship *Samarang* (supernumerary on board *Agincourt*) in the *Pluto's* boats, in charge of the *Agincourt's* field piece. Lieutenants Hambly, Dyer, Kennedy, and Mansell, of the Royal Marines, distributed with their parties.

Captain Talbot was accompanied by Mr. Brookes. Malay interpreter, Mr. Williams a volunteer, and two Malay pilots from Brune.

The boats started against a strong breeze; the channel was so difficult to discover, that they were obliged to anchor outside the bar, at seven p.m. At half-past ten p.m. the tide enabled the boats to pass the bar and anchor at the mouth of the river for the night. At seven a.m. the next day, the 19th of August, [1845], the boats weighed at quarter flood in two divisions, and proceeded up the river, carrying two fathoms water the whole way, the gigs leading and sounding. The course of the river trends generally to the S.S.W., with small reaches trending to the southward and eastward, with an average breadth of sixty yards, the banks covered with close jungle, lined with mangrove bushes fringing the edges.

Three miles up the river, Captain Talbot went ahead to reconnoitre, and re-joined two miles higher up, with information that the next bend would place the boats in front of the batteries and stockade, and that a boom of large size was thrown across the river 250 or 300 hundred yards below the fort. The launch and second barge of the *Agincourt*, the barge of the *Vestal*, and launch of the *Daedalus* were then, ordered up with directions to form line abreast, to anchor by the stern when close up to the boom, and keep up a fire, whilst the three cutters under Lieutenant Reid, Mr. Young, and Mr. Gibbard, were directed under cover of the fire of the gun-boats to clear away the boom, the *Vixen's* and *Vestal's* pinnaces to close up in the interval, and the remainder of the boats to be the reserve, and act as ordered. Whilst Captain Lyster was preparing to carry out these instructions, a flag of truce made its appearance from the fort. The boats were immediately ordered to anchor in two lines, Captain Talbot demanded an unconditional surrender of Seriff Housman in half an hour. The flag of truce urged the wish of Housman to have a consultation with him, it was refused, and the flag left; in the meanwhile the boats had taken up their positions in the following manner: the *Agincourt's* launch close in on the left bank touching the boom, the *Vixen's* pinnace next, and the *Daedalus'* launch next; on the right bank was the *Vestal's* barge. then the *Agincourt's* second barge, the *Pluto's* cutter, and the gigs of the commanding officers. The three cutters with the carpenters, under Captain Lyster, employed themselves trying to unshackle the cable and clear the boom of the shore.

In a quarter of an hour another flag of truce came down the river and stated that Seriff Housman would allow two boats inside the boom during the conference. He was answered that the half hour was nearly up, and that if Seriff Housman did not surrender, action would commence. The flag of truce instantly returned, shot round a small turn of the river, hauled down the flag, and the batteries commenced firing, which was immediately returned. The 12-pound carronades in the gun boats appeared to make little impression on the forts, but the firing on both sides was well sustained. About twenty minutes from the commencement, Lieutenant Paynter obtained permission to land and try the rockets, and in eight minutes a 24, 12, and 3-pound tube were fired on the right bank, about five yards in the rear of the boom, and the first rocket (a 42-pound) was hailed by a loud cheer from all the gun boats. The well sustained fire of guns and rockets, soon rendered the fire of Seriff Housman's defences wild, but the perfect workmanship by which the boom was secured, resisted all efforts to force it. The firing having lasted fifty minutes, and the boom still impassable. the ammunition of the gun-boats was ordered to be husbanded, and the guns to be fired with great precision; at this time Mr. Reeve of the rocket party was sent to Captain Talbot with information that the forts could be reached by the right bank; but at this moment one end of the boom gave way. The boats were immediately pushed through. and with a loud cheer, led by Captains Talbot, Lyster, Fanshawe, and Clifford; boat after boat passed with the marines under Captain Hawkins to storm the defences. The enemy retreated from the eight-gun battery without making any resistance. The flags were hauled down, and the forts immediately taken possession of. A guard was left in the fort; parties of marines and small arm men advanced up both sides of the river, burning and destroying the houses, and everything that could be discovered. The forts were well situated, and commanded a complete view of the river and boom. A floating battery of three long 18-pounders was erected close to the left bank, and the guns laid for the boom. The 8-gun battery, consisting of one 18 pounder, two 12-pounders, three 9-pounders, and two 6-pounders, on the right bank, were laid some for the boom and others above and below it. It was not to be expected that so formidable a position could be taken without a sacrifice of life. Six killed and fifteen wounded, (two mortally,) was the loss on the English side, and the determined manner the pirates worked their guns for the first half hour, secure in their position, and confident in their boom, renders it fortunate the loss was not greater.

The following is a list of the casualties on the occasion.

H. M. ship Agincourt. 2nd barge, 3 killed, 2 wounded, (1 severely); launch, 1 killed, 2 wounded, (1 severely).

H. M. ship Vestal. Barge, 1 killed; pinnace, 2 wounded, (1 severely).

H. M. S. Daedalus, Launch, 1 killed, 2 wounded, (1 mortally, 1 severely).

H. M. S. Vixen. Pinnace, 2 wounded, (2 severely); cutter, 1 wounded.

H. M sloop Wolverine. Cutter, 1 wounded, (mortally); pinnace, 1 wounded (1 severely).

H. M. sloop Cruizer. Pinnace, 2 wounded.

H. C. steam vessel Pluto. Cutter, 1 wounded.

Officers, wounded. Lieut. Heard, Supr. Agincourt, (slightly,) Mr. Gibbard, mate in Wolverine, (mortally), Mr. Pym, second master Vestal, (severely).

It is impossible to estimate the loss of the enemy; that it was severe, there can be no doubt; bodies were found in various directions - numbers were thrown into the river by their own- people, and the wounded were carried into the jungle as soon as they fell. But the testimony of some Manila men (slaves) who had escaped, amounts to this that Seriff Housman was dangerously wounded in the neck, that two Chiefs (Arabs) were killed, and two severely wounded, that many hundred men were in the forts at the commencement, but after twenty minutes firing numbers fled, and as the loss on the English side was all in the first twenty minutes, it is highly probable that the latter part of the firing was continued by a few desperate men, but without any effect, and who ran away the moment the boom was passed.

Not wishing to lose the tide, the force was re-embarked and returned to the *Vixen*. To prevent all chance of the enemy making head again, the Admiral despatched a fresh party under Commodore Giffard, who after a slight resistance from a few stragglers, completed the destruction of the town, and brought away a quantity of brass ordnance. The force having returned to the ship, the squadron moved to the island of Balambangan, and on the 25th departed for Manila and Hongkong; the Cruizer being detached with Mr. Brooke and Captain Bethune. Thus, under one short campaign at Borneo there can be little doubt that a most salutary effect will be produced by the powerful and effectual measures of our Commander-in-Chief.

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**Destruction of Pirates.** -By a letter from H.M.S. *Agincourt*, dated Manila, 3rd September, we learn that the squadron, consisting of the *Agincourt*, *Vestal*, *Daedalus*, *Cruizer*, *Wolverine*, *Vixen*, *Pluto*, and *Nemesis*, had attacked, at Mallooodoo Bay, the pirate chief Seriff Housman. The boats of the squadron succeeded in taking his forts, being three in number, and mounting altogether fifteen guns; they destroyed his town, and all the goods they came across. The boats were under the fire of the batteries, while forcing the boom, upwards of fifty minutes, at little more than two hundred yards. distance. Our loss was six killed and fifteen wounded-two of the latter since dead. Mr. Pym, of the *Vestal*, was wounded in the back part of the thigh by a grape shot, but not dangerously. Gibbard, a mate of the *Wolverine*, was killed. The loss in the *Agincourt* alone was four killed and six wounded. 'the loss. of the enemy could not be ascertained, they carried the bodies immediately into the jungle, but it must have been immense. Two Arab chiefs are known to have been killed, and Seriff Housman himself to have been carried off the field, severely wounded in the neck. The squadron were to sail for Hongkong from Manila the day after, namely, the 4th Sept. - Port Philip Herald, December 11.

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**The Expedition Against San Juan De Nicaragua.**

**Official Despatches.**

Admiralty Despatches of April 28, 1848., which the following are extracts or copies, have been received at this office: -

Vindictive, at Jamaica, March 5, 1848. "Sir,- With reference to my letter, No 42, of the 1st instant, reporting the departure of her Majesty's ships *Alarm* and *Vixen* for Blewfields, to consult with her Majesty's Consul General and Agent, as to the best means of obtaining redress from the Nicaraguan Government for the insults and outrages therein mentioned, and to obtain the release of two British subjects, carried off from San Juan by Colonel Salas, of the Nicaraguan army, I have the honour to transmit herewith, to be laid before the Lords Commissioners of the Admiralty, a copy of a despatch, dated the 21st February, which I have this day received from Captain G. G. Loch, of the *Alarm*, reporting that the ships arrived at Blewfields on the 5th of that month, and Mr. Walker having been embarked, according to his request. they proceeded on the 7th for San Juan, where they arrived on the following day.

As the nearest Nicaraguan settlement was at Serapaqui, about thirty miles up the river, which from the strength of the current and various rapids, is generally a four days' journey. Captain Loch, accompanied by Mr. Walker in his own boat, proceeded to that place at once, with a force of 260 men in twelve boats, and after a most fatiguing pull of seventy-two hours, anchored on the evening of the 11th near the spot. It was here that the melancholy death of Mr. Walker occurred; he was unfortunately drowned, whilst attempting to save the life of a friend who had accompanied him in his boat, and had fallen overboard in the night. They both lost their lives.

On the morning of the 12th the expedition got under way, and proceeded towards the fort. where it had been ascertained Colonel, Salas was commanding officer. On nearing it, Captain Loch and Commander Ryder pushed ahead in their gig, in order to state the object of Her Majesty's forces being in the river, but no sooner were they seen than they were fired at, both by cannon and small arms. As this act effectually prevented any peaceable arrangements, boats were at once brought up, and after an hour and a half's pull against the rapid tide to reach the



landing place, during which the crews were exposed to a very heavy fire from both sides of the river, they effected their object, and the Nicaraguan troops fled at once, when Captain Loch totally destroyed the fort, and threw all the arms into the river. The loss on our side amounted to two killed, and one officer and twelve seamen, marines, and soldiers, wounded, a list of which is enclosed [but, unfortunately, not included in the transcript].

I have to express my admiration of the great gallantry, zeal, and perseverance displayed by Captain Loch and the officers and men of both services employed under his orders on the occasion. -I have, &c.,

**F. W. AUSTEN,**

**Vice-Admiral.**

**To the Secretary of the Admiralty.**

**Fort Saint Carlos, Nicaragua,**

**11 February 21, 1848.**

Sir,-In pursuance of your instructions, and in accordance with the wishes of her Majesty's late agent and Consul-General, Mr. Walker, I have the honour to acquaint you that I proceeded up the river San Juan de Nicaragua, in command of her Majesty's combined forces, consisting of 260 officers and men, contained in twelve boats of her Majesty's ships *Alarm* and *Vixen*, and captured the post of Serapaqui, after a sharp action of one [hour] and forty minutes, with a loss of two killed and thirteen wounded.

The post is situated on a point projecting into the river very abruptly to the height of 50 feet, is protected in the rear by a dense forest, and in the front by an abattis, formed of large trees felled, with their head and branches reaching into the river. It was only to be approached by heading a rapid current of nearly five knots an hour in order to pass the fort and descend towards a steep and narrow landing place above the stockaded batteries.

On Friday, the 12th instant, Commander Ryder and myself (who were in advance in our gigs) hove in sight of Serapaqui, situated at the head of a straight reach of about a mile and a half long. No sooner did my boat appear, than she was fired upon by two guns, which effectually precluded the possibility of any peaceful arrangement.

I therefore waited to reconnoitre until the heavy boats arrived, when I led them up the river. A spare pinnace, commanded by Lieutenant Johnston, of H.M.S. *Alarm*, containing some of H.M. 38th Regiment ; the *Alarm*'s barge, commanded by Lieutenant Ride, and First Lieutenant Boyle, of the Royal Marines, with a part of his detachment, and the *Vixen*'s port paddle-box boat, with the headquarters of the detachment of that regiment, commanded by Captain Smith, owing to their fast pulling, took the lead after the gigs, and on we went, but the current was so strong, that one hour and forty minutes elapsed before we were enabled to pass the batteries sufficiently high to drop down to the landing place previously mentioned, by which time nearly all the boats were up. I then gave the order to land, which they did with an English cheer, and in ten minutes our flag was hoisted in the fort.

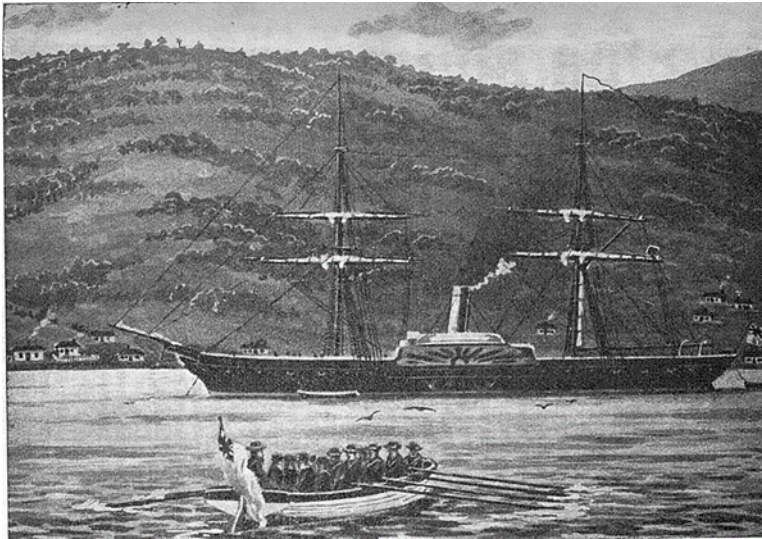
After a chase of thirty minutes into the thick woods, I ordered the recall to be sounded, destroyed the stockades, spiked the guns, broke their trunnions, and threw them into the river, together with muskets, ammunition; and, after embarking the force, set fire to the defences.

I was unable to ascertain accurately the loss of the enemy, owing to the density of the cover into which they retreated: twenty, however, were found dead, and I have reason to believe that about double the number were wounded. Their force consisted of about 200 soldiers, besides some boatmen, pressed by Colonel Salas into his service.

Nine prisoners were captured, amongst them two wounded officers; these I sent to the ship; the remainder I have distributed amongst the boats to act as pilots.


		<p>The defences of the post consisted of six angular stockaded entrenchments, formed of very tough timber, eight feet high and four feet thick, one side of each stockade looking across the river, and the other down the reach. The principal stockade commanded the landing place, in which one of the guns was mounted at the time.</p> <p>It was with great satisfaction that I saw the cool and steady behaviour of the men, under the trying circumstances of crowded boats, exposed to a hot fire, from both sides of the river, from unseen marksmen, without the possibility of effectually returning it, while in almost a stationary position, owing to the current running like a mill-stream. And it is astonishing to me that a greater loss did not occur, as the boats were riddled with shot, and nearly half the oars broken.</p> <p>To distinguish one brave officer from another, when all did their duty, is a difficult task ; but I may remark, that I found Captain Smith, commanding the detachment of her Majesty's 38th Regiment, by my side on landing ; Commander Ryder, at the head of his division, close by me ; Lieutenants Johnson and Ridge, of the <i>Alarm</i>, leading their men in gallant style ; and First Lieutenant Boyle, Royal Marines, of the same ship, leading his detachment as my guard, and showing an example which his marines could not but follow.</p> <p>Mr. Martin, paymaster and purser of the <i>Alarm</i>, accompanied me in my gig, and was of the greatest value and assistance. Besides these officers, I beg to recommend to your favourable notice Mr. Collins, paymaster and purser of H. M. S. <i>Vixen</i>, who was a volunteer in the head quarter-port paddle-box boat; the Hon. M. A. Moreton, mate of the <i>Alarm</i>, who commanded the pinnace, and did good execution; Mr. Tyler, mate of the same ship; Mr. N. E. B. Turnour, midshipman of <i>Vixen</i>, who was badly wounded; and I beg to mention a seaman of the <i>Vixen</i>, named in the margin, who captured the colours. -I have, &amp;c.</p> <p><b>Granville G. Loch G. LOCH,</b>  <b>Captain HMS Alarm, and, Senior Officer, &amp;c.</b></p> <p>P.S. Commander A. Rider has brought, under our notice the zeal and gallantry of Mr. F. A. Dewdney, midshipman of H.M.S. <i>Vixen</i>, commanding the S. P. B. boat.</p> <p>I beg also to mention the zeal and activity of Lieutenant Scott, First of the <i>Vixen</i>, in forwarding the advance of the launches over the rapids, and his exertions in pushing on the slow boats of the force.</p> <p>Vice Admiral Sir Francis Austen, K.C.B., Commander-in-Chief, &amp;c.</p> <p><b>1862 Vixen was Sold out of the service.</b></p>					
081.	<b>Geyser.</b>	Paddle Sloop. <b>Driver-class.</b> 1 <sup>st</sup> class sloop.	6.	Wood.	Aug 1840. in HM dockyard Pembroke	6 Apr 1841.	Ordered 12 Mar 1840. May 1841. This was reconfirmed 29 May 1840. Power for her paddles came from a Seaward & Capel 2-cylinder direct-acting steam engine developing 280 nominal horsepower, which was fitted at Woolwich. Commissioned 8 Mar 1842 at Sheerness. 31 Oct 1841 she was sent to Sheerness to be coppered and made ready for sea. ....
<p>..... 6 May 1841 Woolwich, The Driver arrived with the <b>Geyser</b>, recently launched at Pembroke Dockyard, to have her engines fitted by Messrs. Seaward and Co, at Limehouse. 23 Oct 1841 is at Limehouse, having her engines fitted, and is expected to leave shortly for Sheerness to carry out her trials. 25 Oct 1841 carried out trials down the River. 29 Oct 1841 Woolwich, in harbour. 31 Oct 1841 left Woolwich for Sheerness, to be coppered and made ready for sea. She took with her Royal Marines for the <i>Alfred</i>. 8 Dec 1841 was commissioned at Sheerness. 9 Feb 1842, Chatham, permission has been granted for the vessel's pinnace to be fitted with a screw, powered by a 5 or 6 horse power engine produced by the Disc Company. 26 Mar 1842 preparing for sea at Woolwich. 9 Apr 1842 the vessel's pinnace, fitted with a disc engine and Commander Carpenter's propellers was tried on the river and found to answer very well. She went up to Hungerford Market, where she was inspected by the Admiralty. 11 Apr 1842 refitting at Woolwich. 25 Apr 1842 is due to depart Woolwich for the River for trials of her machinery and</p>							

armament. 25 Apr 1842 departed Woolwich for the North Sea in order to trial her armament of 115 cwt. guns, accompanied by the Black Eagle with the Admiralty Board on board to observe same. 28 May 1842 is trialling her engines and proving her compasses off Greenhithe. 25 Jun



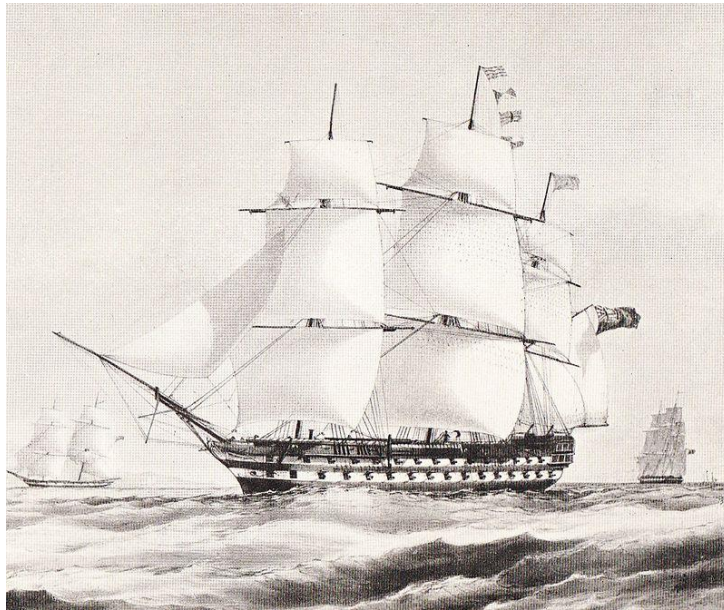
1842 is reported to be departing Woolwich shortly. 2 Jul 1842 is reported to be due soon at Spithead, from the eastward, to be paid advance of wages before departing for foreign waters. 7 Jul 1842 arrived Spithead from the River with orders for the Mediterranean. 9 Jul 1842 came into harbour to coal preparatory to sailing on Monday. 10 Jul 1842 departed Spithead for the Mediterranean with 10 officers and 100 men for the vessels on the station. 25 Jul 1842 arrived Malta from England in 15 days. 26 Aug 1842 in port at Valetta. 15 Sep 1842 in port at Valetta. 15 Sep 1842 following the trial of Sergeant Baynes, R.M., he was reduced to the ranks for contemptuous conduct. The newspaper report comments that this seems a really unhappy ship, presumably following other similar problems that haven't appear in the press? 22 Sep 1842 departed Malta for a circuit around the Island with the Devastation, and exercises, before departing for Corfu with the Howe. 26 Sep 1842 arrived at Corfu and towed in the Howe. 29 Oct 1842 is to depart Malta with 2 companies of the 42nd Regt., for Corfu, to replace the 97th Regt., who killed a resident at Zante and wounded

another, following a fracas, whilst trying to steal wine from a bar. 8 Nov 1842 at Corfu, where they were to be stationed with a view to suppressing the kind of piracy that had been carried on along the Albanian coast for many years, and since it was almost impossible to catch them in the act, a system of passes, similar to that used in the East Indies a few years back with some success, was to be introduced for all trading boats on the coast, and thus any boat without a license or pass would be seized. 25 Nov 1842 arrived Malta with the Cyclops from Corfu and Zante. 30 Nov 1842 departed Malta for the Ionian Islands. 1846 The Levant. 20 Dec 1848 Cape of Good Hope. 16 Feb 1850 The Geyser saves survivors of the barque Childe Harold, wrecked on Dassen's Island with the loss of Captain Byres, 12 Feb, and transports them to Cape Town, the Childe Harold having only left that port on about 11 Feb. 10 Feb 1851 At Rio de Janeiro. 11 Feb 1851 detained in Lat. 23° 21' S. Long. 44° 0' W., off the Island of Marambaia, the slave brig Mangano, Manoel Gomes d'Oliveira Magano, master, which was sent for adjudication to the Vice-Admiralty Court at St. Helena, and on 5 Jun 1851 sentenced to be restored to her master without costs. 6 Apr 1851 writes a report describing the state of the slave trade at various estates and locations on the coast of Brazil between Santos and Marambaia, including Albroa Bay; Dois Rios; Sombrio; Perrequé; Bahia de Sono; Larangeiras; Cairacus (Martin da Sa); Casatiba Bay. 23 May 1851 joined the Cormorant off Guarapari, who had been sent to cruise this part of the coast before returning to Rio de Janeiro to coal. 9 Sep 1851 at Itabapoama, on the coast of Brazil: carrying out an anti-slavery cruise in the region of Benevente and Piumé. 29 Jan 1856 Mid W. N. Tufnell appointed; for service in the Black Sea. 24 Feb 1856 arrived in the Mersey with stores and provisions for the Resolute. 23 Apr 1856, Present at Fleet Review, Spithead; Commander Tower. 24 Jul 1857 is reported by the Flag Officer's ship Castor at Simon's Town to be about to depart for a cruise to the East Coast of Africa, which in recent years has usually lasted about 9 months. 26 Jul 1857 also instructed to call at East London with passengers and forage, this being a period when the Dutch Boer residents and the Kaffirs were causing trouble ashore along the SE coast of Africa, diverting resources away from the fight against the slave trade on this station. Was then to proceed to Delagoa Bay and Quillimane to intercept supposed French vessels on the lookout for "emigrants," as mentioned by the Hermes to the Flag Officer at Simon's Town. 1860

		Devonport. 23 Jun 1860 Devonport. Commissioned for Service on the Home Station as a Store-ship. 1864 Home Station. Number of Cases of Disease and Injury. <b>1866 Broken-Up.</b>					
082.	<b><i>Cambrian.</i></b>	Frigate. late 5th rate.	36.	Wood.	Sep 1840.	3 Jul 1841.	She carried a Complement of 191 officers and men; 39 boys; 50 marines. ....
				<p>..... 26 Jun 1841 under construction at the Pembroke Royal Dockyard. 1 Jul 1841 <i>Avon</i> departed Plymouth for Pembroke with a party of men for the <i>San Josef</i>, to rig and bring the frigate <b><i>Cambrian</i></b> back to Plymouth. 19 Jul 1841 Plymouth, arrived from Pembroke. 20 Aug 1841 Plymouth, has been commissioned by Captain H. D. Chads. 24 Aug 1841 embarked her detachment of marines at Plymouth. 28 Aug 1841 Lieutenant A. S. Austen; Purser R. M. Read; Mate F. G. Simpkinson, appointed to the <b><i>Cambrian</i></b>. 4 Sep 1841 Surgeon John Smith (c), appointed to the <b><i>Cambrian</i></b>. 4 Sep 1841 Master J. N. King; Assistant Surgeon N. L. Dolling, appointed to the <b><i>Cambrian</i></b> (acting); Mate L. G. Pigot, appointed to the <b><i>Cambrian</i></b>. 11 Sep 1841 Lieutenant George Winsor; Mate L. P. Pigott, appointed to the <b><i>Cambrian</i></b>. 18 Sep 1841 Mate W. F. W. Parkinson, appointed to the <b><i>Cambrian</i></b>. 1 Oct 1841 Plymouth, was undocked, having had her water-pipes fixed. 9 Oct 1841 Lieutenants G. T. M. Purvis; Master's Assistant R. W. Ward, appointed to the <b><i>Cambrian</i></b>. 16 Oct 1841 fitting at Plymouth for service on the China station. 16 Oct 1841 Masters Assistant R. W. Ward; Midshipman W. Peel, appointed to the <i>Cambrian</i>. 8 Oct 1841 Plymouth, the cutter <i>Netley</i> arrived from Liverpool, with volunteers for the <i>Cambrian</i>. 23 Oct 1841 Commander G. K. Wilson; Mate R. L Curtis, appointed to the <i>Cambrian</i>. 2 Nov 1841 Plymouth, was towed into the Sound by the <i>Prospero</i>. 8 Nov 1841 Plymouth, departed for Bombay, with the Governor-General of India, and from thence to China. 22 Nov 1841, arrived at Tenerife, with the Gov.-Gen. of India onboard. At some time during the period 1839-42 engaged in the Operations in China. Officers and Men serving on this ship during this period may be eligible for a Medal. See p. 288 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 27 Dec 1841 arrived Cape of Good Hope, on route for India with Lord Ellenborough, prospective Gov Gen of India. 21 Feb 1842 touched at Madras, in 99 days from Plymouth, departing for Calcutta, where her ETA was supposed to be 1 March. 5 Jul 1842 stationed at Amoy. 20 Dec 1848 East Indies. 30 Jun 1858 arrived Hongkong from Plymouth. 6 Jul 1858 Canton River. 24 Aug 1858 Hongkong. 29 Oct 1858 Canton River. 31 Mar 1859 Hongkong. 7 Jun 1860 on the North China coast. 26 Jul 1860 Gulf of Pecheli. 16 Nov 1860 on the North China coast. 15 Dec 1860 Hongkong, and appears to leave the area. 1862 Hulked. 1870 Devonport, In Ordinary. 1872 Reduced to Hulk. 1879 Receiving Hulk, Devonport. 1880 Floating factory, 1890 Devonport. 1872 She was hulked, 1880 converted into a floating factory. 1892 sold.</p>			
083.	<b><i>Collingwood.</i></b>	Battleship. two-deck 2nd- Rate. ship of the line. <b><i>Vanguard-</i></b> <b><i>class.</i></b> Later	80.	Wood	Sep 1835.	17 Aug 1841.	Ordered 23 Jun 1832. 31 Jul 1841 it has been announced that 120 men of the Ordinary (Reserve Fleet) are to go to Pembroke to bring the <b><i>Collingwood</i></b> back to Portsmouth to be fitted out. 7 Aug 1841 Portsmouth, the <i>Lively</i> lighter is to sail as soon as the weather moderates, for Milford, with men from the <i>Victory</i> , and dockyard to attend the launching, rigging,

reduced to 3<sup>rd</sup>  
Class.

and bringing here, of the **Collingwood**, 80 guns. 5 Sep 1841 arrived Spithead from Pembroke, .....




..... and was brought into harbour the following day. 11 Jun 1842 rumours abound that the guns of the *Vengeance* and **Collingwood** are being got ready on the gun wharf at Portsmouth. 10 Oct 1842 to be fitted as an "Advanced Ship," at Portsmouth, her masts, spars, and rigging, are to be prepared, fitted, ticketed, and housed in the Dockyard, and the ships are to have their bulk heads put up, their anchors, chain cables, and tanks on board, and their armament is to be kept ready in the Gun Wharf. 17 Aug 1844 *Collingwood*, 80, Capt. R Smart, K. H., This officer superseded Captain Eden, whose health will not admit of his retaining command of this splendid ship. She is in all respects ready for sea, the crew paid, with the admiral's baggage onboard, and is now awaiting the arrival of Sir Geo. H Seymour to embark and proceed on his destination. United Services Gazette. 17 Aug. 8 Sep 1844 *Collingwood* left Gravesend for the South America Station. 15 Jun 1845 Rear Admiral Sir George Seymour had gone in the **Collingwood**, taking the *Modeste* with him, to meet the French Admiral at Tahiti, to arrange about the indemnity to our late Consul, Mr. Pritchard. It was understood that the Commander-in-Chief was going afterwards to the Sandwich Islands, and then to California, and the West Coast of Mexico. 1846 Pacific and Otaheite Station. Feb 1847 Saved Chilian frigate from fire in adjacent vessel:

helped slip her mooring and towed her out of danger - the vessel was loaded with a large quantity of gunpowder at the time. 25 Mar 1847 R.-Admiral Sir G Seymour intended boarding with family, for Callao. 28 Jun 1847, at Callao, when the survey vessels *Herald* and *Pandora* arrived from Panama. 2 Dec 1847 *Carysfort* departed from Valparaiso on the 2nd of December in company with the **Collingwood**, 80, and the *Constance*, 50, and parted company on the 5th. 17/18 July 1848 Paid off at Portsmouth - see St Vincent for article from the Morning Chronicle dated 17 Jul 1848. 20 Dec 1848 Portsmouth. 23 Mar 1860 Sheerness, commenced conversion to screw steamship. 9 Aug 1861 undocked.

Length of gun deck: 190 feet.	<u>Sails.</u>
Length of keel: 153 feet.	Yards of canvas 12,947.
Breadth extreme: 57 feet.	Spare set 7,844 yard.
Depth of hold: 23 feet 4-inches.	<u>Total</u> 20,7 91.
Draft of water forward: 23 feet 6-inches.	<u>Guns:</u>
Draft of water aft 24 feet 11-inches.	Lower deck: 8 x 8-inches x 65 cwt. + 20 x 32 pounders x 56 cwt.
Length of main mast 119 feet.	Main deck: 4 x 8-inch x 65 cwt.+ 24 x 32 pounders x 50 cwt.
Diameter 40 -inches	Upper deck: 24 x 32 pounders x 41 cwt.
Length of main-top mast 69 feet.	<u>Total</u> 80.
Diameter 21-inches.	<u>Complement:</u>
Length of maintop gallant mast 34-inches.	<u>Officers:</u> 30.
Diameter 12-inches.	Subordinate officers: 27.

		Length of main yard 103.	Petty officers and seamen: 483
		Diameter 25-inches.	Marines: 150
		Length of main-top-sail yard 74.	Boys: 60.
		Diameter 16-inches.	<u>Total</u> : 750.
		Length of maintop gallant yard 46.	
		Diameter 10-inches.	
		1860 Engines fitted. 1861 she was fitted with screw propulsion. <b>1867 Sold out of service.</b>	

**17<sup>th</sup> Dec 1841: Sir Watkin Owen Pell, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

084.	<b><i>Spiteful.</i></b>	Paddle Sloop.	6.	Wood.	.	24 Mar 1842.	Ordered Mar 1841 from the Pembroke Royal Dockyard. Commissioned at Plymouth 17 Dec 1842. ....
		<p>22 Mar 1842 <i>Alban</i> departed Plymouth for Pembroke, with a party of officers and men to take the recently completed steamer <b><i>Spiteful</i></b> to Greenock to be completed with her engines. 3 May 1842 the <i>Netley</i> departed Plymouth for Glasgow to bring back the men who took the <b><i>Spiteful</i></b> from Pembroke Dock to Glasgow back to Plymouth. 16 Jul 1842 departed Plymouth in the <i>Hamoaze</i> (lighter), with the Second Master Attendant, with a party of men for Greenock to bring the <b><i>Spiteful</i></b> steamer down to Plymouth. 10 Aug 1842 arrived Plymouth from Greenock, with a view to her being commissioned shortly at Plymouth. 17 Dec 1842 has been commissioned at Plymouth. 18 Apr 1846 arrived at Penang from Borneo, in search of the Admirals, insurrection having broken out at "Sarawak" (Borneo). The Rajah, the British ally had blown himself and his family up, dreading the Sultan. Mr Brookes besieged by the Sultan, shut himself up in his fort. H. C Steamer <i>Phlegethon</i> has gone to his assistance from Singapore. Rear Admiral Sir Thomas Cockran, CB, at Madras, proceeds to the Straits immediately. HM steamer <b><i>Spiteful</i></b> ordered to join His Excellency at Penang. HM brig <i>Cruizer</i> returns from Madras to Moulmein, to relieve the <b><i>Spiteful</i></b>. Calcutta Star 4 May. July 1846 action against pirates in Borneo - <a href="#">see below</a> - see also p. 332-&gt; at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 2 Aug 1846 salvage services rendered to the Frederic the Sixth. 20 Dec 1848 at Sheerness. 30 Aug 1851 Mediterranean. 17 Oct 1854 1st Bombardment of Sebastopol - see also p. 437 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 26 Feb 1855 at Balaklava and to sail for the fleet once the weather has moderated. 1860 Portsmouth. 28 May 1862 arrived at Truxillo / Trujillo. Investigated the suspicious vessel Noc d'Aqui. Feb 1864 whilst a boiler was being removed at Deptford the wooden shear-legs hoist gave way killing and injuring dockyard personnel. The wooden shear-legs were replaced by an iron contraption in the subsequent January, when the <i>Spiteful</i> was still under repair. 1 Nov 1865, Master James Harry apptd. 2 Nov 1865, Paymaster Edwin Harris appointed. 4 Nov 1865, Commander Archibald D. W. Fletcher, appointed, commanding officer; Lieut. Charles R. Harris appointed; vessel commissioned circa 1 Nov at Woolwich for the Brazilian Station. 3 Nov 1865, Clerk Charles E. Warren appointed to the <b><i>Spiteful</i></b>. 9 Nov 1865, Chief Engineer Thomas O. Lewis; Sub Lieutenants G. A. Grey, and S.A. Johnson; and Midshipman the Honourable Robert Walter Craven appointed. 7 Nov 1865, following</p>					
							

a recent trial of the vessel on the measured mile it was discovered that the vessel had started to leak and she was taken into dock where her copper was stripped back in the area in question, and it was discovered that the problem wasn't serious and could be made good. 8 Nov 1865, a detachment of the Woolwich Division of Royal Marine Light Infantry was ordered to be fitted out for service in the **Spiteful**. 11 Nov 1865, Assist. Surgeon W. D. Longfield appointed. 14 Nov 1865, Lieutenant William E. Miller appointed. 20 Nov 1865, departed Woolwich to embark her powder from the floating magazine below the Royal Arsenal, and to then to Greenhithe to swing her compasses, and be inspected by the Commodore Superintendent of Woolwich Dockyard and staff, before making a trial trip to the Lower Hope and returning to Greenhithe on Wednesday, and departing for Spithead. 22 Nov 1865, Surgeon Duncan Hilston, M.D. appointed. 2-3 Dec 1865, arrived Spithead, from Woolwich. 4 Dec 1865, the officers of the **Spiteful** were reported to have hired a wherry at Portsmouth for £3 5s. 0d., per week, when the vessel was observed carrying officers and man out to the **Spiteful** on the morning of 4 Dec 1865, and being manned by 2 men from Gosport, who were charged for working in a boat for hire within Portsmouth without a licence and were fined a total of £8 5s. 6d., which they paid. 6 Dec 1865, Engineer Joseph Rothery appointed. 7 Dec 1865, departed Portsmouth for Woolwich to make good defects, and not, as reported in some newspapers as having departed for the Brazils; she passed by Deal on the same day for the River. 15 Dec 1865, had arrived back at Woolwich from Spithead with some serious defects in her hull, and was inspected by the Surveyor of the Navy, and is now moored alongside the *Salsette* hulk. 16 Dec 1865, is reputed to have had her defects made good, been coaled, and is now headed for Greenhithe to adjust her compasses, before sailing for South America, and is reported as having passed Deal for the westward on the 17th. 18 Dec 1865, stopped briefly at Spithead, on route for Plymouth Sound, arriving Plymouth the same date. 19 Dec 1865, William Angle was brought before the Bristol Police Court and charged with being a deserter from the **Spiteful**. He had been granted a day's leave, but had extended it, or as they used to say at one time, he took French Leave. He was sent back to the ship. 20 Dec 1865, departed Plymouth for the coast of South America. 2 Jan 1866, was reported to have been at Madeira by the Royal Mail steamship Athenian, and was to sail on 4 Jan., for Brazil. 5 Feb 1866, steamers calling at Rio Janeiro (sic) reported the **Spiteful** was there, in company with the *Egmont* and *Sharpshooter*. 1 Mar 1866, reports received 5 Apr by mail steamer advise that the **Spiteful** was at Monte Video, in company with the *Dotterell*, *Spider*, *Linnet*, *Narcissus*, and *Egmont*, with other vessels of various nationalities. 5 Mar 1866, English newspapers printed in April report the death of Midshipman the Hon. Robert Walter Craven, on board the **Spiteful**, after being ill for some 5 days, and is reported to have been buried in the English Cemetery the following day? His date of birth was 4 Jan 1850. His brother Osborn had been ill, but was reported to be improving, albeit slowly. 15 May 1866, Paymaster John T. Sueter appointed. Circa 1 Jun 1866, the **Spiteful**, *Narcissus*, and *Triton* were at Monte Video. Circa 1 Jul 1866, was reported to have departed for the Falkland Isles. Circa 1 Aug 1866, has arrived back at Monte Vide, and is in company with the *Spider* and *Gleaner*. 25 Oct 1866, Lieut. Astley R. Cooper appointed. 7 Nov 1866, the Royal Mail steamer reports her departure from Rio for Monte Video. 14 Nov 1866, was expected daily from Rio. A letter from the station reports that a Lieutenant had been court martialled, but was acquitted of all charges. The writer also reports the transfer of 2 Lieutenants from the *Narcissus* to the **Spiteful**, to replace 2 sent to the *Egmont*. 20 Nov 1866, Engineer William Onions appointed. Circa 1 Dec 1866, at Monte Video, in company with the Flag Ship *Narcissus* and gunboat *Dotterel*. 13 Dec 1867, departed Monte Video for Cape St Marie, where the Norfolk, of Cardiff, bound for Monte Video, had gone ashore, but was unable to re-float the vessel. 22 Dec 1867, arrived Monte Video with the sails and stores &c. belonging to the Norfolk. Circa 1 Jan 1867, at Monte Vide. 3 Mar 1867, was to leave Monte Video to carry out some survey work in the Straits of Magellan. 9 Mar 1867, Commander Benjamin L. Lefroy, appointed to the **Spiteful**. 25 Jan 1868, involved in the various services connected to the Abyssinian Expedition: see The Royal Navy: A History from the earliest times to the present: Vol VII, p 218, by William Clowes. 30 Apr 1868, captured slave dhow, name unknown. 6-8 May 1868, captured 3 slave dhows, (names unknown). 30 Apr and 13-15 May 1868, captured 2 slave dhows, (names unknown). Further to the detention of the dhows, William Clowes, on p 224 notes that 200 slaves were rescued ; 2 of the slavers taken were armed with 6-pr. carronades, and on one occasion determined resistance was offered ; and on another the fugitive crew of a captured dhow returned, and made a bold, but vain effort to regain

the prize, which had to be blown up. It is perhaps worth noting here that most of the arrests of dhows were made by the ship's boats, deployed for weeks at a time, at appropriate times of the year when the Monsoon was blowing in the direction to take the dhows and their cargoes, northwards and eastwards up to Muscat and the Persian Gulf, in the main, and following the coast. I understand that much of the dhow trade has now died out, but even when I was at Mombasa in the 1960's quite reasonable numbers of these boats would make their appearance, usually arriving empty, IIRC, and then wait for the Monsoon to start blowing, in order to take their cargoes northward again i.e. depending on the monsoon, I gather this was usually an annual event, but could sometimes occur twice a year : when we were there the early monsoon never appeared in 1968, IIRC, and the weather got awfully hot and sultry, as if the monsoon was due, but it simply didn't happen. I.S.T.R. that the following year it made up for it in spades! 7 Sep 1868, captured slave dhow, name unknown. 26 Dec 1868, Commander Arthur Morrell, appointed to the Spiteful, vice Lefroy, invalided. 1870 Portsmouth. Latter half of 1874-early 1875 operations up the River Congo, which was also covered by William Clowes, on p 275. 1 Jul 1876 blockading Whydah, the port of Dahomey, covered by William Clowes, on p 283. 1879 Portsmouth.

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**Borneo. (From the Friend of China, August 17 [1846].)**

We have received from an authentic source a narrative of the late operations of the fleet under command of Rear Admiral Sir Thomas Cochrane against the Sultan of Borneo, which we lay before the public, trusting that it will correct any erroneous impressions which may have been conveyed by the garbled statements in the Singapore papers.

Forcing the Bruni River; Capture of Eight Forts, Mounting Forty-Nine Heavy Guns, the Town of Borneo, and Complete Success of British Policy. The national policy of late years of Great Britain in her intercourse with the northern portion of Borneo, termed " Borneo Proper," has been most praiseworthy and enlightened. The suppression of piracy - the abolition of slavery - the introduction of the usages of civilised life, and a fair and honourable commercial intercourse with its people, are the leading features of the late Government treaties; and in her efforts to obtain them, no system of aggression or aggrandisement had the least influence or in any way directed her conduct. Twelve months previous, in the presence of her sovereign, and his principal rajahs, a solemn and binding treaty for the above purposes was concluded by the British Admiral, and willingly. agreed to in open conference by both contracting parties; and the readiness of Sir Thomas Cochrane to comply with his part of it was seen in the entire destruction of those pirates who had infested the country, and from their strong holds bade defiance to the Sultan's wishes. He has had a vessel constantly cruising between Singapore, Sarawak, and Bruni; and, in company with Captain Bethune and Mr. Brooke, personally interested himself and explored her coal mines, that it might be the means. even by government vessels, of opening a trade which might ultimately be of consequence to our merchants.

But scarcely was his squadron gone. than powerful and discontented chiefs represented to the Sultan (Oman Ali Saffadeen) the ruin of their resources. the destruction of their slave trade, and that England in forcing herself upon them had sinister views, which would end in the entire overthrow of their barbarous policy. The party, always strong, gathered strength by impunity, and as their lives had been passed in scenes of violence and rapine, they would not and could not sit down quietly and see the trade they gloried in sink, and a more just and humane one rise from its ruins ; they gradually cooled from the English party, then came in direct opposition, and finally, when the imbecile sultan had yielded an unwilling assent, rose up and massacred with horrible determination every leader of the British party that they thought formidable to their wretched interests. Pangeran Muds Hassim, Pangeran Buddeerdoon, Pangeran Ishmael, with other nobles of less note, were slaughtered by the Sultan's party, because they upheld, with honour and integrity the treaty so honourable to their country. The treaty was scorned by the conquering party. and in their daring defied us, threw up batteries at every defensible post, staked the main arms across in four fathoms, and attempted the life of a British officer (Commander Egerton,) by sending down presents, and begging his presence at Borneo to be introduced to the sultan, who it was stated was anxiously awaiting the arrival of the English allies ; but the treachery that would have cost him his



kingdom, and his nobles their lives, was frustrated by one of those peculiar movements that look as if Providence had determined by one stroke to lay bare their perfidy, and heap punishment on the evil doers. A favourite servant of Pangeran Buddeerdoon " Joppa," who was present during the last moments of this gallant and virtuous man, was entrusted with his signet ring, and the dying words of the young chief was a prayer that he would escape, inform Mr. Brooke that a design was in force to take his life, to warn him of the fate of the English party, and told him to tell the Rajah (Brooke) that he died trusting in the Queen of England to avenge his murder and her insulted alliance. For months this trusty servant lived in perfect obscurity, narrowly watched and often threatened. When the Hazard (corvette) anchored off the mouth of the River Bruni, determined not to let such a favourable opportunity slip from his grasp, he swam the river, seized a canoe, and in the dead of night shielded by rain, succeeded in passing the forts without a challenge, and soon trod in safety the deck of the corvette, acquainted Captain Egerton with the cabals of the court party. and warned him not to think of entering the river, as he had heard the chiefs debating his death and those of the boats' crews, he intended taking up with him. Upon the receipt of this intelligence, the Hazard weighed anchor without communicating with Bruni, proceeded to Sarawak, gave all the necessary information to the Government Agent, received his despatches, and made all sail for Singapore, found the Admiral had left. and forwarded by various routes the unpleasant intelligence, which was by the Tenasserim (steamer) delivered to the naval Commander-in-Chief at Madras.

Veiling his intentions from every one, he waited only two days for his English mail. and at Singapore collected round him the following ships, which had been summoned rapidly and at the exact time to meet him in that anchorage.

The *Iris*, Captain Munday, 26 guns.

*Ringdove*, Sir W. Hoste. 16 guns.

*Royalist*, Lieutenant Reid, temporary commander, 10 guns.

***Spiteful***, Commander Maitland, 4 guns.

*Phlegethon*, H. E. C. St. Ross, Esq., 4 guns.

From the order for provisions and warlike stores obtained from the company's arsenal, it was surmised that their destination was Borneo, and it appeared in orders a few hours before sailing. The squadron started at night, made all sail, carrying a heavy press of canvas night and day. was joined by the Hazard on the 23rd, and the 24th of June saw them off the Sarawak. The Admiral went in the steamer up the Sarawak, took Mr. Brooke on board, and instantly pushed on for the River Bruni. off which the squadron cast anchor on the 6th of July. The Sultan immediately forwarded a despatch to the Admiral by a war canoe, but it was evident that he was merely gaining time, and his proposals were not accepted. At daylight on the 7th the Admiral reconnoitred the entrance, and by the 8th at 03:00 a.m. all the arrangements were entered into, and the campaign commenced.

The marines and S. A. men were ordered on board H. M. S. *Spiteful*, commander Maitland. The field, mortar, and rocket battery, on board the *Phlegethon*. The *Royalist* was taken in tow by the *Spiteful*, and the *Phlegethon* took the gun boats under her charge. The signal was given to weigh and sound ahead to *Phlegethon*, and the ships proceeded up the river, the small steamer sounding 200 yards ahead of the *Spiteful*. The force was commanded by the Commander-in-Chief in person.

Captain Johnston, of the *Agincourt*, commanded the whole of the landing forces, assisted by commander Egerton, of the *Hazard*. The gun boats by Captain Mundy, of the *Iris*, assisted by Lieutenant Patey, of the *Agincourt*.

The field, rocket, and mortar battery, by Lieutenant Paynter, of the *Agincourt*, assisted by Lieutenant Heath, of the *Iris*. The marines, by Captain Hawkins. R.N.

As the force came up in sight of the lower forts, mounting in all 21 guns, the enemy were observed to take down their matting, hoisted their flag, and coolly awaited the rapid approach of the steamers. and when within good range commenced firing. The *Phlegethon's* pivot gun and the field and rocket battery immediately returned it with a rapid and well. directed fire, assisted by the gun boats as they shoved off and

opened out in view of the forts The enemy's fire was badly directed, and the shot, grape, &c , went in every direction but the true one ; and the rapid closing of the *Spiteful* sent them flying from their guns in the utmost confusion. The gun boats were ordered to carry the forts, firing ceased on both sides, and so well and nimbly did the foe desert their standards, that when the first invader was on the parapet, he could only manage to have a long shot with a pistol at the last of the conquered. The forts above the town behaved better; as the Phlegethon rounded the point and appeared in view, they commenced firing with great accuracy at 900 yards. The field battery and the guns of the *Phlegethon* returned it with success, and the rapid closing of the other vessels to take part in the action drove them from. their guns with a loss on the British side on board the Phlegethon of two killed .and eight wounded; several shots struck the steamer and' filled her fore compartment, the water on both sides of her was ploughed up in every direction, and the commander of the Phlegethon deserves great credit for the able manner he handled her under fire.


The British remained undisputed masters of the forts. batteries, and guns, forty-nine in all, twenty-eight large brass ones go to England, to be placed at the disposition of Her Majesty's Government. The enemy's dead were earned away before the seamen and marines took possession. Humbled by defeat, powerless through desertion, a fugitive front his capital and people, Omar Ali Saffadeen, attended by a few of his nobles, took refuge from the British forces in the impenetrable jungle of the interior, nor did he stay his wretched flight till a hundred miles, and dense forests were placed between him and his persevering foe, who without correct intelligence, ignorant of the country,. and trusting to doubtful guides. fondly believed that a march and a day would surprise and capture the royal deserter. It was determined by the Admiral, without loss of time to follow up the tide of success, and the next day a marching column of 400 men, commanded by Captain Mundy, having under his orders Lieutenants Newland, Matthews, Paley, Heath, Norcock, Morgan, Captain Hawkins, R.M., Lieutenants Alexander and Mansell, R M., started with the intention of securing Tuan Pangeran Hassim (the adopted son of the sultan) first; and by a forced march afterwards suddenly appear before the sultan's house. ere he had timely notice of their intention; but the guides willing enough to surrender to the English the persons of their nobles, were not so sufficiently base to betray their sovereign - money nor threats, present advantages, nor future prospects. had not yet to the unlettered savage. taught him the terrible crime of foul treason to his country and treachery to a fallen king. The main object of the expedition therefore failed; but with energy and zeal the column, moved upon the points supposed to harbour the enemy, burnt the suppositious residences of royalty. captured six brass guns, and after four days' marching in heavy rain through plains covered as far as the eye could reach with water. and through jungle so thick as to afford an effectual screen from pursuit, returned to the steamers, having displayed throughout the march a steady discipline sufficient to merit the approbation in orders of Sir Thomas Cochrane. The Admiral having despatched this column of pursuit, received information upon good authority that another noble, Hadji Saman, was secreted up one of the creeks twelve miles distant. with his followers, and could easily be secured. He instantly despatched Lieutenant Paynter and Mr. Cresswell with 20 men, and 150 Malays in their war canoes, to bring him in a prisoner: and so correct did he deem this information, that a seizure of the person, and not a death wound, was to have been the destiny of Hadji Samara. But intelligence was communicated to the refugee, and before the first boat had started upon the scent, he had abandoned the river with his followers, and put miles and mountains between him and his pursuers. To burn his houses, &c., and destroy his plantations, was the, only resource left to gratify disappointment, and repay the annoyance of an unsuccessful chase; however, his hiding place was revealed by a peasant, under the threat of death, and the next morning Pemmormein (the principal chief in Borneo) had his canoes in chase - and it is to be hoped that driven from creek to creek, and deserted by his attendants, this bold and reckless warrior may meet the death he has so cruelly awarded to the English party in Borneo. In the meantime, through the agency of Mr. Brooke, and the interested attachment of the native chiefs, the admiral published a proclamation calling the townspeople to resume their occupations and inhabit their houses, promising them protection and security from all injury - so ably did he conduct this policy, that cunning and suspicious as the Malay is in character, crowds came pouring into the town daily, and seven days had not elapsed, ere the English stranger saw. trusting to his faith and dependent upon his power, no less a multitude than 12,000 people, relying on

the word of their conquerors more securely than on that of their native rulers. How forcibly ought this fact to strike a civilized people? We came as enemies to their sovereign, determined to revenge a cruel and unmanly massacre, we defeated them in fair and honourable fight; we humbled their proudest chieftains, and took military possession of their capital, but blood once arrested; and all honourable exertions for destruction ceasing to exist, we became the willing supporters of the people, neither ravaging their villages, burning their crops, nor maltreating one individual - we had ceased to be foes, and claimed them as allies, and the captives were dismissed, if not with presents, certainly without injury. What a lesson for all Europeans, and of what deep import upon all our transactions would a continuation of such humane conduct have upon mutual intercourse with untutored men. The proudest moments of the Commander-in-Chief must have been when he denounced the outrage, and prohibited a single act of injustice to be committed upon a fallen foe.

Unable as the Admiral was to communicate directly with the Sultan, yet the serious inconveniences attending a total absence of all Government, forced him to accelerate the great object of his policy by an appeal to the well disposed of the nobles, and aware that the ruler over the country united in his person the twofold character of Sovereign and Priest, and that the people had a routed conviction of the propriety of absolute submission to the will of the reigning despot, he wisely forbore to insist on Omar's abdication, but strenuously exerted himself to overshadow his temporal dominion by a complete and total change in the administration of his Government. Summoning to a conference the Pangerans of the British party on the deck of the *Spiteful*, he explained to them his wishes - placed their affairs before them in a clear and forcible light; urged them to rise and be the leaders of their countrymen in the paths of peace, and to resist as ruinous to their national prosperity the horrible trade of slavery and piracy. and called upon them boldly to denounce in their public conferences, and treat as rebels and traitors, the vicious ruffians who from henceforth upheld it. He promised them British protection and naval assistance in carrying out the object of his mission, but he told them also in language too clear to be misinterpreted by the designing, his determination to resist to the utter-most any infraction of the treaty, and threatened to carry fire and sword into the heart of the empire if their solemn declaration only shielded the infamy of a national falsehood. They answered him with feeling, and let us trust with good faith, promised that though they could not as good subjects dethrone "Omar Ali", yet they would sacrifice their lives ere they would allow the Sultan to dis-grace the nation by violating its honourable engagements, and called upon *Pemmormein* to assume with their full concurrence the reins of government, requesting him to call to his assistance any of the assembled leaders. *Pemmormein* accepted with modesty the honour-able burthen of command, named Pangeran Behar his second in rank, and promised to forward ere nightfall a full account of the debate to "Omar Ali," and in the confidence of possessing power, assured the Admiral that the sultan would readily yield a willing tribute to the successful enterprise of the British, by bowing implicitly to their reasonable demands. The assembly shortly afterwards broke up, a proclamation was issued to the inhabitants, stating in general terms the policy to be pursued, and a letter was forwarded to the hiding place of the Sovereign at Sarakee, acquainting him with the course of events, and calling upon him to resume his sway; but, explaining to him in express terms that the measures of his reign must be guided by the clauses of the treaty.

The Sultan has since the squadron left agreed to the terms, and is in quiet possession of his throne, supported by the British party. The first act of *Pemmormein's* ministry was to bring to trial and death, three of the captured leaders who commanded the forts that fired upon the English; they were crossed over the grave of the murdered Buddrudeen whose assassination they had been instrumental in accomplishing. Interfering so seriously in the national councils as we have done, sound prudence demands that England should assist the efforts of the Bornean kingdom in her march of improvement, and as she has destroyed by force her powers of committing evil, heal by a generous interest in her welfare the divisions of her rulers, and if the minister only pursues with honesty and firmness the policy so clearly laid down for him, Europe may yet acknowledge the northern portion of Borneo entitled to an importance, and assuming a position, that half a century earlier would have been deemed impossible.

Everything having been arranged between the Admiral and the Government, to the satisfaction of both parties. the ***Spiteful*** and ***Phlegethon*** steamed down the river and joined the squadron off Mooris Point on the 22nd, and the fleet stood to sea at daylight on the 23rd of July for Maluda Bay, leaving the Hazard off the Bruni river.  
**1883 *Spiteful* was Sold**

085.	<b><i>Superb.</i></b>	Battleship. 2nd-Rate ship of the line. <b><i>Vanguard</i></b> <b><i>class.</i></b>	80.	Wood.	Nov 1838	6 Sep 1842.	Designed by Sir William Symonds. 4 Oct 1842 the <b><i>Superb</i></b> arrived Plymouth from Pembroke Royal Dock, and was towed into dock by the <b><i>Thunderbolt</i></b> , who accompanied her from that port. 23 Apr 1846 Experimental Squadron @ Portsmouth, Captain A. L. Cony. July 1846 The Squadron of Evolution at Cove. ....
				<p>..... Summer Cruise. With respect to the movements of the squadron we are informed, that they are under orders to proceed again to sea after a delay of three days to water - that they will cruise towards Bantry, and anchor for some time in that splendid bay, where, as we are informed, it is intended that the crews and marines shall be landed and exercised in warlike tactics, landing at night, and such like evolutions, the object of the present trials being to exercise the crews and manoeuvre them in naval operations. See St. Vincent for the full extract from the Cork Southern Reporter. 14 Jul 1846 Evolutions for the Squadron of Evolutions See St. Vincent for the full extract from the Cork Examiner. Summer 1848, at Malta Harbour. 20 Dec 1848 at Portsmouth. 30 Aug 1851 operating in the Mediterranean. 1860 she was at Chatham. Nov 1848, the <b><i>Superb</i></b> under Captain Edward Purcell joined the Mediterranean Fleet, and continued there until paying off into the reserve at Chatham in June 1852. She was never fitted with engine or screw propulsion machinery.  1869 <b><i>Superb</i></b> was Broken-Up.</p>			

086.	<b><i>Victoria and Albert.</i></b>	Royal Yacht. Twin-paddle steamer.	One. Signalling gun.	Wood.	1842.	25 Apr 1843.	Designed by Sir W. Symonds. It functioned as a royal yacht of the sovereign of the United Kingdom, owned and operated by the Royal Navy. ....
		16 Jan 1855 She was renamed <b><i>Osborne</i></b> , after the launch of HMY <b><i>Victoria and Albert II.</i></b>	<p>..... Even before 1840, ever since 1823 Steam yachts, first introduced in, became popular amongst Victorian millionaires and Royalty throughout Europe.  1847 Change in conditions of service for certain Engineers, which affected the <b><i>Victoria and Albert</i></b>, and men who served on board. 20 Dec 1848 Steam yacht. Portsmouth. 25 May 1851 to Cowes - see below. 23 Jun 1851 Portsmouth. The whole of the officers and men belonging to the Royal Yacht <b><i>Victoria and Albert</i></b> and her tenders are to proceed to London on Wednesday to visit the Exhibition, an order having been issued to that effect to-day. 27 Jul 1851 at Portsmouth, July 27. The Royal Yacht <b><i>Victoria and Albert</i></b> came into harbour, with the <b><i>Fanny</i></b>, steam tender, yesterday from <b><i>Osborne</i></b>, (IoW). Both vessels will remain in harbour till Monday morning, as usual, this arrangement affording their crews an opportunity of attending divine service on the Sunday. 30 Aug 1851 at Portsmouth.  1853 She was lengthened in. She was 200 feet and emerged at 260 x 33 x 22 feet, displacement 1,382 tons, with new engines of 600 horsepower (450 kW). In total she had already made more than twenty voyages.  1854 Royal Yacht <b><i>Victoria and Albert (1843)</i></b> was renamed <b><i>Osborne</i></b>.</p>				



Engineers of the Royal Navy .- In the early part of the present year, when the *Terrible* and *Retribution*, first-class steam-frigates, of 800 horse power each, were commissioned, and engineers appointed to them, it was suggested that the first-class engineers of these vessels should be made commissioned officers, to enable them to fulfil their arduous duties, by having access at all times to the commanders of the vessels, without applying through another officer. The suggestion has been favourably received at the Admiralty; and, after examining Mr. Baker, chief engineer of the *Royal Victoria and Albert* steam-yacht, Mr. Brown, chief engineer of the *Bee* steamer, for the use of the students of the *Excellent*, gunnery ship at Portsmouth. and one or two others, it is contemplated to appoint three or six of the most eligible of the chief engineers to be ward-room officers ; one to be on board the admiral's vessel, whether a war steamer or ship of war, to receive orders direct from the highest authority in the fleet, and

communicate them to the chief engineers in the other steamers of the squadron or vessels in port. This arrangement, if carried into effect, will give great satisfaction, and retain in her Majesty's service engineers of superior ability, notwithstanding the temptations held out to them to enter the service of other Governments. It is also contemplated to raise the pay of first-class engineers from £16 to £18 per month, as further encouragement in the performance of their responsible duties. This addition will be a great acquisition to them, although less than that offered by other Governments. The *Monarch* and the *Neptune* steam-vessels, formerly belonging to the General Steam Navigation Company, have been purchased by the Spanish Government, and are at present fitting by Messrs. Seward and Co. as war steamers. The chief engineer have been offered £24 per month; the engineers £20 per month; the third engineers £16 per month; and the stokers £8 per month, with everything found them on joining these vessels. There is some difficulty to obtaining competent officers, even with these tempting offers, as the most efficient prefer serving in her Majesty's navy to that of any other power, and look forward to a fair reward for their services, and promotion to a rank they justly deserve, owing to the education and knowledge requisite to fulfil the duties of chief engineers in first-class war steamers. DNS of 26 May 1851. *Victoria and Albert*. Portsmouth, May 25. At about 6 o'clock on Friday night the *Victoria and Albert*, royal yacht, which had gone down to Cowes during the day, hoisted the royal and Prussian standards and embarked her Majesty and her royal foreign guests and conveyed them to Spithead, on a visit to the *Vengeance*, 84, Captain Lord Edward Russell, and the *Hogue* and *Ajax*, 60 gun screw steam ships, Captains M'Dougall and Quin. The royal party, under the customary salutes and the ceremony of manning yards, went on board the two first named ships and inspected them after which they returned to the royal yacht etc. [SG & SGTL; Vol 4; Page 112.](#)


16 Jan 1855 *Victoria and Albert* was renamed *Osborne*, after the launch of H.M.Y. *Victoria and Albert II*. (see item 126/1855).

3 May 1859 Portsmouth. Commissioned for Service on the Home Station.

1860 Tender to *Asia*, at Portsmouth.

Apr 1861 Census, *Osborne*, and her hulk *Blonde* had on board, Master Commanding G H K Bowers; a master, boatswain, assistant engineer, quartermaster, 2 carpenters, 11 seamen, 3 stokers and 6 boys.

1864 Home Station. Report of Small Pox onboard. Number of Cases of Disease and Injury.

1868 She was Scrapped. 1890 she was Broken-Up.						
087.	<b>Helena.</b>	Brig-sloop.	16.	Wood.	.	11 Jul 1843. [Early information unavailable].
				<p>29 Jul 1844 Helena and Bittern detained the slave vessel Uniao, .....</p> <p>..... which was sent for adjudication to Mixed the British and Portuguese Court at the Cape of Good Hope, and on 18 Nov 1844 was sentenced to be restored to her Master. 8 Apr 1845 detained the slave dhow Messuri Kliej/Kley, which was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope, and on 25 Jun 1845 the vessel was sentenced to be condemned and 88 slaves to be emancipated. 14 Sep 1847 the proceeds arising due for payment. 1846 Cape of Good Hope and West Coast of Africa. 10 July 1848 Commander G. W. Smith; Experimental Squadron, Portsmouth - see St Vincent for details. 15 July 1848 Squadron departed from Portsmouth; Commander Smith - see St Vincent for article from the Morning Chronicle dated 17 Jul 1848. 20 Dec 1848 North America &amp; West Indies Station. 2 Dec 1850 At Tortola. 3 Jun 1851 At Antigua. 30 Aug 1851 North America &amp; West Indies. 1860 at Portsmouth. 1861 Coal hulk. 1863 Police hulk. 1868 Floating Chapel, Ipswich. 1870 still a Floating Chapel, Ipswich. 1879 still as a Floating Chapel, Ipswich. 1883 Police hulk. 1890 Police Vessel at Chatham. Aug 1914 Chatham. Harbour Police Ship at Chatham.</p>		
						
		1861 Hulked. 1921 <b>Helena</b> was sold-off out of the service.				
088.	<b>Vulture.</b>	Paddle Frigate. Steam-powered wooden-hulled, 2nd class frigate.	6.	Wood.	Sep 1841.	21 Sep 1843. Ordered 18 Mar 1841. Mar 1841 confirmation of order to be built at Pembroke Royal Dockyard. 23 Jan 1844 was then fitted with Fairbairn engines in East India Docks. July 1844 the compact engines were the subject of an illustrated article, and had two vertical cylinders of 80-inch (200 cm) diameter with 5 ft 9-inch (1.75 m) stroke, with steam provided by four boilers. ..
		<p>..... The paddle wheels were 26½ feet (8.08 m) diameter to the extremity of the floats, which were 8 feet 9-inches (2.67 m) wide. Vulture was first commissioned in Feb 1845 under Captain J. McDougall, for the West Indies, and completed fitting for sea (for a further £9,173) at Sheerness Dockyard until 7 June 1845. 29 Aug 1846 The "Daniel Watson" reports she was at Hong Kong. 1847 She was involved in the Expedition to Canton. 6 Feb 1847 It is reported from Australia. that when the Daniel Watson left Hongkong HMS <i>Agincourt</i>, 74, Admiral Cochrane; <i>Daedalus</i> and <i>Vestal</i>, frigates, <b>Vulture</b>, steam frigate., <i>Ringdove</i>, brig, and the <i>Minden</i>, 74 were present. 9 Oct 1847 It is reported that the severest typhoon that had occurred for ten years was experienced at Hongkong on the 20th July last; H.M. steamer <i>Vulture</i>, lying in</p>				

the harbour, drove and was compelled to get up her steam. 20 Dec 1848 Steam frigate, at Sheerness. 1848–49 She paid off on return from the



East Indies that same year, and then underwent a small repair at Sheerness and Woolwich in (for £17,334). 18 Apr 1851 Departed Devonport for Pendennis Castle, Falmouth with replacement troops. 19 Apr 1851 arrived Devonport from Falmouth with relieved troops. 30 Aug 1851 Devonport. Nov 1852 She was recommissioned in under the command of Captain Frederick Henry Hastings Glasse. 1854 she was used in the Baltic theatre of the Crimean War. 15 Apr 1854 captured Russian brig Patriot [Prize Money per London Gazette of 21 Jul 1857]. 16 Apr 1854 captured Russian merchant vessel Victor [Prize Money per London Gazette of 21 Jul 1857]. 7 Jun 1854 She was in action with the Russians on, in the action at Gamla Carleby, Finland. 8 May 1854 when in company with the *Valorous* detained the Russian barque Primus. May-Jun 1854 *Leopard, Vulture, Odin, and Valorous*, destroyed vessels and storehouses, etc., at Brahestad and Uleaborg, and captured several gunboats and 7 Jun, disastrous boat actions at Gamla Carleby - see p. 416 at

[www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 27 Aug 1855, she ran aground off Hanko Head, Grand Duchy of Finland, whilst towing a vessel from Nargen to Farosund. She was severely damaged and was sent back to England for repairs. 4 Feb 1856 Devonport. In Keyham Dock. 15 Feb 1856 Master's Asst C. H. J. Baker appointed; at Devonport. 23 Apr 1856, Present at Fleet Review, Spithead; Captain Glasse. 1860 at Portsmouth. Dec 1859 She was recommissioned again in under Captain C. Packer, for service in the Mediterranean. 1860 She was finally decommissioned and laid up at Portsmouth.

1866 She was fully Decommissioned. **Sold 1866 to Castle & Son, Charlton to be Broken-Up.**

089.	<b>Flying Fish.</b>	Sloop.	12.	Wood.	.	1844.	Designed by Sir W. Symonds. ..... 4 Dec 1845 at 7 o'clock, 16 miles off Lagos. While lying to the eastward of the barracoons (slave barracks or prisons, a.k.a. factories) saw a brig standing off the land to the S.E. with all sail. With a view to cutting her off from the land, and the wind falling light resorted to the sweeps until it fell calm at 13:30 hours, when a boarding party was put aboard the two whalers and the jolly boat, the more suitable boats, the cutter and pinnace being in-shore. By 1430 the boats had detained, without resistance, the Brazilian slave brig Eliza, 25 days from Bahia, and having only arrived on the coast the night before. She is said to be a beautiful vessel, being built at Baltimore, 106 feet in length and 237 tons, and reputed to be capable of carrying 1,000 negroes. Her master stated that if the vessel had been armed the ship's boats might have expected a lot more resistance as was reputed to be the case when another anti-slavery vessel had chased her in the Brazils. She was sent for adjudication to the Vice-Admiralty Court at St. Helena and sentenced to be condemned. 15 Jul 1847 the proceeds arising due for payment. 2 Jan 1846 8 miles to the eastward of Quitta, attempted to detain a schooner acting suspiciously and shoved off in the jolly boat to ascertain her nationality etc. When asked to heave-to the master replied that he would do so when he thought proper, and was generally uncourteous. The master eventually complied and the boarding party was able to board and found that the vessel smelt worse than a slaver - and having obtained the information required departed the vessel after 8 minutes. 3 Jan 1846 off lying off Little Popoe. 17 Apr 1846 with the French steamer Australie, ran an unnamed felucca on shore, where she was soon destroyed in the surf. 10 Aug 1846 at Lagos. 17 April 1846 captured slave felucca, (name unknown): Tonnage Bounty. Prize money due for payment 14 March 1849. 18 Mar 1847 detained the slave schooner Jupiter, which was
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sent for adjudication to the Vice-Admiralty Court at St. Helena, and sentenced to be condemned. 20 Dec 1848 at Portsmouth. 9 Nov 1849 detained in Lat. 3° 17' S Long. 1° 2' W. the Brazilian slave schooner Proserpina, with 226 slaves on board. 19 May 1850 detained off Nova



Redonda the Brazilian slave barque Louisa. 31 May 1850 detained in Lat. 11° 4' S. Long. 13° 2' E. a slave schooner, (Name Unknown), with 182 slaves on board. 3 Jul 1850 detained in Lat. 11° 40' S. Long. 15° 25' E. the Brazilian slave barque Constellacion. 10 Jul 1850 the *Flying Fish* and *Spy* detained in lat. 11° 30' S. Long. 13° 80' E. the Brazilian slave brigantine Vingador. 1 Nov 1850 detained in Lat. 5° 28' N. long. 3° 9' 5" E. the Brazilian slave schooner Mosquito, Lurencio Affonso, master, which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone, and on 9 Dec 1850 sentenced to be condemned. 26 Dec 1850 detained in Lat. 1° 23' N. Long. 5° 14' E. a slave brigantine, (Name Unknown), Pantalion Taxirane, master, with 266 slaves on board, which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone, and on 18 Feb 1851 sentenced to be condemned. 23 Apr 1851 had attempted to land at Badagry, to learn the situation ashore, but the surf being so rough, this was not possible. But from reports received from ashore, whilst the King of Dahomey threatens to make a further attack, he doesn't appear to be making any preparations and the tribesmen from Abbeokuta have acquired all the powder available locally, for their defence. 14 May 1851 Account of the Bounty money on the tonnage

and on the slaves captured on board the Prosperina will be deposited at the High Court of the Admiralty on or before 13 Jun. 14 Jul 1851 detained the slave brig Pepeta, Juan Rodrigues, master, off Fish town, near Pepoe, which was condemned on 16 Aug 1851 by the Vice Admiralty Court at Sierra Leone. [See below for newspaper report.](#) 30 Aug 1851 off the Coast of Africa.

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**15 Aug 1846 Particulars Respecting the Late Rollers at St. Helena.  
To the Editor of the St. Helena Gazette.**

Sir, -I do myself the honour to forward a few observations which I made on Tuesday, the 17th instant, as to the occurrences of the day, and should it be deemed worthy a place in the St. Helena Gazette, it will recompense me for the little time it has cost. I, however, earnestly hope, that the want of language adequate to express the grandeur, as well as the awfulness of what every spectator witnessed, will be in a measure atoned for by the accuracy of the statement.

St. Helena has ever boasted of the safety of its roadstead, and that most justly, as no individual upon the island can remember a solitary instance of a vessel having been wrecked upon its shores. Those who witnessed the scene presented on Tuesday, the 17th instant, alas will



have a different tale to tell. The roadstead, which only the day previous was like a mill pond, was on this day (Tuesday, 17th instant,) a sea of troubled waters.

During Monday night, the rollers, for which St. Helena has ever been celebrated, the cause of which is altogether unaccounted for, began gradually to rise, and on Tuesday had increased to an awful height, like so many rolling mountains, one after the other, driving everything before them. The English schooner *Cornelia*, condemned at this port a short time since, and purchased by Mr. Cole, was the first vessel driven on shore, being, no doubt, not so securely moored as the other vessels, although in any other weather equally safe. If the person in charge of this vessel had been left five minutes longer than he was on board, it would have been out of the power of all human aid to have saved his life, as the vessel, some distance from the shore, was buried in the tremendous seas, and ultimately came in upon the beach in a few minutes she was a mass of splinters. Immediately after the *Cornelia* disappeared, the Brazilian brig *Descobrador*, (127 tons) brought to this island under the charge of Lieutenant Moynell, and condemned on the 16th January, 1846, as being fitted for the slave trade, as a prize to H.M. sloop *Star*, lifted her anchors and was driven by the force of the rollers on to the beach, between the drawbridge and upper crane; the shopkeeper Robert Seale, his wife, and two other persons were on board at the time she touched. Sea after sea broke over the vessel, and she fell broadside on to the shore the larboard shrouds ultimately gave way, and the lives of the poor creatures on board were in imminent danger, not only by the vessel separating fast, and the seas rolling over, but by the falling of the masts. At this time two persons from on board swam to the shore, leaving the shopkeeper (Seale) and his wife holding on by the rail on the leeward side of the vessel, appealing to the numbers on shore, within hearing of them, for assistance. The Town Major endeavoured to convey a rope by means of a rocket to the vessel, but by some unforeseen circumstance it failed. Mr. Chatfield, master's assistant of H.M. sloop *Flying Fish*, attempted to swim off with a spar attached to a rope, and after arriving alongside of the vessel was taken by the sea under her counter, roller after roller breaking over him, which buried him for a time, and finally threw him on the beach in an exhausted state. A whale boat belonging to Mr. Rolfe was launched, in hopes of being taken alongside the vessel, but she was no sooner in the water than she was dashed to pieces. At this period an American seaman, named Roach, who has been upon the island some time, and is employed as a boatman, most nobly plunged into the sea and swam to the vessel, which he reached in gallant style, taking with him a rope, the end of which was secured on shore. Upon gaining the deck he hauled on board a sufficiency of the rope, and after attaching the end which he took to the side of the vessel, to enable him to regain the shore, without depriving Seale of the means of escape, he then tied a rope round Mrs. Seale's body, and immediately plunged into the water, when they were dragged on shore by the spectators, amongst whom were Dr. Tweedale, of H.M. steam sloop *Prometheus*, and Lieutenant Grant, R.A., who plunged in to the assistance of Roach as he approached. The rollers having knocked him with Mrs. Seale over several times. Mrs. Seale was landed almost senseless, but prompt medical aid being afforded, she soon rallied, and was conveyed to her home about two hours after. Seale, when he saw his wife was safe, tied the rope round his waist, and was drawn on shore without sustaining any injury. From the time the *Descobrador* touched the rocks to the period of the people being taken out of her, ten minutes could not have elapsed, and within five minutes afterwards she separated and went to pieces. The hand of Providence showed itself most conspicuously, for when the mast went even with the deck, it fell towards the shore, by which any number of persons could have saved themselves with common care and energy. However, those persons who witnessed the scene must be fully satisfied that the saving of the lives of Robert Seale and his wife must be owing (with the aid of Divine Providence) to the exertions of Joseph Roach.

The shipkeepers on board the other condemned slavers were immediately removed and conveyed on board of a vessel lying at anchor outside of the influence of the rollers.

Whilst the *Descobrador* was on her beam ends upon the beach, the schooner, name and nation unknown, captured by H.M. steam-sloop *Prometheus*, on the 22nd November, and condemned in the Vice-Admiralty Court on 29th December last, parted from her anchors, and, as if

propelled by steam, ranged herself on the outside of the *Descobrador*. This vessel was partly demolished, having been purchased by Mr. Stewart at auction.

About 12 o'clock, the Brazilian schooner *Acquilla*, with another prize, lifted their anchors and were driven upon the beach, in front of the town. The *Acquilla* remained perfect for some time, but the other very soon went to pieces. The *Acquilla* was detained by her H. M. sloop *Cygnnet*, but the result of the seizure is as yet uncertain, as her case is defended. The vessel that broke adrift with the *Acquilla* was the Brazilian brigantine *St. Domingo*, captured by U.K. steam-sloop *Prometheus*, on the 25th of December, brought to this island by Mr. Clark, Naval Cadet, and condemned on the 2nd instant.

About 1 o'clock, a tremendous heavy roller, which seemed determined to sweep away everything before it, broke over the Rocket hulk, which was lifted stern uppermost, and disappeared. This sea swept away the lower crane and veranda, the latter being placed some distance from the landing place against the hill, for the accommodation of captains of ships and others waiting at the wharf for boats. The crane was carried bodily by the sea into the Commissariat Coal hard, a distance of fifty yards, where it now lies buried with rubbish and stone. Previous to this sea breaking over the veranda or balcony, a great number of persons had resorted there for the purpose of gaining a good view of this awfully interesting but magnificent scene ; but as a warning, a previous sea had washed in, and they fortunately took the hint, otherwise many must have been sacrificed, either by the falling off the building, or being taken away by the receding sea.

Up to this hour almost every passage and luggage boat had been swept from their moorings - some thrown on shore and others taken out to sea. The Glacis in front of the fortifications, James' Town, is impassable from the immense quantity of wood, masts, casks, bunks, and other materials, thrown up by the sea from the wrecked vessels.

About 1 o'clock, the Brazilian schooner *Eufrazia*, captured by H.M. steam sloop *Prometheus* on 25th December, 1845, brought to this island for adjudication by Lieutenant Pollard, and condemned on the 29th January, and the Brazilian brigantine *Esperanza*, captured on 26th December, 1845, by H.M.S. *Actaeon*, and brought to this island by Mr. Lowe, second master, condemned on the 29th January, were buried by a tremendous roller breaking over them ; the former disappeared in an instant, having sunk at her anchors ; the latter, after her masts went by the board, drifted out to sea, a total wreck ; and whilst off Munden's Battery was boarded by some of the merchant vessels' boats, when sails, spars, and other articles were removed. This vessel ultimately drifted out to sea.

The rollers still continuing at as awful height, great fears were entertained for the safety of the English barque *Lavinia*, from Fernando Po, the crew of which vessel during the night previous had abandoned her, taking with them their cheats and hammocks on board of a merchant vessel lying at anchor off the influence of the rollers. All communication with the shore and shipping was impossible, as it was dangerous for a boat to approach the landing place, much less to afford a communication. The fishing boats fortunately escaped, as they were all out during the night of Monday, and on Tuesday morning, finding it impossible to communicate, remained out, and received assistance from the different merchant vessels then riding at anchor in the Bay.

About half-past five o'clock in the afternoon, the sea still continuing mountains high, the condemned Brazilian brigantine *Julia*, captured by H.M. sloop *Star*, was separated from her companion the *Quatro de Marco*, and thrown up by a succession of heavy rollers upon the West Rocks, and in an instant not a particle of her was to be seen. Almost immediately after, the Brazilian brig *Quatro de Marco* was, with four anchors down, lifted by the gigantic rollers, and, although buried for a time in the sea, was ultimately, by a heavy wave, lodged on the shore under Patten's Battery, near the West Rocks, the masts having been previously carried away by the force of the seas breaking over her. The *Quatro de Marco* was captured by H M. Sloop *Cygnnet*, on the 18th December, 1845, and was brought to this island under the charge of Mr. Jones, Purser, on 26th December last, with 540 slaves. The remains of the hull of this vessel were sold on the 26th instant, by public suction, for £30; the greater part of her starboard side and the after part of the stern of this vessel were totally destroyed. Previous to her being thrown up

to where she remained, she came in contact with an old anchor, which has been for nearly a century upon the projecting point of the West Rocks, and carried it away.

Thus, ended the scenes of this memorable day, a day that will ever be remembered by all who witnessed what took place. In addition to the vessels already stated, there were three other condemned slave vessels in the act of being broken up washed ashore. The loss of the boats has thrown many out of employment, and deprived them of their little all. and the means of supporting their families. Thus, after the savings of many a hard day's toil. they are deprived of a living; but God's will be done! and what has this day been experienced only reminds us of our frail state, and how little we ought to think of our earthly possessions.

The most painful put to be recorded of what this day has brought forth, is the loss of three of our fellow-creatures. who have met with a watery grave, and summoned, it is to be feared, in an unprepared state, to appear before their Maker?

On the evening previous, John Maggott, an old and experienced rock fisherman, with James Craig, a shoemaker, and Robert Bath, went to the rock under Sugar Loaf, in a boat for the night. At this season of the year many persons are induced to enjoy this sport, being invited by what is termed upon this island, "Bulls-eye fishing," a delicate fish which abounds during the months of January, February, and March. The rock under Sugar Loaf has always been celebrated for the abundance of this description of fish, and being near the town it is accessible by a very narrow path, and with the assistance of a rope to descend, affords the means of escape in the event of the sea suddenly rising. On this night Henry Trim and others, when the sea became rough, made their escape and returned home; not so with Maggott, Craig, and Bath, who were separated by a small cove, and although in sight of the others, had no means of saving themselves, or those opposite rendering the slightest assistance. The boat that had landed these three poor creatures the evening previous, called according to promise on this morning, and although within hailing distance dared not venture too close. The boatmen were informed that Maggott had been swept away about five o'clock, and they, Craig and Bath, said - "we must soon follow".

The circumstance of these poor creatures being in this perilous state was soon known in town; a boat was immediately at a great risk despatched, and Mr. H. Doveton went by land with ropes, in order to descend to where they were last seen, and, at the hazard of his life, to endeavour, if possible, to save them; but they were gone, and no more to be seen !

Bath has been for the last ten years, cook, to Mr. Solomon, and for eight years previous, cook to General Dallas, Governor of the island. He has left a widow with seven children to lament his untimely end. There were other persons who, during the night of Monday and all this day and night, were prevented returning to their homes in consequence of the unprecedented heavy sea.

The Wharf, from the lower steps to the drawbridge, together with the Glacis, is almost totally destroyed. The Commissariat coal yard, which was erected at a heavy expense in 1834 by General Dallas, also the iron tanks under the veranda upon the wharf, for the supply of water to shipping, totally destroyed. The fortifications at Lemon Valley much injured; and great damage sustained at Rupert's where the Liberated Africans are located.

To attempt to give a correct idea of the violence of the rollers on this eventful day is impossible, but as this humble effort towards a description of the same may meet the eye of many who have spent happy years upon the Old Rock, and are now in England and elsewhere, they will be enabled to judge of what I am at a loss fully to describe, and I will simply close by stating that the sea rolled as far as the officers' quarters at Rupert's, and that a 24-pounder carronade was taken from its platform from the Lower Chubbs Battery into the sea, as well as destroying the parapet on both sides. A boat was also drifted from James's Bay to the extreme point of the island to windward, Deep Valley, where it is now to be seen a wreck. The wind for many days previous to the setting in of the rollers, was from the northward and westward, with close sultry weather. The property lost by individuals, together with the expense of repairing the wharf, coal-yard, &c., is estimated at upwards of £20,000. St. Helena, 27th February, 1846.

**News of the World. 21 Sep 1851.**

**The Navy - Anti-Slavery Patrol.**

The Slave Trade. We are in possession of some interesting information with regard to the capture of a slaver by HMS *Flying Fish*.

"While at anchor, on the 14th July, off Little Pepoe, we observed a slaver stealing along shore as close as possible, evidently trying to shy us. 'Hands make sail,' was soon piped, when the reefs were out, and the starboard studding sails set-in double-quick time. On approaching her, we fired a blank gun, to make her show her colours, of which she took no notice. We then waited until we got within good gun-shot range, and sent a 32-pounder across her bows ; but this not producing the desired effect, a gunner's crew kept hammering directly at her, and it was delightful to see the good practice they made - two shots through her fore-topsail, another shot carried away her lower studding-sail boom, another through her main rigging, across her quarter-deck, and shot his main boom through.

She then put her helm hard a starboard, and it was thought the master was going to beach her, but we suppose the surf was too high for him, as he again righted the helm, let run all his studding sail halyards, and after a few shots from the marines came towards us. She is a pretty brig, named Pepeta, and was going to take in 500 slaves, but we disturbed him in the middle of it, for he had time to take only 70 on board when he saw us in the offing, upon which he cut his cables, and ran down along the land, thinking we should not take notice of him.

We had returned from Prince's Island the day before, and relieved the Sampson at Quita, which vessel we saw to the leeward of us, running to Whydah, and had not been long out of sight when we perceived our friend, otherwise she would share with us".

The slaver was sent to Sierra Leone the same evening, at which place she had arrived for condemnation. This is the tenth prize captured by the Flying Fish since she has been on the station; and the efficiency and discipline maintained on board this fortunate vessel is highly spoken of.

1852 Flying Fish was Broken-Up.

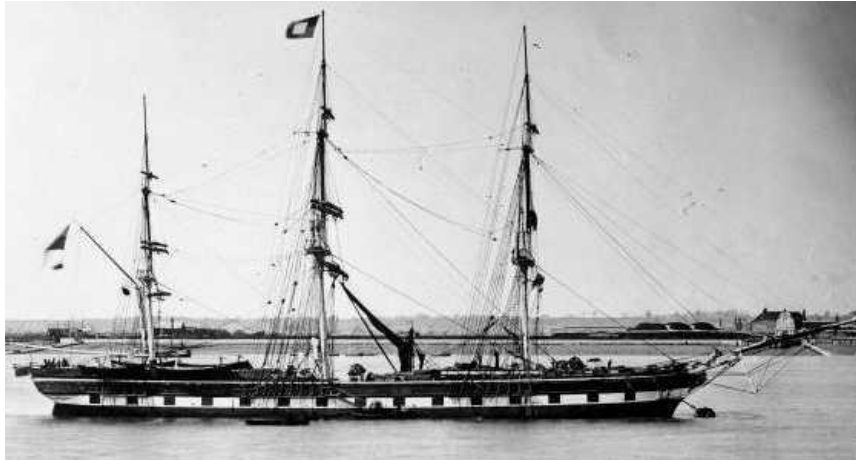
090.	<b>Centurion.</b>	Battleship. Two-deck. 2nd-Rate. ship of the line. Of the <b>Vanguard- class.</b> Later reduced to 3 <sup>rd</sup> Class.	80.	Wood.	.	2 May 1844.  as a sailing ship, later converted.	HMS <b>Centurion</b> (1844) was an 80-gun third-rate launched in 1844. She was a Wooden hulled Two-decker 190 feet in Length She was of the Launched (under Sail) 2 May 1844 2nd rate Builders measure 2580 tons and carried 80 Guns. Completed 1848. Jan 1848 she was at Devonport, having been placed into the Ordinary. 20 Dec 1848 still at Devonport, in Ordinary. She was reclassified after launch to a 3rd Rate. Jan 1848 at Devonport, in Ordinary. ....  ..... 20 Dec 1848 at Devonport, in Ordinary. 1855 She was converted to Screw propulsion. 12 Nov 1855 Completed as screw vessel at Devonport Dockyard. She was converted to screw; her dimensions changed Builders measure (as screw) 2580 tons Displacement (as screw) 3482 tons; Guns (as screw) 80; Class (as screw) of the Majestic class. She carried a Compliment of 750 men and officers. 10 Jan 1856 She was commanded (from commissioning at Plymouth) by Capt. Woodford John Williams, destined for the Mediterranean Station. 4 Feb 1856 at Devonport. In Keyham Basin. 4 Feb 1856 Lieutenant T. T. Phillips appointed; at Devonport. 23 Apr 1856 she was present at Fleet Review, Spithead; under the command of Capt. Williams. 23 Apr 1856, Present at Fleet Review, Spithead; Captain Williams.
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May 1856-28 Jun 1858 She was commanded by Capt. Edward Gennys Fanshawe, in the Mediterranean (until Fanshawe was invalided).

28 Jun 1858-10 Mar 1859 She was by commanded by Captain George Nathaniel Broke, operating in the Mediterranean.

**Wednesday 28 Sep 1859: [Extracts from the *Times* Newspaper].**

The following is the distribution of the Mediterranean fleet at Malta:- Screw steamships of the Line.- The *Marlborough*, 131 (flagship of Vice-Admiral Fanshawe), on her way to Gibraltar, left Malta on the 15th of September; the *Hannibal*, 91 (flagship of Rear-Admiral Mundy), coast of Sicily; the *Conqueror*, 101, Gibraltar; the St. Jean d'Acre, 101, coast of Sicily; the *Orion*, 91, Gibraltar; the *Princess Royal*, 91, Gibraltar; the



*Renown*, 91, Malta; the Victor Emmanuel, 91, Gibraltar; the *Exmouth*, 90, Naples; the *London*, 90, coast of Sicily; the *Brunswick*, 80, coast of Sicily; the *Centurion*, 80, Gibraltar; and the *Cressy*, 80, left Malta on the 5th of September. Steam Frigates. - The *Euryalus*, 51, Piraeus of Athens; the *Liffey*, 51, Piraeus of Athens; the *Doris*, 32, left Malta on the 13th of September; and the *Terrible*, 21, Naples. Steam Corvettes. - The *Racoon*, 22, Corfu; the *Cadmus*, 21, Malta; and the *Vulture*, 6, Morocco coast. Steam Sloops. - The *Gannet*, 11, Piraeus of Athens; the *Argus*, 6, Malta; the *Intrepid*, 6, Constantinople; the *Recruit*, 6, Malta; the *Scourge*, 6, Malta; the *Assurance*, 4, left Malta on the 31st of August; the *Coquette*, 4, Marseilles; the *Lapwing*, 4, Gibraltar; the *Osprey*, 4, Corfu; the *Vigilant*, 4, Venice; and the *Wanderer*, 4, Candia. Steam Gunboats. - The *Growler*, Gibraltar; and the *Quail*, Gibraltar. Steam Despatch-

vessels. - The *Banshee*, 2, Malta; and the *Caradoc*, 2, Malta. Steam-tender. - The *Boxer*, 2, Malta. Steam Surveying-vessels. - The *Medina*, 4, Candia; and the *Tartarus*, 4, Candia. Receiving-ship. - The *Hibernia* (flag of Rear-Admiral Codrington), Malta. Depot-ship. - The *Africa*, Gibraltar. Tugs. - The *Hearty*, Malta; and the *Redpole*, 2, Gibraltar. Sailing Gunboats. - The *Azof*, 2, Malta; and the *Kertch*, 2, Malta.

10 Mar 1859-7 Dec 1859 She was by commanded (until paying off at Plymouth) by Captain George Edwin Patey, still in the Mediterranean.

**Monday 28 Nov 1859: [Extracts from the *Times* Newspaper].**

MALAGA, Nov. 17.

The following details are from the Gibraltar Chronicle: -

"Three of Her Majesty's steamships that have been in our bay since the 24th of September will take their departure to-day for England. These ships are the *Edgar*, 91, bearing Rear-Admiral Erskine's flag, belonging to the Channel fleet; the *Conqueror*, 101, Captain Clifford; and the *Centurion*, 80, Captain Patey. The two latter having put in their time on the Mediterranean station will, we hear, be paid off on their arrival at Portsmouth.

" 1 o'clock. - The above ships have just left the bay."

Friday 25 May 1860

The Channel fleet, consisting of the *Conqueror*, 101; the *Donegal*, 101; the *Algiers*, 91, the *Aboukir*, 91; the *Trafalgar*, 91; the *Centurion*, 80; the *Mars*, 80; and the *Diadem*, 32, left Portland harbour on Wednesday afternoon for a cruise in the Channel. The *Blenheim*, 60, is the only ship of war now at Portland.

8 Dec 1859-28 Jan 1860 She was by commanded (from commissioning at Plymouth) by Captain George Edwin Patey, and located at Plymouth.

1860 She was placed into the Channel Squadron.

4 Jan 1860-30 Nov 1861 She was by commanded (until paying off at Plymouth) by Captain Henry Downing Rogers, as part of the Channel squadron

**Monday 25 Jun 1860: [Extracts from the Times Newspaper].**

The Channel squadron, after an anchorage of 15 days in St. Margaret's Hope, Firth of Forth, left its moorings on Saturday afternoon, and under canvass, with auxiliary steam power, proceeded down the Firth and stood out to sea. The squadron, in passing the narrow straits at Queensferry, proceeded in single line, the leading ships being the *Royal Albert*, 121, flagship of Vice-Admiral Sir C. Fremantle, the *Mersey*, 40-gun frigate, the *Edgar*, 91, flagship of Rear-Admiral Erskine, and the *Donegal*, 101, followed by seven other ships of the line and the *Diadem* frigate. The *Greyhound* corvette, 17, accompanied the *Royal Albert* as a tender. On passing Inchkeith, and getting into the outer bay of the Firth, the fleet formed in two lines, and stood out south-west in the direction of St. Abb's Head; the *Royal Albert*, the *Donegal*, the *Aboukir*, the *Conqueror*, and the *Centurion*, with the *Greyhound* forming the south line, and the *Edgar*, the *Trafalgar*, the *Algiers*, the *Mars*, the *Diadem*, and the *Mersey*, the north line. A number of steamers convoyed the fleet down the Firth, The public enthusiasm excited by the visit of the Channel squadron in the Forth can scarcely fall to give a stimulus to the service in the south-east of Scotland, where for many years a fleet of war-ships had not been seen; and great disappointment is felt that the fleet has not been able to make the tour of the north of Scotland and Ireland, as was anticipated. It was expected that the squadron would reach Yarmouth-roads yesterday afternoon.

**Monday 2 July 1860: [Extracts from the Times Newspaper].**

On Saturday the Channel fleet arrived in Yarmouth Roads. The squadron, which has been engaged in target practice in the North Sea during the past week, consists of the *Royal Albert*, 120; *Conqueror*, 101; *Donegal*, 101; *Algiers*, 91; *Edgar*, 91; *Aboukir*, 91; *Trafalgar*, 91; *Centurion*, 80; *Mars*, 80; *Mersey*, 40; *Diadem*, 32; *Ariadne*, 26; and *Flying Fish*, 6. The fleet is not expected to remain in Yarmouth Roads more than three or four days, as it is to take part in a naval review before the departure of his Royal Highness the Prince of Wales for Canada.

**Tuesday 10 Jul 1860: [Extracts from the Times Newspaper].**

**HIS ROYAL HIGHNESS THE PRINCE OF WALES.**

**PLYMOUTH, MONDAY AFTERNOON.**

Vice-Admiral Sir Charles Fremantle's Channel squadron, consisting of the flagship *Royal Albert*, 121, Captain Henry J. Lacon; the *Donegal*, 101, Captain Henry Broadhead; the *Aboukir*, 90, Captain Douglas Curry; the *Greyhound*, 17, Commander Francis W. Sullivan; the *Conqueror*, 101, Captain Edward S. Sotheby, C.B.; the *Trafalgar*, 90, Captain Edward G. Fanshawe; the *Centurion*, 80, Captain Henry G. Rogers, C.B.; the *Edgar*, 91, Captain James E. Katon; the *Algiers*, 91, Captain George W. D. O'Callaghan; the *Mersey*, 40, Captain Henry Caldwell, C.B.; and the *Diadem*, 32, Captain James H. Cockburn, under canvas only, with a smart breeze a little to the southward of east, hove in sight from Mount Wise at half-past 8 o'clock this morning in two lines. They then formed one line, and stood in for the port. At half-past 10 o'clock the ships wore in succession, and went away to the westward. Shortly after they came in sight more to the southward. Their funnels are up ready for use. The only ship likely to enter the Sound is the *Diadem*, which is said to be short of fuel. The Earl of Mount-Edgcombe, in his steam yacht, near the Royal William Victualling-yard, is waiting the approach of the Prince of Wales. The *Hero* continues inside the Breakwater ready for sea, and arrangements are made for the expected departure of his Royal Highness to-morrow (Tuesday) morning. Her escort, the *Ariadne*, will probably take the *Osborne* in tow. The *Flying Fish* has gone on to Newfoundland.

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(BY ELECTRIC AND INTERNATIONAL TELEGRAPH.)

**PLYMOUTH, MONDAY EVENING.**

Sir Charles Fremantle's squadron, which arrived off the port this morning, formed two lines, ranging about north and south, in the afternoon to receive the Royal yacht, which hove in sight at 7 o'clock, and was saluted by the *Impregnable* and other ships in Hamoaze. On rounding the west-end of the Breakwater the yardarms of the *Hero*, *St. George*, *Emerald*, and *Ariadne*, in the Sound, were manned, and the three last-named and the Plymouth Citadel saluted. At half-past 8, when the Prince left the yacht to join the *Hero*, the *Emerald* and the Citadel repeated the compliment. The weather is extremely fine, and thousands of the inhabitants were assembled on the heights.

**Tuesday 11 Sep 1860: [Extracts from the *Times* Newspaper].**

**REVIEW OF THE CHANNEL FLEET.**

The fleet, having all got under way by about 8 a.m., stood out to sea from Milford Haven, and, having made an offing of about seven miles, the *Osborne*, which had previously joined, with the Lords of the Admiralty on board, made the signal for the fleet to form a double line. They accordingly broke into two divisions; the starboard one, consisting of the *Royal Albert*, 121; the *Donegal*, 101; the *Conqueror*, 101; the *Mars*, 80, and the *Trafalgar*, 91, was led by Vice-Admiral Sir Charles Fremantle, K.C.B., in the *Royal Albert*. The port division, under Rear-Admiral Erskine, in the *Edgar*, 91, which was leading, comprised also the *Algiers*, 91; the *Aboukir*, 91; the *Centurion*, 80; the *Mersey*, 40; and the *Diadem*, 32. This manoeuvre having been executed with great precision, the *Osborne* signalled for the fleet to make sail under easy canvass, followed by an order from the Admiral to bank up the fires. Having stood on thus for some time, the two divisions tacked in succession to the starboard, after which the order was given to form a single line of battle. This was affected by the starboard division standing on its course, and the port one tacking until they came into line, when they followed in the wake of their predecessors, an interval of two cables' length separating each ship. The concluding and most exciting manoeuvre of the day was then made by the whole getting orders to make all sail that could be done with safety, and running before the wind. Studdingsail booms were then run out, and every inch of canvass both allow and aloft that would draw was set. The order was then given to make for the nearest port, on which the fleet bore up for Milford Haven. The *Osborne* then steamed up to the Admiral's ship, and Rear-Admiral Pelham, C.B., hailed Vice-Admiral Sir Charles Fremantle, K.C.B., and expressed, on the part of his Grace the Duke of Somerset and the rest of the Lords, the extreme satisfaction they all felt, not only in the appearance of the fleet, but also in the admirable precision with which all the manoeuvres had that day been performed, and we believe Capt. Ramsay, C.B., the superintendent of Pembroke Dockyard, was commissioned to convey the above opinion in writing to the Admiral of the fleet. The *Osborne* then parted company, - the *Royal Albert* giving the Lords of the Admiralty a salute of 19 guns, which the *Osborne* acknowledged by dipping her ensign, after which she stood to the southward, it being their Lordships' intention to inspect some important works in progress at the Scilly Isles, and afterwards proceed to Devonport to inspect the dockyard at that place. Nothing could be more favourable than the weather; it was slightly hazy up to 8 o'clock a.m., when it cleared up, and a fine fresh breeze came from the north-east, which lasted up to 3 o'clock p.m., when it died away. The whole of the signalling was done by bunting, and not by Ward's new system, as was generally supposed that it would be, and the brilliant flags had a very pretty effect as rapidly repeated by every third ship. As the fleet entered the harbour the Admiral made the signal for all the ships to take up their old berths, and by 6 o'clock p.m., all were in their original positions.

The Lords of the Admiralty previous to leaving **Pembroke-dock** granted the employees the usual half-holiday for Saturday.

**Thursday 13 Sep 1860: [Extracts from the *Times* Newspaper].**

Pursuant to orders received on Sunday last, the Channel fleet, consisting of the *Royal Albert*, 121, Capt. H.J. Lacon, flagship of Vice-Admiral Sir Charles Fremantle, K.C.B., commanding the Fleet; the *Conqueror*, 101, Capt. Edward S. Sotheby, C.B.; the *Donegal*, 101, Capt. Henry Broadhead; the *Edgar*, 91, Capt. James E. Katon, flagship of Rear-Admiral John E. Erskine; the *Mars*, 80, Capt. James F. Strange; the *Trafalgar*, 91, Capt. Edward G. Fanshawe; the *Algiers*, 91, Capt. George W. D. O'Callaghan; the *Centurion*, 80, Capt. Henry D. Rogers, C.B.; the *Aboukir*, 91, Capt. Douglas Curry; the *Mersey*, 40, Capt. Henry Caldwell, C.B.; and the *Diadem*, 32, Capt. James H. Cockburn, got steam up by daybreak on Tuesday last, and sailed from Milford Haven at about 10 o'clock a.m. They are bound for a cruise of three weeks or a month, and it is supposed will go around the Western Islands, after which they are to rendezvous at Torbay, previous to going into winter quarters. Mr Ward is on board the Admiral's ship with his new system of ocean telegraphs, which are to be thoroughly tried during the cruise. The fleet has been in Milford Haven for more than three weeks, and the conduct of the men has been most exemplary. The civil authorities have not had to interfere except in one or two exceptional cases of drunkenness, together with a few cases of the not very heinous crime of overstaying leave. Rumour has it that three or four vessels of the fleet are to winter at Milford. A more secure berth could not be found in any case.

**Friday 5 Oct 1860: [Extracts from the *Times* Newspaper].**

It is expected that the screw steamship *Aboukir*, 90, Captain Douglas Curry, which arrived in Plymouth Sound on Wednesday with the *Royal Albert*, the *Conqueror*, and the *Centurion*, will have to go up Hamoaze to be repaired. During the recent cruise the fleet has been engaged in the usual routine of naval evolutions, and the discipline of the ships has been fully tested. Under canvas only the *Edgar* is said to be the best. The *Conqueror* has been repeatedly complimented by Admiral Freemantle for her smart appearance and efficiency. Complaint is made that the Commercial Code of signals which has been recently introduced, and is of great value, appears to receive no proper attention from the merchant vessels met by the ships of the fleet. During the cruise Ward's night signals have been tested, and have proved very valuable. Admiral Bethune's signals were also tried; they are useful only at short distances.

The officers of the Steam Reserve Department of Woolwich Dockyard yesterday went down to Greenhithe for the purpose of accompanying Her Majesty's screw steam gun-vessel *Landrail*, 5, Commander Wilson [should probably be Martin], down the measured mile, on a trial of her new engines, supplied by Mr. Humphreys, of Deptford. The trial having been perfectly satisfactory, the *Landrail* proceeded on her way to Portsmouth to join the Channel Squadron, and will ultimately proceed to the West Indies.

**Saturday 6 October 1860: [Extracts from the Times Newspaper].**

It is not expected that that portion of the Channel fleet at Plymouth will continue long in the Sound. The crews will most likely be paid down, and granted leave of absence; some have already obtained leave. All the ships are refitting. The *Conqueror* is completing with coal. The *Centurion* is receiving provisions, apparently for another cruise. On Tuesday night the watch on board the *Conqueror* observed flames in the midship part of the lower deck of the *Centurion*, which was lying near, and sent assistance immediately. By the time they arrived the fire had been discovered on board, the first to give the alarm being a seaman, who at the time was sleeping in his hammock. The flames were promptly subdued, but the fire-bell was kept ringing all night. The fire occurred close to the boilers, and one of the ship's beams is considerably burnt. The cause is unknown, but it is supposed to have arisen from a naked candle having been placed in contact with some clothes hung to dry.

**Saturday 20 Oct 1860: [Extracts from the Times Newspaper].**

Vice-Admiral of the Blue Sir Charles Howe Fremantle, K.C.B., in command of the Channel squadron, is expected to return with the fleet to Portland to-morrow (Wednesday). The following is a list of the ships, guns, horse-power, and tons' burden, together with the names of the officers and number of men composing the fleet: - Vice-Admiral Sir C. H. Fremantle, K.C.B., Commander; Rear-Admiral J.B. Erskine, Second in Command; Rear-Admiral R.F. Stopford, Captain of the Fleet: -

<b>Ships</b>	<b>Guns</b>	<b>Complement</b>	<b>Horse power</b>	<b>Tons</b>	<b>Commanders</b>
<i>Royal Albert</i>	121	1,050	500	3,726	Capt. H. J. Lacon
<i>Donegal</i>	101	930	800	3,245	Capt. H. Broadhead
<i>Conqueror</i>	100	930	800	3,265	Capt. E. S. Sotheby, C.B.
<i>Edgar</i>	91	860	600	3,094	Capt. J. E. Katon
<i>Trafalgar</i>	90	860	500	2,900	Capt. E.G. Fanshawe
<i>Algiers</i>	91	850	600	3,340	Capt. G. W. D. O'Callaghan
<i>Aboukir</i>	90	830	400	3,091	Capt. D. Curry
<b><i>Centurion</i></b>	<b>80</b>	<b>750</b>	<b>400</b>	<b>3,590</b>	<b>Capt. H. D. Rogers, C.B.</b>
<i>Mersey</i>	40	594	1,000	3,733	Capt. H. Caldwell, C.B.



<i>Diadem</i>	32	475	800	2,475	Capt. J. H. Cockburn
<i>Partridge</i>	2		60	233	Tender to Royal Albert.
<b>Totals</b>	838	8,329	5,530	31696	

**Tuesday 6 Nov 1860: [Extracts from the *Times* newspaper].**

That portion of the Channel squadron stationed at Plymouth are reefing studding-sail gear, and making other preparations for proceeding to Lisbon. It is reported that the flagship *Royal Albert* may sail to-day.

The *Centurion*, 80, Capt. H. D. Rogers, received her powder on Friday afternoon.

On Monday morning the riggers of the Devonport dock-yard were admitted before the usual hour, for the purpose of unmooring the screw steamship *Aboukir*, 90, Capt. Douglas Curry, which will then be taken from Hamoaze into the Sound; she received her powder when in the inner harbour. The despatch of these ships to the *Tagus* was unexpected at Plymouth.

The *Emerald*, 51, screw, Capt. Arthur Cumming, sailed from Spithead early on Sunday morning for Plymouth Sound and Lisbon.

**Wednesday 7 Nov 1860: [Extracts from the *Times* newspaper].**

Rear-Admiral Robert F. Stopford's port division of the Channel squadron, in Plymouth Sound, received orders on Monday evening to prepare for sailing yesterday (Tuesday) morning for Lisbon; and the ships were supplied by Mr. W.F. Collier, the Portuguese Vice-Consul, with bills of health for that city, - a course not frequently observed. They consist of the flagship *Royal Albert*, 121, Capt. Henry D. Lacon, *Conqueror*, 101, Capt. E. S. Sotheby, C.B.; *Donegal*, 101, Capt. Henry Broadhead; *Aboukir*, 90, Capt. Douglas Curry; *Centurion*, 80, Capt. H.D. Rogers, C.B.; and *Emerald*, 51, Capt. Arthur Cumming. At an early hour yesterday (Tuesday) morning, they picked up their small bower anchors, and at 11 o'clock fires were lighted under the boilers of the *Royal Albert* and *Aboukir*. At 1 p.m. the ships were detained for despatches. At 2 the *Conqueror*, *Centurion*, and *Donegal* left the Sound under canvas, and the *Royal Albert* and *Aboukir* under steam. They would soon put out their fires, as the wind continues strong from the eastward. The *Emerald* hauled down her blue-peter at 11, and will not sail with the rest, but remain at Plymouth for the stragglers, of whom there are about 200 on shore without leave.

**Friday 21 Dec 1860: [Extracts from the *Times* newspaper].**

The flagship *Royal Albert*, 121, Capt. Henry Lacon; the *Conqueror*, 101, Capt. Edward S. Sotheby, C.B.; the *Donegal*, 101, Capt. Henry Broadhead; the *Aboukir*, 90, Capt. Douglas Curry; and the *Emerald*, 51, Capt. Arthur Cumming, which left Lisbon on the 10th inst., entered Plymouth Sound yesterday. They were under canvas until Monday, when steam was got up, in order to arrive by the time appointed. Fine weather was experienced until Wednesday evening, when a heavy squall carried away the *Emerald's* main yard close off in the slings. The *Centurion*, 80, Capt. Henry B. Rogers, C.B., will remain up the *Tagus* until the arrival from Gibraltar of the *St. Jean d'Acre*, 101, Capt. Thomas P. Thomson, which she will supply with provisions, and then join the Channel squadron at Plymouth. The crews are all healthy.

**Monday 24 Dec 1860: [Extracts from the *Times* newspaper].**

The screw steamship *Aboukir*, 90, Capt. Douglas Curry and the screw steam frigate *Emerald*, 51, Capt. Arthur Cumming, went on Saturday afternoon from Plymouth Sound into Hamoaze.

The mainmast of the screw steamship *Royal Albert*, 121, at Devonport, is decayed. Her sails were sent to the Devonport Dockyard on Saturday. The crew are paid down, and granted 21 days' absence on leave. It is probable the crews of the *Centurion*, *Donegal*, *Aboukir*, and the *Emerald* will also be paid down, and that they will be provided with passages to the home ports.

**Wednesday 9 Jan 1861: [Extracts from the *Times* newspaper].**

The *Edgar*, 91, screw, Capt. James Katon, flagship of Rear-Admiral J. E. Erskine, left Portsmouth harbour yesterday morning, and took up a berth to the eastward of the ships at Spithead. The ships now anchored at Spithead, in addition to the *Edgar*, comprise the *Algiers*, 91, screw, Capt. G. D. O'Callaghan; the *Trafalgar*, 91, screw, Capt. Fanshawe; the *Immortalité*, 51, screw, Capt. G. Hancock; the *Diadem*, 32, screw, Capt.

G. Cockburn; the *Cossack*, 20, screw, Capt. R. Moorman; the *Desperate*, 7, screw, Commander Ross; and the *Triton*, 3, paddle, Lieutenant-Commander R. Burton; the whole representing a force of 477 guns, and 4,410-horse power, nominal.

The screw steamship *Centurion*, 80, Capt. H. D. Rogers, C.B., which left Lisbon on the 30th of December, arrived in Plymouth Sound yesterday morning. She started from the *Tagus* under steam, with a southerly wind, which continued until the 4th inst., when she was taken aback with east and south-east winds. On Sunday it changed to southwest, and so continued until 8.30 a.m. on Monday, when baffling winds were experienced, and at 2 30 p.m. steam was got up and continued until she reached the Sound. The weather was moderate and fine all the passage home. The *Centurion* brings only 10 invalids, who were taken from Lisbon hospital, where they were left by the Channel Fleet; she was ordered to go up Hamoaze yesterday afternoon to make good defects; her crew will be paid down and granted leave of absence. The screw steamship *St. Jean d'Acre*, 101, Capt. the Hon. C. Elliott, which arrived December 29, was left in the *Tagus*. The *Centurion* spoke January 4, at 4 p.m. the ship *Phoenix*, homeward bound.

**Thursday 11 Apr 1861: [Extracts from the *Times* newspaper].**

The screw steamship *Centurion*, 80, Capt. H. D. Rogers, C.B., the *Aboukir*, 90, Capt. Douglas Curry, and the *Hero*, 91, Capt. Alfred P. Ryder, were appointed to leave Hamoaze yesterday afternoon, and go into Plymouth Sound. The *Donegal*, 101, Capt. Henry Broadhead, will probably follow to-day, and the *Conqueror*, 101, Capt. Edward S. Sotheby, to-morrow. The ships belonging to the Plymouth division of the Channel Fleet have sent up their lower yards and topmasts. Nearly all arrived at Plymouth on the 20th of Dec last.

**Friday 19 Apr 1861: [Extracts from the *Times* newspaper].**

It appears that the *Princess Royal*, 91, grounded on the Winter Shoal in Plymouth Sound on Tuesday afternoon, not in endeavouring to go to the westward, but to the northward of that shoal. She should, therefore, have gone nearer to the Citadel before attempting to make for Hamoaze, or else her jib should not have been hoisted. A very few fathoms would have taken her clear of danger. Her rise on the rock was rather understated in *The Times* of yesterday; instead of one to four feet, it should have been three to five feet - competent authorities say five feet. The diver examined the bottom on Wednesday and brought up a piece of her fore foot, about two feet six inches long; he stated that there are several feet gone. The gunboat *Weser* having been

removed; the *Princess Royal* is now in No. 3 dock at Keyham Steam-yard. However much this accident is to be regretted, it has been the means of bringing under special observation the very efficient condition of that portion of the Channel fleet now at anchor in the Sound. It consists of five screw steamships - viz., the *Donegal*, 101, Capt. Henry Broadhead, inside the western portion of the breakwater; the *Aboukir*, 90, Capt. Charles F.A. Shadwell, inside the Camber; the *Conqueror*, 101, Capt. Edward S. Sotheby, inside both; and the *Hero*, 91, Capt. Alfred P. Ryder, and the *Centurion*, 80, Capt. Henry D. Rogers, C.B., yet further in. The officers on duty on board all the ships were apparently watching the *Princess Royal*. Boats were manned simultaneously. Between the striking of the ship on the rock and the starting of a pinnace from the *Donegal* with a stream anchor and all appurtenances only four minutes and a half elapsed. Equal activity was manifested by Commander Brown, Master Attendant, and the executive of the Devonport Dockyard, in the despatch of steam tenders and launches. On Wednesday again a boat belonging to the *Aboukir* was upset in the Sound, but the crew were promptly rescued by assistance from the ships just enumerated.

**Monday 22 Apr 1861: [Extracts from the *Times* newspaper].**

When the starboard division of the Channel fleet left Plymouth Sound on Friday afternoon the *Hero*, 91, took the lead under topsails, topgallant sails, and royals, with jib and flying jib. She was followed by the *Centurion*, 80, *Aboukir*, 90, and the *Conqueror*, 101, which had her studding sails on the port-side. The senior ship, the *Donegal*, 101, Capt. Henry Broadband, was under all plain sail; wind, easterly. Port Admiral Sir Houston Stewart and party witnessed the departure of the ships from the steam tender *Avon*, in the Sound. They are gone to relieve the homeward bound, and are expected again at Plymouth in the course of a week or 16 days.

**Thursday 2 May 1861: [Extracts from the *Times* newspaper].**

The screw steamship *Princess Royal*, 91, Capt. Charles Fellowes, flag of Rear-Admiral Robert Smart, K. H., in command of the Channel Squadron, was put out of commission at Devonport on Tuesday, the 30th ult., and on Wednesday the screw steamship *Revenge*, 91, was

commissioned to take her place. The crew will be paid wages and granted leave of absence probably on Saturday. The *Revenge* was removed yesterday morning from No. 3 Dock in Keyham steam-yard, and moored in the basin. The gunboats *Trinculo* and *Gleaner* were placed in the dock immediately afterwards.

**Saturday 18 May 1861: [Extracts from the *Times* newspaper].**

The division of the Channel fleet which anchored in St. Helen's Roads, from Portland, on Thursday evening, weighed anchor yesterday morning, the *Donegal* and *Hero* proceeding under canvas to Spithead, where they anchored, joining Rear-Admiral Erskine's division lying at that anchorage. The three remaining ships – the *Conqueror*, *Aboukir*, and *Centurion*, stood out to sea, also under canvas, bound for Plymouth Sound.

**Saturday 22 Jun 1861: [Extracts from the *Times* newspaper].**

The Plymouth division of the Channel fleet, under the command of Rear-Admiral Stuart [should be Smart], consisting of the *Revenge* (flagship), *Aboukir*, *Conqueror*, and *Centurion*, with the steam tender *Porpoise*, cast anchor in Leith Heads on Thursday morning shortly after midnight. The division had been nearly three days at the mouth of the Firth of Forth, off the Isle of May, cruising about in expectation of meeting the Spithead division (Admiral Erskine's), consisting of the *Edgar* (flag), *Donegal*, *Trafalgar*, and *Hero*. Up to Wednesday evening the latter division had not been seen, and Admiral Smart gave the signal to proceed up the Firth. While cruising of the Isle of May the ships' crews were busily exercised in artillery and rifle practice at targets moored for the purpose. All Thursday the Plymouth division lay off the Island of Inchkeith in Leith Roads, and at noon the several ships fired a royal salute in honour of Her Majesty's accession. In the afternoon the ships were ordered to get up steam for the purpose, it was understood, of proceeding up the Firth to St. Margaret's Hope, where both divisions of the Fleet lay for about a fortnight last summer.

**Thursday 7 Jun 1861: [Extracts from the *Times* newspaper].**

Rear-Admiral Erskine's division of the Channel Fleet, consisting of the *Edgar*, the *Hero*, and the *Trafalgar*, joined Admiral Smart's division, composed of the *Revenge*, the *Aboukir*, the *Conqueror*, and the *Centurion*, in Leith Roads on Saturday evening. It was expected that they should leave that anchorage early on Wednesday morning to proceed northward by the Moray and Pentland Firths, and subsequently visit the north of Ireland, and also, it is said, the Clyde.

**Monday 29 Jul 1861: [Extracts from the *Times* newspaper].**

The Channel Fleet are now anchored in the waters of Lough Swilly. On Wednesday they sailed majestically up the Lough on the tide in the form of a crescent. The *Londonderry Sentinel* gives a graphic description of the scene, which is abridged: -

"No sight could be more beautiful. Crowds collected from many points to witness the magnificent spectacle. These seven wooden walls of old England now displayed their graceful lines, their beautiful symmetry, and gayest bunting to the admiration of hundreds, while the waters of the Lough, as if proud of their freight, reflected their spire-like masts, their thousand flags and streamers, and their stately outlines in the glassy waves beneath. Now the ships are off Dunree Fort, on which the red cross of England unfurls its folds to the wind. As each man-of-war passes a salute is fired, and in the intervals the martial strains of the well-trained bands on board each vessel are borne to the shore. The scene was of the most thrilling description, and its interest was not lessened by the fact that this exhibition of the 'pride, pomp, and circumstance' of the maritime greatness of our country was unattended by the more direful accompaniments of 'glorious war.'....

.... "At half-past 4 the fleet were off Bunrana, having arrived in the following order: -

.... "The *Revenge*, 91 guns, 800-horse power, Captain Charles Fellows, bearing the flag of Rear-Admiral Smart, senior Admiral of the fleet. The *Edgar*, 91 guns, 600-horse power, Captain Mends, bearing the flag of Rear-Admiral Erskine (white), second in command. The *Conqueror*, 101 guns, 200-horse power, Captain Southby, C.B., and Aide-de-Camp to the Queen, The *Aboukir*, 91 guns, 403-horse power, Captain Shadwell, C.B. The *Hero*, 91 guns, 600-horse power, Captain Ryder. The *Trafalgar*, 90 guns, 500-horse power, Captain Dixon. The *Centurion*, 80 guns, 400-horse power, Captain Rogers, C.B. The *Porpoise* gunboat, commanded by Lieutenant-Commander John Brasier Creagh, Knight of the Legion of Honour.

...."As night set in the shores of tough Swilly were brilliantly lit up with bonfires. The glare brought out the ships into fine relief, affording a spectacle easy to be enjoyed, but difficult to describe. All the inhabitants of Bunrana likewise illuminated their dwellings, and on every side

great enthusiasm was witnessed. It was most gratifying to see the cordial reception given by the people of Ennishowen to the fleet, and both officers and men feel much pleased and complimented at the reception they have met with. Perhaps in no other place since they have left Spithead have, they received such a hearty welcome, and the short experience had of the members of the fleet gives reason to believe that it will be richly deserved.

...."Some idea may be formed of the might and majesty of England's navy, from the fact that these seven vessels carry 636 guns, with crews amounting in number to 6,250 men, being more than the entire population of Strabane.

The entire horse-power is nominally 4,200, but is equal to double these figures. Three vessels properly belonging to this portion of the fleet are absent on other service - namely, the *Donegal*, the *Diadem*, and the *Emerald*"....

This spectacle will produce a profound and lasting impression on the peasantry of Donegal, and the fame of it will spread throughout all the mountains and glens of the west.

**Thursday 8 Aug 1861: [Extracts from the *Times* newspaper].**

The screw steam-ships *Revenge*, 89, Capt. Charles Fellowes, bearing the flag of Rear-Admiral Robert Smart, K. H; *Conqueror*, 99, Capt. Edward S. Sotheby, C.B.; *Aboukir*, 86, Capt. Charles P. Shadwell; and *Centurion*, 80, Capt. Henry D. Rogers, C.B., of the Channel Squadron, arrived in Plymouth Sound yesterday afternoon.

**Wednesday 9 Oct 1861: [Extracts from the *Times* newspaper].**

Rear Admiral Erskine's division of the Channel fleet, consisting of the *Edgar*, 89 screw (flagship), Capt. George P. Mends; the *Hero*, 89, screw, Capt. A.P. Ryder; and the *Trafalgar*, 86, screw, Capt. J.B. Dickson, arrived at Spithead yesterday morning under steam, and brought up in line on reaching the anchorage. The *Edgar* discharged her powder and shell yesterday at Spithead, preparatory to going into harbour.

The starboard division of the Channel fleet, under Admiral Smart, which left Ireland eight days previously, and arrived at Plymouth yesterday morning (as reported in our second edition), parted company on Saturday evening with the port division, consisting of the *Hero*, the *Edgar*, and the *Trafalgar*, which are bound for Spithead. They entered the Sound in the following order:- The screw steamship *Revenge*, 89, Capt. Charles Fellowes, flag of Rear-Admiral Robert Smart, K. H., white at the mizzen; the *Centurion*, 80, Capt. Henry D. Rogers, C.B.; the *Conqueror*, 99, Capt. Edward S. Sotheby, C.B.; and the *Aboukir*, 86, Capt. Charles F. A. Shadwell, C.B.

**Thursday 10 Oct 1861: [Extracts from the *Times* newspaper].**

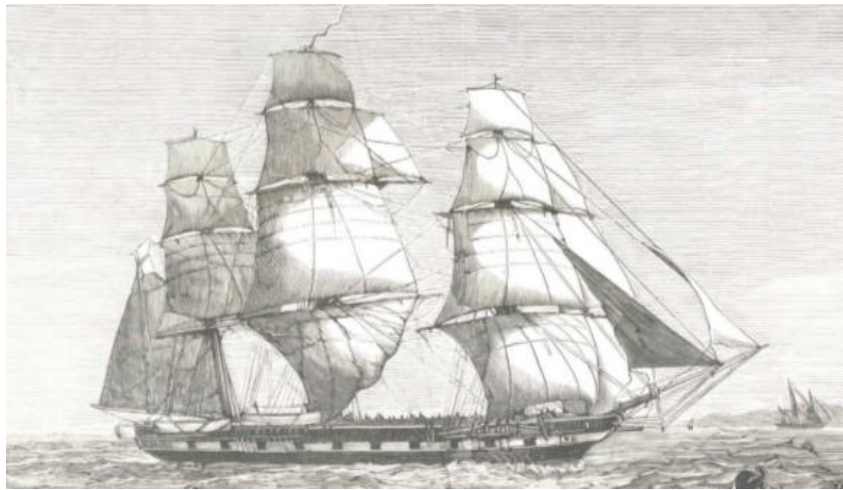
The damage sustained by the Channel Fleet during the late severe storm is estimated at £10,000. The *Conqueror*, *Centurion*, and *Aboukir* lost all their quarter boats. The *Aboukir* rolled excessively. The *Hero* lost her main-yard. The *Trafalgar* suffered severely. The *Conqueror* also lost her three topsails; indeed, so much canvas was blown away that when Admiral Stuart [should be Smart] signalled some of the ships to hoist certain sails, the reply given was ... "that they had none". ... It is reported at Plymouth that the *Centurion* and *Aboukir* are to be sent to the West Indies. The *Revenge* was removed yesterday from Plymouth Sound into Hamoaze to be repaired. The *Conqueror*, *Centurion*, and *Aboukir* will follow.

.... ends

1861 this was to be her last commission **19th Apr 1870 She was sold out of service to W. Lethbridge for breaking up.**

091.	<p><b><i>Juno.</i></b></p> <p>10 Jan 1878 renamed <b>HMS <i>Mariner.</i></b></p>	<p>Sloop. <b><i>Spartan-class.</i></b> 6<sup>th</sup>-Rate. Frigate.</p>	26.	Wood	Apr 1842.	1 Jul 1844.	<p>Ordered 20 Feb 1837. Completed By 30 Oct 1845. Jan 1847 At Tahiti. Later proceeded to the Navigator Islands and thence to Valparaiso. 16 Mar 1847 At Upolu, which at the time was visited by a hurricane which caused much damage. Fortunately, the barometer had been read beforehand and the <i>Juno</i> had taken precautions which prevented her being damaged, whereas other vessels were blown ashore, where trees and houses were .....</p>
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22 Jan 1878  
rename (2  
weeks later)  
**HMS *Atalanta*.**



a narrow escape from getting ashore in attempting to go out. Oct 18, she arrived at Apia. More on page 269 (1855). 17 Oct? 1855 Reported as having arrived Upolo. 30 Nov 1855 News received at Sydney that the Juno and Dido are reported to be at Opolu, the former was about to proceed to Vavou, and the latter to Tahiti. 27 Dec 1855 arrived Sydney, from Apia, 12 Nov; Ovalon, 9 Dec; Norfolk Island, 20 Dec. RoP of cruise among the South Sea Islands, including Pitcairn, Papeite, Manus, Apia, Ovalon, Norfolk Island - see page 281 (1855). 1857 as HMS ***Juno***, she carried out the historic role in of annexing the Cocos (Keeling) Islands to the British Empire.

1860 Portsmouth. 1861-62 Harbour Police vessel, Portsmouth, per Parliamentary estimates etc. 1862 reclassified as a Water police ship. 10 Jan 1878 Renamed Mariner, police ship. 22 Jan 1878 (2 weeks later) re-renamed *Atalanta*, Training Ship. Vessel reputed by many to have been rotten, and should never have been used as a training vessel. 17 Sep 1878 Commissioned Devonport. 1879 Particular Service; Training Ship for Ordinary Seamen. See Note 4.

1880 *Atalanta* was serving as a training ship when she disappeared with her entire crew after setting sail from Bermuda for Falmouth, England on 31 January 1880. It was presumed that she sank in a powerful storm which crossed her route a couple of weeks after she sailed. The search for evidence of her fate attracted worldwide attention, and the Admiralty received more than 150 telegrams and 200 personal calls from anxious friends and relatives after it was announced that the ship was missing, and possibly lost. Some even suggested that it was because of the name changes that had cursed the ship... **12-16 Feb 1880 Lost, presumed foundered in the Atlantic. Never heard of after having left Bermuda on 31 Jan 1880. All hands, 280, lost; Capt. Francis Stirling.** Investigation of the ship's loss was rendered difficult by the lack of any survivors, but one former member of her crew, Able Seaman John Varling, testified that he had found her "exceedingly crank, (as being overweight). She rolled 32° degrees, and Captain Stirling is reported as having been heard to remark that had she rolled one degree more she must have gone over and foundered. The young sailors were either too timid to go aloft or were incapacitated by sea-sickness... Varling states that they hid themselves away, and could not be found when wanted by the boatswain's mate". The exact circumstances of the ship's loss remain uncertain, but the gunboat *Avon* — which arrived at Portsmouth on 19 April from the Chile station — reported "that at the Azores she noticed immense quantities of wreckage floating about... in fact the sea was strewn with spars etc". Two days later, amid mounting concern that the loss of the ship might have been prevented had her crew not been so inexperienced, The Times editorialised: "There can be no question of the criminal folly of sending some 300 lads who have never been to sea before in a training ship without a sufficient number of

..... blown over and the breadfruit crop destroyed. 3 Aug 1847 Refitting at Auckland. 13 Aug 1847 arrived Honolulu from Callao. 20 Dec 1848 Pacific. Capt. Freemantle, departed from Bombay for this station (Australia), prior to the departure of the *Madras*, the admiral having given up his intention of detaining her in India. She may therefore be expected very shortly to relieve the *Calliope*, which will return to England directly upon the arrival of the *Juno*. We understand that Captain Fitzgerald will allow shippers of treasure to take advantage of this opportunity. 31 Jan 1855 Arrives Sydney, from Bombay (left 12 Oct) and Trincomalee (left 29 Nov 54). 7 Jun 1855 Leaves Sydney on a cruise. 23 Jun 1855 Arrives Sydney from a cruise. 11 Jul 1855 arrived Sydney from a cruise. 7 Aug 1855 Leaves Sydney on a cruise. 29 Sep 1855 arrived Tahiti from Pitcairn Island, having carried away her foreyard. She was detained there a few days and then proceeded to Pago Pago, in the island of Tutnila, where she had

trained an experienced seamen to take charge of her in exceptional circumstances. The ship's company of the Atalanta numbered only about 11 able seamen, and when we consider that young lads are often afraid to go aloft in a gale to take down sail... a special danger attaching to the Atalanta becomes apparent". A memorial in St Ann's Church, Portsmouth, names a total of 281 fatalities in the disaster. Among those lost was Philip Fisher, a lieutenant who had enlisted the support of Queen Victoria to obtain a commission to the ship. He was the younger brother of the future (later) Admiral of the Fleet Lord John (Jacky) Fisher. A stained-glass window was erected in the Pembroke Royal Dockyard Chapel in remembrance of the unfortunate event. On the closure of the Yard 1926 the window was lost.

**17<sup>th</sup> Feb. 1845: Gordon Thomas Falcon, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

092.	<b>Water Lighter.</b>	Lighter.	.	Wood.	.	1845.	Utilised for the transportation of potable (fresh) water to vessel and about the Haven.
093.	<b>Kingfisher.</b>	Brig.	12.	Wood.	.	1845.	Information on her early life is sparse. <p>12 Mar 1846 the <b>Kingfisher</b> and Espoir detained in Lat. 7° 22' N. Long. 12° 37' W., bound from Rio to the Coast, the Brazilian slave vessel Ligeiro, Manuel Pazeres Machado, master, which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone, and on 27 Apr 1846 sentenced to be condemned. 28 Mar 1846 English Shipping. The Brankenmoor left London on 10th November, and put into Torbay, which port she left on 21st. Upon the passage out she spoke to HM Brig <b>Kingfisher</b>, 10, bound for Ascension Island. 15 Aug 1846 <b>Kingfisher</b>, with the crew of the Heroine's Pinnace in company, detained in Lat. 7° 15' S. Long. 12° 38' E. the Brazilian slave schooner Maria, Oridio dos Santos, master, which was sent for adjudication to the Vice-Admiralty Court at St. Helena and on 23 Sep 1846 sentenced to be condemned. 18 Nov 1848 the proceeds arising due for payment. 6 Sep 1846 detained the slave vessel Vallerozo, 174 tons, which was sent to the Vice-Admiralty Court at St. Helena for adjudication and condemned. 13 Sep 1848 the tonnage bounty due for payment. 13 Sep 1846 detained the slave vessel Augusta, 80 ft long; 22 ft. broad and 107 tons (foreign), which was sent to the Vice-Admiralty Court at St. Helena for adjudication and condemned. 13 Sep 1848 the tonnage bounty due for payment. 16 Oct 1846 detained the slave vessel Victoria, 185 tons, which was sent to the Vice-Admiralty Court at St. Helena for adjudication and condemned. 13 Sep 1848 the tonnage bounty due for payment. 17 Oct 1846 detained a slave vessel (Name Unknown), supposed Genio, 195 tons, which was sent to the Vice-Admiralty Court at St. Helena for adjudication and condemned. 13 Sep 1848 tonnage bounty and proceeds of vessel, due to be paid. 17 April 47 captured slave schooner, (name unknown). 17 Jan 1849 slave and tonnage bounties due for payment. 24 April 47 detained a slave barque, (Name Unknown). 5 May 47 detained a slave cutter, (Name Unknown). 28 January 1847-48 officers and crew paid £46 8s. 11d. in respect of expenses incurred beyond the proceeds in the case of the Vullerozo, at St. Helena. 17/18 July 1848 Paid off. See St Vincent for article from the Morning Chronicle dated 17 Jul 1848. 20 Dec 1848 Coast of Africa. 4 Sep 1849 detained in Lat. 6° 14' N. Long. 2° 12' E. the slave vessel Paguete do Sul. 18 Oct 1849 detained off Little Popoe, West Coast of Africa, the slave vessel Lusitano/Lusituna, alias Varieta. 5 Nov 1849 detained in Lat. 3° 46' N. Long. 2° 22' E., the slave vessel California, with 317 slaves on board. 30 Nov 1849 detained in Lat. 6° 0' N. Long. 1° 30' E., the Brazilian slave schooner Clio or Guelio, 100 tons, Jozé Manoel Cardozo, master; condemned 5 Jan 1850, by Vice-Admiralty Court at Sierra Leone, being equipped for the slave trade. 15 Feb 1851 departed from Ascension for England. 1860 at Devonport. 1870 at Devonport. 1875 in Harbour Service. 1879 Attached to <i>Impregnable</i>, at Devonport.</p>



		<p><b>Daily News of 1 May 1851</b>  <b>Naval Prize Money (from Tuesday's Gazette).</b>  The <i>Kingfisher</i>.- Notice is given that three accounts will be exhibited in the Registry of the High Court of Admiralty on the 20th of May next, showing the amount of slave and tonnage bounties received for the undermentioned vessels, captured by her Majesty's sloop <i>Kingfisher</i>, viz:  The Paquete do Sul, captured 4 September, 1849.  The California, captured 5 November, 1849.  The Clio, captured 30 November, 1849.  Hallett, Robinson and Co., Agents.</p> <hr/> <p>1852 she was laid-up.  1875 was then on harbour service.  <b>1890 She was sold out of service to W. Tayler &amp;Co.</b></p>					
94.	<b><i>Inflexible.</i></b>	Paddle Sloop. Screw sloop. 2 <sup>nd</sup> Class sloop. Reclassified as 1st class sloop.	6.	Wood.	Mar 1841.	24 May 1845.	<p>Designed by Sir W. Symonds, Naval architect.  Mar 1841 it is reported that the <i>Inflexible</i>, second class steam-vessel, has been ordered to be built at Pembroke Royal Dockyard. 21 Nov 1846 News received in Aus. that H.M. steamer <i>Inflexible</i> was to sail for the Cape of Good Hope and New Zealand, in August, .....</p> <p>..... to relieve the <i>Driver</i>. 12 Dec 1846 It is reported in Aus. that HM steamer <i>Inflexible</i> departed for the Cape of Good Hope and New Zealand, August 10th. 13 Dec 1846 arrived Sydney from Plymouth (9 Aug), and Simon's Bay (8 Nov). <i>See below for RoP of passage</i>. 19 Dec 1846 Commander JC Hoseason, Farm Cove, Sydney, refitting. 19 Dec 1846 To prevent disappointment we are requested to state that HMS <i>Inflexible</i> will not be open to receive general visitors tomorrow nor Monday next. 2 Jan 1847 Fete on board the "<i>Inflexible</i>". - On the Monday evening, the Captain and Officers of Her Majesty's steamer <i>Inflexible</i> gave a ball, and a very gay and stylish affair it was. The steamer was most gracefully decorated with foliage and flowers, and the canvas of which the awning was formed was covered on the inside with the different national flags, which gave it a very interesting and brilliant appearance. About 8 o'clock, or shortly after, his Excellency the Governor and Lady Mary Fitz Roy, and suite, went on hoard in the government barge, and shortly after dancing commenced; it was continued with great spirit till the short hours began to toll. A more splendidly and gracefully con-ducted affair has seldom taken place in Sydney, and the officers of the <i>Inflexible</i> must decidedly have ingratiated themselves with the fair votaries of Terpsichore in Sydney.</p>

16 Jan 1847 Departs Sydney for New Zealand - [H.M.S. *Inflexible* left on Saturday for New Zealand; His Excellency Sir Charles Fitz Roy, and a



large party of ladies and gentlemen were on board. as it was generally known that she would take a cruise round the harbour prior to her proceeding to sea. After running down near the heads she returned and ran up Darling Harbour. for the purpose of going around Goat Island; when she grounded on the sandspit which extends from Goat Island towards Balmain. She remained on it about an hour, when, as the tide was flowing, she got off. Not having received any damage she then proceeded to sea forthwith, after landing her visitors.] 23 Jan 1847 Mr. Dawson, the watchmaker, has made a very ingenious piece of mechanism, for registering the number of strokes made by the engines of H.M.S. *Inflexible*. A small tooth inserted in the main shaft, hits a lever every evolution that it makes, and the lever acting upon the same principle as the pendulum of a clock, puts in motion an index hand, which of course makes a movement for every evolution, and a dial shows the number of movements made by the hand. By connecting two other hands and dials to show hundreds and thousands, while the first one registers

tens, an accurate register up to forty thousand strokes can be kept, and as that is more than the engines will make in twenty-four hours, it is sufficient for any purpose, as the number of strokes can be entered in the log, and the machine be reset every day at twelve o'clock. 26 Jan 1847 Arrives in Auckland. 1847 seamen and marines rendered assistance to the troops - see p. 349 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 30 April 1847 From Auckland to Wellington. 4 May 1847 arrived Port Nicholson from Auckland. 12 May 1847 From Port Nicholson to Auckland. 19 May 1847 HMS *Racehorse*: - This fine sloop-of-war has made rather a lengthened passage of nineteen days from Auckland, having encountered a succession of strong south-west winds and much bad weather since leaving that port. She is the bearer of despatches from Governor Grey, requesting that more troops may be immediately sent down. The *Racehorse* left Port Nicholson only on the 21st April, and made a fine run to Auckland of four days, from whence she was immediately despatched to this port. HMS *Calliope* was at Wellington when the *Racehorse* departed and Governor Grey would proceed there from Auckland in H. M. steamer *Inflexible* on the 30th April. 26 Jun 1847 arrived Port Nicholson from Auckland with Gov. Grey, and from thence to Wanganui. Circa 21 Sep 1847 Sighted at Auckland by the "Maukin". 8 Oct 1847 "Maxquaries" advises that she was still lying at Auckland. 7 Nov 1847 Depart Auckland. 14 Nov 1847 arrived Sydney, following a good passage, to collect specie for the Commissariat. 27 Nov 1847 Reported to be coaling ship, which is causing delays in sailing amongst the commercial vessels in the harbour also wishing to coal. 5 Dec 1847 The *Louisa* is the Post Office Packet for August. and has brought a large mail, consist consisting of 23 bags of the usual size. She was detained fourteen days in the English channel from contrary winds, and was off the heads on Friday se'nnight, but owing to the strong northerly wind could not make the port up to Saturday afternoon, when HM. steamer *Inflexible* proceeded outside and took her in tow, Captain Hoseason wishing to obtain his despatches, as well as those for the Government of New Zealand, prior to his proceeding to Auckland. One of the crew named Thomas Sherman died of consumption, about a month since. 5 Dec 1847 Departs Sydney for Auckland. 11 Dec 1847 arrived Auckland. 19 Dec 1847 Naval Intelligence. - Extract of a letter from Auckland, dated 19th December:- "The *Inflexible* starts shortly for the Bay of Islands, and, I believe, Wellington and other places, with the Governor, General Pitt, and Colonel Mundy, (later Capt. Supt); she has been surveyed and found defective, and recommended by the Surveying Officers to proceed to be docked at Madras or elsewhere, but not to



run more than three months without being repaired. 28 Jan 1848 departed with the Governor. 18 Mar 1848 departed from Auckland to Bombay for repairs. 30 Mar 1848 Passed Raine's Island. 11 Apr 1848 arrived Sourabaya. 16 Apr 1848 departed Sourabaya for Bombay. Her Majesty's steam sloop **Inflexible** departed from Auckland at noon of the 18th March, passed Raine's Island at 11 A.M. Of the 30th March, and anchored off Sir Charles Hardy's Island at 3-30 p.m. of the same day (the sun being too much to the westward to run further that day.) At noon of the 1st of April she was clear of the Straits, Wallis Islands being ten miles astern. She arrived at Sourabaya, in the Island of Java, on the 11th April - thus making the entire voyage from Auckland, a distance of 4200 nautical miles in twenty-four days, out of which she was twenty-six hours at anchor in Torres Straits. Although her arrival was not anticipated at Sourabaya, she was coaled and watered in five days, and departed at noon of Sunday, 16th April; and as she had 400 tons of fair coals on board, it was expected by her commander that she would be in Bombay in 13 or 14 days ; and if she saved the mail, which is supposed to sail on the 3rd May, letters from New Zealand would be in London in 70 days. She had 50 tons of coals remaining in her bunkers on her arrival at Sourabaya, which would have been sufficient to have taken her to Batavia or Singapore, if it had been requisite. 20 Dec 1848 East Indies. 30 May 1849 sent to Lemma islands to search for pirates and was fired at by the same as he approached, but having silenced the junks 8 were brought out - see p. 353 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 1 Jun 1849 arrived at Singapore from China and left for England via Bombay the following day. 27 Jan 1851 At Jamaica. 3 Jun 1851 At Havanna. 30 Aug 1851 North America and West Indies. 22 Oct 1852 Officers of the **Inflexible**, then based on the River Tagus at Lisbon, with Portuguese shipwrights inspected the Australian Royal Mail Steam Navigation Co.'s vessel "Melbourne" to see if she was seaworthy; it was agreed that she was seaworthy, despite the claims of the passengers. 4 Oct 1854 the *Sidon* and **Inflexible** created a diversion in another part of the Black Sea by making an attack on Fort Nicolaieff - see p. 435 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 6 Apr 1857 arrived Hongkong with the gunboat *Starling* in tow, to take the place of the Indian Navy vessel Auckland, the latter vessel leaving Hong Kong to resume her station in the Straits of Singapore. In the 10 May 1857 Canton River. 10 Jul 1857 Hongkong. 28 Nov 1857 in the Canton River. 28 Dec 1857 Capture of Canton and of Commissioner Yeh and the Tartar general (see also [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 16 and 26 Feb 1858). 22 Feb 1858 departed from Hongkong for Calcutta with Commissioner Yeh. 1857-58 the sum of £3,509. and £3,632. compensation paid by the Admiralty to the owners of the Mentor, and the Soubahdar, for damage done when in collision with HM vessels *Gorgon* and **Inflexible**. 1 Oct 1856 - 26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels. 1860 East Indies and China station.

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19 Dec 1846 The **Inflexible** Steamer Sloop arrived on Sunday last from England via the Cape of Good Hope. She left Plymouth on the 9th August, with 2000 stand of arms, 800 barrels of gunpowder, and £515,000 of specie; also, seven field officers, which were landed at the Cape, to be placed at the disposal of the Commander of the Forces there. The **Inflexible** arrived at the Cape of Good Hope on the 28th of September, after a passage of 49 days, during which she steamed the whole distance, and landed there £20,000 in specie, and 106,000 rounds of ball cartridge. After leaving there she proceeded to Algoa Bay. and landed 293,500 rounds ball cartridge, 2000 stand of arms, and £35,000. Left on the 8th November for Sydney, and has thus completed the passage (not including the detention at the Cape), in seventy-three days, having steamed throughout. December 7th. in Lat. 39 ° 56 ' S., Long 135 ° 21 ' E., spoke the *Wanderer*, schooner, from Batavia for Sydney. The **Inflexible** was built at Milford Haven, (*actually, Pembroke Royal Dockyard*) in the early part of the present year by Sir W. Symonds, the celebrated naval architect; so expeditiously was she put together and fitted up, that from the time she was commenced till she was afloat and ready for sea hardly six months elapsed. Her dimensions are, length of keel, 190 feet, length over all 199 feet, breadth of beam, 42 feet, depth of hold, 27 feet 8-inches, register steam boat tonnage, 1123 tons, and draws at present about 13 feet water. Her crew, including officers, consist of 160 individuals. She is armed with one ten-inch pivot gun aft, upwards of eleven feet in length, which with a charge of 12-lbs. of powder, is capable of throwing an 84-lbs. shot a distance of 3170 yards, or upwards of 1 mile and 4-5<sup>ths</sup>; the

time occupied by the flight of the shot from this gun is 16 seconds. There is another pivot gun forward of eleven feet in length, with a bore of seven and seven-tenths inches, which with a charge of fourteen pounds of powder will throw a fifty-six-pound shot 3614 yards, or two miles and ninety-four yards; the flight of the shot occupying fifteen and a half seconds. The two guns weigh respectively four tons eight cwt., and four tons four cwt. There are also four carronades, each eight feet long, weighing two tons each, with a bore of six three-tenths inches, which with a charge of six pounds of powder will throw a shot of thirty-two pounds to the distance of 2576 yards, or about one and a half miles ; the flight of the shot requiring ten and a half seconds. Besides these six-principal guns there is a brass six-pounder field-piece, and several twelve pounder carronades. intended principally for being used in the boats, of which. besides the usual number of common boats belonging to Queen's ships of the same class as the *Inflexible*, there are two diagonal built life- boats, secured in an inverted position, one on the top of each paddle-box, from which in a case of emergency they can be lowered in a few seconds by means of davits rising from the deck at the extremity of the paddle-boxes : either of these boats is capable of carrying all hands, and have already been worked with fifteen tons of dead weight in them respectively.

The machinery has been constructed on the most improved principle, by Fawcett and Preston, of Liverpool, and constitutes what engineers designate a direct acting marine engine, of 375 horse-power, being composed of four equal and similar parts, of which the diameter of the cylinders is seventy-two inches, and the length of the stroke five feet nine inches. There are four boilers, one for each cylinder, each of which has the fuel applied under it by means of three flues. The four primary parts of the engine are so constructed and connected together, that the steam of either one, two, three, or the whole four boilers may be used simultaneously. The daily consumption of coal may be gathered from the fact that when the *Inflexible* left the Cape, she had 460 tons of coal in her boxes, and after steaming all the way to this port, which was effected in thirty-five days, at the vessel's arrival in Port Jackson there remained about five tons in the boxes, so that the consumption in thirty-five days was about 455 tons. The paddle wheels are of gigantic contour, having a diameter of 29½ feet each, or 92.67 feet in circumference, round which there are placed in each wheel twenty-four float boards, each containing a surface of twenty and a quarter square feet. which perform from eighteen to twenty revolutions per minute. The maximum speed hitherto obtained by the *Inflexible* has been about twelve and a-half miles per hour. The interior arrangements appear to be made so as to secure ample accommodation with compactness. The galleys for cooking being placed in the same line with the paddle boxes, and under the same coverings, leave the deck clear fore and aft, with the exception of the cylinder shaft which turns the paddles, which is encased in sheet iron. There is one arrangement on board this vessel which appears to be well worth the attention of the owners of Australian steamers, especially as it could be adopted on board all of them without inconvenience or creating any large expense, and would be a decided improvement on the mode at present employed for conveying the commander's or pilot's orders to the engineer below, which has hitherto been done here by stationing a man at the engineer's hatch for the purpose of passing the orders down to the engine-room Instead of this mode, on board the *Inflexible* there is a telegraph clock erected on the stage or bridge over and between the paddle boxes, which communicates with a similar telegraph dial placed in the engine room below, and the two are so connected that whenever the index of the dial on the stage is moved, the index below moves in the same manner, so as to point directly to words on the dial expressive of what is to be done-such as "half-speed", "stop her", "stroke astern, &c.;" and in order to warn those below that an order has been given on deck, a small bell rings below. whenever the index on the stage has been moved. In like manner, whenever the engineer has obeyed the order, a small bell on the stage rings as a signal that the order has been complied with. Some idea may be formed of the magnitude of the machinery of this vessel from the space which is occupied by the engine room, which is fifty-five feet in (length. and extending through nearly the breadth and depth of the vessel.

Through the polite invitation of Captain Hoseason, the directors and officers of the Hunter River Steam Navigation Company paid a visit on Thursday to this fine steamer, and were much pleased by the modern improvements and arrangements introduced in her engines and machinery, and with much interesting information, afforded by Capt. Hoseason. upon recent experiments conducted by the Admiralty, with a

view to the economical employment of steam power in propelling vessels. The courtesy of Capt. Hoseason, who is evidently intimately acquainted with the steam engine, practically as well as theoretically, in minutely explaining personally all the arrangements of the machinery and vessel, was highly gratifying to the party, and creditable to himself as a gentleman and a man of science, desirous to communicate the knowledge he possessed of recent improvements.

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#### **Voyage of the *Inflexible*.**

Amid the discussions on the steam communication question, following upon the movement recently made in England to obtain the establishment between Sydney and Singapore, the application of steam navigation to the direct sea course by the Cape of Good Hope has not been considered. In the present position of the question, it may be advisable to limit our expectations and exertions to the attainment of the lesser scheme, as affording the readiest means of effecting the object of rapid mail packet communication, leaving the greater and more important establishment to future commercial enterprise, and progressive advances of the science. Such being the present feature of the subject, any prolonged delay in carrying out the Indian extension will be regarded with dissatisfaction. New South Wales has come pre-eminently forward by offering her aid towards the maintenance of the projected undertaking via Torres Straits to Singapore, and has temporarily laid aside the claims of the Australian colonies to a separate mail packet establishment, in the expectation of - more immediately reaping the benefit of quick postal communication by a Junction with the existing line to China. The colonists naturally presume that they are now on the eve of obtaining this desirable communication; and may still hope that the establishment of the commercial route, by which the conveyance of goods and passengers from England can be affected as rapidly as the mails overland, will also in due time be carried into effect. Every practical advance, as well as actual improvement in steam navigation, is a step towards the fulfilment of the latter project; therefore, the recent arrival of H.M. steam sloop *Inflexible* in the harbour of Port Jackson from Devonport and the Cape of Good Hope, has been regarded with peculiar interest - the first voyage approaching the character of a steam passage to Australia having been effected by this steamer, and with highly satisfactory results. This vessel, the inspection of which during her stay in our harbour, afforded no small gratification to numbers of our fellow-citizens, as exhibiting to them, for the first time various improvements in the formation and application of the marine steam engine attained of late years, will by her arrival, form an epoch in colonial history, and by the performance of her voyage mark an era in the progress of navigation by steam. Ever since the successful voyage of the *Great Western* on the Atlantic, the practicability of reducing by one-half the present term of the voyage to Sydney, by the employment of similar vessels, has been advocated and urged: but, until the present era, all the submitted estimates were comparative theory. The *Inflexible* has surpassed theory in many respects, and therefore the following brief analysis and leading results of her voyage may prove interesting, and at the least highly instructive.

Allow me, to observe in the first place, that the *Inflexible* measures 1122 tons, and was built at Milford Haven in 1846, (actually in the Pembroke Royal Dockyard). Her engines are of older construction, and were originally intended for another ship, as the appearance of the cylinder shafts above deck tends to show. Her two direct acting marine engines are of the nominal horse power of 375 horses, and are fitted with the expansive gear. Her four boilers are oblong shaped, with three flues to each. The engine-room is about one-half less than in the old engines; this, great saving is owing chiefly to the cranks being placed, and acting directly, above the cylinders. The operation of the expansive principle is that which effects the great saving is the expenditure of fuel. As the action of the wind on the sails assists in propelling the vessel, there is, therefore, so much the less steam power required in order to maintain the necessary speed. By the plan introduced of cutting off the steam in its passage to the cylinder, and causing the piston to work expansively, this saving is effected, both simply and efficiently, and is regulated with accuracy, according to the state of the weather and the speed attained. On the passage to Australia, sufficient steam was generated by the employment of nine, and frequently only six flues out of the twelve to acquire a speed of seven to eight knots. The usual practice is to work the engine expansively, excepting when the speed is reduced to six knots - on which occasion the full steam is then applied.

When the wind is strong in favour, with a moderate sea, the steam power employed on the expansive system is little more than, what may be just necessary to turn the paddles. Great facilities are afforded during the application of the expansive principle for cleaning out the boilers, which can be done in turn. without diminishing the ordinary speed, and by frequently performing it, the accumulation of sediment is prevented, thereby promoting the. preservation and safety of the boilers. Coal boxes are ranged between the machinery, and sides of the vessel, and are thus made subservient to preserve the vital parts injuries more peculiar to war steamers.

The capacity of the **Inflexible** for fuel is 500 tons. Her large paddle-boxes, although fitted with a life-boat an each, and comprehending places for culinary and other useful purposes, are an obstruction during head winds and heavy seas. By the, frequent. alternate emersion and immersion of the paddle wheels, much power is lost in ocean steaming, and the application of the screw principle on this voyage is still a desideratum. promising greater results. The plan of 'disconnecting' has been in use by war steamers for some time, but is effected in the **Inflexible** on a different principle from that formerly in use, and which occupies one-tenth of the time; it is that of the friction strap, and merely requires the turning of two screws, and striking aside the keys which connect the parts; in order to set the paddles free of the engine.

On her departure from Devonport on the 9th of August last; the **Inflexible** had 392 tons of coal is her boxes, considerably less than her quantum; 80 tons of patent fuel intended for her use having been behind - probably in consequence of the large amount of dead weight already onboard - being not less than 150 tons, exclusive of fuel. The total weight of cargo, fuel, engines, boilers, water, stores, ammunition. &c., was estimated at 1200 tons. She then drew 15 feet 6 inches for-ward, and 15 feet 10-inches aft: immersion of. paddle wheels 5 feet 7-inches. From the 9th to the 28th of August, the course of the **Inflexible** was as direct as could be taken for the Cape of Good Hope; at the latter date she had made more. than half the distance between England and the Cape; being near the equator, in Lat. 3° 44 N., Long. 13° 27 W. This point was attained in a period of eighteen days sixteen hours, at an average speed per diem of 179 nautical miles, or 7½ knots per hour, being 3345 miles by the log, and direct course 3200 miles. She, attained this point in the above period at an expenditure of 218 tons 6 cwt. coals, averaging 11 tons 13 cwt. per diem. From the 9th to the 13th August, the sea had set strong from the west, the wind moderate from the same direction. The north-east trades were met on the 13th, and retained until the 23rd. During their continuance the average speed was 180 per diem, and consumption of fuel 10 tons 3 cwt. On the evening of the 23rd, the wind veered to south-south-east, and again to south-south-west, with a rough sea setting is from the south-west, which continued for some days.

On the 28th August there remained nearly three thousand miles to perform before reaching Table Bay, Cape of Good Hope, and the quantity of fuel on board 173 tons 14 cwt. It had not been arranged for the **Inflexible** to coal at any station between England and the Cape, otherwise a direct course might have been kept. This defective arrangement added twelve to fifteen days to the period of her passage, as her commander was now necessitated to diverge from the course, with the view of reaching the south-westerly winds to assist in carrying the **Inflexible** to the Cape. The equator was crossed on the night of the 29th August, and on the 1st September the **Inflexible** had disconnected, and was making all sail towards the Brazil coast, with a south easterly breeze, which lasted one week, by which time she reached 21° 33', her extreme west longitude, in 18° 15' south latitude. With steam up she met south-westerly breezes, and experienced a rough cross sea on the 9th, which on the 10th changed to a long south-west swell the weather calm; speed 190, and consumption thirteen tons.

The wind again came from the east, but steam is kept up till the 16th, when being under sail ninety miles only is entered as the day's run. The **Inflexible** kept under sail, with winds varying from south-east to south-west, until the 26th, when steam was got up, and she made St. Helena Bay, Cape Colony, on the 27th, and was at anchor in Saldanha Bay and Table Bay, on the 28th September, having accomplished the total run from Devonport in forty-nine days, of which thirty-two days was under steam, and seventeen under sail only. From the point of divergence on the 28th of August to the 28th September, the distance run per log was 4363¾ nautical miles, nearly 1500 over the direct course. Her average spend during this period was 140 nautical miles per diem.

The time under steam	17½ days.
The time under sail,	158
Average speed under steam	127½ days
Average speed under sail only	13½ days
Average consumption of fuel per diem, when under steam.	12 tons 6 cwt.

The public service required the *Inflexible* to remain six weeks at the Cape Colony, and having discharged a portion of her dead weight, and taken on board 460 tons coal, she left Simon's Bay at 2 pm of the 8th November, and arrived at Sydney at half-past 8 pm on the 13th December.

The passage from the Cape was performed therefore in 36 days 6½ hours, of which period 160 hours, equal to six days sixteen hours, was under sail only, and the remaining 28 days 14½ hours under steam. During eight days of the passage the practice was to disconnect each morning, and get up steam towards nightfall and on two days and nights the steamer proceeded under canvas. The draught of water in Simon's Bay at starting was fourteen feet six inches forward, and sixteen feet aft - the immersion of paddle wheels five feet six inches. On arrival is Port Jackson she drew thirteen feet; and had about five tons of coal remaining in the boxes. Her average consumption therefore on the passage was 15 tons 17 cwt. daily while under steam.

This passage of the *Inflexible* is memorable, inasmuch as it is the first steam passage from the Cape to Sydney (from England to the Cape, and thence to India, has been frequently done); and it is the longest run at one stretch of any steamer under steam in the annals of steam navigation. I may, therefore, be allowed to deduce more particulars from the copy of the log in my possession.

After leaving the Cape of Good Hope, the course was south-west for a couple of days; the wind at starting was from south-east; next day it veered to south-south-west, and a heavy south swell with it: nine fathoms employed, and plain sail; consumption, 18 tons 8 cwt.; speed, 7½ knots, or eight miles for each ton of coals. The morning of the 11th was variable, but it blew strong from the south-south-west at noon, with a heavy south swell of the sea; speed, 8 1/8th knots. At night the wind came more from the west, and next day it blew a strong gale (the strongest experienced on the passage) from west-north-west; average speed per log during the day, 8 5/12th; but 240 miles were made by observation - the longest run is twenty-four hours, equal to ten knots per hour; consumption 16½ tons, with double-reef topsails; ocean swell heavy from the west. On the 13th, the wind was W.S.W., and variable, and a long west swell experienced; speed per log, about 9 knots, with all plain sail. On the 14th, a north-easterly breeze sprung up, which increased considerably on the 15th, with a rough sea, consumption 14 tons, speed 8¾ per log, - with reef topsails, and 235 Nautical Miles. made. by observation. On the 16th, it came on again a westerly gale, with a heavy swell, 12 miles per ton consumed of coal, speed 8 1/8th. On the 17th moderated, the wind veering from south-east to north-east till the evening of the 18th, when a gentle breeze came on from north-north-west, sea smooth. Steam was let off and studding-sails set. Similarly, on the 19th and 20th, but speed diminishing, steam was got up in the evening. Next day the weather was nearly calm, speed 7 1-9 knots, and 13 1/3 miles per ton of coal; Lat. 3° 39' S., Long. 68° W. On the 22nd there was a moderate breeze from north. north-east, speed 7½. It came again from north-west on 23rd, and steam let off. Next day it was stronger from west-south-west, with a rough sea, proceeded under sail only this and the following day, speed about eight knots. On the 26th November, steam was got up with a south-west wind, and towards evening there was a long west swell, and "ship rolling deeply;" speed 6 3-5, and 12¾ miles to ton of coal consumed. The next day 17 miles were averaged to the ton; speed 7¾, wind north-north-west. On the 28th, under sail, a long west swell, which continues for some days, steam got up each night. and let off in the morning, until .2nd December. During this period, the wind varied from north-west to south-west, speed about eight knots, with plain sail. There was a heavy swell on the 2nd, and steam was continued from that day continuously to the close of the voyage. On the 3rd, with a gentle south-west breeze, sixteen miles was averaged, for each ton of coal, speed per log, nearly nine knots. On the evening of the 5th, the

wind varied, and came light from the north on the 6th, but calm at noon. Latitude 40° 23' 30" south. Longitude 131° 34' east. Nearly sixteen tons of fuel consumed this day.

The next three days the wind was easterly, the consumption increasing, and on the 9th :December there was a strong head swell, "heavy from the east", consumption 21 tons 14 cwt., speed 6 5-6 per log, 7 3-5, miles only per ton of coal, being the largest quantity in one day, owing to the head wind and sea, requiring the necessary employment of full steam. On the 10th the weather moderated, the wind still from north-east, consumption. reduced to 17 tons 14 cwt., and speed increased to 7¾ knots. Entering Bass's Straits: On the 11th and 12th, having strong north-north-east winds, steering up this coast, speed is rather under 7 knots, consumption on that day 12 tons, 13¾ miles to a ton, which on 12<sup>th</sup> is reduced to 9 miles per ton; the consumption having increased to 18 tons. Next evening the **Inflexible** anchored in Part Jackson.

The speed per log given in the above sketch of the voyage, is the average speed during, twenty-four hours. The aggregate of the daily runs on the whole passage, from the Cape to Sydney; is 6400 knots per log, whereas the actual distance is 6600, and allowing for extra latitude being made, the actual ground gone over could not be less than 6700 nautical miles.

The average speed per log, per diem, was 181½ - 7½ per hour:

	Days.	N. M.	Per diem	Per hour
Of which under steam	25	4635	185 2-5	7¾
Of which under sail only	2	344	172	7¼
Of which under part steam and part sail	8	1421	177 2-8	7 2-5
Total miles per log		6400		

Taking the actual distance gone over by the **Inflexible** at 6700 nautical miles; the average speed on the passage was 190 miles per diem, or eight knots per hour, very nearly.

During the passage, the wind came from

A westerly direction during	20 days
An easterly direction during	10 days
Wind variable direction during	5 days
	35

The following is a brief summary of the whole voyage from England:

Nautical Miles.

The distance, from Plymouth Sound to Table Bay, via Maderia and Cape de Verde	6,150
The distance from Simon's Bay to Port Jackson	6,600
Total distance from England to Sydney, via Cape of Good Hope	12,750

Nautical miles traversed

Days hours per log per day per hour	
Number of complete days under steam	57 4 10,115 177 7½
Number of complete days under sail only	19 12 2,572¾ 132 5½
Number of complete days under part sail	8 0 1,421 177¾ 7 1/3
Plymouth Sound to Port Jackson	84 16 14,108¾

Total coal consumed on the passage 847 tons

Average consumption per diem	14 tons
Average number of miles for each ton. of coal	13 miles
Average consumption of fuel per horse power, per hour	3½ lbs.

There are circumstances attending the voyage of the *Inflexible* which detract in some degree from the success, although not from the value of its performance. As a war-steamer, she is not so well adapted for the purposes of speedy conveyance as some commercial vessels of like capacity, nor does she, in respect to size and power, come up to the Atlantic or Indian packet ships. The nature of the service she had to perform, requiring large stores of ammunition to be conveyed, must have detracted very considerably from her sailing qualities, particularly at the commencement of the voyage; without question the most remarkable result gained by her voyage is the small quantity of fuel consumed. It must also be recollected that the nature of the passage in respect of winds and weather, under the application of the expansive principle, is of the first importance to this saving in fuel. These satisfactory results therefore may be taken as in the favourable nature of the passage to Australia, and the practicability of reducing it to a comparatively limited period, at an expenditure of fuel much less than has ever been imagined. Clearly to perceive the difference, it has to be borne in mind that during this whole passage the full steam was not applied, excepting on leaving port, and on meeting with a heavy sea and head wind; which occurred very seldom. At all other times the steam acted rather as an auxiliary to the sails, and was lessened or increased according to the force of the wind and the state of the sea. The object was to obtain a tolerable degree of speed at a small consumption of fuel, and the whole voyage was affected at an average of 7 to 8 knots, with an expenditure little more than half what might have been required for the attainment of 9 knots. It may therefore be perfectly practicable to reduce the period of the sea passage to Sydney to 70 days from Plymouth, by the employment of the expansive principle, at a total consumption not exceeding 1000 tons of coal. Superior vessels would probably average 8 knots, by which the sea passage would be 67 days only, reckoning the distance at 13,000 nautical miles. On the other hand, it would require 1800 tons of fuel, and additional coals at two depots, in order to attain a speed of 9 knots, nearly doubling this expense in order to gain five days. There is one part of the voyage which the *Inflexible* does not afford sufficient data, having necessarily made a detour of 1500 miles. It is a matter of some surprise that the Admiralty should have allowed the *Inflexible* to start on the voyage short of her quantum of fuel, and without the means of obtaining a supply before reaching the Cape of Good Hope. It goes far however to prove the degree of confidence with which steam vessels are now despatched under all circumstances on the most distant voyages.

Had the *Inflexible* made up her quantum at St. Jago, or even Madeira, she might have had 400 tons to steam direct from the Equator to the Cape. The line was reached in twenty days, at an expenditure of 230 tons coal, but there remained only 160 tons to steam a distance of 2800 miles, which through a great portion of the passage might require a daily average consumption of twenty tons. We will suppose that she had been provided, and that her average expenditure was twenty tons to acquire a speed of seven knots. This gives her sixteen days to reach the Cape, at an expenditure of 320 tons, being a saving of 13 days: from which, however, would have to be deducted the time taken in coaling at the depot. On two-thirds of this passage the south-east trades may be expected; but at certain times of the year they are less strong than others. About the same time of the year the steam-ship Bentinck experienced them very strong; she steamed from St. Jago in twenty-two days. The difficulties of this part of the passage may be considered as adding 100 tons to the consumption for the voyage; for which reason I have estimated the total consumption for the voyage at 1000 tons. The *Inflexible* was 153 tons under that amount in steaming 11,000 miles. The passage made by the *Inflexible*, from the Cape to Sydney, in all its results, is most satisfactory, and, in certain respects, exceeds the most sanguine expectations. The distance made under steam was not less than 5500 nautical miles, at an expenditure of only 455 tons coals, and a speed of eight knots. The average speed, when under sail only, exceeded seven knots per hour; and there was no occasion in the whole passage, where the steam power could have been increased or applied, to have gained any material advantage.

We will suppose that full steam had been used on the voyage, at an expenditure of 21 tons coals per diem, and estimate the speed .at 9½ knots. She would barely have reached King George's Sound, the first harbour, a distance of 5000 N.M., with the 460 tons she had on board, as it would have occupied 22 days very nearly ; two days would have been required at least to take in 200 tons of coal, with which she might have reached Sydney in 8 or 9 days, making the time from the Cape 32 or 33 days instead of 35, at an additional expenditure of 200 tons of fuel, besides the depot expenses. Towards the close of her voyage the *Inflexible* experienced strong easterly winds and a head sea, which increased her. average consumption of fuel to 18 tons for 5 days; in other circumstances her total consumption might. have been less by 30 tons. From the brief summary of the passage from the Cape .to Sydney already. given, it will be observed. that although westerly winds pre-vailed during twenty days, and were generally strong - sometimes increasing to a gale - steam was not let off: The whole time of her proceeding under sail was two days and part of eight days. Strong south-westerly winds, and a heavy sea from the same direction, axe characteristic of this passage above .40 ° south latitude, at which parallel of latitude the *Inflexible* ran 3000 miles. By keeping up steam during the prevalence of these strong favour-able winds, the paddle-wheel steamer saves wear and tear, and steers steadier. The possibility of taking full advantage of these winds by the application of the screw principle, and saving fuel, affords good grounds for supposing that the expenditure of fuel, small as it is by the paddle wheel steamer, will be considerably reduced by the screw application, and without diminishing the speed. The screw principle might also beneficially be applied on the latter part of the passage from England to the Cape as large paddle-boxes catch head winds, and thereby impede the progress of the steam-vessel.

Not the least of the many satisfactory results attending the voyage of the *Inflexible* is the excellent order in which she arrived, and the entire absence of any symptoms of wear and tear. May we not hope that the broad highway of the ocean, which enables the Australian continent to be peopled from Europe, will ere long be lined with a steam marine as efficacious as that for which we are now awaiting the accomplishment by the by-ways of Egypt and the coral reefs of Torres Straits?

**1864 She was Sold.**

095.	<b>Dragon.</b>	Paddle Frigate. wooden paddle 2 <sup>nd</sup> -Rate. Frigate.	6.	Wood.	.	17 Jun 1845.	Designed by Sir William Symonds. 14 Sep 1847 Exercises with Sir Charles Napier's Squadron - see steam sloop <i>Stromboli</i> for details, to avoid duplication of long report. 10 July 1848. Captain W. H. Hall. Experimental Squadron, Portsmouth - see <i>St Vincent</i> for details. ....
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..... 15 July 1848 she became part of the Experimental Squadron and departed from Portsmouth - see *St Vincent* for article from the Morning Chronicle dated 17 Jul 1848. 20 Dec 1848 Particular Service. 30 Aug 1851 in the Mediterranean. Oct 1853, she served in the Baltic during the Crimean War 16 Oct 1853–30 Mar 1856 (it lasted 2 years, 5 months, 14 days). 11 Mar 1854 departed Spithead, with the fleet, for the Baltic - see p. 413 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 15 Apr 1854 captured Russian brig Patriot [Prize Money per London Gazette of 21 Jul 1857]. 16 Apr 1854 captured Russian merchant vessel Victor [Prize Money per London Gazette of 21 Jul 1857]. 21 May 1854 With the *Magicienne* and *Imperieuse*, captured the Russian brigantine galliot Antoine. 22 May 1854 Dragon was ordered to try her guns on Fort Gustafvard, mounting 31 guns, south-east of Hango Head, but was soon in need of support and was to be joined by the *Magicienne*, and Basilisk, but



the signal of recall was made before they could engage - see p. 418-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 1855 Bombardment of Sveaborg. 30 - 31 Aug 1855 distribution of proceeds arising from the cargo of plank and tar captured at Rasso, by Her Majesty's ships Firefly and Dragon. 24 Jan 1856 Portsmouth. Taken into dock today. 24 Jan 1856 Prize money due for the capture of Antoine now payable. 4 Feb 1856 at Portsmouth, in-dock. 9 Feb 1856 Mids. Shuckburgh and Blake appointed; at Portsmouth. 12 Feb 1856 Chaplain Campbell appointed; at Portsmouth. 25 Feb 1856 Left Spithead with Imperieuse for the Downs. 23 Apr 1856, Present at Fleet Review, Spithead; Captain Stewart, CB. 1860 Chatham, sloop.

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On 12 Aug 1848 the following appeared in **the [Sydney] Shipping Gazette**: Sir Charles Napier's Squadron.- The following letter, touching the Cobden attack upon the above squadron, is from a friend on board one of the ships, and will be read with interest by all lovers of matter-of fact controversy :- "Thinking it but fair that the public should not be entirely guided by Mr. Cobden's report of the 'dolce far niente' manner in which the Squadron of Evolution spent their time loitering under the orange groves of Lisbon, I beg leave to send you an account of the proceedings of that part of the squadron now lying at Cork, as I think it will tend to show that the exercises which have been so much ridiculed by some portions of the press have been the means of enabling men to be ready when actual service was required, as they were last night or rather this morning.

At one o'clock, a.m., the **Dragon**, Captain Hall. arrived at Cove, with despatches for Captain Moresby, the senior officer in Sir Charles Napier's absence at Dublin, which place the steamer had left twenty-four hours before. These despatches proved to be an order from the Admiral to embark a watch of marines from each ship of the squadron, on board the **Dragon** immediately, as she had to return with them without delay. The other watch and supernumerary marines (the latter of whom were already on board the *Medusa*) were to proceed in that vessel to Waterford. In one hour and a half every man was on board the **Dragon**, and in two hours the whole were embarked, and the vessels steaming out of the harbour, with 120 rounds of ammunition, heavy marching order, and their hammocks, out of which they had turned so short a time before.

Now, what can have a more beneficial effect than this plan of Sir Charles Napier's? It was only the day before that this fine body of men (close upon 700) were exercising on Spike Island, and the **Dragon** lying quietly in Kingstown Harbour ; in forty hours from her departure she will have returned with this powerful reinforcement, and the men neither have suffered the slightest exposure to weather or discomfort of any kind. Thus, the whole coast, or any part of it, may be strengthened with equal ease and rapidity whenever it may be required. It is not a fortnight ago that every man and first-class boy was landed from the *St. Vincent* and *Canopus*, two of this enervated squadron, in one hour and forty minutes, though the launches and boom-boats were hoisted out in the time ; and if playing soldiers is not very congenial to our taste as sailors, still every man should be able to use a musket. and to act a little in concert for mutual defence.

Now, from no one being in the least aware at what time or what sort of exercise Sir Charles Napier may order the ships prepare for everything, and there are few things that would take by surprise these 'idle' people from the *Tagus*. The *Amphion* gave a fair proof of this, in stripping her mainmast of a set of chain rigging, unarming the mast head, beginning at daylight, getting a new set of rope rigging, which they had failed themselves, over the mast-heads, being all a-taunto (sic), and sending down top gallant and royal yards with the rest of the squadron at sunset".

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**DNS of 22 Mar 1856.**

**Naval Prize Money.**

Department of the Accountant General of the Navy, Admiralty, Somerset House, March 20, 1856. Notice is given to all persons interested therein, that preparations are now making for the intended distribution of proceeds arising from the cargo of plank and tar captured on 30 and 31 Aug 1855, at Rasso, by her Majesty's ships *Firefly* and *Dragon*.

**1865 she was Sold.**

096.	<b>Constance.</b>	Frigate. <b>Constance-class</b> 4th-Rate. Frigate. 1862 Reclassified as a screw frigate	50.	Wood.	Oct 1843.	12 Mar 1846.	Ordered 31 Mar 1843. Designed with a V-shaped hull by Sir William Symonds, she was also one of the last class of frigates designed by him. Completed 28 Jun 1846. Sister of <i>Arethusa</i> , <i>Octavia</i> , <i>Sutlej</i> . Jan 1846, <b>Constance</b> , 50, by Sir W. Symonds, seven-eighths built, at Pembroke. Royal Dockyard. 2 May 1846, Acting Master Henry Paul; Rev W. W. Steel; Naval Instructor J. H. Bond appointed. ....
<div data-bbox="421 523 1223 1070" data-label="Image"> </div> <p>..... 23 May 1846, Lieutenants. Hyde Parker and W. Peel appointed. 6 June 1846, in the Hamoaze, i.e. in the harbour at Plymouth. 29 Jun 1846, arrived at Spithead, for Portsmouth, from Plymouth. 8 Aug 1846, arrived Plymouth, from Portsmouth, on Tuesday, and has gone up into Hamoaze. 18 Aug 1846, joined the squadron commanded by V.-Admiral W. Parker, off the <i>Tagus</i>, with the <i>Raleigh</i>, <i>Eurydice</i>, and <i>Spartan</i>, having completed trials of sailing on our passage out from England. 22 Aug 1846, carried out sailing exercises off Lisbon with squadron, including the <i>Hibernia</i> (flag), <i>St Vincent</i>, <i>Queen</i>, <i>Vanguard</i>, <i>Canopus</i>, <i>Rodney</i>, <i>Albion</i>, <i>Rattler</i>, <i>Polyphemus</i>, <i>Raleigh</i>, <i>Eurydice</i>, and <i>Spartan</i>. 28 Aug 1846, with the <i>Raleigh</i>, departed from the Squadron for the coast of South America. 28 Nov 1846, at Valparaiso with the flag ship, <i>Collingwood</i>, Rear Admiral. Sir G Seymour, <i>Carysfort</i> and <i>Talbot</i>, the latter due to depart for England 1 Dec. 2 Dec 1847 <i>Carysfort</i> departed from Valparaiso in company with the <i>Collingwood</i>, 80, and the <b>Constance</b>, 50, and parted company on the 5th. 12 Feb 1848, a report circulating in England suggests that Captain Sir B. Walker, formerly in command of the <i>Constance</i>, has left instructions that the \$2,000 he was due as a result of transporting two million dollars from Mexico to Valparaiso, was to be distributed amongst the ship's company. [19 Feb 1848 it was reported that this story was a figment of someone's vivid imagination.]. 5 Apr 1848, <b>Constance</b> back at Valparaiso when the <i>Asia</i> arrived from Rio, to relieve the <i>Collingwood</i> and flag officer, Rear Admiral Hornby.</p> <p>1848 she <b>Constance</b> became the <u>first</u> Royal Naval vessel to use Esquimalt at the southern tip of Vancouver Island, in British Columbia, Canada, as her base. Aug 1848 her captain George William Courtenay, for whom the town of Courtenay was named, he led 250 sailors and marines from Fort Victoria to try to intimidate the Indians.</p> <p>28 July 1849, it is reported in England that the <b>Constance</b> has been ordered home from the Pacific, and will be paid off at Devonport. 26 Nov 1849, came into Portsmouth harbour and was brought alongside the jetty to discharge the freight money brought home from the Pacific, which will be sent to London by rail. 27 Nov 1849, towed out to Spithead, and departed for Plymouth where she was paid off on the 8 Dec 1848. Reports of a court martial have been resolved amicably.</p>							

1860-62 she was converted to screw frigate between at Devonport Dockyard, and reclassified. 1862 she was fitted with screw propulsion and an engine and refitted. 1862 when converted to screw propulsion using a compound steam engine, designed by Randolph & Elder. 30 May 1860 Devonport, commenced conversion to screw steamship, which was completed in 1862. On her shakedown voyage from England to Valparaiso she rounded Cape Horn in good trim, her captain for this voyage being Sir Baldwin Wake Walker, who commented "I think her a good sea boat, and a fine man of war". On the voyage she encountered a Hurricane at 62° south. Walker wrote that "nothing could have exceeded the way she went over it, not even straining a rope yarn".

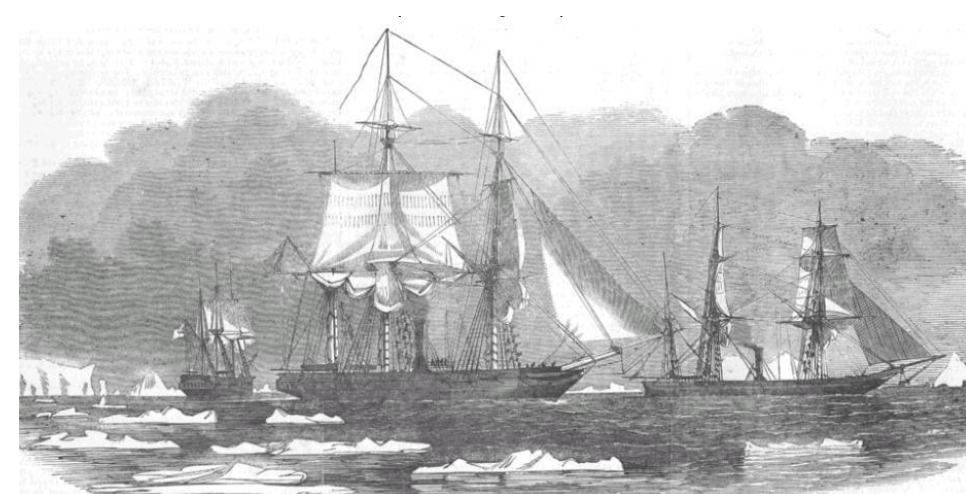
1865 she **Constance** was the first Royal Naval ship to be fitted with this class of engine, and won a race against two frigates from Plymouth to Madeira in.

26 Oct 1867 Her crew and officers were quarantined aboard whilst berthed at Port Royal during an outbreak of Yellow Fever.

**1875 Sold out of service for breaking up on 23 Jan 1875.**

097.	<b>Conflict.</b>	Sloop. Steam screw sloop. Later classified as a Frigate. <b>Conflict class.</b>	17. Reduced to 10.	Wood.	Jul 1845.	5 Aug 1846.	Ordered 19 May 1845, the " <b>Conflict</b> " and " <i>Desperate</i> " were to be built along the same lines as the " <i>Encounter</i> ". Designed by Sir W. Symonds as a sailing sloop, but changed to screw. Jan, 1846, Conflict, 10, steam frigate, screw, quarter built, at Pembroke Royal Dockyard. ....
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..... Converted to screw after launch. 20 Dec 1848 she was at Sheerness. 1848 part rebuilt, at Blackwall, London. 18 Sep 1850 capture of a slave barque, (name unknown). 21 Dec 1860 prize money due now payable. 10 Feb 1851 returned to Rio de Janeiro from Cape Frio, where the commanding officer of the **Conflict** was present when Brazilian police occupied the slave barracoons, and seized the slave-irons, stores, and other materials used to equip slave-vessels. They then proceeded to the depots and barracoons between Cape Frio and Bio das Ostras, where the process was repeated. 25 Mar 1851 went to sea to cruise to the north of Bahia. 31 Mar 1851 arrived and anchored



at Maceio and discussed the state of the slave trade with the British Vice-Consul, Mr. Burnet: continued the cruise returning to Bahia. 4 Apr 1851 at Bahia received intelligence from the British Consul regarding the possibility of slave traders approaching the coast and in concert with the Brazilian authorities took steps to watch the coast-line accordingly. 5 Apr 1851 departed Bahia for Morro San Paulo. 6 Apr 1851 arrived Morro San Paulo, the *Sharpshooter* already being present, with a Brazilian schooner of war. 9 Apr 1851 departed for a cruise off the Barra dos Carvalhos and Camamu. 12 Apr 1851 returned to Morro San Paulo. 20 Apr 1851 Report on this date at Portsmouth that the vessel was at Rio. 19 May 1851 reports from Bahia that whilst the slave trade appears to be dead people ashore are worried

that it wouldn't take too much for it to start up again if vigilance drops off. 4 Sep 1851 at Bahia. Nov 1851 following reports that a brig and patacho were going to land a cargo of slaves on the shore in the vicinity of Benevente, to the north of Rio, the **Conflict**, *Plumper* and *Bonetta* were stationed to intercept the attempt, but nothing further was heard of the expected vessels. 30 Nov 1851 Lieutenant Commander G. F. Day

arrived Bahia in the **Conflict** to take command of the *Locust*. 4 Jul 1853 Portsmouth. Carried out trials on the "Boomerang propeller". 15 Apr 1854 captured Russian brig Patriot [Prize Money per London Gazette of 21 Jul 1857]. 18 Apr 1854, the **Conflict** lost her Captain, John Foote, drowned, with four men, in a gig, off Memel - see p. 416 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). Apr-May 1854 the *Amphion*, **Conflict**, and other craft, meanwhile blockaded the Gulf of Riga, where the former captured a number of merchant vessels under batteries - see p. 416 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 17 Apr 1854 detained the Russian prize Carl Magnus. 17 Apr 1854 detained the Russian prize John. 17 Apr 1854 detained the Russian prize Industriae. 17 Apr 1854 detained the Russian prize Catherine Charlotte. 10 May 1854 the *Amphion* and **Conflict** captured Libau without firing a shot and took all the shipping in the port of Memel - see p. 416 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 25 May 1854 detained the Danish schooner, a prize, Steen Bille. 27 May 1854 **Conflict** and *Amphion* detained 8 x Russian Schooners. 1 Jun 1854 **Conflict**, *Amphion* and *Archer* detained the *Nornin*. 18 Jun 1854 **Conflict** and *Cruiser* detained the *Nyverdal*. 4 Feb 1856 at Devonport. In Keyham Dock. 23 Apr 1856, Present at Fleet Review, Spithead; Commander Cochran. 18 Oct 1857 departed England for anti-slavery duties on the West Coast of Africa. 17 Dec 1857 boarded the U.S. merchant vessel *Merchant* to examine her papers. She was reported to have departed Feb 1858, from Mayumba, on the South Coast, with a cargo of 600 slaves. 27 Feb 1858 detained the slave schooner *Wintermoyeh*, L. Fuirflower, master, in Lat. 6° 12' S., Long. 12° 9' E., in the River Congo. 29 Mar 1858 her papers and flag having been thrown overboard and was fitted out for the slave trade, in accordance with 2 & 3 Vict. cap. 73 was condemned at the Vice Admiralty Court at Sierra Leone. 11 Nov 1859 proceeds arising from the tonnage bounty due to be paid shortly, per Gazette. 12 Mar 1858 detained in Lat. 5° 45' S., Long. 11° 50' E., the slave barque *Almeida*, Fisher, master, which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone and on 12 Apr 1858 sentenced to be forfeited and on 11 Nov 1859 the London Gazette announced the situation regarding the distribution of the proceeds arising. 3 Apr 1858 when patrolling in the ship's cutter up stream in the River Congo the US barque *Goldfinch* of Salem was observed, without colours flying, and was visited briefly by the Assistant Surgeon to treat 2 men. 10 Apr 1858 remains in the River Congo. 3 Jun 1858 in Loango Bay. 11 Jun 1858 detained the slave schooner *Angeline*, John Charles Smith, master, in Lat. 5° 56' S., Long. 11° 50' E., near Molembo, when about to receive her human cargo, her papers and flag having been thrown overboard and was fitted out for the slave trade. She was sent to the Vice Admiralty Court at St. Helena in the charge of Lieutenant Henderson where she was condemned on 8 Jul 1858. 13 Jun 1858 anchored off Point Padrone, and entered the Congo the following morning and sent the crew of the prize to Punta da Lenha [one wonders whether there is not some connection between the prize crew and the *Angeline* in the previous paragraph? 21 Jul 1858 off Shark's Point, River Congo, boarded a barque without any colours and sent a boarding party on board. She turned out to be the *John Gilpin*, from Moanda, trader on this coast. 11 Aug 1858 departed Fernando Po, for Sierra Leone, with 11 runaway slaves, for emancipation. 8 Dec 1858 arrived at Loanda, from the Island of Ascension, with Sir Henry Huntley, clerk to H.M. Commissioners at Loanda. 15 Dec 1858 in the River Congo, boarded and checked the papers of the US barque *J. W. Reid*. 1 Mar 1859 departed from the River Congo, handing over to the *Viper*. 10 May 1859 appears to be back in the River Congo. 31 May 1859 the assumption made for 10 May appears to be correct as one of the ship's boats had returned this day from Punta da Lenha with news that the *Emma Lincoln*, a slave vessel, had stood in towards Cabenda on 25 May and would have embarked her cargo of slaves had not the *Vesuvius's* boat been present. 18 Sep 1859 detained in Lat. 1° 35' N., Long. 10° 10' W., a slave barque, (Name Unknown), with no papers and flying a red, white and blue flag, red to the mast, stated by her master to be worth nothing. The vessel was sent under the command of Mr. Bridge, to the Vice-Admiralty Court at Sierra Leone for adjudication where she was condemned on 3 Oct 1859. 330 doubloons were found amongst the master's effects and removed on board the **Conflict** for safety. 29 Sep 1859 departed Sierra Leone for England. 3 Nov 1859 returned to England from the West Coast of Africa. 1860 at Devonport. The figure head of **Conflict**, a male bust of a warrior dressed in classical armour and wearing a plumed helmet. He has dark hair and a thick moustache. In the 1950's the figurehead was placed outside on The Admiral's Walk at Chatham Dockyard before being sent to HMS 'Caledonia', Rosyth. **1863 She was sold out of service.**

098.	<b>Encounter.</b>	Sloop. Early screw sloop. <b>Encounter-class.</b> Reclassified as a corvette in 1862)	14.	Wood.	Jun 1845.	5 Sep 1846.	Ordered 5 Feb 1845, as one of a pair of Encounter-class sloops, but her sister-ship, Harrier, was ordered on 26 Mar 1846, but work was suspended six months after the order, and cancelled in 1851. Commissioned 12 Oct 1849. Encounter was designed by the master shipwright of Portsmouth Dockyard, John Fincham, in 1844. 8 Feb 1845 a drawing was sent to Pembroke Royal Dockyard with instructions to build the " <b>Encounter</b> ". 8 Feb 1845 a drawing was sent to the Pembroke Royal Dockyard to build the " <b>Encounter</b> ". .....
<p>..... Jan, 1846, quarter built. Converted to screw on stocks. Jul-Aug 1848 See article by the Morning Herald re Screw Steam-Vessels. .... Built with a traditional wooden construction, Encounter was lengthened at Deptford Dockyard before commissioning. She was fitted with a John Penn &amp; Sons, 2-cylinder horizontal single-expansion trunk steam engine driving a single screw. Her engine was rated at 360 nominal horsepower and developed 673 indicated horsepower (502 kW), giving a maximum speed of 10.2 knots (18.9 km/h). She was equipped with a full sailing rig. 20 Dec 1848 she was back at Portsmouth. 1850 <b>Encounter</b> had her armament radically altered. 30 Aug 1851 she was part of the Experimental Squadron. 4 Apr 1854 operation against local imperial troops in conjunction with the Grecian and U.S. corvette Plymouth - see p. 386-8 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. Circa 18 Aug 1854, a squadron under Sir James Stirling, consisting of the Winchester, Encounter, Styx, and Barracouta departed the mouth of the Yang ste Kiang for Japan. 7 Sep 1854, arrived at Nagasaki. 4, 8, and 15 Oct 1854, visits by the Admiral and staff etc. to the Governor. 20 Oct 1854, departed Nagasaki. 25 Oct 1854, arrived Hongkong. 3 Nov 1854 ships' boats engaged in the Macao River in operations against pirates off Tyloo - see p. 388 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 13 Nov 1854 men from ships' boats carried a battery and destroyed junks in Coulan Bay - see p. 388 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 19 Mar 1855, at Woosung the <i>Barracouta</i> arrived to join the <b>Encounter</b>. 25 Mar 1855, departed for Kamschatka, sighting parts of Japan on route, and experiencing much colder weather, with sleet and snow, and separating from the <i>Barracouta</i>. 12 May 1855, met the French frigate <i>Alceste</i>, which was going to form a part of an allied squadron forming up in the area. The <i>President</i> was reported to be in the area with Rear-Admiral Bruce on board, and the <i>Dido</i> was to the north searching for a privateer, and on the following day the <i>Brisk</i> hove in sight. 19 May 1855, re-joined the <i>Barracouta</i>. 23 May 1855, met up with the Flag Officer in the <i>President</i>, and then separated. 27 May 1855, the southern coast of Kamschatka became visible. 31 May 1855, rendezvoused with <i>Pique</i>, <i>Dido</i>, <i>Brisk</i>, <i>Alceste</i>, <b>Encounter</b>, <i>Barracouta</i>, and the American store ship Nile off Petropalovski. 1 Jun 1855, the squadron entered the harbour of Petropalovski, but discovered that despite appearing to have reinforced the fortifications the Russians had departed for the River Amur. 3 Jun 1855, armed boats from the <i>Barracouta</i>, <b>Encounter</b> and <i>Pique</i> were sent to Rakouina Harbour to detain the Russian whaler Aian, 400 tons, built at Abo in 1853, which was brought back to Petropalovski. An</p>							



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The *Encounter* and *Hornet* were then sent to search for the missing Russian ships, the *Hornet* going aground for some 24 hours, until she'd removed some of her ballast and guns, and the *Encounter* having discovered an entrance to the Amoor from the south, but the weather dropping below freezing both vessels returned to Castries Bay, where they arrived on the 29th, but the *Sybille* having already departed for Hakodadi, both vessels departed in pursuit. 24 Nov 1855 arrived Hong Kong from Hakodadi. 5 Dec 1855 left Hong Kong for Calcutta. 6-8 Sep 1856, salvage services rendered to the *Ichinnan*. [Oct 1856](#) up the river from Hong Kong, at Canton and on the [27th inst.](#) opened fire on selected targets in Canton. [12 Nov 1856](#) bombardment and capture of the Bogue Forts and the Anunghoy Forts on the following day. [4 Dec 1856](#) further attack on and capture of the now repaired French-folly Fort. [8 Jan 1857](#) British forces commenced withdrawal from off Canton, to Hong Kong. 15 Jan 1857 Canton River. 25 May 1857 Macao. 5 Jun 1857 Hongkong. 20 Jun 1857 departed Hongkong for Siam and Suez. 1 Oct 1856 - 26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels, for the destruction of pirates. For her service ***Encounter*** received the following Honours and awards: "China 1856-60". 7 Feb 1858 the *Encounter*, Capt. O'Callaghan, arrived Plymouth from China and the East India station. 9 Feb 1858, inspected by the Port Admiralty prior to being paid off. 19 Feb 1858, paid off at Plymouth. 17 Aug 1858, in dock at Keyham, having many decayed timbers and planking, including her sternpost and bottom planking etc. 25 Apr 1859, removed from the South Dock at Keyham to the North Dock, to make room for the *Algiers*. 25 May 1859, was undocked. 20 Sep 1859, Lieut. E.F. Weld, Lieut. F.W.H.M. Heron, and Master W. H. Jawcker appointed to the ***Encounter***. 22 Sep 1859, Paymaster J.B. Jackson appointed. 24 Sept 1859 Devonport. Commissioned. Her complement will be 180 officers and men. 25 Sep 1859, Surgeon. Abertny Irwin, and Acting Assistant Frederick J. Withers, appointed to the ***Encounter***. 26 Sep 1859. Capt. Roderick Dew joined. 27 Sep 1859, Lieut. C.R. Macdonnall / Macdonall, appointed to the ***Encounter***. 28 Sep 1859, Lieut. W. E. Stone; and Clerk John Ashton, appointed to the ***Encounter***. 2 Oct 1859, Lieut. Hugh Davis, and Midshipmen C. Woodhouse and H. H. Rawson appointed to the ***Encounter***. 3 Oct 1859, Assistant Paymaster C.P. Fielon, appointed to the ***Encounter***. 4 Oct 1859, Mate J. G. F. Leacock, appointed to the ***Encounter***. 15 Oct 1859, Chief Engineer George Green; Assistant Engineers J. Ferguson, W. Holland, and J. Derbyshire appointed to the ***Encounter***. 17 Oct 1859, repairs are reported to have been completed. 19 Oct 1859, taken out of the Keyham Basin. 25 Oct 1859, hauled off from the sheer hulk, [large crane], in Hamoaze [Plymouth Harbour], having taken on board the armaments for the gunboats *Snap* and *Bouncer*, probably bound to accompany the ***Encounter*** to Chinese waters? 28 Oct 1859, steamed out to Plymouth Sound and back. 30 Oct 1859, the ship's gig, with Lieutenant Heron, the coxswain, James Dyer, and 4 hands, having taken despatches to Admiralty House, was returning to the ***Encounter*** in Plymouth Sound, via the passage between Drake's Island and Mount Edgecumbe, often a difficult passage when the wind was blowing hard, which was compounded by the tide being forced through such a narrow channel, when a squall suddenly struck the gig, unstepping the mast and turning it over a number of times, each time the crew finding themselves thrown into the water and having to climb back on to the keel. By this time it was getting dark, and things started to look serious as the crew tired in the cold water, but fortunately 2 Mevagissey fisherman were coming through the passage from Cawsand Bay, when they saw the accident Mr. R.W. Pearce, in the *Zedora*, rescued the men, one almost on the point of drowning, and took them to the ***Encounter***, the other

boat, the Mary Anne, skipper James Pearce, towed the gig into Sutton Harbour, their destination. 4 Nov 1859, went out of harbour to test and trial her machinery. 10 Nov 1859, William Holland, first class Assistant Engineer, appointed., to the **Encounter** upon promotion. 11 Nov 1859, ship's company paid wages in advance. Depending on your source: 12 or 14 Nov 1859, departed Plymouth with the gunboats Bouncer and Snap, for China. 2 Dec 1859, departed Madeira. 20 Jan 1860, arrived with the gunboats at Rio de Janeiro, and departed on the 24th. 19 Apr 1860, the Encounter reported to be at Singapore by the troop ship Simoom, and was departing Singapore with the gunboat Snap and 2 transports for their passage to Hong Kong, the Encounter following in a day or so. 23 May 1860 has arrived back in Chinese waters, and is operating of the North China coast. 7 Jun 1860 at Chusan. 23 Jun - 25 Jul 1860 on the North China coast, at Talién-whan with the fleet. 26 Jul 1860 Gulf of Pechelee. 16 Nov 1860 on the North China coast. 31 Dec 1860 Japan. 7 Feb 1861, the Admiralty, in London, has appointed Lieutenant W. N. Cornewall to the **Encounter**, so it will be a few months before he joins. 15 Feb 1861 on the North China coast. 2 Mar 1861 Japan, probably with the *Pioneer* and *Vulcan*. 1 May 1861 she was at Shanghai. 12 May 1861 at Japan. 29 May 1861 Shanghai. 28 Aug 1861 still in Japan waters. 1 Dec 1861 Canton River. 29 Jan 1862, Paymaster Alexander D. McArthur [M'Arthur], confirmed. 15 Feb 1862 Hongkong. 7 Apr 1862, crew entitled to the China Medal, 1 Oct 1856 - 26 Jun 1858, and 1 Aug 1860 - 24 Oct 1860, and, as usual, with other qualifying factors, and clasps for those present at certain operations. 27 Apr 1862 at Shanghai. 11 May 1862-15 Dec 1862 Ningpo, Captain Dew, having much local knowledge, and being in charge of a squadron of French and English Gun Boats supporting Chinese troops in action against rebel and pirate forces attacking the treaty ports, such as Ningpo. 11 May 1863, James B. Scarlett, promoted to be Acting First Class Assistant Engineer. 29 Dec 1863, departed from Yokohama. 12 Jan 1864, departed Nagasaki. 20 Jan 1864, departed Shanghai. 26 Jan 1864, departed Ningpo. 29 Jan 1864, departed Amoy. 8 Mar 1864, departed Hong Kong. 23 Mar 1864, departed Singapore. 14 May 1864, departed Cape of Good Hope. 4 Jun 1864, departed St. Helena. 8 Jun 1864, departed Ascension. 7 Jul 1864, departed Fayal. 21 Jul 1864, arrived at Plymouth Sound. 23 Jul 1864, Lieut. Walter Stewart, of the **Encounter**, put in temporary command of the hired sailing transport **Hornet**, arrived at Portsmouth. 29 Jul 1864, Chief Engineer J.H. Hewlett, appointed to the Indus, for the **Encounter**, when paid off. 1 Jan to 2 Aug 1864 China station. Medical report: fever, and small-pox onboard : [number](#) of Cases of Disease and Injury. 3 Aug 1864 paid off at Devonport. Jan, 1846, quarter built. Converted to screw on stocks. [Jul-Aug 1848](#) See article by the Morning Herald re Screw Steam-Vessels. 20 Dec 1848 Portsmouth. 30 Aug 1851 Experimental Squadron. 4 Apr 1854 operation against local imperial troops in conjunction with the Grecian and U.S. corvette Plymouth - see p. 386-8 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 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An engine for a small steamer which had formed a part of her cargo, was taken as a

prize. 7-8 Jun 1855, with the *Pique* and *Barracouta*, destroyed the batteries and magazines at Petropalovski, and removed a marine steam engine and copper tank from a Russian vessel. 9 Jun 1855, entertained on board FNS *Alceste*, and upon returning on board watched the volcano of Koselskoi erupt, the sky over the mountain being tinged with red as night fell, the following morning the sea being covered with ashes, and a slight shock of an earthquake was experienced. 12 June 1855, the squadron put to sea, but having met with the *Amphitrite*, and FNS *Eurydice*, returned to Petropalovski. 13 Jun 1855, departed for Hakodadi. 10 Sep 1855, arrived Nagasaki, from Jonas Island, Sea of Ohkotsk, with mail for the *Barracouta* up to 1 April. 2 Oct 1855, departed Nagasaki for Castries Bay, with the *Sybillie* and *Hornet*, arriving at their destination on 15th inst., and in the afternoon the ships' boats were sent on shore for timber, but were fired on by hidden Russian infantry and field pieces when within 200 yards from shore, causing 5 injuries, which resulted in the squadron opening fire on the defences ashore. The ***Encounter*** and *Hornet* were then sent to search for the missing Russian ships, the *Hornet* going aground for some 24 hours, until she'd removed some of her ballast and guns, and the ***Encounter*** having discovered an entrance to the Amoor from the south, but the weather dropping below freezing both vessels returned to Castries Bay, where they arrived on the 29th, but the *Sybillie* having already departed for Hakodadi, both vessels departed in pursuit. 24 Nov 1855 arrived Hong Kong from Hakodadi. 5 Dec 1855 left Hong Kong for Calcutta. 6-8 Sep 1856, salvage services rendered to the *Ichinnan*. [Oct 1856](#) up the river from Hong Kong, at Canton and on the [27th inst.](#) opened fire on selected targets in Canton. [12 Nov 1856](#) bombardment and capture of the Bogue Forts and the Anunghoy Forts on the following day. [4 Dec 1856](#) further attack on and capture of the now repaired French-folly Fort. [8 Jan 1857](#) British forces commenced withdrawal from off Canton, to Hong Kong. 15 Jan 1857 Canton River. 25 May 1857 Macao. 5 Jun 1857 Hongkong. 20 Jun 1857 departed Hongkong for Siam and Suez. 1 Oct 1856 - 26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels, for the destruction of pirates. 7 Feb 1858 the ***Encounter***, Capt. O'Callaghan, arrived Plymouth from China and the East India station. 9 Feb 1858, inspected by the Port Admiralty prior to being paid off. 19 Feb 1858, paid off at Plymouth. 17 Aug 1858, in dock at Keyham, having many decayed timbers and planking, including her sternpost and bottom planking etc. 25 Apr 1859, removed from the South Dock at Keyham to the North Dock, to make room for the *Algiers*. 25 May 1859, was undocked. 20 Sep 1859, Lieutenants E.F. Weld, Lieut. F.W.H.M. Heron, and Master W. H. Jawcker appointed- to the ***Encounter***. 22 Sep 1859, Paymaster J.B. Jackson appointed. 24 Sept 1859 at Devonport. Commissioned. Her complement will be 180 officers and men. 25 Sep 1859, Surgeon Abertny Irwin, and Acting Assistant Frederick J. Withers, appointed to the ***Encounter***. 26 Sep 1859. Capt. Roderick Dew joined. 27 Sep 1859, Lieut. C.R. Macdonnall / Macdonall, appointed to the ***Encounter***. 28 Sep 1859, Lieut. W. E. Stone; and Clerk John Ashton, appointed to the ***Encounter***. 2 Oct 1859, Lieut. Hugh Davis, and Midshipmen C. Woodhouse and H. H. Rawson appointed to the ***Encounter***. 3 Oct 1859, Assistant Paymaster C.P. Fielon, appointed to the ***Encounter***. 4 Oct 1859, Mate J. G. F. Leacock, appointed to the ***Encounter***. 15 Oct 1859, Chief Engineer George Green; Assistant Engineers J. Ferguson, W. Holland, and J. Derbyshire appointed to the ***Encounter***. 17 Oct 1859, repairs are reported to have been completed. 19 Oct 1859, taken out of Keyham Basin. 25 Oct 1859, hauled off from the sheer hulk, [large crane], in Hamoaze [Plymouth Harbour], having taken on board the armaments for the gunboats *Snap* and *Bouncer*, probably bound to accompany the *Encounter* to Chinese waters? 28 Oct 1859, steamed out to Plymouth Sound and back. 30 Oct 1859, the ship's gig, with Lieutenant Heron, the coxswain, James Dyer, and 4 hands, having taken despatches to Admiralty House, was returning to the ***Encounter*** in Plymouth Sound, via the passage between Drake's Island and Mount Edgcombe, often a difficult passage when the wind was blowing hard, which was compounded by the tide being forced through such a narrow channel, when a squall suddenly struck the gig, unstepping the mast and turning it over a number of times, each time the crew finding themselves thrown into the water and having to climb back on to the keel. By this time it was getting dark, and things started to look serious as the crew tired in the cold water, but fortunately 2 Mevagissey fisherman were coming through the passage from Cawsand Bay, when they saw the accident Mr. R.W. Pearce, in the *Zedora*, rescued the men, one almost on the point of drowning, and took them to the ***Encounter***, the other boat, the *Mary Anne*, skipper James Pearce, towed the gig into Sutton Harbour, their destination. 4 Nov 1859, went out of harbour to test and



		<p>trial her machinery. 10 Nov 1859, William Holland, First class Assistant Engineer, apptd., to the Encounter on promotion. 11 Nov 1859, ship's company paid wages in advance. Depending on your source: 12 or 14 Nov 1859, departed Plymouth with the gunboats Bouncer and Snap, for China. 2 Dec 1859, departed Madeira. 20 Jan 1860, arrived with the gunboats at Rio de Janeiro, and departed on the 24th. 19 Apr 1860, the Encounter reported to be at Singapore by the troop ship Simoom, and was departing Singapore with the gunboat <i>Snap</i> and 2 transports for their passage to Hong Kong, the <b>Encounter</b> following in a day or so. 1862 Encounter-class sloop was reclassified as a corvette. 23 May 1860 has arrived back in Chinese waters, and is operating of the North China coast. 7 Jun 1860 at Chusan. 23 Jun-25 Jul 1860 on the North China coast, at Talien-whan with the fleet. 26 Jul 1860 Gulf of Pechelee. 16 Nov 1860 on the North China coast. 31 Dec 1860 Japan. 7 Feb 1861, the Admiralty, in London, has appointed Lieutenant W. N. Cornwall to the <b>Encounter</b>, so it will be a few months before he joins. 15 Feb 1861 on the North China coast. 2 Mar 1861 Japan, probably with the <i>Pioneer</i> and <i>Vulcan</i>. 1 May 1861 at Shanghai. 12 May 1861 in Japan waters. 29 May 1861 Shanghai. 28 Aug 1861 Japan. 1 Dec 1861 in the Canton River. 29 Jan 1862, Paymaster Alexander D. McArthur [M'Arthur], confirmed. 15 Feb 1862 at Hongkong. 7 Apr 1862, crew entitled to the China Medal, 1 Oct 1856 - 26 Jun 1858, and 1 Aug 1860 - 24 Oct 1860, and, as usual, with other qualifying factors, and clasps for those present at certain operations. 27 Apr 1862 Shanghai. 11 May 1862-15 Dec 1862 Ningpo, Captain Dew, having much local knowledge, and being in charge of a squadron of French and English Gun Boats supporting Chinese troops in action against rebel and pirate forces attacking the treaty ports, such as Ningpo. 11 May 1863, James B. Scarlett, promoted to be Acting First Class Assistant Engineer. 29 Dec 1863, departed Yokohama. 12 Jan 1864, departed Nagasaki. 20 Jan 1864, departed Shanghai. 26 Jan 1864, departed Ningpo. 29 Jan 1864, departed Amoy. 8 Mar 1864, departed Hong Kong. 23 Mar 1864, departed Singapore. 14 May 1864, departed Cape of Good Hope. 4 Jun 1864, departed St. Helena. 8 Jun 1864, departed Ascension. 7 Jul 1864, departed Fayal. 21 Jul 1864, arrived at Plymouth Sound. 23 Jul 1864, Lieutenant. Walter Stewart, of the <b>Encounter</b>, put in temporary command of the hired sailing transport Hornet, arrived Portsmouth. 29 Jul 1864, Chief Engineer J.H. Hewlett, appointed to the <i>Indus</i>, for the <b>Encounter</b>, when paid off. 1 Jan to 2 Aug 1864 China station. Medical report: fever, and small-pox onboard: <a href="#">number</a> of Cases of Disease and Injury. 3 Aug 1864 paid off at Devonport. <b>May 1866 she was Broken-Up, at Devonport.</b></p>					
099.	<b>Mariner.</b>	Screw Sloop. Brig.	12. as designed but increased to 16.	Wood.	.	19 Oct 1846.	<p>Jan 1846 Designed by Sir W. Symonds, at Pembroke. Royal Dockyard. <i>[It has been reported that she was half build, however no confirmation of this has been found].</i>  11 Aug 47 detained a slave brig, (Name Unknown). 11 April 1849 Tonnage Bounty due for payment. 25 Aug 1847 detained the slave ....  ..... vessel Theodozia/Theodosia, which was sent for adjudication to the Vice-Admiralty Court at Sierra Leone, and sentenced to be condemned. 28 Oct 1849 proceeds arising due for payment. 20 Dec 1848 East Indies. Feb/Mar 1849, The <i>Statesman</i> reports that the <b>Mariner</b>, at Woosung, was sent to the aid of the wreck of the Elizabeth and Henry, lost on the Loo Choo Islands, but was unable to get her off, returning to port with the ship's stores and remainder of the crew not previously rescued by whalers. 5 Jan 1850 The Freak from Shanghai reports the drowning of the Rev. Mr. Lowder, Chaplain to the British residents at Shanghai, September last, whilst swimming off an island near Chusan, where he and his wife were on a cruise onboard the <b>Mariner</b>. 8 Apr 1857 arrived at Havana from Pearl Island. 18 Apr 1857 departed Havana for England. 1860 at Chatham, and was reclassified as corvette. <b>1865 she was sold-off out of service.</b></p>
100.	<b>Sybille.</b>	Frigate. 5 <sup>th</sup> -Rate.	36.	Wood.	.	15 Apr 1847.	<p>Jan, 1846, <b>Sybille</b>, 36, Designed by Sir W. Symonds, five-eighths built, at Pembroke Royal Dockyard.  Jan 1848 at Devonport, in Ordinary (reserve). .....</p> <p>..... 20 Dec 1848 at Devonport. 25 Apr 1855 HM Ships Sybille, Hornet, and Bittern, under Commodore Hon Charles Elliot, Lat 37° 17 ' 23 " N, Long 1331° 54' 23" E - island discovered in the Sea of Japan, about a mile in extent, running in a NW by W and SE by E direction and are formed</p>

together by a reef of rocks. We could discern no dangers lying off them and the waters appears to be deep close to the shore. They are barren, without exception of a few patches of grass on their sides and landing would be difficult except in very calm weather. The height of the NW island was ascertained to be 410 ft. above sea level - Charles C Forsyth, Cdr HMS Hornet. 28 Apr 1855 arrived Hakodate, after a three-week passage from Hongkong. Was able to embark water and firewood, but no meat, it not then being a major part of the Japanese diet. 7 May 1855 departed Hakodate. 12 May 1855 arrived La Périuse Strait. 20 May 1855 the Sybille, and Hornet reconnoitre the Russian squadron in Castries Bay. An attempt was made to persuade the Russians to come out, but they weren't interested. 24 May 1855 sent the Bittern to bring up any ships she might find. Note: See also *The First Pacific War: Britain and Russia, 1854-1856* by John D. Grainger. 28 May 1855 waited outside Castries Bay, whilst the Commodore Elliot took the Hornet up the Bay, only to discover that the Russians had gone. 29 May 1855 departed Castries Bay. 7 Jun 1855 met the Winchester, Bittern and Spartan. 29 Jun 1855 the Winchester, Sybille, Bittern, Spartan, and Hornet lying in Jonguierre Bay, where a coal mine was found, from which the boats of the squadron replenished the Hornet. (Date unknown). A note dated Salmon Bay, 7 Jul stated that the French frigate Sybille was met on the 1st ult with as many as 120 men sick, and also that the French steamer Colbert had gone to Shanghai for repairs. The British Sybille reports receiving 15 boat loads of firewood from the Japanese, along with 10,000 fresh salmon, and that the French had obtained some necessary planking. Circa 17 Jul 1855 flying Commodore C. Elliott's pennant, and Spartan, Hornet, Bittern, with the FNS Constantine in company, experienced thick fog and came into visual contact with the Barracouta, who joined the squadron whilst on route for the Gulf of Amoor, having already exchanged shots with the Russians in Castries Bay, in the Gulf of Tartary, where due to the lack of charts the squadron withdrew, the Hornet having grounded, albeit briefly. 23 Jul 1855 the squadron departed down the Gulf of Amoor and anchored about 5 miles from Obman's Bay. 25 Jul 1855 the Hornet and FNS Constantine departed for the Shantar Isles and Spartan went in chase of a strange sail. In the afternoon the Barracouta raised steam to chase a brig which was attempting to enter the River Amoor, but could not get within 3 miles of her due to shallowness of the water, and returned to the anchorage, as did the Spartan, the strange sail being that of a whaler bound for Ayan. 27 Jul 1855 2 boats each from the Sybille, and Barracouta, with 1 from the Spartan, were towed by the Barracouta towards the brig, which was run ashore by the Russians and set on fire, who then attempted to escape in the ship's boats up the River Amoor, and following a long chase 2 of the boats and their crews were detained. 29 Jul 1855 the Barracouta sent her prisoners on board the Sybille, and departed for Hakodadi, on the island of Yezo. 1 Aug 1855 the Barracouta detained the Russian brig Greta with 276 officers and men from the Russian frigate Diana on board, lately wrecked at Simoda. The brig was taken in tow to Ayan, where the Sybille and Spartan were anchored. 20 Sep 1855 arrived Nagasaki, from Ohkotsk. 29 Sep 1855 the Russian prisoners on board the Sybille, Barracouta and Spartan were put on board the Nankin, for passage to Hongkong. 2 Oct 1855 departed Nagasaki for Castries Bay, with the Encounter and Hornet, arriving at their destination on 15th inst., and in the afternoon the ships' boats were sent on shore for timber, but were fired on by hidden Russian infantry and field pieces when within 200 yards from shore, causing 5 injuries, which resulted in the squadron opening fire on the defences ashore. The Encounter and Hornet were sent to search for the missing Russian ships, but the thermometer dropping below zero the Sybille departed for Hakodadi shortly before the 29th inst., and before the Encounter and Hornet had returned. 25 Nov 1855 arrived Hong Kong from her northern cruise. 15 Feb 1856 cruising off Borneo with the Rapid. 30 Mar 1856 Treaty of Paris, i.e. the supposed cessation of hostilities, although it would probably have taken 3 or more months for the allies to get the message by sea, although ISTR reading in The Times that even as late as April, the situation in the Crimea in April 1856 was that it was treated as a temporary cease fire rather than a permanent cessation of hostilities, which is what it turned out to be. Urgent messages sent by sea, through the Med., and overland from Alexandria could probably arrive some weeks before those sent by sea? 2 Apr 1856 the waters in the region of the Gulf of Tartary probably being in the process of thawing the Flag Officer in the Winchester ordered the departure of the Squadron from the shelter of Victoria Peak, Hongkong, to sea with the Flag Ship in tow, and on passing the Great Llama Island cast off the Winchester, the destination still unknown. 4 May 1856 the Barracouta departed Hakodadi with the Sybille and Pique in tow, anchoring overnight, departed the

following morning with them in tow again, passing the city of Matsmae, spoke with a whaler who reported that the Straits of La Perouse were still frozen 8 days previously. The Sybille and Pique now proceeded under sail. 11 May 1856 having sighted the coast of Tartary, the Barracouta was sent by the Sybille in search of a suitable harbour for the ships. It was found that the ice persisted in many of the inlets, making it impossible for the boats to go ashore. 13 May 1856 a suitable bay was found which was named Barracouta Bay. 25 May 1856 departed Barracouta Bay with the Sybille and Pique in tow: 28th inst. spoke with the French admiral in the FNSs Virginie and Constantine, before departing for Hakodadi. 31 May 1856 the Hornet arrived Hakodadi with mail from England. Stored and refitted the ship. 8 Jun 1856 departed Hakodadi for the coast of Tartary with the Sybille and Pique, arriving off the coast on the 11th and cruised the waters and coast in the region using Barracouta Bay as a base. 18 Jun 1856 heavy fog came down and the boats of the Sybille arrived at Barracouta Bay reporting that she had got on shore, but by the time the Barracouta arrived near the scene had got herself off, and merely needed to be assisted back to Barracouta Bay. Experienced a severe thunderstorm during the night. 19 Jun 1856 the Sybille reported having cases of smallpox on board and was put in quarantine. 19 Jun 1856 unofficial reports of an armistice appear to have leaked through to the Pacific coast of Russia, and both sides appear to be talking to each other occasionally under flags of truce. 2 Jul 1856 departed Barracouta Bay with the Sybille, Hornet and Pique: from the last week or so's notes the squadron seem to be less interested in the war and more concerned about enjoying the passage of time in a somewhat remote, but interesting part of the World, with walks, fishing and hunting trips ashore etc. 13 Jul 1856 the Sybille, Hornet, Pique and Barracouta arrived Hakodadi. 14 Jul 1856 received on board the Barracouta a part of the crew of the US Whaler Endeavour, who, when away from their ship, became separated, and had gone on to Japan hoping to find a means of getting home, and were to be taken to Hongkong by the next HM vessel. 11 Oct 1856 **Sybille**, with the Barracouta and Coromandel at Canton as the opening gambits to the Second Chinese War were getting under way : see p. 93 [www.archive.org/details/royalnavyhistory07clow](http://www.archive.org/details/royalnavyhistory07clow). 15 Dec 1856 Whampoa, Commodore Elliot. [Jan 1857](#) men from the Sybille garrisoning the Macao Fort in the river leading up to Canton. 15 Jan 1857 at Canton. 10 May 1857 in the Canton River. 10 Jul 1857 at Hongkong. 10 Aug 1857 in the Canton River. 28 Nov 1857 at Hongkong. Her boats' crew played an active role in the capture of Canton during the Second China War and the action is Fatshan Creek. [28 Dec 1857](#) Capture of Canton (see also report in London Gazette [www.gazettes-online.co.uk](http://www.gazettes-online.co.uk) of 16 and 26 Feb 1858). 21 Jan 1858 departed Hongkong for UK. 1 Oct 1856 - 26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels. 1858 she returned to the Britain and was broken up in 1866 at Plymouth. 1860 at Devonport. **1866 she was Broken-Up.**

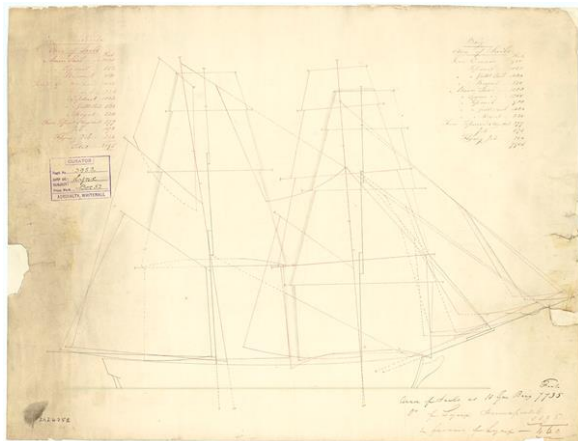
The figure head of HMS Sybille, a female standing figure wearing a white dress and blue cloak. Her arms are folded behind her back. Sibyl was a mythical woman, said to express her oracles in riddles, and it was from a painting of Lady Hamilton dressed as Sibyl that the figurehead is claimed to have been based. Designed by Hellyer for the sum of £18, the three-quarter-length bust was taken into the Devonport collection after the ship was taken to pieces there in 1866 but in the 1950's was transferred to HMS Sea Eagle in Londonderry. She remained there in what later became the army's Ebrington Barracks until 2003 when she returned to the Plymouth Naval Base Museum. The Hellyer design was only ordered by the Surveyor of the Navy after an earlier figurehead carved by Frederick Dickerson had been declared to be 'badly carved and out of all proportion'. the design had been submitted in colour in 1844 but clearly the workmanship was not as good as the artistry. Currently in the Plymouth Naval Base Museum.

101	<b>Britomart.</b>	Paddle brig Sloop. <b>Cherokee/ Cadmus/Rolla-class.</b>	8. later increased to 10-12.	Wood.	Jan 1846.	1847.	Jan, 1846, Britomart, 10, Designed by Sir W. Symonds. Timbers prepared at Pembroke Royal Dockyard. Completed 12 Jun 1847. She was stationed off the West Coast of Africa on anti-slavery duties during the early part of her career. ....
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27 May 1848 she detained the slave vessel *Adalia*. Jun-Jul 1848 Off the Slave Coast (Sierra Leone). See the vessel *Amphitrite* for article from the *Morning Chronicle*, for 11 Sep 1848. See below: -

### The Slave Trade

(From the *Morning Chronicle*, September 11. [1848])



By the Prince Regent, arrived off Falmouth on the 7th, from Sierra Leone, we have advices from the slave coast to the middle of July, and from the more remote stations to the latter end of June. A letter from the Bight of Benin, dated the 22nd of June, states that her Majesty's ships *Amphitrite*, 26 guns; Captain Thomas Rodney Eden; the *Cygnets* brigantine, 6 guns, Commander Kenyon; the *Blazer* steamer, Lieutenant G. T. C. Smith, R.N.; the *Star*, 8-gun brig, Commander Riley; and the brigantine *Dolphin*, 3 guns, Lieutenant the Hon. F. Boyle, R.N., commanding, were in the *Bight* then; and that the *Firefly* steamer, Lieutenant Ponsonby, R.N., commanding, was daily expected there to reinforce the squadron under Captain Eden's superintendence. The *Britomart*, 12-gun sloop. Commander Chamberlain, and the *Grappler* steamer, Lieutenant Lysaght, R.N., departed from Benin to join the Commodore-in-Chief at the southward on the above day. The *Sealark*, 10 guns. Commander Money Penny, the *Bonetta* brigantine, 3 guns, Lieutenant F. E. Forties, R.N., commanding, and the *Philomel*, 10-gun brig, Commander W. C. Wood, were at Sierra Leone on the same

date. The pennant ship *Penelope*, steam-frigate, Commodore Sir Charles Hotham, K.C.B., Commander-in-Chief: together with the *Water Witch*, 8-gun brig, Commander Quin; the *Syren*, 16-gun sloop, Commander Chaloner; the *Rapid*, 8-gun brig, Commander Dickson; the *Contest*, 12-gun sloop, Commander Macmurdo; the *Bittern*, 16 gun sloop, Commander Hope; the *Dart*, 3-gun brigantine, Lieutenant Glynn; and the *Pluto* steamer, Lieutenant Richardson - were on the southern division of the station at the date of our letters.

The *Dolphin* captured a slaver a few days back, with 450 slaves on board, after a very hard chase of seven hours. Upwards of 80 shot from her long pivot 32-pounder were fired at the slaver, and about forty of the number, it is said, struck, committing fearful havoc with the vessel and horrible slaughter among her human cargo, affording another proof of the humanity (?) of our system for the suppression of this wicked trade. One shot is stated to have literally taken the heads off six slaves, and wounded double that number, in addition to which, in the hurry of shipment, no fewer than fifty poor enchained wretches were drowned in the surf. It is no uncommon thing to lose, 150 lives in that manner where the surf is bad.

The *Star* chased a slaver (a schooner) for twelve hours on the 21st of June, from Badagry to Palms, but the fleetness of the slaver saved her, and she got away - a very frequent occurrence. The *Britomart* this month (June) chased two full slaver schooners off Whydah, and after a most spirited run lost them both. A slave schooner, well rigged and handled, will elude the grasp of any sailing ship in chase of her, unless the latter get within range and knock the spars away; but what an awful sacrifice of life and limb, even in that case, may follow the striking her, as seen in capture made by the *Dolphin* above mentioned. The captain of the vessel taken by the *Dolphin* has lately made several successful runs; and the same man was taken in a slaver captured by the *Grappler* in last December. Such is only a trifling sample of the success (?) attending the efforts of the cruisers to put down the slave trade on this pestilential coast, and such the result of the risk of life of some of Britain's bravest defenders in the futile effort. "Verily," says our correspondent, "if the prayers of the poor coast cruisers will prove of any avail, our Exeter Hall friends will stand but a sorry chance of salvation." Commodore Sir Charles Hotham is in the south, and the *Dart* had just left the Bight to join him; Lieutenant Hill, of the *Rapid*, is appointed to relieve Lieutenant Glynn in the command. Sir Charles was expected at the *Bight* in August. The

*Amphitrite* detained a schooner last month off Cape Lopez - her name was the Triumpho de Brazil; she was sent to St. Helena for condemnation. The *Amphitrite* crew had been sickly, but were much better at the date of these advices; she had sent six men to hospital at Fernando Po, on the 22nd of June, by the *Grappler*. Captain Eden did not seem to have such good health on the station this time as he had during the first commission, he served on it. The coast threatened to be sickly, but the British squadron generally was free from contagion at the last dates. The *Nimrod*, 20-gun corvette, Commander Belgrave, arrived at St. Helena, from the Cape of Good Hope, on the 12th of July.



23 Aug 1848 Captured slaver Gaia, 83½ ft. long, 23 ft. 9 in. broad, 12 ft. deep, which was sent to the Vice-Admiralty Court at St. Helena for adjudication. 24 Sep 1850 the proceeds arising due for payment. 6 Sep 1848 detained a slave brig, (name unknown), 196 tons and 427 slaves on board, which was sent to the Vice-Admiralty Court at St. Helena for adjudication. 24 Sep 1850 the proceeds arising due for payment. 20 Dec 1848 Coast of Africa. 28 Dec 1852 prepared the ships' boats and their crews (of the *Alecto* and *Britomart*), for a cruise of the Lagoon off Lagos. 29 Dec 1852 the boats crossed the bar off Lagos, and headed for Okobo, up the Badagry Creek. Held meeting with Chiefs in the region. 1 Jan 1853 departed Badagry and departed for Porto Novo and had much palaver with the local kings and chiefs, which continued here and there for some days. 7 Jan 1853 returned to respective ships. 11 Jan 1853 off Lagos. It is reported that fever has attacked some of the men involved in the recent expedition into the lagoon off Lagos and the commanding officer has been advised that should the fever worsen them the ship should proceed at once to Ascension. 25 Apr 1853 at Cape Coast Castle, having it would appear, previously been at Sierra Leone, having left a

message for the next RN vessel. 4 Nov 1854 departed Sierra Leone for Accra with elements of the West Indian Regiments who will return to Sierra Leone in the *Prometheus*. 7 Nov 1854 arrived Accra. 1857 she was transferred to the Coastguard service. 1860 she was a Watch Vessel, Coast Guard. 1863 Renamed Watch Vessel 25, **WV 25**.

1870 **Watch Vessel 25** at Beresford.

**1874 She was broken-Up at Chatham.**

Her figure head comprised of Female three-quarter-length bust, wearing a dress with frilled sleeves, one bare right breast. Her long hair has been tied back in a ponytail. The carving is currently (2013) painted with a blue dress and reddish blonde hair. The figure head was curved by Hellyer in 1846. Currently the figure head is displayed at the Historic Dockyard, Chatham.

102.	<b>Lion.</b>  (Or Lyon).	Battleship. Two-deck 2 <sup>nd</sup> - Rate. <b>Vanguard-</b> <b>class.</b> ship of the line.	80.	Wood.	Jul 1840.	29 Jul 1847.  as a sailing ship.	29 May 1840 is ordered to be laid down in HM Royal Dockyard Pembroke. 25 Jul 1840 Pembroke Dock, preparations are being made for laying down the <b>Lyon</b> (or <b>Lion</b> ) 80-gun ship. Jan, 1846, <b>Lion</b> , 80, Designed by Sir W. Symonds, three-eighths built, at the Pembroke Royal Dockyard. ....  ..... Jan 1848 at Devonport, placed in Ordinary (reserve). 20 Dec 1848 still at Devonport. 1 Feb 1858 Devonport, commenced conversion to screw steamship. 17 May 1859 undocked. 1859 She was fitted with screw propulsion. 1 July 1864 re commissioned at Devonport.
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1 July- 31 Dec 1864 Relieved the *Hogue* on Coast Guard Service, Home Station, at Clyde District, Greenock. Report of Small Pox onboard. [Number](#) of Cases of Disease and Injury.  
 1 Jul 1864 ADM 175 28 details *Lion* for period until 8 Sep 1868 in Coast Guard Service for Clyde District, when relieved by the *Black Prince*. 1870 Devonport, ship's co. borne in *Indus*. 1871 converted for use as a tender to *Implacable* as Boys Training Ship at Devonport. 1871 *Lion* was activated as a training ship at Devonport, and for a number of years she was anchored off Torpoint.  
 1879 Machinery noted as having been removed. 1879 she became tender to *Implacable* for service as a Boys Training Ship at Devonport.  
 1 Jan 1885 New books opened. Apr 1886 Devonport. 1890 Devonport, training Ship for Boys. Establishment includes late "*Implacable*". Tenders: "*Liberty*" and "*Sealark*".

1892 Training Ship for Boys at Devonport, with the *Impregnable*.

Nov 1892 rumours of over-crowded conditions onboard the Devonport training-ships persist; 1,400 boys are now on the books, in addition to the ship's company of 202, the establishment has been in quarantine for several weeks due to an epidemic of mumps, which it has been found difficult to stamp out.

2 Nov 1892 100 boys will be sent away on leave to-morrow instead of at Christmas to help alleviate the problem of overcrowding.

1905 With the construction of a shore facility at Shotley, **Lion was sold out of the navy for breaking up in 1905.**

103.

**Camilla.**

Sloop, of War.

16.

Wood.

.

8 Sep 1847.

Designed by Sir W. Symonds.




Jan, 1846 **Camilla**, 16. by Sir W. Symonds, timbers providing, at Pembroke Royal Dockyard. Jan 1848 at Devonport, in Ordinary. 20 Dec 1848 still at Devonport. 15 Feb 1857 Hongkong. 15 Mar 1857 at Amoy. 25 May 1857 at Foochow. 15 Mar 1858 at Hongkong. 30 Mar 1858 in the Canton River. 15 Feb 1859 at Hongkong. 15 Mar 1859 at Foochow. 16 Feb 1860 at Shanghai. 15 Mar 1860 Japan. 23 May 1860 Shanghai ; she then appears to leave the area and is lost off the coast [the following year](#). 1 Oct 1856 - 26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels.

**1861 Foundered in a typhoon. Supposed foundered on China station. All lost; Com. Geo. Twistleton Colville.**

The sloop HMS **CAMILLA**, under Capt. G. T. Colville, left Hakodate, Japan, for Kanagawa on September 1st, 1860. She was never heard of again. In his report to the Admiralty the Commander-in-Chief, China Station, expressed it as his opinion that the sloop was overwhelmed in a typhoon which swept the coast of Japan on September 9th. The CAMILLA carried a complement of 121. Read more at "wrecksite":

<https://www.wrecksite.eu/wreck.aspx?135861>.

104.	<b>Atalanta.</b>	Brig / sloop.	16.	Wood.	.	9 Oct 1847.	Designed by Sir W. Symonds.
				<p>Jan, 1846, Atalanta, 16, by Sir W. Symonds, timbers being prepared, at Pembroke Royal Dockyard.  Jan 1848 T Devonport, in Ordinary (reserve).  20 Dec 1848 still at Devonport  27 May 1858 arrived Havana from Vera Cruz for water.  29 May 1858 departed Havana for Bermuda. 1860 at Devonport.  <b>1868 Broken-Up.</b></p>			
		<b>Algiers.</b>	Screw Frigate. 1st Rate.	110.	Wood.	1833.	<p>Ordered from the Pembroke Royal Dockyard and laid down 1833-  <b>CANCELLED</b> 1848.  Builder's Measure 3,099 tons.</p>
105.	<b>Colossus.</b>	Battleship. Two-deck. 2nd-Rate, ship of the line. <b>Vanguard-</b> <b>class.</b> And <b>Majestic</b> <b>class</b>	80.	Wood.	Oct 1843.	1 Jun 1848.	<p>Designed by Sir W. Symonds.  Jan, 1846, the <b>Colossus</b>, 80, by Sir W. Symonds, half built, at Pembroke.  Jan 1848 at Pembroke, under construction.  HMS <b>Colossus</b> was a Wooden Two-decker, 2nd rate sailing vessel, launched 1 June 1848. Her builder's measure was 2590 tons, with 80 guns. She was actually launched as 3rd rate sailing ship at Pembroke Dockyard. ....</p>
		<p>..... Her length was 190 feet, her builder's measure as a screw vessel was 2590 tons with a displacement of 3482 tons. She carried a crew compliment of 750 men and officers. She still carried 80 guns and was part of the <i>Majestic class</i>. She was released from Portsmouth Dockyard on the 11 June 1854 as a 2<sup>nd</sup> rate screw vessel. She was last commissioned in 1864 and met her fate in 1867. Her log books are held by the National Archives under ADM 135/97. She spent her whole career as an unarmoured wooden 2 deck, screw vessel.  She was commanded (from her Portsmouth conversion, commissioning by Captain Robert Spencer Robinson, (15 Jun 1854-24 Jan 1856) for use on the North America and West Indies Stations, then in 1855 in the Baltic during the Russian War.  20 Dec 1848 at Portsmouth.  In 1854 she was taken into the Portsmouth Dockyard, and converted to screw.  2 Feb 1856 at Portsmouth. In Fitting Basin.  4 Feb 1856 at Portsmouth. Taken out of dock yesterday. The compliment of this ship has been reduced to 523 men, her lower deck guns and gun-carriages etc. having been taken out so that that deck can be used for stores etc for the division of gun boats under the command of Capt. Keppel.  23 Feb 1856 Capt. Keppel senior officer of the gunboat flotilla moved from Portsmouth to the Motherbank (off the Isle of Wight).  27 Mar 1856 Reported to have taken the gunboat flotilla to Portland for training - see below.</p>					

28 Mar 1856 The whole of the gunboat flotilla is expected at the Motherbank either to-night or to-morrow, with the divisional ships *Colossus*, 80, and *Sanspareil*, 72.

23 Apr 1856, Present at Fleet Review, Spithead; Captain Hon. H Keppel, CB.

1860 In Coast Guard Service, Weymouth District, Portland Roads.

12 Jun 1860 Commissioned at Portsmouth.

1 Jan-30 Jun 1864 at Home Station: Coast Guard Service at Portland. Report of Small Pox onboard. [Number of Cases](#) of Disease and Injury.

30 Jun 1964 Paid off.

1 Jul 1864 Relieved by the Frederick William as Coast Guard ship at Portland, and is reported to have recently been fitted, at Portsmouth, with new wire rigging, and is now forms a part of the Portsmouth Steam Reserve.

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**TMG 27 Mar 1856.**

**The Gunboat Flotilla.**

Sir Charles Wood, Bart, MP, first lord of the Admiralty, and Rear-admiral the Right Hon. Sir Maurice F. F. Berkeley, KCB., MP, senior naval lord of the Admiralty, accompanied by his son and private secretary, Mr. Berkeley, arrived at Portsmouth on Monday night, and were entertained at the Admiralty House by Vice-admiral Sir George F. Seymour, KCB, GCH, where they slept. On Tuesday morning, at half-past then, steam was ordered to be got up on board the Admiralty yachts Black Eagle, Master-commander Petley ; Vivid, Master-commander W. H. Allen ; Fire Queen ; Master-commander FW Paul ; and about eleven o'clock, the lords of the Admiralty before-named, accompanied by Sir George Seymour, Captain Codrington, CB, and Captain the Hon. JR Drummond, CB, embarked on the Black Eagle for Spithead. The *Vivid* and *Fire Queen* followed, and, as her majesty's steam yachts *Fairy* and *Elfin* were going out at the same time to try their machinery, &c. prior to being reported ready for the service of the court, the scene presented was a very interesting one.

The Admiralty squadron steered towards the fleet, on the way to the Motherbank, the flagship *Victory* having previously made signal for the *Colossus*, 81, Captain the Hon. Henry Keppel, CB, and the gunboat flotilla under his command, to get under way, signal having previously been made from the flagship at Spithead, early in the morning, for all to get up steam. When their lordships arrived at the Motherbank, the gunboat squadron (comprising between 20 and 30 four-gun and two-gun steam vessels) weighed in two columns, following the *Colossus*, and proceeded towards the westward. The gunboats, in addition to their steam, made all sail to keep their allotted stations.

When off Osborne, Vice-admiral Sir George Seymour and friends returned in the *Fire Queen* to harbour, and landed at three o'clock. The *Black Eagle*, with the Lords of the Admiralty on board, proceeded with the flotilla from Portland, where they will muster and manoeuvre them, and not return before Thursday.

The whole force passed over the "Bridge" (off the Needles) at about two o'clock, at which spot the *Vivid* left them, making all speed towards Portland in two lines, one on each quarter of the *Colossus*, and each keeping position as well as it could, according to the seniority of the respective commanders.

Her Majesty and the court are expected to re-visit Osborne on or about the 10th proximo, when the salute by the fleet will be a very interesting feature should the weather prove as favourable for a spectacle as on Tuesday.

When the gunboats are complete and commissioned, we believe they will be formed into a coast blockade, should the war be ended and their services not [be] required with the fleet. The following instructions have been issued from the Admiralty relative to the regulations to be observed in the gunboat flotilla: -

"The gunboat flotilla has been divided into three large squadrons, -



	<p>Red Squadron, under Captain Codrington, CB; White Squadron, under the Hon. Captain Keppel, CB; Blue Squadron, under Captain Yelverton, CB; and the left squadron under Captain Key, CB. The gunboats are to be painted black on the outside, the funnels and mast above the rigging to be painted as follows: -</p> <p>Red Squadron, Red.  Blue Squadron, Blue.  White Squadron, White.  Light Squadron, black and two white rings.</p> <p>The red, white and blue squadrons will carry ensigns according to the colour of the squadron. The light squadron will carry a blue ensign. The three large squadrons have been divided into four sub-divisions, and will be distinguished by vanes at the name as follows: -</p> <p>1st sub-division, two colours, perpendicular;  2nd sub-division, two colours, horizontal;  3rd sub-division, colours as 1st sub-division, with ball on two bars.  4th sub-division as 2nd sub-division, with all on three bars.</p> <p>The light division, divided into two or more sub-divisions, will be distinguished by vanes at the fore.</p> <p>1st sub-division, same as the great division;  2nd sub-division, same as the great division;</p> <p>When a ball is hoisted with a signal, it is to be considered as addressed exclusively to gunboats. If a divisional flag is hoisted with the ball, the signal is to that particular division of gunboats. When gunboats of different divisions have the same pennant, the divisional flag will be hoisted with the pennant, to denote the particular gunboat intended. The divisional flags for the gunboats are as follows: -</p> <p>Red squadron, Q.  Blue squadron, R.  White squadron, P.  Light squadron, S.</p> <p>1864 <i>Colossus</i> was converted and fitted with screw propulsion. converted to screw on slip.  <b>1867 Sold out of the Navy.</b></p>
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**3<sup>th</sup> Aug. 1848: Peter Richards, K.C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

106.	<i>Magicienne.</i>	Paddle Frigate. steam-powered paddle frigate <b>Magicienne-class.</b> 2nd-class paddle frigate.	16.	Wood.	Sep 1847.	2-7 Mar 1849.	She and her sister ship <i>Valorous</i> were originally ordered on 25 Apr 1847, as first-class sloops to John Edye's design, which was approved on 12 Aug 1847. 5 Aug 1847 they were re-ordered as 210 feet (64 m) vessels. When completed, they constituted the last group of paddle warships built for the Royal Navy. Ordered 25 Apr 1847. She was completed 20 Feb 1853. 20 Dec 1848 under construction at Pembroke Royal Dockyard. 30 Aug 1851 at Devonport. 15 Apr 1854 proceeds arising from the captured Russian brig <i>Patrioten</i> , [per London Gazette of 21 Jul 1857]. .....
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..... 21 May 1854 with the *Dragon* and *Imperieuse*, captured the Russian brigantine galliot Antoine. 22 May 1854 *Dragon* was ordered to try her guns on Fort Gustafvard, mounting 31 guns, south-east of Hango Head, but was soon in need of support and was to be joined by the *Magicienne*, and *Basilisk*, but the signal of recall was made before they could engage - see p. 418-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow) 13 Jun 1854 the French fleet joined the British in the Baltic at Baro Sound - see p. 419-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 21 Jun 1854 *Imperieuse*, *Lightning*, *Magicienne*, and *Bulldog*, reconnoitred the Russian fleet and batteries at Cronstadt, with the *Arrogant* and *Desperate* in reserve - see p. 420 at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow). 27 May 1855 the *Magicienne* and *Merlin* detained the *Nikolay Rusanova*, *Helena*, and *Alexander*. 28 May 1855 detained the *Ahti*. 4 Feb 1856 at Devonport. In Keyham Basin. 9 Feb 1856 Mid. LC Keppel appointed; at Devonport. 23 Apr 1856, Present at Fleet Review, Spithead; Captain Vansittart. 24 Jan 1856 Prize money due for the capture of *Antoine* now payable. 15 Jan 1858 departed [from Hongkong?] for Manilla. 19 Aug 1858 arrived Hongkong from Panama. 11 Sep 1858 Hongkong. 15 Feb 1859 in the Canton River. 20 Feb 1859 departed from Hongkong to Singapore. 26 Apr 1859 arrives Hongkong from Manilla. 5 May 1859 at Hongkong. 4 Jun 1859 at Shanghai. 22 Jul 1859 Gulf of Pecheli. 10 Aug 1859 in the Canton River. 15 Nov 1859 at Hongkong. 30 Nov 1859 back in the Canton River. 16 Feb 1860 at Hongkong. 7 Jun 1860 at Chusan. 23 Jun 1860 on the North China coast. 26 Jul 1860 Gulf of Pecheli. 16 Nov 1860 on the North China coast. 15 Dec 1860 - 31 Dec 1860 Hongkong, following which she appears to leave the area. 15 Mar 1862 Devonport. Commissioned for Service in the Mediterranean. 1864 Mediterranean Station. Medical [overview](#). Reports of Fevers, onboard. [Number](#) of Cases of Disease and Injury. Sep 1866 She was sold to Marshall of Plymouth, for Breaking-Up.



..... which was sent for adjudication to the Mixed Court at Havana and on 11 Jun 1853 sentenced to be restored to her master following arbitration. 2 Jul 1853 departed Port Royal, Jamaica, to cruise off the Isle of Pines, off the coast of Cuba. Oct 1853 cruising off the coast of Cuba for the suppression of the Slave Trade. 30 March 1858 -> off Cuba employed in the suppression of the slave trade, but final date not known. 2 May 1858 a complaint was received from the Captain-General of Cuba regarding a boat from the ***Buzzard***, under the command of Lieutenant Mourilyan, having boarded a vessel in Cuba's national waters etc. whilst on route for Lobos Cay to land raw materials for building a lighthouse which, following an investigation by the commanding officer of the *Styx*, was confirmed as having taken place and the instructions to boarding officers were restated. 5 Jun 1858 at sea in Lat. 23° 12' N. Long. 80° 5' W. [Undated]. completing a return for the Admiralty of the 46 foreign vessels

107. **Buzzard.**

Paddle Sloop.  
Steam paddle  
sloop.

6.

Wood.

1848.

1849.

20 Dec 1848 under construction at Pembroke Royal Dockyard. 16 Apr 1853 detained in Lat. 23° 20' N. Long. 80° 30' W., the Spanish slave brigantine *Casualidad*, Ramon Perez, master, .....



..... which was sent for adjudication to the Mixed Court at Havana and on 11 Jun 1853 sentenced to be restored to her master following arbitration. 2 Jul 1853 departed Port Royal, Jamaica, to cruise off the Isle of Pines, off the coast of Cuba. Oct 1853 cruising off the coast of Cuba for the suppression of the Slave Trade. 30 March 1858 -> off Cuba employed in the suppression of the slave trade, but final date not known. 2 May 1858 a complaint was received from the Captain-General of Cuba regarding a boat from the ***Buzzard***, under the command of Lieutenant Mourilyan, having boarded a vessel in Cuba's national waters etc. whilst on route for Lobos Cay to land raw materials for building a lighthouse which, following an investigation by the commanding officer of the *Styx*, was confirmed as having taken place and the instructions to boarding officers were restated. 5 Jun 1858 at sea in Lat. 23° 12' N. Long. 80° 5' W. [Undated]. completing a return for the Admiralty of the 46 foreign vessels

		boarded under the command of Commander Peel, whilst cruising for the suppression of the slave trade from 29 Mar 1858 - 29 Jun 1858, on the north coast of Cuba, detailing the date boarded; the name of the vessel; the flag under which she is operating ; the name of boarding officer. 11 Dec 1858 at Rio. Circa May 1859 at Palma repairing her machinery. 8 Jun 1859 at Rio. 27 Jun 1859 at Buenos Ayres. 30 Jul 1859 at Montevideo. 30 Aug 1859 still at Montevideo. 27 Oct 1859 Mr. Thornton, British Minister, arrived at Montevideo in the Leopard, in company with the <i>Buzzard</i> , Oberon, and Syren. 8 Jan 1860 at Rio. 1860 S.E. Coast of America. 27 Jan 1863 Devonport. For re-commissioned. 1864 North America and West Indies Station. Report of <a href="#">disease of the liver</a> onboard. <a href="#">Number</a> of Cases of Disease and Injury. 1870 in the Particular Service. 1879 Devonport. <b>1883 Broken-Up.</b>					
108.	<b>Desperate.</b>	Screw Sloop. <b>Conflict-class</b> screw sloop.	8.	Wood.	Oct 1845.	23 Apr 1849.	Designed by Sir W. Symonds. Launched as sailing sloop. 19 May 1845 the " <i>Conflict</i> " and " <i>Desperate</i> " were ordered to be built along the same lines as the " <i>Encounter</i> ". .....
		<p>..... Jan, 1846, <b>Desperate</b>, 10, steam frigate, screw, by Sir W. Symonds, quarter built, at Pembroke Royal Dockyard. 15 and 19 Jul 1848 ordered to be altered and lengthened 7 feet at the stern.</p> <p>20 Dec 1848 still under construction at Pembroke Royal Dockyard.</p> <p>21 Apr 1852, the Basilisk and Desperate, from reserve, came out to the Nore to accompany the <i>Assistance</i>, <i>Resolute</i>, <i>North Star</i>, with the tenders <i>Pioneer</i> and <i>Intrepid</i>, on their way to search for any remains of the Franklin polar exploration expedition, as far as the 20th meridian west, and the African to tow for 6 days. 22 Apr 1852, the <i>Monkey</i> transferring her coal to the <b>Desperate</b> departed for Woolwich, and the <i>Intrepid</i> having made good her defect the Squadron departed under tow in the early hours, but the movement of the sea making towing inconvenient, the tows were dropped and the <i>Assistance</i>, <i>Resolute</i>, and <i>North Star</i> continued under sail, and the sea getting up the <i>Lightning</i> returned to Woolwich, and not being seen again, it was assumed that the African had accompanied the <i>Lightning</i>. And the weather deteriorating the squadron parted to make their own way to the Orkneys. 23 Apr 1852, rounded the Dudgeon Light. 25 Apr 1852, the squadron arrived Stromness, Orkney. 28 Apr 1852, departed Stromness for Greenland. 8 May 1852, following a period of bad weather the squadron parted company with the <b>Desperate</b>, for Plymouth with mail and despatches, and the <i>Basilisk</i>, for Portsmouth. 15 Apr 1854 captured Russian brig Patriot [Prize Money per London Gazette of 21 Jul 1857]. 21 Jun 1854 the <i>Imperieuse</i>, <i>Lightning</i>, <i>Magicienne</i>, and <i>Bulldog</i>, reconnoitred the Russian fleet and batteries at Cronstadt, with the <i>Arrogant</i> and <i>Desperate</i> in reserve - see p. 420 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 17 Apr 1855 the <i>Archer</i> and <b>Desperate</b> captured the Russian schooner Myran. 5 Jan 1856 preparations being made for the distribution of proceeds arising from the disposal of the schooner. 18 Apr 1855 the <i>Archer</i> and <b>Desperate</b> captured the Phoenix. 4 Feb 1856 at Devonport. In Keyham Basin. 28 Feb 1856 Asst Clerk Cox appointed; at Sheerness. 26 Mar 1856 at Portsmouth. departed last night with the <i>Tartar</i>, for the westward to search for the missing steamer Pacific. 23 Apr 1856, Present at Fleet Review, Spithead; Commander White.</p> <p>1860 at Devonport. <b>1865 Broken-Up.</b></p>					
109.	<b>Arethusa.</b>	Frigate. 4th-Rate. Sailing frigate. <b>Constance-class</b> frigate.	50. reduced to 46.	Wood.	30 Mar 1846.	20 Jun 1849.	Designed with a V-shaped hull by Sir William Symonds. HMS <b>Arethusa</b> was ordered in 1844 from the Pembroke Royal Dockyard as a repeat of the frigate HMS <b>Constance</b> (see item 96 above). She was ordered 19 Feb 1844. Completed 20 Mar 1850 Jan, 1846, <b>Arethusa</b> , 50, timbers being prepared at Pembroke Royal Dockyard. ....

		<p>20 Dec 1848 still under construction at Pembroke Royal Dockyard.  30 Aug 1851 she became part of the Experimental Squadron. 22 Apr 1854 the <i>Samson, Furious, Terrible, Tiger, Retribution, Arethusa</i>, French vessels and rocket boats attack the military works at Odessa, with the <i>Sans Pareil</i> and <i>Highflyer</i> in reserve - see p. 400-&gt; at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 28 Apr 1854 allied squadrons reconnoitred Eupatoria - see p. 401 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 29 Apr 1854 off Sebastopol - see p. 401 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>.  17 Oct 1854 1st Bombardment of Sebastopol - see p. 437 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 23 Apr 1860 Chatham, commenced conversion to screw steamship.  1860-1861 <b>Arethusa</b> was lengthened and converted to steam screw propulsion at Chatham Dockyard, with a steam trunk engine made by John Penn and Sons, London. 9 Aug 1861 she was undocked.  1870 she was at Sheerness.  1874 she was decommissioned and she was Reclassified Training ship. Arethusa became a school and training ship on the River Thames, preparing young boys for maritime careers. Once decommissioned, the ship's engines were removed and she was loaned by the Admiralty to the charity that later became known as "Shaftesbury Homes and Arethusa". Retaining the name <b>Arethusa</b>, she was moored next to their existing training ship Chichester at Greenhithe, Kent. Shaftesbury Homes provided refuge and taught maritime skills to destitute young boys who had been sleeping rough on the streets of London and trained them for a career in the Royal Navy or Merchant Navy.  1879 Lent to Baroness Burdett Coutts as a Training Ship for Destitute Boys, Greenhithe.  1890 Late Screw. Lent to Baroness Burdett Coutts as a Training Ship for Destitute Boys, Greenhithe.  1914 Greenhithe. Lent for Training Ship for Destitute Boys, Greenhithe.  Jan 1921 Greenhithe. Lent for Training Ship for Destitute Boys, Greenhithe.  1933 the wooden frigate was no longer viable, and was replaced by the steel-hulled ship <b>Peking</b>, which was moored at Upnor on the Medway, and was renamed <b>Arethusa</b>. The frigate returned to the Admiralty, was sold to Castle's Shipbreakers on 2 Aug 1933 and demolished at Charlton, London in the following year. The frigate's figurehead, originally carved by the Hellyer family, was retained by the school and displayed onshore at Upnor, where it remains after restoration in 2013.  <b>1934 Broken-Up.</b></p>					
110	<b>Octavia.</b>	Frigate. 4th-Rate.	50.	Wood.	1848.	18 Aug 1849. Launched as a sailing ship.	<p>20 Dec 1848 Under construction at the Pembroke Royal Dockyard. Sister ship to <i>Constance</i>, Screw 1861, see <i>item 96</i>; <i>Arethusa</i> see <i>item 109</i>; <i>Sutlej</i> see <i>item 127</i>. .....</p> <p>26 Mar 1860 at Portsmouth, commenced conversion to screw steamship frigate.  11 Apr 1861 undocked after conversion.  5 Nov 1866 she was at Trincomalee.  9 Feb 1867 at Bombay. Commodore Hillyar writes to the Secretary of the Admiralty regarding the wreck of the merchant vessel St. Abbs on the East Coast of Africa in 1855 ; and of the crew of a vessel supposed to have been wrecked on the Somali coast in Jan 1866, the Commanding Officer of the <i>Highflyer</i> reporting that from enquiries made on the coast there was no hope of anyone being alive.  24 Mar 1867 she was at Bombay.  21 Jun 1867 at Trincomalee.  11 Nov 1867 at Bombay.  1870 at Portsmouth  <b>1876 she was Broken-Up.</b></p>

**11<sup>th</sup> Oct. 1849: Thomas Sabine Pasley appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

111.	<b>Liberty.</b>	Training Brig.	12.	Wood.	1848-49.	11 Jun 1850.	Designed by Sir W. Symonds. Compliment 27 men and officers. Jan, 1846, <b>Liberty</b> , 16, by Sir W. Symonds, timbers preparing, at Pembroke Royal Dockyard. .... 20 Dec 1848 under construction at Pembroke Royal Dockyard. 1860 at Devonport. 1870 Tender to <i>Ganges</i> at Falmouth, ship's co. borne in <i>Ganges</i> . 1879 Devonport. Tender to <i>Implacable</i> . Apr 1886 at Devonport. 1890 at Devonport. Tender to <i>Lion</i> . Officers borne in <i>Lion</i> . 26 Jun 1897 Used for sail training. 26 Jun 1897 Present at the Naval Review at Spithead in celebration of the Diamond Jubilee. <b>11 Jul 1905 Sold out of service.</b>
112.	<b>Marten.</b>  1890 Renamed <b>Kingfisher.</b>	Training Brig.	16. reduced to 10 guns - 1879. Further reduced 1890 to 8 guns.	Wood.	1848.	19 Sep 1850.	Designed by Sir W. Symonds. Jan, 1846, <b>Martin</b> , 16, by Sir W. Symonds, timbers preparing, at Pembroke Royal Dockyard. 20 Dec 1848 under construction at Pembroke Royal Dockyard. 30 Aug 1851 still at Pembroke Royal Dockyard. 1860 at Devonport. 7 July to 31 Dec 1864 Training Brig on the Home Station. <a href="#">Number</a> of Cases of Disease and Injury. .... ..... 1870 Tender to <i>St Vincent</i> at Portsmouth. 1879 Tender to <i>St Vincent</i> at Portsmouth. Reduced to 10 guns. Apr 1886 at Portsmouth. 1890 Portsmouth. Tender to " <i>St Vincent</i> ". Used for sail training. 8 guns. 1890 Renamed <b>Kingfisher</b> , Training Ship. <i>[There is some query regarding the date of renaming as another ship of this name was launched 16 Dec 1879].</i> 1890 She was used as a training brig. She was renamed HMS <b>Kingfisher</b> . 1907 She was sold from service.
113.	<b>Barracouta.</b>	Paddle Sloop. 2nd-class paddle sloop.	6.	Wood.	May 1849.	31 Mar 1851.	Ordered 25 Apr 1847. HMS Barracouta was the last paddle sloop built for the Royal Navy. 8 Jul 1848 It is reported that orders have been given by the Admiralty for building three steam-vessels, designed by the Committee of Reference on Naval Architecture -viz., the <i>Resolute</i> , of 400-horse power; the <b>Barracouta</b> , 300-horse power; and the <i>Brisk</i> , 250-horse power ; the two first-mentioned paddle-wheel propellers, and the last propelled by the screw. ....

The *Resolute* is to be built at Portsmouth, the *Barracouta* at Pembroke, and the *Brisk* at Woolwich.

20 Dec 1848 under construction at Pembroke Royal Dockyard. She was fitted with a two-cylinder direct-acting steam engine, provided by Miller, Ravenhill & Salkeld at a cost of £18,228, which produced 300 nominal horsepower, or 881 indicated horsepower (657 kW). She was provided with a barque rig sail.



30 Jul 1853 post Commissioning *Barracouta*: At 9 p.m. that day, she was in collision with the brig *Duff* off the north Kent coast.

1854 She was ordered to join the East Indies and China Station. Circa 18 Aug 1854, a squadron under Sir James Stirling, consisting of the *Winchester*, *Encounter*, *Styx*, and *Barracouta* departed the mouth of the Yang ste Kiang for Japan. Sep 1854-mid/Oct 1854, *Barracouta* was part of a squadron of four ships led by vice admiral Sir James Stirling. With the start of the Crimean War, Stirling was anxious to prevent Russian ships from sheltering in Japanese ports and menacing allied shipping and led the squadron to Nagasaki where he concluded the Anglo-Japanese Friendship Treaty with representatives of the Tokugawa shogunate. Later during the Crimean War, she participated in the siege of Petropavlovsk. 7 Sep 1854, arrived at Nagasaki. 4, 8, and 15 Oct 1854, visits by the Admiral and staff etc. to the Governor. 20 Oct 1854, departed from Nagasaki. 25 Oct 1854, arrived at Hongkong. 2-3 Nov 1854 ship and ships' boats engaged in the Macao River in operations against pirates - see p. 388 at [www.archive.org/details/royalnavyhistry06clow](http://www.archive.org/details/royalnavyhistry06clow). see also

book Voyage of the *Barracouta*. 13 Nov 1854 men from ships' boats carried a battery and destroyed junks in Coulan Bay - see p. 388 at [www.archive.org/details/royalnavyhistry06clow](http://www.archive.org/details/royalnavyhistry06clow). see also book Voyage of the *Barracouta*. 14 Nov 1854, returned to Hongkong, and then departed to cruise amongst the Ladrone Islands for some days, but saw no more pirates. End of Nov - 9 Feb 1855, protecting British interests in the Canton River. 15 Jan 1855, recovered a Hongkong lorcha from the rebel forces below Canton. 11 Feb 1855, returned to Hongkong, and a few days later went to the Pratas Shoal to rescue the crew, including the captain's wife, Mrs. Holmes, of the wrecked American ship *Living Age*, who had been surviving on a nearby island for 6 weeks. 12 Mar 1855, having coaled, refitted, provisioned and watered etc., departed Hongkong for Woosung, to re-join the *Encounter*, where they arrived on the 19th inst., having experienced bad weather on route. 25 Mar 1855, departed for Kamschatka, sighting parts of Japan on route, and experiencing much colder weather, with sleet and snow, separating from the *Encounter*. 12 May 1855, met the French frigate *Alceste*, which was going to form a part of an allied squadron forming up in the area. The *President* was reported to be in the area with R.-Adm. Bruce on board, and the *Dido* was to the north searching for a privateer, and on the following day the *Brisk* hove in sight. 19 May 1855, re-joined the *Encounter*. 23 May 1855, met up with the Flag Officer in the *President*, and received newspapers; took the *Alceste* in tow to a new rendezvous. 27 May 1855, the southern coast of Kamschatka became visible. 31 May 1855, rendezvoused with *Pique*, *Dido*, *Brisk*, *Alceste*, *Encounter*, *Barracouta*, and the American store ship *Nile* off Petropalovski. 1 Jun 1855, the squadron entered the harbour of Petropalovski, but discovered that despite appearing to have reinforced the fortifications the Russians had departed for the River Amur. 3 Jun 1855, armed boats from the *Barracouta*, *Encounter* and *Pique* were sent to Rakouina Harbour to detain the Russian whaler *Aian*, 400 tons, built at Abo in 1853, which was brought back to Petropalovski. An engine for a small steamer which had formed a part of her cargo, was taken as a prize. 4 Jun 1855, departed with the Admiral, captains, and French officers to Turinskoi for the day. Fishing parties took out the seine nets and were very successful. 7 Jun 1855, destroyed the batteries and magazines. 9 Jun 1855, entertained on board FNS *Alceste*, and upon returning on board watched the volcano of Koselskoi erupt, the sky over the mountain being tinged with red as night fell, the following morning the sea being covered with ashes, and a slight shock of an earthquake was experienced. 12 June 1855, the

squadron put to sea, but having met with the *Amphitrite*, and FNS *Eurydice*, returned to Petropalovski. 14 Jun 1855, departed to the north with the *Pique*, reaching open sea on the 19th, but appears to have separated from the *Pique* at some stage. 24 Jun 1855, re-joined by the *Pique*. 27 Jun 1855, joined the *Amphitrite*, who was senior officer. On the coast of Siberia, and experiencing floating ice, and parts of the coast that were still ice-bound. 30 Jun 1855, off the river Amoor, where it was thought that some Russian vessels may have been hidden, and where the masters of the 3 ships carried out a survey to see how navigable the river was. 7 Jul 1855, departed for the port of Ayan in Siberia, and on the 8th experienced visibility of about 50 miles, and not long afterwards arrived at their destination. 15 Jul 1855, departed Ayan with the *Pique*, leaving the *Amphitrite* behind. 17 Jul 1855, experienced thick fog and parted from the *Pique*, however, she then appears to have found herself amongst 4 unidentified vessels, and there being reports of a Russian squadron in the region sounded hands to quarters etc., but by the time the vessel was ready for action it was discovered that the new squadron was British and made up of the *Sybille*, flying Commodore C. Elliott's pennant, the *Spartan*, and *Hornet*, with the FNS *Constantine* in company, who were reported to have already exchanged shots with the Russians in Castries Bay, in the Gulf of Tartary, but the shot fell short, and the *Hornet* getting on a rock briefly, and the navigation of the bay being uncharted the squadron withdrew. Changed course and joined the squadron. 23 Jul 1855, the squadron departed down the Gulf of Amoor and anchored about 5 miles from Obman's Bay. 25 Jul 1855, the *Hornet* and FNS *Constantine* departed for the Shantar Isles and *Spartan* went in chase of a strange sail. In the afternoon the ***Barracouta*** raised steam to chase a brig *Ohkotsk*, 6, and 250 tons, bound from Ayan to Amoor with stores, which was attempting to enter the River Amoor, but could not get within 3 miles of her due to shallowness of the water, and returned to the anchorage, as did the *Spartan*, the strange sail being that of a whaler bound for Ayan. 27 Jul 1855, 2 boats each from the *Sybille*, and ***Barracouta***, with 1 from the *Spartan*, were towed by the ***Barracouta*** towards the brig, which was run ashore by the Russians and set on fire, who then attempted to escape in the ship's boats up the River Amoor, and following a long chase 2 of the boats and their crews were detained. 29 Jul 1855, sent prisoners on board the *Sybille*, and departed for Hakodadi, on the island of Yezo. 1 Aug 1855 detained the Russian brig *Greta* with 276 officers and men from the Russian frigate *Diana*, which was badly damaged during a series of earthquakes at Simoda, when the town was engulfed by a tsunami. The brig was taken in tow to Ayan, where the *Sybille* and *Spartan* were anchored. 4 Aug 1855, the prisoners having been dispersed between the *Sybille*, *Spartan* and ***Barracouta***, a prize crew was put on board the *Greta* with instructions to take her to Hongkong. 13 Aug 1855, having been delayed by foggy weather departed the mouth of the River Amoor for Hakodadi in the evening. 18 Aug 1855, arrived Hakodadi, where the *Pique* and FNS *Sybille* were at anchor, preparing to depart to and take possession of the island of Ooupe. Meanwhile the ***Barracouta*** was provisioned with fresh vegetables before departing for Nagasaki a few hours later. 28 Aug 1855, arrived Nagasaki, but still not permitted to go ashore, much to the surprise of the Russian prisoners on board. 10 Sep 1855, the *Encounter* arrived Nagasaki, from Jonas Island, Sea of Ohkotsk, with mail for the ***Barracouta*** up to 1 April. The *Hornet* arrived the following day and the *Sybille* on 20th inst from Ohkotsk, followed by the *Pique* from Hakodadi and the *Isle of Ooupe*, now in the possession of the allies. 28 Sep 1855, the *Winchester*, *Nankin*, *Spartan*, *Styx*, and FNS *Virginie* arrived Nagasaki from the coast of Tartary. Sep 1855, Captain Stirling returned to England with the ratified Treaty with Japan, Captain T. D. A. Fortescue having joined the ***Barracouta***. 29 Sep 1855, the Russian prisoners on board the *Sybille*, ***Barracouta*** and *Spartan* were put on board the *Nankin*, for passage to Hongkong. 1 Oct 1855, departed for Shanghai, arriving on 3rd inst., and having coaled, watered and provisioned etc. departed to join Commodore Elliott blockading the Gulf of Tartary : however, having suffered damage to funnels in a gale returned to Shanghai, arriving on the 21st inst. for the damage to be made good and, in view of the lateness of the season and there being no point in returning to the Gulf of Tartary due to the arrival of winter, the rigging was set up afresh, the decks caulked and the machinery made good. 1856 She participated during the Second Opium War, in before returning to England and being paid off in 1857.

13 Jan 1856, departed Shanghai on an anti-piracy cruise, but the weather being squally waited until the following day to cruise up around the Chusan group of islands, where, on the 16th, 2 pirate junks were observed attempting to escape, but seeing the their predicament ran their

craft ashore, taking with them what booty they could carry, until the accuracy of the *Barracouta's* gunnery drove the pirates up into the surrounding hills where they were able to watch their junks and ill-gotten gains being burnt. 17 Jan 1856, departed Chusan for Chinhai, in the mouth of the Ningpo River. 22 Jan 1856, departed Chinhai for Shanghai, and when near the Volcano Islands observed 2 junks taking possession of a trading junk, and chased the escaping pirates who landed on a nearby island, but were slaughtered by the residents. The pirate junks were searched for the cargo stolen only a short while ago, which was returned to the owners, and arrived back at Shanghai on the 24th inst. 31 Jan 1856, departed Shanghai for Hongkong, via Chinhai, and the River Min (7th), arriving HK on the 10th inst., where the weather was much warmer. 24 Jan 1856, a fire broke out ashore, in Hongkong, and despite the efforts of the men from the 59th Regiment and HM ships a large amount of property was destroyed and 4 lives lost. 12 Feb 1856, arrived back at Hongkong. 30 Mar 1856, Treaty of Paris, i.e. the supposed cessation of hostilities, although it would probably have taken 3 or more months for the allies to get the message by sea, although ISTR reading in *The Times* that even as late as April, the situation in the Crimea in April 1856 was that it was treated as a temporary cease fire rather than a permanent cessation of hostilities, which is what it turned out to be. Urgent messages sent by sea, through the Med., and overland from Alexandria could probably arrive some weeks before those sent by sea? 2 Apr 1856, the waters in the region of the Gulf of Tartary probably being in the process of thawing the Flag Officer in the *Winchester* ordered the departure of the Squadron from the shelter of Victoria Peak, Hongkong, to sea with the Flag Ship in tow, and on passing the Great Llama Island cast off the *Winchester*, the destination still unknown. 6 Apr 1856, entered the River Min, and anchored off Pagoda Island, 25 miles from the mouth of the river and 9 miles below the city of Fuchan, where HMS *Racehorse* was already at anchor. 8 Apr 1856, departed the River Min for Shanghai, arriving on the 11th. 17 Apr 1856, departed Shanghai, having provisioned and coaled etc. Experienced a gale from 21-22nd, and on the 27th saw Cape Yatzouda, and circa 28th inst. arrived Hakodadi, where the *Sybille* and *Pique* were already at anchor. 4 May 1856, departed Hakodadi with the *Sybille* and *Pique* in tow, anchoring overnight, departed the following morning with them in tow, passing the city of Matsmae, spoke with the whaler who reported that the Straits of La Perouse were still frozen across 8 days previously. The *Sybille* and *Pique* now proceeded under sail. 11 May 1856, having sighted the coast of Tartary was sent off in search of a suitable harbour for the ships. Found that the ice persisted in many of the inlets, making it impossible for the boats to go ashore. 13 May 1856, found the Commodore in the *Sybille* and reported that a suitable bay had been found which was named *Barracouta* Bay. 16 May 1856, departed *Barracouta* Bay for Cape Monté, and on the 18th was heading along the coast towards De Castries Bay, and entered the Bay the following day, and subsequently returned to *Barracouta* Bay. 25 May 1856, departed *Barracouta* Bay with the *Sybille* and *Pique* in tow: 28th inst. spoke with the French admiral in the FNS *Virginie* and the *Constantine*, before departing for Hakodadi. 31 May 1856, the *Hornet* arrived Hakodadi with mail from England. Stored and refitted the ship. 8 Jun 1856, departed Hakodadi for the coast of Tartary with the *Sybille* and *Pique*, arriving off the coast on the 11th and cruised the waters and coast in the region using *Barracouta* Bay as a base. 18 Jun 1856, heavy fog came down and the boats of the *Sybille* arrived at *Barracouta* Bay reporting that she had got on shore, but by the time the *Barracouta* arrived near the scene had got herself off, and merely needed to be assisted back to *Barracouta* Bay. Experienced a severe thunderstorm during the night. 19 Jun 1856, the *Sybille* reported having cases of smallpox on board and was put in quarantine. 19 Jun 1856, unofficial reports of an armistice appear to have leaked through to the Pacific coast of Russia, and both sides appear to be talking to each other occasionally under flags of truce. 2 Jul 1856, departed *Barracouta* Bay with the *Sybille*, *Hornet* and *Pique*: from the last week or so's notes the squadron seem to be less interested in the war and more concerned about enjoying the passage of time in a somewhat remote, but interesting part of the World, with walks, fishing and hunting trips ashore etc. 13 Jul 1856, the *Sybille*, *Hornet*, *Pique* and *Barracouta* arrived Hakodadi. 14 Jul 1856, received on board the *Barracouta* a part of the crew of the US Whaler *Endeavour*, who, when away from their ship, became separated, and had gone on to Japan hoping to find a means of getting home, and were to be taken to Hongkong by the next HM vessel. 21 Jul 1856, departed Hakodadi, for *Barracouta* Bay. 31 Jul 1856, the squadron departed *Barracouta* Bay for Port Seymour, on the coast of Tartary, the *Barracouta* with the *Winchester* in tow: the locals brought salmon alongside for sale to the



squadron, and the ships' companies caught several varieties of fish using hook and line. 2 Aug 1856, a fine breeze sprang up allowing the *Winchester* to be cast off. 3 Aug 1856, a dense fog came down causing the squadron to anchor. However, once the fog lifted it was discovered that they were only 20 miles from their destination. 8 Aug 1856, departed Port Seymour for Victoria Bay, the Hamelin Straits, Port Dundas (11th). 12 Aug 1856, the admiral, Sir Michael Seymour, came on board whilst the *Barracouta* steamed to Port May, Port Bruce (15th), where the *Pique* was at anchor, having arrived 2 days previously from Castries Bay. Took the *Winchester* in tow, and steamed to Port Louis, in Napoleon Roads, where she was left at anchor whilst the *Barracouta* departed for Termination Island to survey a part of the coast. 21 Aug 1856, arrived Hornet Bay, and when the survey was complete returned to Victoria Bay. 22 Aug 1856, Mr. May, Master of the *Winchester*, surveyed where they were anchored, which was named after Mr. Freeman, the master of the *Barracouta*. On completion of the survey it was discovered that a Frenchman had come on board, seeking protection from the local Tartars, and a passage back to civilisation. In the afternoon departed for Port Louis, to re-join the *Admiral*. 24 Aug 1856, the *Winchester*, *Barracouta*, and *Pique*, departed Port Louis, for Chousan, Corea [Korea]. 30 Aug 1856, arrived at Chousan. 1 Sep 1856, departed for Nagasaki, arriving on 3rd inst., with the *Winchester* in tow, and later went back to bring the *Pique* into the outer harbour. The Admiral then proceeded to demand access to the inner harbour, in accordance with Treaty, but the Japanese authorities, not appreciating that the Admiral wasn't to be pushed around, ignored the request, so the Admiral instructed the



BARRACOUTA AND CALCUTTA'S FUNNELS ENGAGING MANDARIN JUNKS AND FRENCH FOLLY FORT IN CANTON RIVER.

*Barracouta* to break through the line of junks positioned to prevent access to the inner harbour to HM Ships, and sank one of the junks in the process, but by the action confirmed to the Japanese that they couldn't ignore measures to which they had agreed by Treaty, and announced that HM Ships would have full access as agreed. Similarly attempts to continue the past practice of procrastination by the Governor, in order to avoid meeting the visiting British admiral to discuss breaches of the Treaty were thwarted by Admiral Seymour announcing that he would be calling on the Governor the following day. 17 Sep 1856, departed Nagasaki for Hong Kong. [Oct 1856](#) Hong Kong, departed for the Canton River, towing the *Calcutta* as far as the her draught permitted ; then towed ship's boats of the *Winchester*, *Comus*, and *Bittern*, as far as her draught allowed, when they were detached up the river to Canton, where, with other boats of the squadron, the various Chinese forts guarding the river were captured. Also, with the *Coromandel*, took possession of the Barrier Forts. [27 Oct 1856](#) would appear to have made her way further up-river since she fired on selected targets in Canton. [5](#)

[Nov 1856](#) attack, with ship's boats, on 25 mandarin junks and the capture of the French-folly Fort. [8 Nov 1856](#) narrowly avoided 4 fire junks. [12 Nov 1856](#) bombardment and capture of the Bogue Forts and the Anunghoy Forts on the following day. [15 Nov 1856](#) *Calcutta's* boat returned up river, with the *Nankin's* boat, under tow of the *Barracouta*, during which an accident occurred to the *Nankin's* boat, resulting in the loss of 2 lives, arms and heavy equipment. 1856 Her armament was changed, when one of the 10-inch guns was replaced by a 68-pounder (95 cwt) gun, and the 25 cwt 32-pounders were replaced with 42 cwt versions. [8 Jan 1857](#) British forces commenced withdrawal from off Canton, to Hong Kong. 15 Jan 1857 at Canton. 15 Feb 1857 at Hongkong. 15 Mar 1857 at Canton, after which she appears to leave the area.

21 Aug 1857, paid off; being the date that the ship's logs and musters appear to terminate. 1 Oct 1856 - 26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels. 14 Oct 1860 detained off the Anguillas Kays, the Spanish slave brig Lola, which was sent to be dealt with by the Vice-Admiralty Court at Jamaica, who some months later decided he had no powers to deal with them and sent them for adjudication to the Mixed Commission Court at Havana who sentenced to be restored to her master following a rightly damning decision by the court. The whole debacle probably costing the British tax payer much money. And subsequent to the above I notice the receipt of a letter received from the Castilla's legal representatives, Messrs Ferrer y Feliu & Co., by the Commissioners at Havana, see next item, I note the advice that the owner of the Lola had died at Havana some time since and was insolvent, although the next item I read, advises that the Mixed Court at Havana had awarded \$14,899, something over 3,000 GBP, this against the charge of \$16,430.22 proposed by Don Antonio de la Crus Munoz, as legal representative for the late Don Jose Ramon Salazar. 15 Oct 1860 detained off the Anguillas Kays, the Spanish slave brig Castilla, which was sent to be dealt with by the Vice-Admiralty Court at Jamaica, who some months later decided he had no powers to deal with them and sent them for adjudication to the Mixed Commission Court at Havana who sentenced to be restored to her master following a rightly damning decision by the court. The whole debacle probably costing the British tax payer much money. And subsequent to the above I notice the receipt of a letter apparently received from the Castilla's legal representatives, Messrs Ferrer y Feliu & Co., by the Commissioners at Havana asking if they've received instructions to pay the \$14,613, something over 3,000 GBP, as indemnity for damages &c., following the case of the Castilla for her unjustifiable capture and detention. 22 Feb 1861 commanding officer, Cdr Wood, when at Barbadoes wrote a letter to R.-Admiral Milne regarding why he'd detained the Lola and Castilla, but it would appear that ignorance was still bliss?

1860-1864 **Barracouta** was sent to North America and West Indies Stations, before being paid off.

6 May 1861 No. 107. **Commodore Dunlop to the Secretary to the Admiralty.**

I have the honour to transmit herewith, to be laid before the Lords Commissioners of the Admiralty, a copy of a letter I have this day addressed to the Commander-in-chief, informing him that the Judge of the Vice-Admiralty Court in this Island has decided that he has no jurisdiction over the two vessels captured by the "**Barracouta**" in October 1860, on suspicion of being engaged in the Slave Trade, and that they must be sent to Havana for trial before a Mixed Commission. And per Ed: the two vessels were released as they should have been when first detained.

**(Signed) 'Hugh Dunlop.**

6 May 1861 Sheerness. Commissioned for Service on the North America and West Indies Station. 8 Jul 1861 arrived at Havana having recently called at Port au Prince, Inagua, Hogsty Reef, Mariguana, Plana Cays, Crooked Island, Long Island, Rum Cay, Conception, San Salvador, Watling Island, Abaco, Nassau, Anguilla. 1862 the 68-pounder was replaced by an Armstrong 110-pounder (82 cwt) breech-loading rifle.

1 Jan to 23 Nov 1864 North America and West Indies Station. Reports of fevers and heart disease onboard. [Number](#) of Cases of Disease and Injury. 23 Nov 1864 she was paid off.

1866 re-commissioned, she then returned to the North America and West Indies Station.

1870 at Sheerness.

1870 She returned to England and was paid off and was used as a tender at the Portsmouth Dockyard.

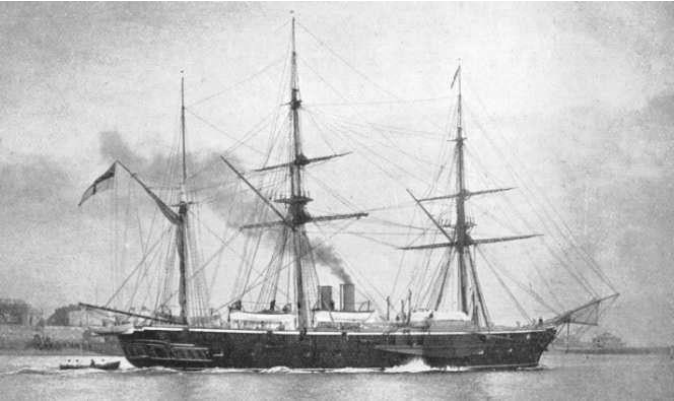
1873 She served as part of the West Africa Station, and participated in the Anglo-Ashanti wars.

21 Nov 1873 at Cape Coast Castle during the Ashanti War.

28 Apr 1873, salvage services rendered to the Italian barque "Vittorio". 17 Jan 1874 at Cape Coast Castle during the Ashanti War. 24 Jan 1874 off the Windward Coast during the Ashanti War.

Aug 1874 after being refitted in England, **Barracouta** commenced service on the Australia Station.

1876 she took part in the Samoan operations.

		July 1876, she left the Australia Station in and returned to England and was paid off at the Chatham Dockyard in 1877. 1877 She was paid off for the last time. 1879 at Chatham <b>Broken up in 1881/82.</b>				
	<b>Harrier.</b>	Screw Sloop gun vessel.	.	Wood.	23 Mar 1846.	. Ordered from the Pembroke Royal Dockyard 23 Mar 1846. <b>CANCELLED</b> 4 Apr 1851. Builder's Measure 895 tons, 180 feet x 33½ feet
	<b>Falcon.</b>	Screw Gunboat. <b>Philomel-class</b> gun vessel.	.	Wood.	1847.	. Ordered from the Pembroke Royal Dockyard and laid down 1847 - <b>CANCELLED</b> 4 Apr 1851. Builder's Measure of 992 tons, 185 feet x 34 feet.
114.	<b>Valorous.</b>	Paddle Frigate. One of two <b>Magicienne-</b> <b>class.</b> 2nd- class. paddle frigates	16.	Wood.	Mar 1849.	30 Apr 1851. Ordered 25 Apr 1847, as a first-class paddle sloop to John Edye's design, approved on 12 Aug 1847. 5 Aug 1847 they were re-ordered as 210 feet (64 m) vessels. When finished, they constituted the last group of paddle warships built for the Royal Navy. She was part of the two-ship class of Magicienne-class second-class paddle frigates. 20 Dec 1848 Steam sloop. Under construction at Pembroke Royal Dockyard. Completed 7 Jul 1853. ....
		<p>Special Service Vessel; late 2nd class frigate. 1852 she was in the Mediterranean Sea.</p>  <p>1854 she was assigned to the Baltic Sea. 11 Mar 1854 departed Spithead, with the fleet, for the Baltic - see p. 413 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 15 Apr 1854 captured Russian brig Patrioten [Prize Money per London Gazette of 21 Jul 1857]. 8 May 1854 when in company with the <i>Vulture</i> detained the Russian barque Primus. May-Jun 1854 Leopard, <i>Vulture</i>, <i>Odin</i>, and <b>Valorous</b>, destroyed vessels and storehouses, etc., at Brahestad and Uleaborg, and captured several gunboats and 7 Jun, disastrous boat actions at Gamla Carleby - see p. 416 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 21 Jun 1854 the Hecla, <i>Odin</i>, and <i>Valorous</i> were sent in to shell the main fort at Bomarsund, but were unable to do any serious damage - see p. 420 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a> 23 July 1854 <i>Valorous</i> ran aground in the Åland Islands, Grand Duchy of Finland. She was severely damaged, losing her forefoot and keel and being holed. A sail was placed over the hole and her crew managed to prevent her from sinking. 10 Aug 1854 Penelope went ashore under the Russian guns and had to throw her guns overboard and was much mauled by the enemy's red-hot shot before she could be floated off, assisted by the boats of the <i>Hecla</i>, <i>Gladiator</i>, <b>Valorous</b>, and <i>Pigmy</i>, who also suffered - see p. 424 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 16 Aug 1854 bombardment and capture of Bomarsund - see p. 424-&gt; at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 1855 she operated in the Black Sea during the Crimean War. 25 May 1855, Kertch and Yenikale were captured, along with thousands of tons and coal and provisions, along with factories etc., by some 60 French and British vessels, and allied troops, for which no prize money appeared to be payable, contrary to the</p>				

Queen's instructions. See Hansard for more details, and approval for a Parliamentary Grant in lieu. 1857 Admiralty instructions issued that she was to be sent to the North America and West Indies Stations. 1860 North America and West Indies Stations.

1863 until she was paid off in September 1867 she operated off the Cape of Good Hope. 15 April 1863 Devonport. Re-commissioned.



1864 Cape of Good Hope and East Indies Stations. Medical report: fever, and respiratory diseases onboard: [number](#) of Cases of Disease and Injury. 1868 Involved in laying Atlantic Cable.

1870 North America and West Indies Stations.

1875 Carrying extra stores, she accompanied the British Arctic Expedition ships *Alert* and *Discovery* as far as Godhavn.

1878 she was commanded by Captain John A Fisher (later Admiral of the Fleet). 26 Feb 1878

Recommissioned at Devonport. 1879 placed into the Particular Service. Apr 1886 Channel Service. 19 May 1886 In collision with a Plymouth trawler off the Lizard at 6.16, doing considerable damage, carrying away a mast, jibboom, and bulwarks. The **Valorous** also appears to have received damage and at 8.15 this morning was still lying across the trawler. Two Falmouth tugs are in attendance. Wind south-west, light foggy, sea smooth.

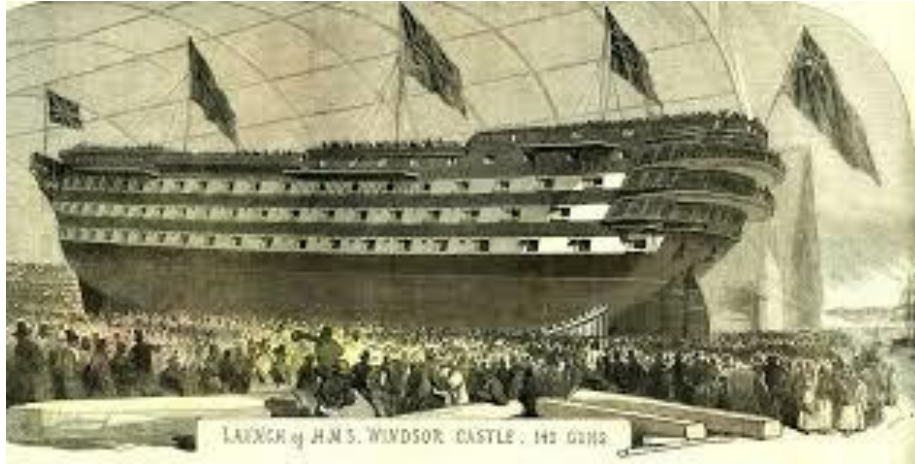
27 Jul 1886, a Court Martial was held on A.B. Herbert Hett, for disobedience of orders and contempt on the 9th and 10th July, and was committed to 6 months in gaol.

1890 Special Service Vessel. Devonport. To be sold.

**27 Feb 1891 Sold to E Marshall of Plymouth for Breaking-Up.**

115.	<b>Musquito.</b>	Brig. <b>Helena-class</b> brig.	16.	Wood.	.	29 Jul 1851.	Very little information is available. 20 Dec 1848 under construction at the Pembroke Royal Dockyard. 1860 at Devonport. 1862 sold-off to the Prussian Navy.
116.	<b>Windsor Castle</b>  First christened. And renamed <b>Duke of Wellington.</b> 1 <sup>st</sup> Oct 1852.	Screw Battleship. 1 <sup>st</sup> -Rate ship of the line.	131.  Reduced to 90. Later reduced to 49, in 1870. Reduced to 25 guns 1879.	Wood.	May 1848.	14 Sep 1852.  Laid down as a sailing ship. Converted for screw on stocks	Originally ordered in 1841 to a design of Sir William Symonds, the Surveyor of the Navy, but was not laid down at Pembroke Dock by which time Symonds had resigned and the design had been modified by the Assistant Surveyor John Edye. HMS Duke of Wellington was a 131-gun first-rate ship of the line of the Royal Navy. She was symptomatic of an era of rapid technological change in the navy, being powered both by sail and steam. An early steam-powered ship, she was still fitted with towering masts and trim square-set yards, and was later the flagship of Sir Charles Napier. First christened HMS <b>Windsor Castle</b> , but renamed when the Duke of Wellington died 14 September 1852 (aged 83) in Walmer Castle, .....
..... Kent. She was re-named in his honour and was provided with a new figurehead in the image of the Duke. Completed on 4 February 1853.							

She was the 1<sup>st</sup> of a class of 4, that represented the ultimate development of the wooden triple (3)-decker ship of the line which had been the

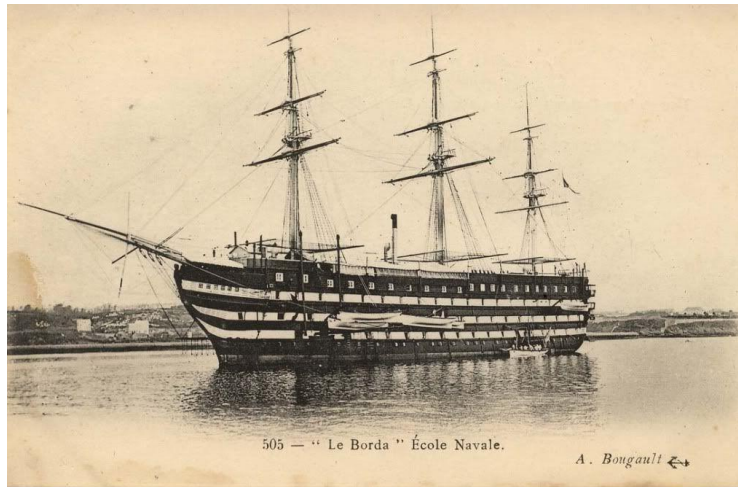


mainstay capital ship in naval warfare for 200 years. At this stage the ship was still intended as a sailing vessel. Although the Royal Navy had been using steam power in smaller ships for three decades, it had not been adopted for ships of the line, partly because the enormous paddle-boxes required would have meant a severe reduction in the number of guns carried. This problem was solved by the adoption of the screw propeller in the 1840's.

Under a crash programme announced in December 1851 to provide the navy with a steam-driven battlefleet, the design was further modified by the new Surveyor, Captain Baldwin Walker. The ship was cut apart in two places on the stocks in January 1852, lengthened by 30 feet (9.1 m) overall and given screw propulsion. She received the 780 hp engines designed

and built by Robert Napier (senior) & Robert Napier and Sons for the iron frigate *Simoon*, which had surrendered them on conversion to a troopship.

4 February 1853 she was completed, HMS Duke of Wellington was, on paper at least, the most powerful warship in the world (and would remain so until the completion of the French *Bretagne* in 1855) and the largest yet built for the Royal Navy, twice the size of Nelson's *Victory* and with a far bigger broadside. Laid down as a sailing ship. Converted for screw on stocks



Jan 1848 Under construction at Pembroke Royal Dockyard.

20 Dec 1848 still under construction at Pembroke Royal Dockyard.

Jan 1848 she was at Sheerness, in Ordinary.

1<sup>st</sup> Oct 1852 Renamed **Duke of Wellington**.

1852 Windsor Castle (1852) renamed Duke of Wellington 1852. See also **Windsor Castle** (1852).

After service in the Western Squadron of the Channel Fleet, she was designated the flagship of the fleet that Vice-Admiral Sir Charles Napier (1854-1856) was to lead to the Baltic on the outbreak of the war with Russia (later known as the Crimean War 16 Oct 1853–30 Mar 1856 [2 years, 5 months, 14 days])). **Duke of Wellington** served as his flagship throughout the Baltic campaign of 1854 and returned to the Baltic the following year as the flagship of Napier's successor in the command, Rear-Admiral Richard

Saunders Dundas, (9–10 August 1855) being present at the bombardment of Sveaborg.

11 April 1853 in trials she had made 10·15 knots under steam, and she proved a magnificent sailing ship, but the second-hand engines turned out distinctly unsatisfactory, and the hurried conversion had compromised her structural strength; she thus saw no active service after the Crimean War and paid off in 1856.

		<p>11 Mar 1854 departed Spithead, with the fleet, for the Baltic - see p. 413 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 15 Apr 1854 captured Russian brig Patriot (Prize Money per London Gazette of 21 Jul 1857). 13 Jun 1854 the French fleet joined the British in the Baltic at Baro Sound - see p. 419-&gt; at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 10 Aug 1854 guns were landed and sent up to the British battery, in charge of men under officers from the Edinburgh, Duke of Wellington, and <i>Euryalus</i> - see p. 423-4 at <a href="http://www.archive.org/details/royalnavyhistory06clow">www.archive.org/details/royalnavyhistory06clow</a>. 1855 took part in the Bombardment of Sveaborg. 4 Feb 1856 back at Spithead. 23 Apr 1856 Present at Fleet Review, Spithead; Captain Caldwell CB. 1860 Guard Ship of Sailing Ordinary, Devonport. 1860-1863 She served as guard ship of sailing ordinary at Devonport. 1863 she served as a receiving ship at Portsmouth from, where she became a familiar and much-photographed sight, always described on postcards as "the flagship of Sir Charles Napier". 1 May 1863 Portsmouth. Commissioned for Harbour Service and as Receiving Ship, Portsmouth. 1864 Home Station, Receiving Ship at Portsmouth. Reports of VD etc. and Small Pox onboard. <a href="#">Number</a> of Cases of Disease and Injury. 1869-1891 She replaced HMS <i>Victory</i> as flagship of the Port Admiral at Portsmouth (with <i>Victory</i> becoming her tender), regularly firing gun salutes to passing dignitaries, such as Queen Victoria on her way to Osborne House, (IoW). 1870 re-appointed as Flag Ship, Portsmouth – reduced to 49 guns. 23 Jan 1871 7 ship's stewards will appear at a Court Martial to be held on board tomorrow, these will include H. W. Harkoom of the <i>Agincourt</i>; S. Vine of the <i>Boscawen</i>; C. Townshend of the <i>Inconstant</i>; E. J. Knight of the <i>Achilles</i>; J. Munday of the <i>Warrior</i>; W. Carline of the <i>Pembroke</i>; and A. Ingleton of the RN Barracks at Sheerness. 1 Jan 1878 recommissioned at Portsmouth. 1879 Flag Ship, Portsmouth - 25 guns. 1879 Tenders, "<i>Earnest</i>", "<i>Fire Queen</i>", "<i>Medina</i>", "<i>Sprightly</i>", "<i>Victory</i>". 24 Oct 1884-1886 She served as flagship for the Commander-in-Chief from and for Victoria's birthday celebration and fleet review at Portsmouth in 1896 "dressed smartly for the occasion" (despite having been paid off on 31 March 1888). Apr 1886 at Portsmouth. 1 Apr 1888 New books opened. 1890 C-in-C Portsmouth. Staff onboard are also borne for duties at Lisbon Hospital; Haslar Hospital; Recruiting. 1890 <i>Tenders</i>: "<i>Fire Queen</i>", "<i>Magnet</i>", "<i>Ant</i>", "<i>Victory</i>". <a href="#">1902</a> some observations by an officer who lived on board her for a short period at this time. <b>1904 Sold-off out of service and Broken-Up at Charlton.</b> Ship's timbers discovered on the River Thames foreshore at Charlton have been identified as being from the <i>Duke of Wellington</i>. (nee <i>Windsor Castle</i>)</p>					
117.	<b>James Watt.</b>	Screw Battleship. team and sail-powered 2nd-Rate ship of the line. <b>Cressy-class. Agamemnon-class.</b>	91. 80. 84-gun.	Wood.	Sep 1850.	23 Apr 1853.	Designed 25 Apr 1847 (as sailing ship). Reordered on 14 Jun 1849 (as steam and sail). Engines were provided by Boulton & Watt. Ordered as HMS <i>Audacious</i> , renamed on 18 Nov 1847 before being laid down. She had originally been ordered as one of a two ship class, with her sister HMS <i>Cressy</i> , under the name HMS <i>Audacious</i> . She was renamed on 18 Nov 1847 in honour of <b>James Watt</b> , the purported inventor of the steam engine. ( <i>The steam engine was actually invented by Thomas Newcomen.</i> ) <b>James Watt</b> became one of the four-ship Agamemnon-class of ships of the line. ....

..... They were initially planned as 80-gun ships, but the first two ships built to the design, HMS *Agamemnon* and **James Watt**, were rerated on 26 Mar 1851 to 91 guns ships, later followed by the remainder of the class. 27 Mar 1854 she was completed. 20 Dec 1848 The *Agamemnon* (1852), **James Watt** (1853), *Victor Emmanuel* (1855) and *Edgar* (1858) were all built on similar lines.



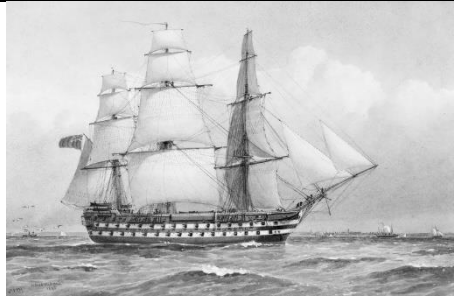
She served in the Baltic campaigns of 1854 and 1855, despite the poor performance of the ship, and the dissatisfaction of Vice-Admiral Charles Napier. Her machinery, taken second hand from the iron frigate HMS *Vulcan*, was found to be unsatisfactory. 15 Apr 1854 detained the Russian vessel *Aland*. 13 Jun 1854 the French fleet joined the British in the Baltic at Baro Sound - see p. 419-> at [www.archive.org/details/royalnavyhistry06clow](http://www.archive.org/details/royalnavyhistry06clow). 4 Feb 1856 in the Keyham Basin at Devonport.

By 1856 alterations to the machinery had cost £5,706, and from 1856 to 1857 she was commanded by Captain Talavera Anson. 9 Feb 1856 Cdr J. J. R. Josling appointed; at Devonport. 23 Apr 1856 at Fleet Review celebrating the end of the Crimean War, at Spithead; Captain Elliott. 18 Mar 1859

Capt. Edward Codd appointed in command. 24 Mar 1859 Cdr Trevenen P Coode appointed to the **James Watt**. 31 Mar 1859 Lt Edward J Lawson appointed to the **James Watt**. 8 Apr 1859 she was at Devonport. 30 Apr 1859 Lt Edward J Lawson appointed to the **James Watt**. 10 May 1859 at Portland, Dorset. 20 Jun 1859 still at Portland. 16 Oct 1859 AB Frederick Rosam died on board. Oct 1859 the issue of Lime juice to the ship's company requested by the Surgeon. 19 Nov 1859 at Gibraltar. 27 Jun 1860 in the Mediterranean the issue of Lime juice to the ship's company requested by the Surgeon. 7 Aug 1860 John Garsin died from pneumonia. 22 Aug 1860 at Crete. 28 Nov 1860 at Corfu. 31 Jan 1861 off Naples where sickbayman Francis Tucker died. 7 May 1861 Lt B Reid died following a fall from a horse. 7 Nov 1861 at Syracuse, uniforms were changed from whites into blues. 21 Jun 1862 1862 paid off. 1870 at Devonport. Guns reduced to 71.

**Jan 1875 Sold to Castle & Co for breaking up at Charlton.**

118.	<b>Rover.</b>	Brig.	16.	Wood.	1848.	21 Jun 1853.	20 Dec 1848 under construction at Pembroke Royal Dockyard. 1860 she was at Devonport. 1862 she was sold to the Prussian Navy.
119.	<b>Caesar.</b>	Screw Battleship. screw-propelled 2nd-Rate.	90.	Wood.	1848.	7 Aug 1853.	20 Dec 48 under construction at the Pembroke Royal Dockyard. Converted to screw whist on her stocks. 12 Apr 1854 the fleet weighed from Kjøge Bay and took up its cruising ground off Gottska Sando on the 15th - see p. 415-> at <a href="http://www.archive.org/details/royalnavyhistry06clow">www.archive.org/details/royalnavyhistry06clow</a> . .....



15 Apr 1854 captured Russian brig *Patrioten* [Prize Money per London Gazette of 21 Jul 1857].  
 13 Jun 1854 the French fleet joined the British in the Baltic at Baro Sound - see p. 419-> at [www.archive.org/details/royalnavyhistory06clow](http://www.archive.org/details/royalnavyhistory06clow).  
 24 Jan 1856 at Portsmouth. Taken out of the Steam Basin and placed in the harbour.  
 23 Apr 1856, Present at Fleet Review, Spithead; Captain Robb.  
 1860 operating in the Mediterranean.  
**1870 sold out of service.**

120.	<b>Squirrel.</b>	Brig. Sloop.	12.	Wood.	.	8 Aug 1853.	Ordered 1845.
		Jan, 1846 <i>Squirrel</i> , 16, collection of timbers in progress, at Pembroke Royal Dockyard. 20 Dec 1848 under construction at Pembroke Royal Dockyard. 1860 at Devonport. 1864 She became a Training Brig on the Home Station. <a href="#">Number</a> of Cases of Disease and Injury on board. 1870 appointed Tender to <i>Impregnable</i> , at Devonport. <b>1879 Broken-Up.</b>					

121.	<b>Curacoa.</b>	Screw Frigate.	31.	Wood.	Jan 1852.	13 Apr 1854.	Ordered 4 Apr 1851. Reordered on 18 Jul 1851. Her engines were provided by Maudslay, Sons & Field. She was completed by 14 Nov 1854. ....
		<b>Tribune-class.</b>	23.				..... 21 Jul-22 Sep 1851 From the memoranda of the Superintendent of Pembroke portions of the frames of the " <i>Enchantress</i> ," the " <i>Falcon</i> ," and the " <i>Harrier</i> " No. 1, then lying in Pembroke Dockyard in a converted state, were ordered to be appropriated for building the " <i>Swallow</i> " of 484 tons, the " <i>Ariel</i> " of 486 tons, the " <i>Harrier</i> " No. 2, of 747 tons, and the " <i>Curacoa</i> " of 1,569 tons. The <i>Tribune</i> (1853), and <i>Curacoa</i> (1854) were built on similar lines. 1854-1857 She served on the Mediterranean Station, and was in the Black Sea during the Crimean War, [16 Oct 1853– 30 Mar 1856 (2 years, 5 months, 14 days)]. 1857-1859 She was part of the Channel Squadron. 1859 She then was sent to the North America and West Indies Stations, and served until 1862. 10 Feb 1860 salvage services rendered to the <i>Nina</i> . 30 Mar 1860 salvage services rendered to the <i>Canorobert</i> . 1860 of the S.E. Coast of America. 1862-1866 she went to the Australia Station, where she remained. 20 Apr 1863-May 1866 She was the flagship of the Australia Station.
						20 Apr 1863 The Curacoa Island was named after HMS Curacoa. The Aboriginal term for this island is "Noogoo" Island. 22 Apr 1863 at Portsmouth for recommissioning.	



1863 she had her armament reduced to 23 guns.  
 1864 Australian Station. Medical report : diarrhoea, respiratory disease, and fever onboard: [number](#) of Cases of Disease and Injury.  
 1869 *Curacoa* she was decommissioned.  
**1885 Sold out of service. She was Broken-Up by 17 July 1869.**

122.	<b>Harrier.</b>	Screw Sloop. <b>Cruizer-class</b> sloop	17.	Wood.	Nov 1851.	13 May 1854.	Ordered 18 Jul 1851. Commissioned 3 Nov 1854. 5 Mar 1846 the "Enchantress" and " <b>Harrier</b> ", ordered to be converted as duplicates of the "Encounter". .....
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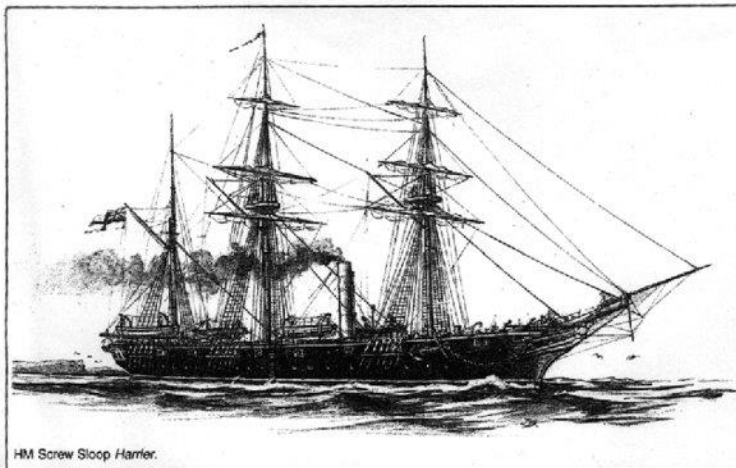
..... 20 Dec 1848 preparations in hand (collection of timbers) for the building of **Harrier** at Pembroke Royal Dockyard.  
 21 Jul and 22 Sep 1851 From the memoranda of the Superintendent of Pembroke portions of the frames of the "Enchantress", the "Falcon", and the "**Harrier**" No. 1, then lying in Pembroke Royal Dockyard in a converted state, were ordered to be appropriated for building the "Swallow" of 484 tons, the "Ariel" of 486 tons, the "**Harrier**" No. 2, of 747 tons, and the "Curaçoa" of 1, 569 tons, the vessel launched in 1854 was made up from other vessels, including an earlier **Harrier** that I've noted as building circa 1846-48.  
 She took part in the Crimean War, served on the Australia Station and took part in the New Zealand Wars, as follows.  
 1854-1856 **Harrier** took part in the Crimean War (16 Oct 1853–30 Mar 1856 (2 years, 5 months, 14 days)) as part of the naval force in the Baltic Sea. She served on the South Atlantic Station before refitting in Portsmouth in 1860.  
 23 Jun 1855 **Harrier** captured the Finnish barque Victoria.  
 10 Aug 1855 **Harrier** and *Tartar* detained the vessel Sampo.  
 1 Sep 1855 **Harrier** and *Firefly* seized deals at Rafso.  
 19 Jan 1856 at Portsmouth. Taken out of dock.  
 24 Feb 1856 arrived Spithead from Dartmouth.



7 Jul 1859 left Rio Janeiro for England.  
 29 Oct 1860 She was recommissioned on for the Australia Station.

24 Feb 1856 she was ordered to leave Spithead to join the Baltic squadron led by *Imperieuse*, but had sprung a leak.  
 25 Feb 1856 Having been docked and had her leak stopped, restored, recommissioned and she followed after the *Imperieuse* and her consorts. 23 Apr 1856 present at Fleet Review, Spithead; Commander Derriman.  
 24 Oct 1858 at Montevideo, advised by the Flag Officer, on board the *Madagascar* at Rio de Janeiro to look out for the Brazilian ship Santo, partially fitted out for the slave trade, and supposed to be stopping in the River Plate before leaving for the Cape of Good Hope and Calcutta, although it is suspected that she is probably nearly half way across the Atlantic, on route for the West Coast of Africa?  
 30 Nov 1858 at Montevideo.  
 27 Apr 1859 at Buenos Ayres.  
 31 May 1859 at Montevideo.

1863 She undertook a punitive action against Fijian natives.



**DNS of 22 Mar 1856: Naval Prize Money**

Department of the Accountant General of the Navy, Admiralty, Somerset House, March 20, 1856. Notice is given to all persons interested therein, that preparations are now making for the intended distribution of proceeds arising from the Finnish barque Victoria, captured on June, 23, 1855, by her Majesty's ship *Harrier*.

**1866 Broken-Up, at Portsmouth.**

30 Oct 1860 at Portsmouth. Commissioned for service on the Australia Station.

7 Feb 1863 She took part in the rescue operations when HMS Orpheus was wrecked in Manukau Harbour, New Zealand and was also grounded but was re-floated.

17 Jul 1863–Apr 1864 She undertook operations during the Invasion of Waikato and the Tauranga Campaign (21 Jan 1864 to 21 Jun 1864) in New Zealand.

30 Apr 1864 Her captain, Commander Edward Hay, was killed on during the storming of Gate Pā, and his coxswain, Samuel Mitchell, were awarded the Victoria Cross for bravery.

1864 Australian Station. Medical report: fever and diarrhoea onboard: [number](#) of Cases of Disease and Injury.

1865 decommissioned but the process halted, recommissioning underway. Apr 1886 she was back in Australia.

**22<sup>nd</sup> May 1854: Robert Smart, K.H., K.C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

123.	<i>Swallow.</i>	Screw Sloop. <i>Swallow-class</i> sloop. <i>Lyra Class</i>	9.	Wood.	1852.	12 Jun 1854.	21 Jul and 22 Sep 1851 from the memoranda of the Superintendent of Pembroke portions of the frames of the " <i>Enchantress</i> ", the " <i>Falcon</i> ", and the " <i>Harrier</i> " No. 1, then lying in Pembroke Royal Dockyard in a converted state, were ordered to be appropriated for .....
			<p>..... building the "<i>Swallow</i>" of 484 tons, the "<i>Ariel</i>" of 486 tons, the "<i>Harrier</i>" No. 2, of 747 tons, and the "<i>Curaçoa</i>" of 1,569 tons.</p> <p>5 Jul 1852 date of order for building vessel - 4 of the Lyra Class, which also included the <i>Ariel</i>, <i>Curllew</i>, and the <i>Swallow</i>.</p> <p>25 May 1855 Kertch and Yenikale were captured, along with thousands of tons and coal and provisions, along with factories etc., by some 60 French and British vessels, and allied troops, for which no prize money appeared to be payable, contrary to the Queen's instructions. See Hansard for more details, and approval for a Parliamentary Grant in lieu. 28 May 1855 the <i>Swallow</i>, in company with the <i>Wrangler</i>, detained the Russian barque Clio.</p> <p>28 May 1855 the <i>Swallow</i>, in company with the <i>Wrangler</i>, detained the Russian vessel Alku.</p> <p>28 May 1855 the <i>Swallow</i>, in company with the <i>Wrangler</i>, detained the Russian brig Eros.</p> <p>1860 she was at Sheerness. 15 Nov 1861 at Woolwich she was recommissioned.</p>				

15 Oct 1862 she was at Hongkong.  
 15 Nov-15 Dec 1862 she was at Shanghai.  
 1864 on the China station. [Medical](#) report: [number](#) of Cases of Disease and Injury, continued and Remittent Fever.  
 1866 **Swallow** was sold-off out of the service.

124.	<b>Ariel.</b>	Screw Sloop. <b>Lyra Class.</b>	8.	Wood.	.	11 Jul 1854.	21 Jul and 22 Sep 1851 from the memoranda of the Superintendent of Pembroke Royal Dockyard portions of the frames of the .....
<p>..... "Enchantress", the "Falcon", and the "Harrier" No. 1, then lying in Pembroke Dockyard in a converted state, were ordered to be appropriated for building the "Swallow" of 484 tons, the "<b>Ariel</b>" of 486 tons, the "Harrier" No. 2, of 747 tons, and the "Curaçoa" of 1,569 tons.        2 Apr 1853 date of order for building vessel - 1 of 4 of the Lyra Class, which also included the <b>Ariel</b>, <i>Curlew</i>, and <i>Swallow</i>.        6 Apr 1856 the <b>Ariel</b> and <i>Bustler</i> rendered salvage services to the Eden.        31 Aug 1860 <b>Ariel</b> commissioned at Portsmouth for service on the Cape of Good Hope station.        18 Dec 1860 arrived Madeira, with the Swift, under jury rig, bound for the Cape with the Gorgon as a mooring vessel.        22 Dec 1860 depart Madeira with the <i>Gorgon</i>, before a gale blows in.        1 Jan 1861 has already arrived Porto Grande, <i>St. Vincent</i>, Cape de Verd, when the <i>Gorgon</i> arrives with the Swift.        6 Jan 1861 exercise a tow with the <i>Gorgon</i> as they depart Tarrafal Bay for water.        8 Jan 1861 depart the Cape de Verd Islands.</p> <div data-bbox="430 703 1102 1150" data-label="Image"> </div> <p>7 Mar 1861 at the Cape of Good Hope, when the <i>Gorgon</i> arrives on station.  <a href="#">7 May 1861</a> arrived at the Comoro Islands from the Cape and departed in company with the <i>Wasp</i> for Port Louis.        11th of May, also, the <i>Semiramis</i>, Commander Worsley, sailed for Zanzibar, to make known to Seyyid Madjid, the decision of the Governor of Bombay, by which he was directed to pay 40,000 dollars yearly to his brother with two years tribute in arrears. Commander Worsley sailed on his return to Bombay, on the 1st of July, when he left Seyyid Madjid at the point of death, and arrived on the 17th of July, after a very stormy passage. In consequence of the apprehended demise of the Sultan, the <i>Semiramis</i> again left for Zanzibar on the 12th of August, with Major Lewis Pelly, (appointed to officiate for Colonel Rigby, H.M.'s Consul.) and Seyyid Burghash, whose rebellion against his brother had been overcome by the gallantry of Commander Adams and the officers and men of the <i>Assaye</i>, as already detailed. The <i>Semiramis</i> was nearly lost on the 20th of September, when she grounded on one of the reefs of Pomoni Bay, on the south side of the island of Johanna, one of the Comoro group. With the assistance of H.M.'s ship <b>Ariel</b>, she was got off again in about two hours, but Commander Worsley finding that she had sprung a bad leak, which the pumps were unable to keep down, and the starboard engine being disabled, and the water eventually putting out the fires — hauled her up on the beach. Eventually, the <i>Semiramis</i> was floated off, and her guns were hoisted out, when the leak was temporarily patched up, after which, escorted by the <i>Zenobia</i>, which arrived from Aden to her assistance, she proceeded first to Zanzibar, and thence to Aden.        28 Aug 1861 Sub Lieutenant Clark was cruising in the ship's cutter off Comoro, when at 3 p.m. a dhow was seen at anchor off the north-west point of the island and bore down to and boarded her. The dhow (Name Unknown), of 76 tons was inspected, and being fully equipped for the Slave Trade ; a crew of fourteen Arabs, and Arab colours, but no papers of any description, Sub Lieutenant Clark detained the dhow until the</p>							

31st August, when the *Ariel* arrived and Commander Oldfield seized the dhow on the charge of being engaged in the Slave Trade, the crew admitting that they had just run a cargo of slaves. Being unfit for a voyage to a port of adjudication, the dhow was destroyed being found unfit for a voyage to a port of adjudication and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

30 Aug 1861 when standing to the westward of Mohilla, shortly after daylight two dhows were observed running along the land to the eastward. Cdr Oldfield intercepted them, and one being a legal trader was allowed to proceed on her course ; but the other dhow (Name Unknown), 80 tons, ran towards the beach and anchored within a couple of hundred yards from the shore, her crew and a crowd of persons, apparently slaves, abandoning her as the ship's boat approached. Being fully equipped for the Slave Trade, and having neither papers nor colours, Cdr Oldfield seized her on the charge of being engaged in the Slave Trade, and as she was unfit for a voyage to a port of adjudication, destroyed and sent the case for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

31 Aug 1861 when off the north-west point of Comoro Island, having received information that a slave dhow had landed a cargo of slaves in a creek to the north-west of the island, Sub-Lieutenant Fellowes in the ship's gig was sent in search of the dhow Name Unknown, and at about 6 p.m. she was discovered in a creek, hauled up on shore within a stockade, having been deserted and dismantled, being fitted out as a Slave vessel she was seized, and measured etc., being 73 feet in length, and of 162 tons burden ; being stranded and unfit for a voyage to a port of adjudication, she was burnt and sent the case for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

7 Sep 1861 the ship's boats under the command of Captain Oldfield, entered the Angoxa river, and found four dhows at anchor. The local Governor informed Captain Oldfield that two of the dhows he honestly believed to be lawful traders, but that the other two were Soorie Arab slavers, and that Captain Oldfield had his full authority to search them and judge for himself. On the same evening Captain Oldfield boarded the two suspected dhows, and found them fitted for the Slave Trade. Both were deserted and without papers or colours. Upon the evidence and being further informed by the Governor that the dhows, one of 40 tons, the other of 117 tons burden, had been hired by the Sultan of Angoxa to carry cargoes of slaves, Capt. Oldfield seized and destroyed both dhows, being unfit for a voyage to a port of adjudication and sent the cases for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

8 Sep 1861 the *Ariel* was lying at anchor off Angoxa, when at about 2 p.m. three dhows were observed standing to the southward, and the *Ariel* weighed and bore towards them. The dhows then bore up and ran to the northward, and the *Ariel* made chase accordingly. At 5 p.m. the dhows ran into St. Antonio River, and Lieutenant Fairfax was sent in command of the gig and pinnace to continue the chase. At about 9 p.m. Lieutenant F. discovered two of the dhows hauled up in a small creek, and boarded them. On searching the first he found her deserted, and without papers or colours and fitted out as a slave vessel. He further perceived that from the human ordure upon it, the deck had evidently just been used for that purpose. He then seized and destroyed the dhow; she being unsuited for a voyage to a port of adjudication. She measured 50 feet in length, and was 79 tons burden. On boarding the second dhow Lieutenant F. found her also wholly deserted, and without papers or colours. She likewise was fitted out as a slave ship and the dhow was then seized and destroyed, being unfit for a voyage to a port of adjudication. She was 54 feet in length, and of 68 tons burden. Shortly afterwards, in a bend of the river, Lieutenant F. discovered the third dhow, similarly fitted to carry slave, she too was deserted and without papers or colours, Lieutenant F. seized and destroyed the dhow, she being unfit for a voyage to a port of adjudication ; and was measured as required and was 50 feet in length, and of 79 tons burden, and cases was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

2 Mar 1862 Lieutenant Clark, in command of the ship's pinnace was cruising off Pouna Point, at about 6 p.m., when they saw a dhow at anchor near the shore. Having boarded her, Lieutenant Clark found she was regularly fitted for the Slave Trade, and had 82 slaves on board: 42 males and 40 females. She had no papers or colours, but had a crew of nine Northern Arabs on board, besides nine other persons, also Northern

Arabs, said to be passengers. Lieutenant Clark seized the vessel, and conveyed her to Zanzibar, where he arrived on the 12th March, and landed the crew and passengers of the dhow. On the 3rd March one of the slaves died of dysentery, and at Zanzibar two others contrived to escape. On the 24 Mar the **Ariel** arrived in Zanzibar harbour, when the slaves, 79 in number, were transhipped to her, and the dhow abandoned to the British Consul, she being unsuited for a voyage to a port of adjudication. The slaves were subsequently landed at Seychelles; she was measured as required and was 62 feet in length, and her burden was 122 tons, and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

14 Mar 1862 it having been reported to Captain Oldfield that two of the boats of the "**Ariel**" had chased two dhows into Mazinga Harbour, Madagascar, he stood into that harbour early on the morning of the 14th March, and found several dhows at anchor. Upon boarding one of the dhows he found her deserted, and without papers or colours. She looked and smelt as though her human cargo had recently departed and it was clear the vessel had just landed a large cargo of slaves. She was therefore seized by Captain Oldfield, and being unfit for a voyage to a port of adjudication, was destroyed after being measured and was found to be 64 feet long, 17 ft 6 ins in breadth, and had a poop 21 feet long. She was of 130 tons burden, and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

20 Mar 1862 Sub Lieutenant Clark was cruising in the ship's pinnace off Pemba Island, when at 7 p.m. a dhow was observed at anchor in Port Chak-Chak. The pinnace stood into the port, and Lieutenant Clark boarded the dhow, which had on board a crew of fifteen persons, Northern Arabs, and 6 slaves, male children, but no papers or colours. Lieutenant Clark seized the dhow, and, it being too dark to prosecute any further search that night, made the pinnace fast to her and remained alongside all night. At daylight on the following morning another dhow was seen sailing up the harbour, whereupon Lieutenant Clark proceeded to examine her, leaving James Blackmore, a seaman, the only hand he could spare, in charge of the dhow detained on the previous evening. The second dhow proved to be a regular trader, whereupon Lieutenant Clark returned to the prize, which he found had been run on shore. Upon boarding her Lieutenant Clark found her deserted by the crew, who had carried away the slaves and Blackmores, the seaman left in charge of her, was mortally wounded by sabre-cuts on the head, and soon afterwards died. The dhow being hard aground Lieutenant Clark set fire to her after first measuring her: 53 feet long, 15 feet in the beam, and 18 feet deep, and was 66 tons burthen, and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

24 Mar 1862 was at anchor in Zanzibar harbour, when at daylight a dhow was observed at the entrance of the harbour standing to the northward. Cdr Oldfield intercepted and searched the dhow, being authorized by His Highness the Sultan of Zanzibar to search all suspected vessels leaving his territories. She turned out to be a Somali Arab vessel, equipped for the Slave Trade, with a crew of 35. She had a slave-deck and a cargo of 54 slaves on board, 35 males and 19 females. The crew produced a pass from his Highness the Sultan of Zanzibar, which pass Cdr Oldfield transmitted to His Highness through the British Consul at Zanzibar. His Highness caused the case to be investigated on the 27th March, and decided that the dhow had no claim to his protection, having been guilty of violating his ordinance expressly prohibiting the Slave Trade and the Treaty with Great Britain, and thereupon adjudged her in open Durbar to be a lawful prize, whereupon Cdr Oldfield formally seized her. Her crew were distributed amongst vessels bound out of His Highness's dominions.

The dhow being a large and tolerably built ship, was despatched with the negroes to Seychelles, where the slaves were landed, and 13 who were subsequently brought to Simon's Town, and delivered to the Curator of Slaves there. The dhow being unfit for a voyage to the Cape was destroyed, after first measuring her: 53 feet long, 15 feet in the beam, and 18 feet deep, and was 180 tons burthen, and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

30 Mar 1862 the **Ariel** was cruising off Pemba Island, when at daylight in the morning a dhow was observed under sail under the land, and was intercepted by Sub Lieutenant Clark in the pinnace and boarded. The vessel was a Buddeen dhow, such as is commonly navigated by the

Northern Arabs, and had a crew of eight men of that race on board. She had Arab colours flying, and was fitted as a slaver. She had 6 slaves on board, 5 female and 1 male. The crew, on being interrogated, admitted that the vessel was bound to Lamoo to take in a cargo of slaves. Lieutenant Clark thereupon seized the dhow and took her alongside the "**Ariel**". The crew were examined by Captain Oldfield and Lt-Col Pelly, HM Consul at Zanzibar, who was on board the **Ariel** when they produced a pass bearing the signature of the Sultan of Zanzibar, which was represented as having been issued in the year 1861; but upon the Consul examining the pass it proved to be an old one granted to some other vessel in 1857, and the crew having, upon further examination, confessed that they were bound to Lamoo, there to take in slaves, Cdr Oldfield seized the dhow. Her crew were landed, and the slaves transferred to the **Ariel**, on board of which vessel they were subsequently conveyed to the Seychelles and delivered over to the Acting Civil Commissioner, Captain Cecil Dudgeon. The pass produced by the crew was retained by the Consul for the purpose of being handed over to the Sultan of Zanzibar. The dhow, which measured 45 feet in length, 11 feet in beam, and 8 feet in depth, and was of 42 tons burthen, being unfit for a voyage to the port of adjudication, was destroyed, and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

4 Apr 1862 the **Ariel** was cruising off Brava Harbour when at sunrise a large dhow was observed standing to the northward and on the **Ariel** standing towards her, she bore up for Brava harbour, followed by the **Ariel**. At 7 a.m., the **Ariel** anchored at the entrance of the harbour, and Captain Oldfield proceeded in the gig, with the whale-boat under the command of Lieutenant Blount in attendance, to search the dhow, which had also anchored. Upon boarding the dhow Captain Oldfield found a crew of fifteen or twenty men. Northern Arabs, but neither papers nor colours. The dhow had been fitted out as a slave trader with appropriate fittings for carrying upwards of 200 slaves. Captain Oldfield seized the vessel on the charge of being engaged in the Slave Trade and the Arab crew having attempted to rise upon him and his men, were driven into their boat, in which they escaped to the shore, and the dhow being unsuited for a voyage to a port of adjudication was destroyed, after first measuring her : and was 75 feet in length, 19 feet in breadth, 12 feet in depth, had a poop 18 feet long; 17 wide, and 5 deep, and was of the burthen of 198 tons, and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

4 Apr 1862 at daylight, a dhow was observed to the north of Brava, rounding to the northward. At 9 a.m., the **Ariel** stood for her, when she immediately bore up for the land, upon which the **Ariel** made chase. At 11 a.m., the dhow anchored on the edge of the surf, about sixteen miles north of Brava, and the **Ariel** at 12.20 anchored about 800 yards off her. It was observed that she was full of slaves, and that the crew with their effects were escaping to the land. Captain Oldfield proceeded with two gigs of the **Ariel** and boarded the dhow, which was equipped for the Slave Trade, and had from 80 to 100 slaves on board. When boarded the crew had cut her cables, and she was fast drifting into the surf. Her position rendered it impossible to remove the slaves, one man excepted. The dhow drifted on to the beach, and the boats were in the most imminent peril ; that, commanded by Captain Oldfield being swamped, and the crew with difficulty saved, while the shore was lined with armed men, who with muskets and spears attacked the boats and such of the slaves as attempted to make for them. Captain Oldfield thereupon declared the dhow seized as a slaver, and she soon afterwards became a total wreck. The slaves escaped to the shore, where they were seized by the armed men, apparently Somali Arabs, and the dhow being deserted, her destruction was completed by shelling her. She appeared to be from 150 to 175 tons burthen; and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

4 Apr 1862 while engaged in destroying the dhow above-mentioned, Captain Oldfield observed another dhow standing from the south. When about three miles distant from the **Ariel** she altered her course to the southward. At about 1 p.m., the **Ariel** weighed and made chase. When about six miles north of Brava the chase finding the **Ariel** had got within shot range, anchored about 500 yards off the shore, and her crew, consisting apparently of Northern Arabs, with about 25 or 30 slaves, were distinctly seen to take to their boats, which in three or four trips carried them all to the shore. The dhow was boarded and found to be fitted with a slave platform and other fittings, and being without papers

or colours she was seized and destroyed; and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

5 Apr 1862 the *Ariel* was at anchor in Brava Roads, when, at daylight, four dhows were observed standing to the northward. At 8 a.m., the *Ariel* weighed anchor, and stood in-shore to intercept them. Three of the dhows were found to be lawful traders. The fourth was without colours or papers, had a crew of nine Northern Arabs, and was regularly fitted for the Slave Trade and had on board 100 negro slaves: eighty-one males and nineteen females. Cdr Oldfield seized the dhow, and afterwards destroyed her, she being unfit for a voyage to a port of adjudication. The crew were landed, and the slaves transhipped to the *Ariel*, on board of which they were conveyed to Seychelles, where they were landed; and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

10 Apr 1862, 2 of the ship's boats detain a piratical dhow (Name Unknown).

21 Apr 1862 Lieutenant Fairfax, cruising in the ship's whaler off the northern point of Pemba, at 5.20 p.m., observed a dhow anchor off Masnea, and boarded her. She had neither papers nor colours, but a crew of thirty Somali Arabs, and four negroes, believed to be slaves, in a state of nudity. She had a slave-deck capable of earning 250 slaves, along with the usual fittings for a slave trader, and Lieutenant F. announced his intention of detaining the dhow, whereupon her crew manifested signs of resistance. The Lieutenant then returned to his boat and fired a couple of rockets at the dhow to enforce submission. The crew of the dhow and the negroes then made their escape to the shore, some by means of the boats, and others by swimming. The dhow was then seized, and, having been damaged by the rockets, destroyed; and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

22 Apr 1862 Sub Lieutenant Fellowes was cruising off the Juba Islands in the ship's cutter, and at about 10:30 a.m. a dhow was observed running to the northward, and stood towards her. She instantly made for the shore and the cutter gave chase, and after an hour's chase, the dhow was run ashore amidst the breakers on the mainland to the northward of the Juba Islands. The cutter approached within two hundred yards, as near as was safe, and the crew of the dhow were observed to make their escape on shore with about 60 negro slaves. The wreck broke up rapidly, but the coxswain and three men from the cutter swam off to her and measured her. She proved to be of 94 tons burthen; and this done the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

28 Apr 1862 Lieutenant Fairfax in the ship's whaler, and Sub-Lieutenant in the ship's pinnace were cruising off Brava Harbour, when at about 11 a.m. they saw a dhow in the harbour, which they boarded. She had neither papers nor colours, but a crew of twelve Soorie Arabs, ten of whom made their escape in their boat. She was fully fitted out for the slave trade and there was ample proof that she had just landed a cargo of slaves. She was recognized as the vessel which fired on the *Ariel*'s boats in Mombasa Harbour and made her escape up the river. She was accordingly seized and destroyed after being measured and was of 91 tons burthen and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

30 Apr 1862 Lieutenant Fairfax, in command of the ship's whale-boat, lying at anchor in the Murka Harbour, saw a dhow running into the harbour, and proceeded to intercept her. On the boat approaching her the dhow opened a heavy fire, and wounded three of the boat's crew. Lieutenant F. and his men boarded the dhow, upon which her crew jumped overboard and swam ashore. She had neither papers nor colours, and was equipped for the Slave Trade, with a slave-deck and corresponding fittings, and had a cargo of 35 slaves on board, ten males and twenty-five females. The dhow, which had drifted towards the shore during the capture, was anchored, but about 5 p.m. parted, drifted on shore, and became a total wreck, the whole of the slaves escaping, with the exception of one female, who was put on board the *Ariel* and subsequently landed at Seychelles; The dhow was measured at 121 tons burthen ; and this done the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

1 May 1862 Lieutenant Fellowes, when cruising off Madagascar with the ship's cutter and gig, observed, about 3 p.m., a dhow run into Madagascar harbour, and anchor. Lieutenant Fellowes followed with the boats, and as they approached the dhow, he observed the Arab crew

drive sixty or eighty negro slaves overboard into the surf, whence they swam ashore, where they were collected into a gang by a number of armed Arabs, apparently Soories, who kept up a fire on the boats. When the boats neared the dhow, her crew escaped to the shore in their boats, having first cut the cables of the dhow, which drifted on shore and became a wreck. The crew of the gig attempted to board the dhow as she lay on the beach, but the Arabs on shore kept up so hot a fire that it was not deemed prudent to risk the men's lives. The dhow became completely broken up, and was abandoned, after being declared to be seized as a slaver. She was of the Buddeen build, and appeared to be of from 115 tons to 140 tons burthen; and this done the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

1 Jul 1862 Lieutenant Fairfax was despatched by Cdr Oldfield in command of the cutter, whaler, and gig to inspect the St. Antonio River. At about 2 p.m. he observed a dhow under sail, which, on seeing the boats, bore up, and ran for the shore, off which she anchored. As the boats approached, a number of people were seen to quit the dhow, some swimming and some in boats, and by the time the boats reached her she was entirely abandoned. She had neither papers nor colours, and was declared fully equipped for the Slave Trade. She was moreover recognized as a dhow which had been recaptured from Sub-Lieutenant Fellowes off the coast of Madagascar, on the 11 Feb 1862, wounding three of his crew, she having then 30 slaves on board. She was therefore seized, and, being unsuited for a voyage to a port of adjudication, destroyed after being measured: she was 48 feet in length, and of 49 tons burthen; and this done the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

14 Jul 1862 at about 3 p.m. on the same day Lieutenant Fairfax observed a dhow in a bend of the river that had apparently just anchored, her sails being bent and loose, and sixty or eighty people, a large portion of whom Lieutenant F. took to be slaves, were in the act of leaving her, some by swimming, others by boats. Those whom Lieutenant F. took to be slaves, were driven by the Arab crew of the dhow into the bush as they landed. The boats pulled towards the dhow, and Lieutenant F. boarded her. He found her quite deserted. She had neither papers nor colours, and was completely fitted for the Slave Trade and Lieutenant F. seized the dhow as a slaver, and destroyed her, she being unfit for a voyage to a port of adjudication after being measured : she was 72 feet in length, and of 168 tons burthen; and this done the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

15 Oct 1862 Lieutenant Blount was cruising in the ship's pinnace off Quiloa Harbour, when at 6.30 p.m. he observed a dhow running to the southward, and stood towards her, whereupon she put about and ran before the wind to the southward. He then caused a musket to be fired across her bows, but without effect. The crew of the dhow fired at the boat with shot, which Lieutenant B returned. The pinnace then made chase of the dhow, which ran for Quiloa Harbour, where she anchored. At about 9-30 p.m. Lieutenant B found and boarded her. The crew were busy removing slave-mats and other effects of a similar character, and as soon as they perceived the pinnace alongside, they jumped overboard and swam ashore. On boarding the dhow Lieutenant B found neither papers nor colours; but that the vessel was fitted out for the Slave Trade along with a number of muskets and ammunition ready for use. Lieutenant B seized the dhow, and on the next morning, having placed a prize crew and a native pilot on board, and proceeded to sea with the dhow in company, intending to make for Zanzibar, but thirty miles from that place the dhow, without any assignable cause, unless treacherously scuttled by the native pilot, sank, with the loss of two of the prize crew and the pilot himself. The dhow was 44 feet in length, and of 43 tons burthen and the case was sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

18 Oct 1862 Lieutenant Blount, in command of the ship's pinnace, cruising off Monfia Island, at 9 a.m. observed two miles off a dhow in the act of landing a cargo of negro slaves on Kisomang Point, Monfia Island and immediately pulled for the dhow, but before he could get alongside the crew had landed the last slave, and had themselves taken to the shore, where they remained concealed in the bush. The dhow was fitted with a slave-deck capable of carrying 150 slaves, and in all other respects thoroughly equipped for the cargo of slaves which she had just landed, and which, as well as Lieutenant B could count them, amounted to not less than eighty. The crew, apparently Soorie Arabs, opened a



fire upon the pinnacle from their cover, and at one period made an attempt to regain possession of the dhow. A party of sixteen of them came off in a boat, but were repulsed by the fire of Lieutenant B's men. Lieutenant B seized the dhow, and not being able to spare hands to navigate her, set her on fire after being measured: she was 54 feet long and 18 broad, and her burthen was 107 tons and the case were sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

22 Apr 1862 Cdr William C. Chapman appointed in command.

8 Dec 1862 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

11 Dec 1862 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

21 Dec 1862 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

26 Dec 1862 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

12 Feb 1863 at Johanna with the *Rapid* when the *Gorgon* arrived.

6 Mar 1863 *Gorgon* arrives Zanzibar, where she finds the *Ariel* has already arrived.

6 Mar 1863 detained, off Zanzibar, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

8 Mar 1863 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

31 Mar 1863 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

9 Apr 1863 was detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

23 Apr 1863 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

22 Sep 1863 detained, off the coast of East Africa, a slave dhow (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

26 Sep 1863 detained, off the coast of East Africa, 2 slave dhows (Name Unknown), which was subsequently seized and destroyed after being measured and the case sent for adjudication to the Vice-Admiralty Court at the Cape of Good Hope where she was condemned accordingly.

1 Aug 1864 detained in Sierra Leone Harbour the Italian slave vessel Ricardo Schmidt, which was sent for adjudication to Mixed Commission Court at Sierra Leone. and sentenced to be restored to her master.

3 Apr 1864 detained in Lat. 13° 45' S., Long. 46° 51' E., the Spanish slave ship America which was sent for adjudication to the British and Spanish Commission Court at Sierra Leone, and sentenced to be condemned.

1 Jan-1 Dec 1864 Cape of Good Hope and East Indies station. Medical report: fever, and [brain disease](#) onboard: [number](#) of Cases of Disease and Injury.

1 Dec 1864 Paid off.

**1865 she was sold out of the service.**

125.	<b>Falcon.</b>	Screw Sloop. <b>Cruizer-class.</b> sloop	17.	Wood.	Nov 1853.	10 Aug 1854.	Ordered 2 Apr 1853. Commissioned 30 Mar 1855. She served in the Baltic Sea during the Crimean War (16 Oct 1853–30 Mar 1856 .....
<p>..... (2 years, 5 months, 14 days)) and participated in the blockade off the coast of Courland. She was then transferred to the North America and West Indies Stations, where she served until 1857.</p> <p>5 Oct 1855 distribution of proceeds arising from a quantity of Swedish iron seized in the island of Applo. [per London Gazette of 30 Dec 1856].</p> <p>20 Jan 1856 at Portsmouth. Taken into dock. 4 Feb 1856 at Portsmouth. In dock. 19 Feb 1856 Had her compasses swung today for adjustment, prior to going out to Spithead.</p> <p>25 Feb 1856 departed from Spithead with the <i>Imperieuse</i> as a part of the Baltic Fleet, for the Downs.</p> <p>23 Apr 1856, she was present at Fleet Review, Spithead; Commander Pullen.</p> <p>1858 She was refitted in Portsmouth, and then served as part of the West Africa Squadron off the African Coast from 1859 to 1862.</p> <p>3 Jun 1859 departed England for anti-slavery duties on the West Coast of Africa.</p> <p>17 Aug 1859 off Whydah, boarded the American vessel J. Harris to check her papers and right to the U.S. flag. It was understood that she was waiting for her human cargo, which was reported to be on the beach.</p> <p>17 Oct 1859 boarded the Portuguese vessel <i>Lisbonais</i> off Aghwey, and found her papers correct, although subsequent investigations suggest that she is involved in the slave trade.</p>							
<div data-bbox="450 699 1111 1110" data-label="Image"> </div> <div data-bbox="1128 678 2134 1141" data-label="Text"> <p>25 Oct 1859 at Aghwey when the <i>Medusa</i> arrived and was cruising in the Bights between Tella Coffee and Whydah until 28th, and has since been cruising to the westward.</p> <p>12 Jan 1860 detained in Lat. 6° 4' S., Long. 1° 9' E., the American slave brig <i>Jehossee</i>, fitted for the slave trade, for attempting to embark slaves in British waters, off Adaffie, and took her to Whydah, where Commander Bowden, the senior officer of the division, ordered to be returned to her master.</p> <p>16 Jan 1860 departed for the South Coast. 24 Jan 1860 at Fernando Po.</p> <p>19 Nov 1860 detained in Lat. 7° 18' S., long. 9° 46' E. a slave brigantine, (Name Unknown), supposed <i>James Rose</i>, which was subsequently condemned. I have the honour to report the capture of a brigantine, (name and nation unknown), no papers or colours, with 262 slaves on board, bound for Cuba. The only information I can obtain is from the crew detained</p> </div>							
<p>on board this ship, who state the slaves were shipped between Cabinda and the River Congo, on the night of the 16th, and that they were chased on the evening of the 18th by an American cruiser. This brigantine was boarded some time ago by the United States' ship "Constellation," and HM ship "<i>Arrogant</i>", in the neighbourhood of the River Congo; at that time, she had American colours and papers, under which she is supposed to have shipped. 17 Dec 1860 arrived Sierra Leone to refit ship. Took charge of North Division as Senior Officer on 21 Dec and received the records from the Torch. 24 Dec 1860 departed Sierra Leone for Isles de Los. 3 Jan 1861 departed Isles de Los for Rio Pongas. 4 Jan 1861 arrived Rio Pongas. 6 Jan 1861 departed Rio Pongas for Sierra Leone to meet the mail from England. 8 Jan 1861 arrived Sierra Leone. 13 Jan 1861 departed Sierra Leone for Rio Pongas in search of her boats. In consequence of information received from Governor Hill dispatched the pinnace and cutter on the 9 Jan to look for a barque that was reported to have been shipping slaves up the Pongas.</p>							

14 Jan 1861 arrived Rio Pongas. 15 Jan 1861 departed Rio Pongas for Sierra Leone, having ascertained that her boats had returned to Sierra Leone. 19 Jan 1861 cruising for the suppression of the Slave Trade between Cape St Ann and Cape Palmas. 11 Feb 1861 arrived Sierra Leone. 13 Feb 1861 departed Sierra Leone for the River Gambia. 18 Feb 1861 arrived in the River Gambia to take part in the operations up the Gambia against the King of Baddiboo. 6 Mar 1861 departed the River Gambia for Sierra Leone with troops. 10 Mar 1861 arrived Sierra Leone. 23 Mar 1861 departed Sierra Leone for the River Sherbro to hoist the British Flag at Jenkin's Town, Bendoo River, and survey the Bagroo. Mr Mann, botanist, took a passage in the Falcon to examine and report on the supplies of timber procurable from the forests in the neighbourhood of Bagroo. 24 Mar 1861 arrived Jenkin's Town, River Sherbro. 10 Apr 1861 departed Jenkin's Town for Sierra Leone to meet the mail from England.

11 Apr 1861 arrived Sierra Leone. 15 Apr 1861 departed Sierra Leone for Bathurst, River Gambia. Was to have called with West Indian troops. 19 May 1861 detained in Lat. 3° 55' S., Long. 14° 41' W. the slave brig, known variously as the Fairy/ and the Flight, most likely the former, lately of Boston, 166 tons, being equipped for the slave trade with 533 slaves on board and with neither papers nor colours, but claiming to be an American vessel, under the command the son of the Captain of the Storm King, Capt. Lockhart, was sent for adjudication to the Vice-Admiralty Court, at Sierra Leone and on 8 Jun 1861 sentenced to be condemned, and the slaves emancipated. From information I have been enabled to procure, the "Flight" was fitted out last year by a Company in Havana, and proceeded thence to Machias, in the State of Maine, where she shipped her crew, and cleared out for the Island of St. Thomas, West Indies. She appears to have left Machias on the 13th of December last, but proceeded to St. Thomas in the Bights, arriving on the 4th of February. On the 7th or 8th she left for the Congo, entering that river about the 24th, and leaving, with 550 slaves on board, on the 9th instant, bound to Cuba. The master and supercargo are stated to have been many years engaged in the Slave Trade. The latter, it is also acknowledged, has been unsuccessful in his ventures for the last five consecutive trips.

Her ship's company participated in the attack on the king of Baddiboo on the Gambia River, and the ship bombarded Saba and captured the town on 21 Feb 1862. The ship's crew suffered 6 killed and 15 wounded.

1863 Refitted again in Portsmouth before spending the rest of her active life on the Australia Station. During this period, she took part in the New Zealand land wars.

14 Nov 1863 recommissioned at Portsmouth.

1864 Australian Station. Medical report: [diarrhoea](#) onboard: [number](#) of Cases of Disease and Injury.

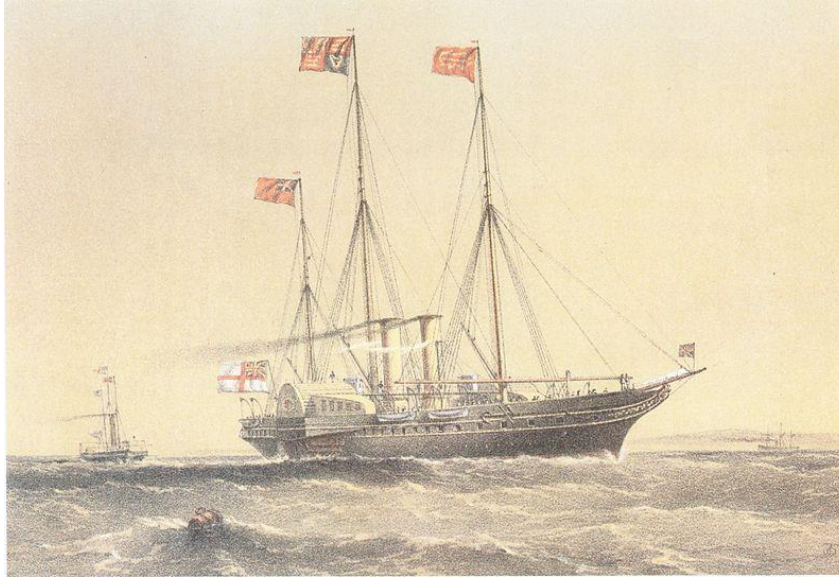
28 April 1864 she participated in the bombardment of Tai Rawhiti. The next day some of her crew took part in the attack on Gate Pā, part of the Tauranga campaign (21 Jan 1864-21 Jun 1864), as part of the Naval Brigade.

Nov 1867, she left the Australia Station in for England.

1869 She was decommissioned.

**27 Sep 1869 she was sold to Marshal & Co Plymouth and Broken-Up.**

126.	<b>Victoria and Albert II.</b>	Royal Yacht.	.	Wood.	.	16 Jan 1855.	Designed by the Admiralty Surveyor's Dept.
		Paddle Yacht.					Laid down as Windsor Castle and renamed. ....
<p>..... She was a three-masted paddle steamer with two funnels. The engines by Penn &amp; Sons were installed at Portsmouth.</p> <p>1855 Measuring 300 feet in length by 40 feet in the beam, it had a displacement tonnage of 2479 and was capable of 14¾ knots service speed. During her first voyage in 1855 and on many subsequent occasions she proved to be a good sea boat. Queen Victoria used her extensively, including periodic reviews of the fleet, inspection of ships and official visits to various United Kingdom and continental ports.</p> <p>H.M.Y. Victoria and Albert II, like the earlier royal yacht (see item 086 above). She was owned and operated by the Royal Navy, with a crew of 240 men and officers.</p>							



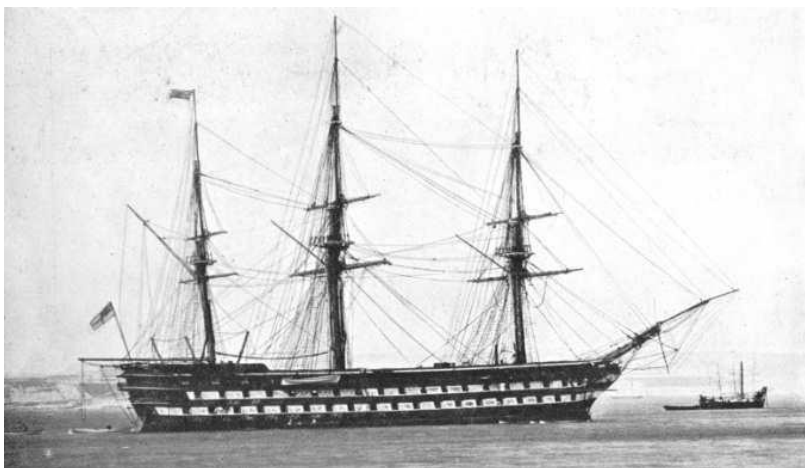
Apr 1886 she was placed and allocated for special service.  
 1890 Portsmouth. Tenders: "*Elfin*", "*Alberta*".  
 Remained chief royal yacht till 1901.

**1904 Victoria and Albert II, was scrapped.**

The bow carving of the H.M.Y. *Victoria & Albert II*, comprising of within a scroll are two oval shields with the royal arms on the starboard side and the arms of Prince Albert on the port side. The whole is surmounted by a crown by Edward Hellyer 1855 of Blackwall, still exists today and can be viewed in the National Museum of the Royal Navy, Portsmouth.

She was a 360-foot (110 m) steamer as a royal yacht of the sovereign of the United Kingdom until 1900, Of 2,470 tons, the yacht could make 15 knots (28 km/h; 17 mph) on her paddles.  
 1860 she was at Portsmouth.  
 1 Mar 1860 Recommissioned at Portsmouth.  
 1861 She was used little after Prince Albert's death.  
 1864 Home Station. Report of [Small Pox](#) onboard. [Number](#) of Cases of Disease and Injury.  
 1865 "El Horria" was built to the same specifications for Isma'il Pasha, the Khedive of Egypt in and survives today, although much altered.  
 1868 underwent an extensive refit at Portsmouth.  
 1 Jan 1870 She was recommissioned at Portsmouth.  
 1870 she was at Portsmouth.  
 1872 the ship was used by Prince Arthur on the occasion of his visit to Heligoland.  
 1879 she was at Portsmouth.  
 1879 Her Tenders were: *Alberta* and *Elfin*.

127.	<b><i>Sutlej</i></b>	Frigate. <b><i>Constance-class</i></b> . 4 <sup>th</sup> -Rate.	50.	Wood.	Aug 1847.	17 Apr 1855. Launched as 4th rate sailing ship.	Ordered 26 Mar 1845. The class was designed by Sir William Symonds in 1843, and were the largest sailing frigates built for the Navy. Sisterships: - (See Item # 096 Constance, above). Her name <b><i>Sutlej</i></b> was chosen to commemorate the victory of East India Company forces over the Sikh Khalsa Army, in the .....
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across her bow. The incident ended when **Sutlej** halted and fired a 21-gun salute.

1864 on the Pacific station. Report of [respiratory infections](#), [Rheumatism](#), and [VD etc.](#) onboard: [number](#) of Cases of Disease and Injury.



..... Battle of Sobraon on the banks of the Sutlej river.

Jan 1848 under construction at Pembroke Royal Dockyard.

20 Dec 1848 still under construction at Pembroke Royal Dockyard.

1860 converted to a screw frigate Portsmouth.

1859-1860 She was then laid up in ordinary at Portsmouth, before being converted to a screw frigate on 26 Mar 1860.

20 Sep 1862 Portsmouth. Commissioned.

She was commanded from her commissioning by Captain Matthew Connolly, spending time with the Pacific Station, based at Esquimalt, Western Canada

1 Oct 1863, **Sutlej** provoked a minor incident when she entered San Francisco on a windless day, with her ensign indiscernible due to the lack of a breeze. When **Sutlej** failed to halt in response to a cannon signal, the commander of the federal fort at Alcatraz ordered a shot to be placed

10 Dec 1864 departed Esquimalt, V.I., for the South Pacific, on a cruise of several months.

Oct 1864, the **Sutlej** participated in a raid of nine Ahousaht villages. The Ahousaht nation suffered 15 casualties and 11 prisoners taken, including the wife and child of Chief Cap-chah.

26 March 1860 She was undocked on. She had a brief career as an active navy ship.

1864 she became the flagship of Rear-Admiral John Kingcome.

1865, when **Sutlej** again docked at San Francisco, one-third of her crew took the opportunity to desert

1867 she was commanded by Captain Trevenen Penrose Coode.

and was the flagship of Rear-Admiral Joseph Denman. She then returned to Britain for paying-off **Sutlej**.

1869 she was Broken-Up at Portsmouth.

128.	<b>Brunswick.</b>	Battleship. screw 3rd- Rate.	80.	Wood.	Jan 1848.	1 Jun 1855.	Designed by Sir W. Symonds. Jan, 1846, Brunswick. 80, by Sir W. Symonds, timbers being sourced and preparing, at Pembroke.
<p>Jan 1848 under construction at Pembroke Royal Dockyard, Converted to screw on stocks          20 Dec 1848 still under construction at Pembroke Royal Dockyard.          3 Jan 1856 Put into commission at Devonport on Tuesday by Mr Oliver, master, for Captain Hasting R Yelverton.</p>							

4 Feb 1856 at Devonport, in Harbour.  
 23 Apr 1856, Present at Fleet Review, Spithead; Captain Yelverton, CB.  
 24 Mar 1858 arrived Havana from Port Royal.  
 27 Mar 1858 departed Havana for England.  
 1860 at Devonport.  
 1867 Sold-off out of the service.

129. **Repulse.**  
  
 Renamed 7 Dec 1855 to **Victor Emmanuel.**

Battleship.  
 2nd-Rate ship of the line.  
**Agamemnon-class.**

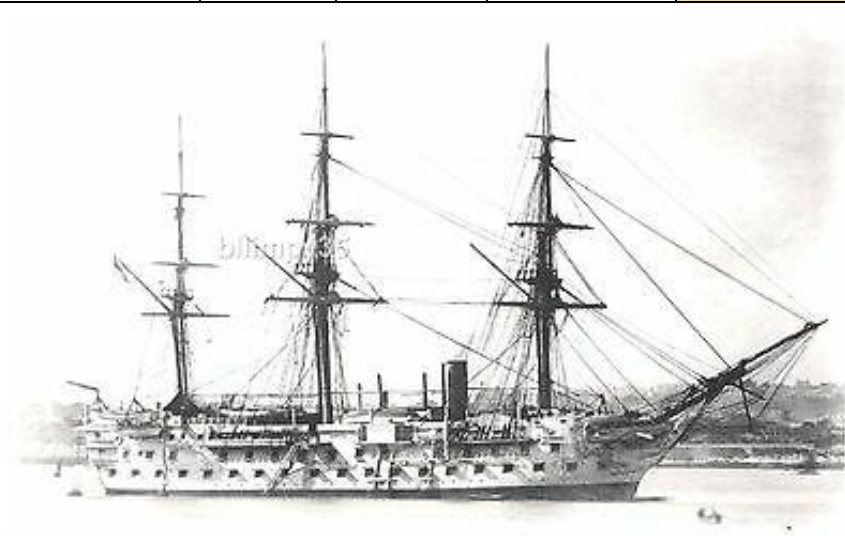
91.

Wood.

16 May 1853.

27 Feb 1855.

Ordered 4 April 1851 as HMS **Repulse**. Originally, she was designed as 80-gun sailing two-decker. They were re-ordered as screw ships in 1849, and **Victor Emmanuel** was duly reclassified as a 91-gun ship on 26 March 1852. She was built and launched on 27 February 1855 under the name HMS Repulse. Her machinery was provided by Maudslay, Sons & Field. ....



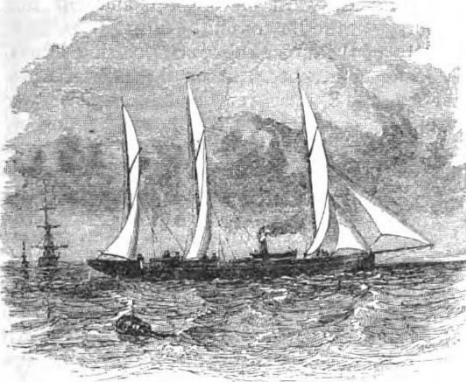
..... She cost a total of £158,086, with £87,597 spent on her hull, and a further £35,588 spent on her machinery  
 7 Dec 1855 **Renamed** HMS **Victor Emmanuel**, (King of King of Sardinia from 1849 until 17 March 1861. At that point, he assumed the title of King of Italy) in honour of Victor Emmanuel after he visited the ship. Commissioned 9 Sep 1858. She served in the English Channel Squadron, the Mediterranean Squadron, and off the African coast during the Anglo-Ashanti wars. 1873 She was assigned to Hong Kong to replace HMS Princess Charlotte and there used as a hospital and receiving ship.  
 16 May 1853 laid down as Repulse, see above.  
 4 Feb 1856 at Portsmouth. In the Steam Basin.  
 26 Mar 1856 she was taken into dock today to be fitted for service.  
 1860 in the Mediterranean.  
 1870 at Portsmouth.  
 1873 commissioned and utilised as a Receiving Ship.

24 Jan 1874 at Cape Coast Castle as a hospital ship during the Ashanti War.  
 1 Dec 1874 Recommissioned at Hong Kong.  
 1879 utilised as a receiving ship, in Hong Kong.  
 1879 Officers borne for: Hong Kong Yard; re-venting heavy guns; Hong Kong Hospital; Service at Shanghai.  
 Apr 1886 at Hong Kong.  
 1890 Commodore-in-Charge, Hong Kong.  
 1890 at Hong Kong. She was appointed Receiving Ship.  
 1890 Tenders: "Esk", "Tweed". "Wivern".  
**1899 Sold off out of service.**

130.	<b>Flying Fish.</b>	Screw Gunboat.	6.	Wood.	.	10 Dec 1855.	Employed as Despatch Vessel. 4 Feb 1856 at Portsmouth in Fitting Basin. ....
<p>..... 23 Apr 1856, Present at Fleet Review, Spithead; Red Squadron; Commander Dew. 1860 at Devonport. 18 Apr 1862 detained in the River Nunez a slave barque, (Name Unknown), 610 tons, having no papers or colours, and since she was sitting on a mud bank and it being difficult to move her she was destroyed by fire, and her case sent to the Vice-Admiralty Court, at Sierra Leone for adjudication, and the vessel sentenced to be condemned on 13 Jun 1862 under 2d and 3d Vict., Cap 73. 2 anchors, 18 fathom chain cable, 1 fore-yard, 1 jib-boom, and one figure-head were taken out of the prize and sold at auction. Further to the above Commander Anderson wrote to Commodore Edmonstone on 13 Jun 1862, when at Sierra Leone, advising that in consequence of information received from the Rio Nunez, that a vessel there was endeavouring to ship slaves for exportation, I proceeded to that river on Wednesday, April 16th and anchored off Victoria Point the following Friday ; accompanied by two of my cutters I proceeded up the river and after pulling for some considerable distance found a barque of 600 tons on shore on a mud-bank, with masts standing and yards across. Our informer declared on oath that she was the same vessel he had seen in a creek a few days previous, and that the master was endeavouring to purchase slaves for shipment. I directed Lieutenant Butler and Mr. Anderson, boatswain, to examine her; they reported loose planks in the hold, a deck laid in the after part of the ship with fittings for bulkheads; everything else had been removed, and no person or papers were on board. I therefore considered the circumstances such as to warrant my taking her as a prize. No anchor having been let go when the ship went on shore, she had been driven by the flood tide on a shallow bank. The river being too narrow at this point to admit the <b>Flying Fish</b> being brought up, and not wishing to expose the ship's company for several days' hard work in boats, endeavouring to get her afloat, I gave orders that she should be burnt, after being carefully measured, and the following articles removed—two bower anchors, chain cable, jib-boom, and main-topsail yard. On my return to Sierra Leone, these articles were handed over to the Prize Court, with the necessary affidavits, and I have this day received intimation that the vessel has been condemned as a prize to Her Majesty's ship "<b>Flying Fish</b>", under my command, in consequence of her being engaged in the Slave Trade. <b>(Signed) W. Hastings Anderson.</b> 4 Jun 1862 boarded the American brigantine Potomac, which Commodore Edmonstone subsequently stated had been seen and boarded by the <b>Flying Fish</b>, off Bassao, and reported as suspicious. <b>1866 Flying Fish, was Broken-Up.</b></p>							
132.	<b>Pet.</b>	Screw Gunboat. <b>Cheerful class.</b>	2.	Wood.	.	9 Feb 1856.	Designed by W. H. Walker (who also designed the preceding Dapper and Albacore classes). The ships were of particularly shallow draft for coastal bombardment in the shallow waters of the .....



		<p>..... Baltic and Black Sea during the Crimean War. One-cylinder horizontal direct-acting single-expansion steam engines built by John Penn and Sons, with two boilers, provided 20 nominal horsepower through a single screw, sufficient for 6.5 knots (12.0 km/h; 7.5 mph).</p> <p>1 Jan 1856 All gunboats are to be commissioned as independent commands with a crew of 36 men and officers.</p> <p>19 Feb 1856 Lieutenant W. R. Stubbs appointed in Command.</p> <p>24 Feb 1856 <i>Avon</i> and <i>Prospero</i>, from Pembroke Dock, arrived Plymouth with <b><i>Pet</i></b> and <b><i>Nettle</i></b>. Both were taken into the basin dock at Devonport to have their engines and boilers fitted.</p> <p>24 Feb 1856 at Devonport. Now being commissioned.</p> <p>23 Apr 1856, Present at Fleet Review, Spithead; Blue Squadron; Commander Stubbs.</p> <p><b>1865 <i>Pet</i> was Hulked.</b></p> <p>1870 <b><i>Pet</i></b> utilised Coal Depot, at Portsmouth.</p> <p>1879 at Portsmouth.</p> <p><b>12 April 1904 Sold out of service to Castle &amp;Co. for breaking.</b></p>			
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133.	<b><i>Nettle.</i></b>	Screw Gunboat. <b><i>Cheerful class.</i></b>	2.	Wood.	.	9 Feb 1856.	Designed by W. H. Walker (who also designed the preceding Dapper and Albacore classes). The ships were of particularly shallow draft for coastal bombardment in the shallow waters of the Baltic and .....
		 <p style="text-align: center;">Gun-boat.</p>		<p>..... Black Sea during the Crimean War. One-cylinder horizontal direct-acting single-expansion steam engines built by John Penn and Sons, with two boilers, provided 20 nominal horsepower through a single screw, sufficient for 6.5 knots (12.0 km/h; 7.5 mph).</p> <p>All gunboats from 1 Jan 1856, are to be commissioned as independent commands with a crew of 36 men and officers.</p> <p>19 Feb 1856 Lieutenant A.T. Key appointed in Command.</p> <p>24 Feb 1856 <i>Avon</i> and <i>Prospero</i>, from Pembroke Dock, arrived Plymouth with <i>Pet</i> and <b><i>Nettle</i></b>. Both were taken into the basin dock at Devonport to have their engines and boilers fitted.</p> <p>24 Feb 1856 at Devonport. Now commissioned.</p> <p>23 Apr 1856, Present at Fleet Review, Spithead; Blue Squadron; Commander Key.</p> <p>1860 Tender to <i>Terror</i>, at Bermuda.</p> <p><b>Oct 1867 Broken-Up at Bermuda.</b></p>			

134.	<b><i>Rambler.</i></b>	Screw Gunboat. <b><i>Cheerful class.</i></b>	2.	Wood.	.	21 Feb 1856.	Designed by W. H. Walker (who also designed the preceding Dapper and Albacore classes). The ships were of particularly shallow draft for coastal bombardment in the shallow waters of the Baltic and .....
		<p>..... Black Sea during the Crimean War. One-cylinder horizontal direct-acting single-expansion steam engines built by John Penn and Sons, with two boilers, provided 20 nominal horsepower through a single screw, sufficient for 6.5 knots (12.0 km/h; 7.5 mph).</p> <p>Laid down as <i>Ramble</i> at Pembroke Royal Dockyard, but renamed at launch.</p> <p>All gunboats from 1 Jan 1856, are to be commissioned as independent commands with a crew of 36 men and officers.</p> <p>23 Apr 1856, Present at Fleet Review, Spithead; Blue Squadron; Commander Rivington.</p> <p><b>7 Jan 1869 Breaking completed at Haslar.</b></p>					



135	<b>Decoy.</b>	Screw Gunboat. <b>Cheerful class.</b>	2.	Wood		21 Feb 1856.	Designed by W. H. Walker (who also designed the preceding Dapper and Albacore classes). The ships were of particularly shallow draft for coastal bombardment in the shallow waters of the Baltic and .....
<p>..... Black Sea during the Crimean War. One-cylinder horizontal direct-acting single-expansion steam engines built by John Penn and Sons, with two boilers, provided 20 nominal horsepower through a single screw, sufficient for 6.5 knots (12.0 km/h; 7.5 mph).  All gunboats from 1 Jan 1856, are to be commissioned as independent commands with a crew of 36 men and officers.  24 Feb 1856 The <i>Avon</i> departed on Wednesday. for Pembroke with masts and rigging and seamen riggers, to bring the <i>Wrangler</i> and <i>Decoy</i>, steam gun boats to Plymouth, where they will be fitted with engines and boilers.  23 Apr 1856, Present at Fleet Review, Spithead; Blue Squadron; Commander Clark.  <b>1869 Broken-Up.</b></p>							
136.	<b>Janus.</b>  <b>Or James.</b>	Screw Gunboat. <b>Clown class.</b> Gaff rigged.	2.	Wood.	.	8 Mar 1856.	Clown-class gunboats were a class of twelve gunboats ordered by the Royal Navy in Jan 1856 for use in the Crimean War, although by the time they were completed, later that year, the Crimean War was over and some of these gunboats were sent to the Far East .....
<div data-bbox="432 627 1279 1098" data-label="Image"> </div> <p>..... and took part in the Second Opium War. The Clown class was an improved version of the preceding Cheerful class designed by W. H. Walker. The ships were wooden-hulled, with steam power as well as sails, and of particularly shallow draught (design draught 4 feet (1.2 m)) for coastal bombardment in shallow waters. Ships of the class were provided with a typical "gunboat rig" of three gaff rigged masts with a total sail area of 4,889 sq. feet (454.2 m<sup>2</sup>). Their propulsion was from one-cylinder horizontal direct-acting single-expansion steam engine built by John Penn and Sons, with two boilers, provided 40 nominal horsepower through a single screw, sufficient for 7.5 knots (13.9 km/h; 8.6 mph).  All gunboats from 1 Jan 1856, are to be commissioned as independent commands with a crew of 36 men and officers.  23 Apr 1856, Present at Fleet Review, Spithead; Blue Squadron;</p> <p>Commander Robson.  13 Nov 1857 arrived at Hongkong, from Plymouth, Lieutenant W. H. Jones.  28 Nov 1857 at Hongkong. 15 Jan 1858 in the Canton River. 27 Feb 1858 at Hongkong. 15 Mar 1858 back in the Canton River.  1 Oct 1856-26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels.  31 Mar 1859 at Hongkong. 25 Jun 1859 Action: fought at the Peiho Forts. 5 Jul 1859 in the Gulf of Pecheli. 10 Aug 1859 at Kintang.  24 Aug 1859 at Shanghai. 30 Mar 1860 at Hongkong. 8 Jul 1860 on the North China coast. 26 Jul 1860 in the Gulf of Pecheli.  16 Nov 1860 on the North China coast. 16 Mar 1861 at Shanghai. 12 May 1861 on the North China coast. 29 May 1861-15 Dec 1862 at Hongkong.  21 Jan 1864 in Singapore harbour, Commander Adams.</p>							

18 Jul 1867, action taken against pirates. 1869 hulked. 1870 in China Sea.  
 1869 She was used as a coal lighter and she was renamed **Y.C. 6**.  
**1917 She was sold after being wrecked in typhoon.**

137.	<b>Drake.</b>	Screw Gunboat. <b>Clown class.</b> Gaff rigged.	2.	Wood.	.	8 Mar 1856	Clown-class gunboats were a class of twelve gunboats ordered by the Royal Navy in Jan 1856 for use in the Crimean War, although by the time they were completed, later that year, the Crimean War was over and some of these gunboats were sent to the Far East .....
				<p>... .. and took part in the Second Opium War. The Clown class was an improved version of the preceding Cheerful class designed by W. H. Walker. The ships were wooden-hulled, with steam power as well as sails, and of particularly shallow draught (design draught 4 feet (1.2 m)) for coastal bombardment in shallow waters. Ships of the class were provided with a typical "gunboat rig" of three gaff rigged masts with a total sail area of 4,889 sq. feet (454.2 m<sup>2</sup>). Their propulsion was from one-cylinder horizontal direct-acting single-expansion steam engine built by John Penn and Sons, with two boilers, provided 40 nominal horsepower through a single screw, sufficient for 7.5 knots (13.9 km/h; 8.6 mph). All gunboats from 1 Jan 1856, are to be commissioned as independent commands with a crew of 36 men and officers.        23 Apr 1856, Present at Fleet Review, Spithead; Blue Squadron; Commander Pelle.</p>			

18 Oct 1857 arrived at Hongkong, from Plymouth, Lieutenant Arthur.  
 15 Nov 1857 at Hong Kong.  
 1 Oct 1856-26 Jun 1858 Parliamentary Grant of £33,000, for services (in lieu of Prize Money) on the China Station to be divided between 56 Vessels.  
 15 Jan 1858 in the Canton River. 21 May 1859 at Macao. 4 Jun 1859 back in the Canton River. 15 Nov 1859 at Hong Kong. 8 Jul 1860 On the North China coast. 26 Jul 1860 operating in the Gulf of Pechelee. 16 Nov 1860 On the North China coast. 15 Nov 1861 at Shanghai.  
 1 Dec 1861-15 Dec 1862 at Hong Kong.  
**9 February 1869 she was sold out of service at Hong Kong.**  
**[All vessels after this were screw].**

138.	<b>Alert.</b>	Screw Gunboat. <b>Cruizer-class</b> sloop.	17.	Wood.	Jan 1855.	20 May 1856.	She was ordered 2 Apr 1853. The wooden sloops of the Cruizer class were designed under the direction of Lord John Hay, and after his "Committee of Reference" was disbanded, their construction was supervised by the new Surveyor of the Navy, Sir Baldwin Walker. ....
		<p>..... Ordered together with her co-ship <i>Falcon</i> on 2 April 1853, (see item 125 above). 1855 <b>Alert</b> was laid down at the Royal Dockyard, Pembroke in Jan. (see to left). HMS <i>Alert</i> was a 17-gun wooden screw sloop of the Cruizer class of the Royal Navy. She was the eleventh ship of the Royal Navy to bear the name (or a variant of it), and was noted for her Arctic exploration work; in 1876 she reached a record latitude of 82° North. <b>Alert</b> briefly served with the US Navy, and ended her career with the Canadian Marine Service as a lighthouse tender and buoy ship. She was fitted-out at Chatham with a two-cylinder horizontal single-expansion steam engine, which was supplied by Ravenhill &amp; Salkeld at a cost of £6,052 and generated an indicated horsepower of 383 h.p. (286 kW); driving a single screw, this gave a maximum speed of 8.8 knots</p>					

(16.3 km/h). The class was given a barque-rig sail plan. Commissioned 21 Jan 1858. **Alert** spent the first 11 years of her life on the Pacific Station, based at Esquimalt, at the southern tip of Vancouver Island, North-Western Canada. **Alert** Bay, British Columbia is named after the ship, and nearby Pearse Island, at the north entrance to Johnstone Strait, is named after Commander William Alfred Rumbulow Pearse, her commanding officer. Her service on the Pacific station was the type of work for which her class had been designed—the policing of Britain's far-flung maritime empire.

1860 she was in the Pacific.



During this period, it returned to Plymouth between Oct 1861 and May 1863 for a refit.

24 Feb 1863 Completed major repairs in No 4 dock at Devonport. To be rigged for the 1st division of the steam reserve.

14 May 1863 at Devonport. Commissioned. Ready for her return to the Pacific.

1864 on the Pacific station. Report of [Entozoa, Eruptive fever, fever, and VD etc](#) onboard: [number](#) of Cases of Disease and Injury.

A photograph exists of **Alert** at Esquimalt, British Columbia from 1867, and it is further attested to by the following extract from **The Colonist Newspaper**: - The '**Alert**' Taken! – On Wednesday, H.M.S. **Alert** was taken without resistance on the part of her officers and crew, who are believed to have lent themselves to the plot. The ship was lying at anchor in Esquimalt harbour when the affair occurred, and the time chosen by the enemy was noon-day. The captor was Mr. Robinson the Photographer, and the only weapons he used in effecting his object were a Camera, and a bit of glass.

— **The Colonist, 5 July 1866.**

30 May 1868 **Alert** paid off at Plymouth on and was placed in the Steam Reserve.

1870 at Devonport.

When converted for Arctic exploration in 1874, her armament was reduced to a token outfit of four Armstrong breech-loaders.

1874 **Alert** was taken in hand for conversion to the role of Arctic exploration. Her single-expansion engine was replaced with an R & W Hawthorn compound-expansion engine, it was reboilered to 60 pounds per square inch (410 kPa), her armament was reduced to four guns and her hull was strengthened with felt-covered iron. Above the waterline it was sheathed with teak, and below it, Canadian elm and pitch-pine. The modifications caused her displacement to increase to 1,240 tons. The British Arctic Expedition was commanded by Captain George Strong Nares, and comprised **Alert** (Captain Nares) and *Discovery* (Capt. Henry Frederick Stephenson). The expedition aimed to reach the North Pole via Smith Sound, the sea passage between Greenland and Canada's northernmost island, Ellesmere Island. Contemporary geographers proposed that there could be an Open Polar Sea, and that if the thick layer of ice surrounding it were overcome, access to the North Pole by sea might be possible. Ever since Edward Augustus Inglefield had penetrated Smith Sound in 1852, it had been a likely route to the North. Despite finding heavier-than-expected ice, the expedition pressed on. Leaving *Discovery* to winter at Lady Franklin Bay, **Alert** pressed on a further 50 nautical miles (93 km; 58 miles) through the Robeson Channel, establishing her winter quarters at Floeberg Beach. Spring 1876 saw considerable activity by sledge, charting the coasts of Ellesmere Island and Greenland, but [scurvy](#) had begun to take hold, with **Alert** suffering

the greatest burden. On 3 April the second-in-command of **Alert**, Albert Hastings Markham, took a party north to attempt the Pole. By 11 May, having made slow progress, they reached their greatest latitude at 83° 20' 26" N. Suffering from snow blindness, scurvy and exhaustion, they turned back. The expedition was rewarded on its return; Nares was knighted, Markham was promoted to captain. The geography of northern Canada and Greenland is dotted with the names of those connected with the expedition: Nares Strait, Nares Lake, Markham Ice Shelf, Ayles Ice Shelf, and Mount Ayles. The northernmost permanently inhabited place on earth, the settlement of **Alert** at the northern point of Ellesmere Island, was named for the ship.

1878 converted to a Survey ship.

**Survey (1876–1884):** **Alert** recommissioned at Chatham on 20 August 1878 under the command of Captain Sir George Strong Nares for a survey of the Strait of Magellan. On 12 March 1879 Captain John Fiot Lee Pearse Maclear took command, and under him she went to Australia Station and the Pacific. She was employed in surveying, but the presence of Doctor Richard Coppinger, her surgeon, ensured that she also made a huge contribution to the field of zoology. Coppinger, who had also served in the Arctic expedition, was an accomplished naturalist and his collections from the period 1878–1882, which included indigenous cultural artefacts purloined, as he admitted, from Mutumui sites on Clack Island, added 1,300 species to the National Collection. **Alert** was paid-off at Sheerness on 20 September 1882.

20.8.1878 Recommissioned at Sheerness. 1879 Pacific as a Survey Vessel, 4 guns. 1884 given to American research society. 1884 acquired by U.S.N.

**Loan to the US Navy (1884):** Adolphus Greely led the Lady Franklin Bay Expedition to the Arctic in 1881. Two supply ships failed to reach his party, and a relief expedition in 1883 also failed to extract the team. The US Navy put together a further relief expedition in 1884 under Captain W. S. Schley, and **Alert** was offered. She was loaned to the US Navy under the command of Captain George W. Coffin on 20 Feb 1884, and was used to set up supply dumps to support USS Bear in the extrication of Greely and his men. Two members of Greely's expedition, Lieutenant James B. Lockwood and Sergeant David Legge Brainard had achieved a new record of 83° 30' N, just 4 miles (6.4 km) closer to the Pole than Markham had achieved in 1876. Lockwood and 19 other members of the expedition died; Greely, Brainard and four others survived.

1885 loaned to Canada.

**Loan to the Canadian Government:** In Sep 1880, the United Kingdom transferred its rights of Arctic sovereignty to Canada. From 1884 to 1886 the Canadian Marine Service of the Department of Marine and Fisheries sent an expedition to Hudson Bay to establish observation posts and to estimate the length of season for ice-free navigation. A former lieutenant of the Royal Navy, Andrew Robertson Gordon, was placed in command, and a suitable ship was sought. Having finished her work with the US Navy, **Alert** seemed the ideal vessel for the task. She was sailed to the Royal Naval Dockyard, Halifax and transferred by the senior naval officer to the marine agent of the Department of Marine and Fisheries. The **Alert** was a screw steamship, barque rigged, of about 700 tons gross, constructed as to be capable of resisting great ice pressure, and her engines being only 50 nominal horsepower, the screw is small, so that in every way she was well adapted for the work of the expedition.

— **Andrew Robertson Gordon.**

In 1886 she carried Captain Markham, who had been second-in-command of **Alert** during the 1876 Arctic Exploration, and now represented the interests of a railway company interested in building a line from Winnipeg to Hudson Bay. Capt. Markham left the ship at York Factory, Manitoba and returned by the Hayes River canoe route.

After the last Hudson Bay expedition in 1886, **Alert** was reconfigured as a light-house supply vessel and buoy tender. Her topmasts and sail yards were removed, and a wheelhouse was built abaft the remains of the main mast. She worked at first in Nova Scotia, but as her wooden hull showed signs of deterioration, she was moved to the Gulf of Saint Lawrence, sailing out of Quebec. Thirty years after her launch little was

left of her original appearance; in essence she was now a small, old, low-powered steamer showing the scars of hard labour and many an ungainly conversion. Nevertheless, she continued to give useful service until the last decade of the nineteenth century.

Nov 1894 C.G.S. **Alert** was laid up and sold, the bill of exchange being forwarded to the British Admiralty, (since she was still officially on loan), the total sum being 814 pounds, 2 shillings and 7 pence (£814. 2s. 7d.).

**Legacy:** CFS **Alert**, a Canadian military listening post, "**Alert, Nunavut**" the world's northernmost continuously inhabited settlement, and **Alert Bay**, British Columbia, are named after the ship.

**1894 Decommissioned and sold out of service.**

**1894 sold and Broken-Up. The ship was probably broken up at an undisclosed location.**

139.	<b>Cordelia.</b>	Screw Sloop. <b>Racer-class</b> sloop.	11.	Wood.	Oct 1855.	3 July 1856.	Ordered 3 Apr 1854. 3 Apr 1854 date of order for building vessel - 1 of 5 of the Racer Class, which also included the <i>Icarus</i> , <b>Cordelia</b> , <i>Gannet</i> , and <i>Pantaloon</i> . .....
		<p>..... Built of a traditional wooden construction, the Racer class were a lengthened version of the <i>Swallow-class</i> sloop, which in turn had been intended as "type of screw vessel below the <i>Cruizer</i>". The extra length gave greater speed, and combined with a considerable increase in power, this gave a speed of about 10 knots (19 km/h), rather more than the 7 knots of the previous class. Propulsion was provided by a James Watt &amp; Co two-cylinder horizontal single-expansion steam engine developing 461 indicated horsepower (344 kW) and driving a single screw. At maximum power under steam, her top speed was about 9.9 knots (18.3 km/h). A barque rig of sails was carried, which meant she had three masts with a square rig on the fore and main masts. The total cost was £33,428, of which the machinery cost £9,014. Completed at Plymouth. Commissioned 11 Apr 1857, under Commander Charles Egerton Harcourt-Vernon and initially sent to the East Indies Station until being assigned to the Australia Station in 1859.</p> <p>1858 at the island of Apia, (Apia is the capital and the largest city of Samoa. From 1900 to 1919, it was the capital of German Samoa. The city is located on the central north coast of Upolu, Samoa's second largest island. Apia is the only city in Samoa and falls within the political district of Tuamasaga).</p> <p>1859 at the island of Savii, (The island is the fifth largest in Polynesia, behind the two main islands of New Zealand and the Hawaiian Islands of Hawaii and Maui).</p> <p>Dec 1859 at Moreton Bay.</p> <p>1860 on the Australian Station.</p> <p>In 1860 she served in the First Taranaki War. Command passed in June 1861 to Commander Francis Alexander Hume; on returning to the UK, she was paid off at Plymouth on 2 April 1862.</p> <p>23 June 1864 Devonport. Commissioned for Irregular or particular service and North America and West Indies Station.</p> <p>23 Jun to 30 Sep 1864 Irregular or particular service. Medical report: <a href="#">number</a> of Cases of Disease and Injury.</p>					



		24 June 1864 She was recommissioned on under Commander John Binney Scott and then served in the North American and West Indies Station until she was paid off on 9 July 1868 at Plymouth; meanwhile Commander Thomas Alexis De Wahl had been given command on 3 March 1865 when Scott became invalided, and was in turn succeeded on 16 September 1867 by Commander Charles Parry. 1 Oct-31 Dec 1864 North America and West Indies Station. Report of <a href="#">apoplexy</a> onboard. <a href="#">Number</a> of Cases of Disease and Injury. 1870 Decommissioned. <b>12 May 1870 Sold for breaking.</b>					
140	<b>Diadem.</b>	Screw Frigate. 5th rate. screw frigate	32	Wood		14 Oct 1856	Aug 1857 Commissioned, but unable make up a full crew until Jan 1858. 1860 Channel Squadron. 1870 Portsmouth. 1875 Sold-off out of service.
141.	<b>Doris.</b>	Frigate. screw frigate.	32.	Wood.	.	25 Mar 1857.	1860 in the Mediterranean. <a href="#">Late 1862</a> , at Alexandria, Egypt. 1870 at Devonport. 1879 still at Devonport. 1885 sold-off out of service.
<b>Jul 1857: George Ramsay, C.B. R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.</b>							
142.	<b>Melpomene.</b>	Screw Frigate.	51.	Wood.	1848.	8 Aug 1857.	1848 designed to be armed as follows: 50 guns, namely: main-deck, 30 x 8-inch; 65 cwt., 9 feet long; quarter-deck and forecastle, 22 x 32-pounders, 45 cwt., 8 feet 6 inches long; waist, 8 32-pounders, 40 cwt., 8 feet long, on Hardy's compression carriages. 20 Dec 1848 under construction at Pembroke Royal Dockyard. Converted to screw on stocks. 1860 operating in the Mediterranean. 1870 at Portsmouth. 1875 sold and Broken-Up.
143.	<b>Gannet.</b>	Screw Sloop. <b>Racer-class</b> screw sloop.	11.	Wood.	Dec 1856.	29 Dec 1857.	Ordered 3 Apr 1854 date of order for building vessel - 1 of 5 of the Racer Class, which also included the <i>Icarus</i> , <i>Cordelia</i> , <b>Gannet</b> , and <i>Pantaloön</i> . .....



..... Built of a traditional wooden construction, the Racer class were a lengthened version of the *Swallow*-class sloop, which in turn had been intended as "type of screw vessel below the *Cruizer*". The extra length gave greater speed, and combined with a considerable increase in power, this gave a speed of about 10 knots (19 km/h), rather more than the 7 knots of the previous class. Propulsion was provided by a James Watt & Co two-cylinder horizontal single-expansion steam engine developing 461 indicated horsepower (344 kW) and driving a single screw. At maximum power under steam, her top speed was about 9.9 knots (18.3 km/h). A barque rig of sails was carried, which meant she had three masts with a

square rig on the fore and main masts. The total cost was £33,428, of which the machinery cost £9,014.  
 1860 Mediterranean.  
 21 Aug 1868 arrived at Hopedale.  
 1870 at Devonport.  
 1876 Sold.  
**Feb 1877 Broken-Up.** Photo above, HMS Gannet at Chatham

144.	<b>Orlando.</b>	Screw Frigate. <b>Mersey-class.</b> steam-powered (although fully rigged with sails) screw frigate.	51.	Wood.	November 1856.	16 Jun 1858.	Ordered 31 Mar 1855. Completed 21 April 1859 at Portsmouth Dockyard. Commissioned 17 Dec 1861. HMS <b>Orlando</b> was a Mersey-class wooden-hulled steam-powered (although fully rigged with sails) screw frigate built for the Royal Navy from 1856 to 1858 but not commissioned until 1861. <b>Orlando</b> and her sister ship <i>Mersey</i> were the <u>longest wooden warships</u> built for the Royal Navy. At 336 feet in length, <b>Orlando</b> was nearly <u>twice the length</u> of <i>Victory</i> , (the flagship of Admiral Horatio Nelson at the Battle of Trafalgar). .....
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..... At 5,643 tons displacement, she was certainly a large and impressive looking ship in her day. She was heavily armed, and in comparison, to many of her counterparts was quite fast with an approximate speed of 12½ knots, achieving 13½ on trials. The length, the unique aspect of the ship, was actually an Achilles' heel of *Mersey* and *Orlando*. The extreme length of the ship put enormous strains on her hull due to the unusual merging of heavy machinery, and a lengthy wooden hull, resulting in her seams opening up. They were pushing the limits of what was possible in wooden ship construction: - Even the biggest of the 5,000-6,000-ton wooden battleships of the mid-to-late 19th century and the 5,000-ton wooden motorships constructed in the United States during World War I did not exceed 340 feet in length or 60 feet in width. The longest of these ships, the *Mersey-class* frigates, were unsuccessful, and one, HMS *Orlando*, showed signs of structural failure after an 1863 voyage to the United States. The *Orlando* was scrapped in 1871 and the *Mersey* soon after. Both the *Mersey-class* frigates and the largest of the wooden battleships, the 121-gun *Victoria class*, required internal iron strapping to support the hull, as did many other ships of this kind. In short, the construction and use histories of these ships indicated that they were already pushing or



had exceeded the practical limits for the size of wooden ships. Britain had built two long frigates in 1858 – HMS *Mersey* and HMS *Orlando* - the longest, largest and most powerful single-decked wooden fighting ships. Over 335 feet long, they suffered from the strain of their length, proving too weak to face a ship of the line in close quarters.

The "*Orlando*" was designed as a 40-gun frigate, but actually built as a 50-gun frigate and no alteration made in her at Pembroke in the progress of building. The bulkheads of her magazine were put up at Pembroke ; the fittings of the interior part of the magazine for receiving the powder were done at Keyham ; and it was not until these fittings were completed that they found that the quantity of powder that the ship would stow was not equal to the quantity which the Ordnance Department said she must take as her supply. The deficiency of room was for about 200 cases ; an alteration was therefore proposed by the officers, - and approved by the Surveyor, for taking a piece out of the spirit-room and adding it to the after magazine, and for taking down the light-room and lighting it from the outside of the shaft alley passage. These alterations were carried out at an expense of about £400. The cause of the magazine being insufficient to hold its powder was partly that the "*Orlando*" was built for 50 guns instead of 40, and partly that the Ordnance nearly doubled the establishment of shells to be taken on board the ship. Other alterations of minor importance were made in the fittings of the "*Orlando*."

1860 she was at Devonport, her guns reduced to 50 guns.

2 Jul 1862 Sheerness. Commissioned for Service in the Mediterranean.

1864 Mediterranean Station. Reports of [Diarrhoea, Fevers, Heart disease, and Intermittent Fevers](#) onboard. [Number](#) of Cases of Disease and Injury.

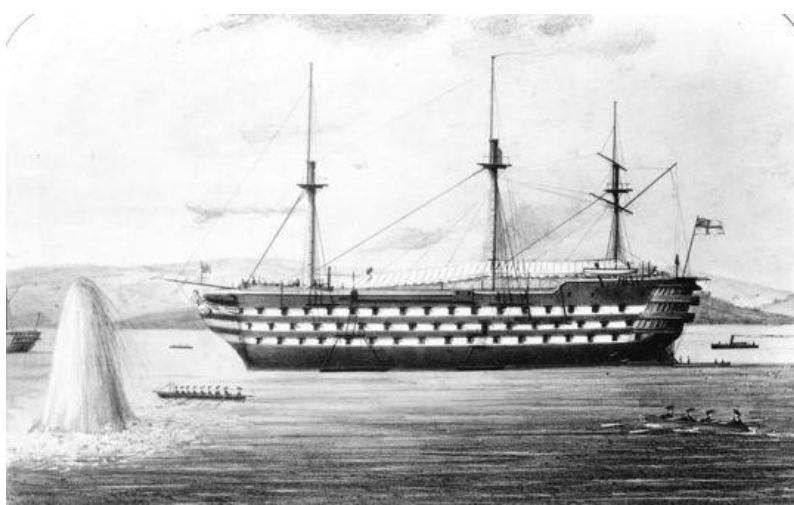
1866 Orlando was laid-up.

1870 Devonport, her guns reduced to 46 guns.

**15 June 1871 Sold for breaking Up.**





145.	<b>Windsor Castle.</b> Built as HMS <b>Victoria.</b> 6 Jan 1855 Renamed HMS <b>Windsor Castle.</b> 1869 Renamed HMS <b>Cambridge.</b>	Screw Battleship. 1st rate. Ship of the line. Triple-decker.	100.	Wood.	May 1844. Laid & Built as 116-gun sailing ship HMS <b>Victoria.</b> Converted to screw on the stocks.	26 Aug 1858.	Designed by Sir W. Symonds. Ordered 3 Oct 1833. May 1844 Laid down as sailing 116-gun <b>Victoria</b> at Pembroke Royal Dockyard. Converted to screw whilst still on her stocks. Jan 1846, Windsor Castle, 110, by Sir W. Symonds, timbers not prepared, at Pembroke Royal dockyard, surmised as insufficient of quality timber was actually available locally in Wales. Reordered on 29 Jun 1848 to modified sail design. Reordered on 28 Feb 1857 to modified steam design. Built as HMS <b>Victoria.</b> .....
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6 Jan 1855 Renamed HMS **Windsor Castle.**  
 She was a triple-decker, 102-gun first-rate Royal Navy ship of the line. She was laid down at Pembroke Royal Dockyard as HMS **Victoria** in 1844, to the design of HMS **Queen**. She was intended to carry 110 guns, but work was suspended. She was reordered on 29 June 1848 to a modified design, and reordered again on 28 February 1857 when she was ordered to be converted from sail to mixed sail/steam propulsion whilst on the stocks and to be fitted with 120 guns. She was renamed **Windsor Castle** on 6 January 1855 and launched on 26 August 1858, having since been reduced to carry 116 guns, and then 102 guns. She cost a total of £117,030, £84,555 spent on her hull as a sailing vessel, her conversion had cost another £14,878. 204 feet long, and of 4971 tons displacement, she had a crew of 930, but almost immediately entered the first-class steam reserve -**The Times** reported on 13 Sep 1860 reported her as among the "ships and gunboats in the first-class steam reserve which could be got ready for the

pennant at a short notice".  
 1860 at Devonport. By 1862 she had been reduced to 97 guns.  
 1869 Renamed **Cambridge.**  
 1869 Ex **Windsor Castle** renamed **Cambridge** and became Gunnery Ship, Devonport.  
**The Gunnery School:** - She was renamed HMS **Cambridge** in 1869, when she replaced a ship of the same name as gunnery ship off Plymouth. She was later joined by HMS **Calcutta** as her tender, with a wooden bridge between the bow of HMS **Cambridge** and the stern of the **Calcutta**.  
 1 Apr 1876 Recommissioned, at Devonport.  
 Other of her tenders included: -HMS **Gorgon**, **Plucky** and **Sabrina** (around 1877) and HMS **Bonetta**, **Bulldog**, **Cuckoo**, **Hecate**, **Plucky**, **Sabrina**, **Snap**  
 1879 Gunnery Ship, Devonport: Tenders - "**Gorgon**", "**Plucky**" and "**Sebrina**".  
 1 Jan 1889 New books opened.  
 (Around 1890), and **Undaunted** (from 1901). In 1890, some of her officers were listed as bound for **Foudroyant** and **Perseus**.  
 1890 Gunnery Ship, Devonport. Includes officers borne for **Foudroyant** and **Perseus**. Tenders: "**Bonetta**", "**Bulldog**", "**Cuckoo**", "**Hecate**", "**Plucky**", "**Sebrina**" and "**Snap**".

		<p>Mar 1891 ships' companies of the vessels in harbour at Devonport have been granted four days' leave during Easter, and the gunnery instruction on the <b>Cambridge</b> is adjourned for this period.</p> <p>Jan 1892 One of the rifle ranges used by men under training has been closed until the butts are improved, being, at present, a danger to the public. Situated on the Cornish side of the Hamoaze, a number of bullets have been picked up recently by farm labourers working in the neighbouring fields.</p> <p>Jan 1892 Gunnery Practice, carried out by gunboats attached to the <b>Cambridge</b> was suspended for a few days, early in the month, but has now been resumed. However, an inquiry is to be undertaken, which will include representative from the fishing industry etc. which will hope to improve the safety of those working in local waters.</p> <p>In June 1902 she was at Devonport, when Rear-Admiral Assheton Curzon-Howe hoisted his flag on board as second in command of the Channel Squadron.</p> <p>30 Oct 1907 She was towed on to No. 5 Basin of the Royal Dockyard to enable the gunnery school to move ashore into the Naval Barracks, paid off on 4 Nov 1907 and sold to Cox &amp; Co. on 24 June 1908 for breaking up at Falmouth.</p> <p><b>1908 Sold out of the Service.</b></p> <p><b>24 June 1908 Sold for breaking-Up.</b></p>					
146.	<p><b>Revenge.</b></p> <p>1891 renamed <b>Empress.</b></p>	<p>Screw Battleship. 2nd Rate. screw powered</p>	91.	Wood.	.	<p>16 Apr 1859.</p>	<p>Converted to screw whilst still on her stocks. 1860 at Devonport.</p> <p>During the period 1859 - 1865 spent some time in the Mediterranean. 11 Jul 1862 at Portsmouth. Commissioned for Service in the Mediterranean. ....</p> <p>..... 1864 on the Mediterranean Station. Reports of <a href="#">Fevers</a> and <a href="#">Scarlatina</a> onboard. <a href="#">Number</a> of Cases of Disease and Injury.</p> <p>1865 - 1869 Coast Guard Service and Guardship at Pembroke.</p> <p>1870 entered Devonport for refit.</p> <p>12 Jan 1871 having completed her refit at Keyham departed for the Eddystone and back for trials of her machinery.</p> <p>1872-1890 Guardship at Queenstown, Ireland, used as a base ship.</p> <p>1 Jul 1876 Recommissioned at Queenstown, Ireland.</p> <p>1879 Flag Ship, at Queenstown.</p> <p>1879 Officers borne additional for Haulbowline Yard.</p> <p>1879 Tenders: <i>Gipsy</i> (Harbour Service); <i>Goshawk</i>; <i>Shamrock</i> (tug).</p> <p>Apr 1886 still at Queenstown, Ireland.</p> <p>1890 <b>Revenge</b> renamed <b>Empress</b>, Training Ship.</p> <p>Jan 1921 lent to the Clyde Industrial Training Ship Association.</p>
							
		<p><b>1923 sold and Broken Up.</b></p>					
147.	<p><b>Greyhound.</b></p>	<p>Screw Sloop.</p> <p><b>Greyhound-class</b> sloop.</p>	17.	Wood.	.	<p>15 Jun 1859.</p> <p>The <i>Greyhound</i> class was a development of the Cruiser-class sloop, and comprised two 17-gun wooden screw sloops. They were both launched in 1859 and saw service with the Royal Navy until 1870. The class was reclassified as corvettes in 1862.</p>	

		1862 reclassified as corvette.				1860 she was in the Mediterranean undergoing trials. 9 Oct 1861 at Devonport. Commissioned. 5 Jun 1862 at Nassau. ....
		<p>..... 1 Jan-23 Nov 1864 On the North America and West Indies Stations. Report of <a href="#">Scarlatina</a> onboard. <a href="#">Number</a> of Cases of Disease and Injury. 23 Nov 1864 She was paid off.</p>  <p>17 Dec 1866 at Ascension, Commodore G. Phipps Hornby writes to the Secretary of the Admiralty forwarding a report from Commander Peile, of the Esprit, dated River Congo, 12 Nov 1866, regarding the destruction of a British factory, the property of Messrs Hatton and Cookson, and a Portuguese factory, owned by Senor Corriera, by about 1,000 natives, during which the Portuguese schooner of war Napier suffered about 13 casualties, which included 5 dead and a boat's gun was captured. 23 Dec 1866 at Ascension. 28 Jan 1867 at sea, in Lat. 1° 14' S., Long. 6° 55' W., when the Commodore sent his annual report to the Admiralty listing the vessels captured for slave trading and piracy etc. on the West Africa station, 2 vessels during the year ended 31 Dec 1866, one of which was restored to her owner. 12 Feb 1867 the Commodore writes a report on the slave trade during 1866 stating that it is in decline and he is only aware of one schooner escaping on 11 May with 125 slaves and 2 vessels being detained, albeit one of them being restored to her owner despite the fact that it was clearly fitted out for the slave trade. Whilst the trade may be carried on in one or two areas on a very minor scale, legal trade has increased immensely. However, on the negative side of the equation 6 officers and 33 men died on the station during the year ending Sep 1866, and 133 officers and ratings were invalided to the U.K., and at the same time he notes that with the decline in the slave trade the excitement has been lost and that the service on the station is now very monotonous and boring, and perhaps one should add a good thing too! 14 Feb 1867 at Sierra Leone, when the Commodore writes his regular report of proceedings to the Secretary of the Admiralty. It may be of interest that he notes that the Report of Proceedings for the Investigator for September and October 1866, has miscarried or gone missing and he's waiting for a duplicate. Sep 1869 placed into Harbour Service, proposed to be utilised as a Breakwater for Devonport 1870 stationed at Devonport. 1879 still at Devonport. And will be used as a hulk for Breakwater. 1890 still at Devonport. Hulk for Breakwater. <b>3 April 1906 Sold.</b></p>				
148.	<i>Immortalité.</i>	Screw Frigate.	50	Wood	1849	25 Oct 1859. 1848 designed to be armed as follows: 50 guns, namely: main-deck, 30 x 8-inch; 65 cwt., 9 feet long; quarter-deck and forecastle, 22 x 32-pounders, 45 cwt., 8 feet 6 inches long; waist, 8 32-pounders, 40 cwt., 8 feet long, on Hardy's compression carriages. ....
		<p>..... 1849 construction was commenced as a sailing ship. Jun 1856 by then in frame, she was ordered to be lengthened 14 feet by the stern, 33 feet 6 inches in midships, and 4 feet 6 inches by the bow, in order to adapt her for the screw. Converted to screw on slip.</p>				

Feb 1858, again lengthened 14 feet by the bow. The difference of expense between lengthening the bow 18 feet 6 inches at one operation, and doing it in two, has been estimated in the Controller's office at about £200, however, following the Commissioners inspection of the dockyards published in 1861 it was implied that little credibility could be attributed to any accounts that were produced.

17 Nov 1860 at Portsmouth. Commissioned for Service on the North America and West Indies Stations.

1 Jan to 15 July 1864 North America and West Indies Station. Reports of [fevers](#) onboard. [Number](#) of Cases of Disease and Injury.

15 July 1864 she was paid-off.

1870 she was at Portsmouth.

4 Jan 1871 the Flying Squadron, *Narcissus*, ***Immortalité***, *Cadmus*, and *Volage* departed from Plymouth Sound for Lisbon, Madeira, Barbadoes, and Jamaica, however they experienced very bad weather on sailing down the English Channel on Thursday and had to return to anchor in Torbay on the Saturday, sailing on the Sunday.

2 Apr 1871, for census, Lat 16. 30. N. Long 67.33 W. at sea.

8 Apr 1871 the Flying Squadron arrived at Jamaica and was joined by the *Pylades*.

22 Apr 1871 the Squadron departed for Havannah.

20 Jun 1871 departed from Halifax, Nova Scotia for Gibraltar.

20 Jul 1871 she arrived at Gibraltar.

2 Aug 1871 The Squadron joined by the *Topaze* and *Inconstant*: departed for off Ushant with the Mediterranean Squadron: *Pylades* and *Inconstant* to remain at Gibraltar.

11 Aug 1871 arrived off Ushant and involved in exercises with the *Reserve*, Mediterranean and Channel Squadrons, and was subsequently joined by the *Inconstant*, with despatches.

11 Sep 1871 at Portsmouth the Squadron arrived from Queensferry, Ireland, from which they departed last Saturday, and anchored at Spithead, having been cruising in the North Sea following the earlier exercises.

21 Oct 1871 The ***Immortalité***, *Inconstant* and *Volage* have given leave to their crews at Portsmouth, in alternate watches, the latter two being calked and



refitted in dock, whilst the former refits alongside, whilst the *Narcissus* and *Cadmus* have gone to Plymouth to give leave and be refitted at Devonport.

12 Nov 1871 *Narcissus* departed from Plymouth Sound for Portland, arriving Sunday, where she was expected to be joined shortly by the *Cadmus*, from Plymouth, and the remainder of the squadron from Portsmouth.

19 Nov 1871 the Flying or Detached Squadron, consisting of the *Narcissus*, *Topaze*, ***Immortalité***, *Inconsistent*, *Cadmus* and *Volage* departed from Portland for Vigo.

24 Nov 1871 arrived Vigo and put into quarantine, there being 2 cases of smallpox on board the *Narcissus*.

29 Nov 1871 the squadron departed for Lisbon, arriving on 3 Dec. Smallpox cases sent to hospital and squadron received pratique.

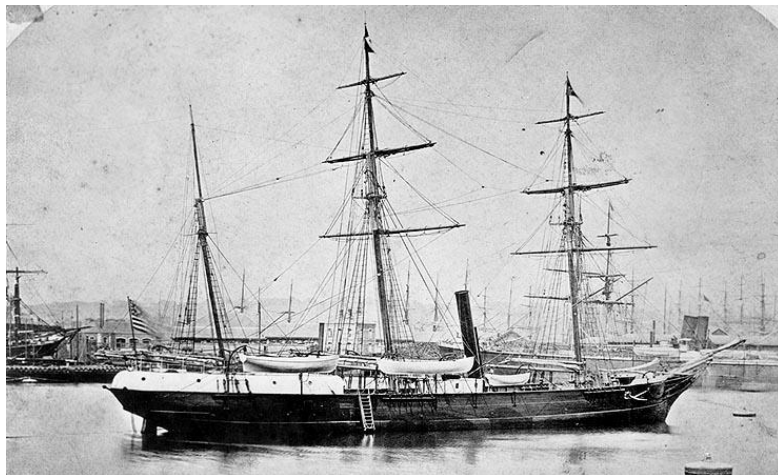
7 Dec 1871 the squadron departed for Madeira, arriving on the 10th inst., sailing on the 11th for Rio de Janeiro.

Dec 30, 1871 A large number of midshipmen have been appointed to join the Flying (Detached) Squadron.

18 Jan 1872 Rio Janeiro very hot and squadron departed for Simon's Town.

	<p>14 Feb 1872 Squadron arrived Cape of Good Hope. During the cruise out the ships and their crews had been involved in manoeuvres, gun exercises and other drills.</p> <p>27 Feb 1872 Cape of Good Hope, departed for Bombay.</p> <p>22 Apr 1872 arrived at Bombay.</p> <p>6 May 1872 departed for Mauritius.</p> <p>5 Jun 1872 arrived Mauritius, sailing for the Cape on the 20th inst.</p> <p>27 Jul 1872 arrived Cape of Good Hope, sailing for the St. Helena on the 27th inst.</p> <p>8 Aug 1872 arrived St. Helena, sailing for the Ascension on the 13th inst.</p> <p>17 Aug 1872 arrived Ascension, sailing for the Azores on the 20th inst.</p> <p>13 Sep 1872 arrived Azores, sailing for the Plymouth on the 16th inst.</p> <p>27 Sep 1872 arrived Plymouth Sound and departed for Portsmouth arriving Spithead on the 28th inst.</p> <p>1879 at Portsmouth, guns reduced to 28 in service.</p> <p>1883 Sold.</p>
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149.	<b>Espoir.</b>	Screw Gunboat. <b>Philomel-class</b> gun-vessel.	5.	Wood.	.	6-7 Jan 1860.	<p>Sister of <i>Pandora</i> (see item 153, below), and <i>Nimble</i> (see item 152, below).</p> <p>21 Aug 1860 at Devonport. Being Commissioned.</p> <p>27 Sep 1860 departed England for anti-slavery duties on the West Coast of Africa. ....</p>
						<p>..... 19 Nov 1860 detained off Shebar River in about Lat 7° 10' N., Lon 12° 40' W., a slave brig, (Name Unknown), Joseph Ross, master, having neither papers nor colours which was towed to Sierra Leone for adjudication, arriving the 20 Nov., and on 29 Nov 1860 sentenced to be condemned.</p> <p><b>Commander Douglas to the Secretary to the Admiralty:</b> - Sir, "<i>Espoir</i>", at Banana Island, November 26, 1860. I beg to report, for the information of my Lords Commissioners of the Admiralty, the capture of a vessel fitted for the Slave Trade by Her Majesty's steam-vessel under my command on the 19th instant.</p> <p>2. While lying at the Banana Islands with a great part of the ship's company sick, I received such positive information from his Excellency Colonel Hill of a slave-vessel being in the vicinity of the Gallinas, that I felt it my duty to go in search; I fell in with her on the evening of the 19th November, in Latitude 7° 10' north, Longitude 12° 40' west, at the time he was standing in for the Shebar river, and intended to ship his cargo of slaves that evening. The vessel did not show any colours or papers, and her name could not be ascertained. She was a brig of about 200 tons, fitted in all respects for the reception of slaves. The greater part of the crew were Spanish; I towed the vessel into Sierra Leone, where I placed her in the Vice-Admiralty Court for adjudication. I have, &amp;c. <b>(Signed) Sholto Douglas.</b></p> <p><b>Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty:</b> - Sir, "<i>Forte</i>", at Ascension, January 18, 1861. I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Commander Douglas, of the "<i>Espoir</i>", reporting the</p>	



capture of a brig fitted in all respects for the Slave Trade. I have, &c. **(Signed) Henry Keppel.** Enclosure in No. 67. **Commander Douglas to Commodore Edmonstone.** 12 Dec 1860 Ascension Sir, I beg to report the capture of a brig, fitted in all respects for the Slave Trade, on the 19th November, by Her Majesty's ship under my command. I received information from his Excellency Colonel Hill, on the 16th of November, that a brig had, a few days previously, landed money at the Gallinas river, for the purchase of slaves, for which she would return shortly. I accordingly proceeded to the above-named river; from the United States' schooner "Quail," who was at anchor there, I learned that a vessel had been expected on the previous night, for slaves. On this information I took a cruise to seaward for twenty-four hours, when I altered course for Sierra Leone. When running up the coast on the afternoon of November 19, at 4 P.m., I sighted a brig ahead, standing in towards the Shebar or Sherbro river, then distant twenty miles. I fired a gun to bring him to, but he did not show any colours. On boarding him he turned out to be fitted up with a slave-deck, and everything ready for 250 slaves, which it was their intention to have taken on board that night. My information proved to be wrong in stating that it was the Gallinas river where the slaves were to be shipped; I learned they were at the Shebar, where the captain was on shore awaiting the arrival of the vessel. I learned from the crew, as well as from the charts of the ship, that she had sailed from Teneriffe, about two months previously, and at this place she fitted out. I think the Slave Trade must be reviving about the Shebar and Gallinas rivers, as, after the capture of the above vessel, and during my stay at the Banana Islands, I twice received information of slaves at the Shebar, but on both occasions the news was too old to be acted upon. The natives were constantly in communication with the Shebar by canoes, and passage inside Sherbro Island. I have, &c. **(Signed) Sholto Douglas.**

14 Dec 1860 detained in Lat. 4° 44' S., Long. 14° 21' W., the slave vessel Clara Windsor, Juan Pablo, master, 677 slaves, having neither papers nor colours, was sent for adjudication to Sierra Leone, and on 15 Jan 1861 sentenced to be condemned.

22 Dec 1860 **Commander Douglas to Commodore Edmonstone.**

Sir, being in Latitude 4° 44' south, Longitude 14° 21' west, at noon, on the 14th instant, a sail was reported on the weather-bow. At 12-30 she altered course a little, to pass across my stern; on this I altered course in chase. As the vessel did not show any colours, I fired a blank gun; this having no effect I fired a shot, which brought her to. On boarding her she proved to be the Clara Windsor, of New York, with about 780 slaves on board, from the Cabenda, bound to Cape St. Mary's, in Cuba. No papers were found on board, or any one calling himself captain. 2. I gathered from the crew and officers that the vessel sailed from Cuba in August, under American colours; she was at the time intended for the Slave Trade, and it was the intention to dispose of her on arrival on the coast. 3. The original American crew, as well as a new crew of Spaniards and Portuguese, were on board, making a total of thirty-one in all. 4. It appeared from the statement of the American captain she had been boarded by HM steam vessel Torch, when under American colours, as well as by the United States' steamer "San Jacinto"; immediately the vessel changed hands the slaves were taken on board. 1,000 dollars had been paid as part of the purchase-money; the remainder was to have been paid in Cuba. I sent a lieutenant and twelve men on board, with orders to proceed to Ascension, at the same time taking twenty-nine of the crew on board my own ship, intending to make the best of my way to this port. I have, &c. **(Signed) Sholto Douglas.**

20 Jan 1861 arrived Little Popoe and landed the slave crew of the Clara Windsor, departing later the same day for Lagos.

22 Jan 1861 arrived at Lagos.

26 Jan 1861 departed Lagos to cruise off Whydah, to communicate with the *Alecto*, and join the Bights Division, and then cruised off Whydah until 4 Feb when she returned to Lagos to communicate with the *Ranger*.

5 Feb 1861 departed Lagos to cruise off Whydah and adjacent ports.

14 Feb 1861 arrived off Aghwey. 15 Feb 1861 departed Aghwey to cruise off Whydah. 23 Feb 1861 arrived Whydah to collect mail.

24 Feb 1861 departed Whydah for Ascension with dispatches for Admiral Keppel. 7 Mar 1861 arrived at Ascension. 14 Mar 1861 departed Ascension for Quittah.

28 Mar 1861 arrived Quittah, and departed later in the day on a cruise between Whydah and Fish Town. 16 Apr 1861 arrived at Lagos, to be in company with the Commodore.

22 Apr 1861 departed Lagos for Porto Novo. 28 Apr 1861 arrived Lagos. 29 Apr 1861 departed Lagos for the Benin River with the *Fideliter* in tow.

1 May 1861 arrived at Benin River. 2 May 1861 arrived Nun River, to communicate with the Niger expedition. 5 May 1861 arrived Brass River to enquire into the cause of an attack by some Brass Canoes on the *Sunbeam's* boat.

8 May 1861 arrived Lagos to meet Commodore not having ascertained the cause of the attack, but to assemble the Chiefs of the Brass River relative to the attack made by their canoes on a boat belonging to the Niger expedition. 14 May 1861 arrived in the Brass River.

23 May 1861 arrived Fernando Po to communicate with the Commodore and complete coaling.

3 Jun 1861 at sea in Lat 3 27 N., Lon 7 23 E., boarded the suspicious US brigantine *African*, at 11.50 am, and left the vessel after 15 minutes, the master not having answered some questions and was vague about others.

24 Jul 1861 off Asasi.

25 Sep 1861 the *Espoir* and *Sunbeam* report their safe arrival off Walker's Point Factory, in the River Nun after a most difficult, dangerous, and tedious ascent of the River Niger, and our hasty descent. I am glad to inform you that during the seventy-five days we have been up the river neither the "*Espoir*" nor the "*Sunbeam*" have lost any Europeans from sickness quinine apparently having been issued on a regular basis.

29 Sep 1861 departed for Lagos.

2 Oct 1861 reported ascent of the River Niger as far as Onitsha in July, August, and September.

1861 West Coast of Africa. At some time during this year ascended the River Niger.

25 Apr 1862 boarded the American brigantine *Potomac*, which Commodore Edmonstone subsequently stated had been seen and boarded by the *Espoir* at Isles de Los, and reported as suspicious.

22 Jul 1862 detained in Lat. 6° 45' S., Long. 12° 25' E., a slave barque, (Name Unknown), supposed *Traviata*, 250 tons, Vianna, master, fully fitted and ready for the Slave Trade. Having taken out of her fourteen of her crew, consisting in all of seventeen men, Spaniards and Portuguese, I detached Lieutenant Murray and a prize-crew of eleven men to take her for adjudication to the Vice-Admiralty Court at St. Helena and was duly sentenced to be condemned. From the statement of the crew, and other evidence, there is no doubt that this vessel was called the "*Traviata*", and that she fitted out at Cadiz, which place she left on or about the 16th May last. Her captain was a Portuguese named Vianna, who is well known to have been for many years engaged in this iniquitous Traffic, and who made it his boast on this occasion that although he had been captured by British cruisers six times, he had succeeded in carrying off five cargoes of slaves from this coast. In 1859 he was serving as mate of the Portuguese steamer "*Don Pedro*", one of the packets which run between this place and Lisbon, and having since then made two successful voyages as captain of slavers, he, on the 11th May last) left Lisbon for Cadiz to take command of the "*Traviata*". This notorious slave-dealer was allowed to leave Loanda in the Portuguese brig "*Assombro*", which sailed hence for Lisbon on the 25th ultimo, and we shall soon doubtless hear of his re-engaging in his former nefarious pursuits. It is worthy of note that his name was omitted in the announcement of the "*Assombro's*" departure, as published in the "*Official Gazette*," although it is invariably the practice to insert the names of passengers on board vessels leaving this port.

20 Sep 1862 detained at Cabenda the slave schooner *Britannia*.

15 Oct 1862 detained in River Congo the Dutch slave barque *Jane*, probably late *Fleet Eagle*, B A Prince, master, which was sent with a prize crew for adjudication to the Court of Mixed Commission, Sierra Leone, arriving on 1 Nov 1862, and sentenced to be condemned.

2 Nov 1862 detained at Mangue Grande a Portuguese slave launch, (Name Unknown), which was sent for adjudication to the Commission Court at Luanda and sentenced to be condemned.

		<p>12 Aug 1863 detained in Lat. 7° 34' S., Long. 12° 30' E., a slave brig, (Name Unknown), supposed Haidee, which was sent for adjudication to the Vice-Admiralty Court at St. Helena and sentenced to be condemned.</p> <p>1 Jan to 25 Apr 1864 Irregular or particular service. Medical report : <a href="#">scarlatina</a> onboard: <a href="#">number</a> of Cases of Disease and Injury.</p> <p>25 Apr 1864 <b>Espoir</b> was Paid off.</p> <p>7 Nov. 1864 at Devonport. recommissioned for Irregular or Particular Service.</p> <p>17 Nov to 31 Dec 1864 Irregular or particular service. Medical report: <a href="#">number</a> of Cases of Disease and Injury.</p> <p>3 Mar 1866 detained off Aghwey the Portuguese slave barque Dahomey, 276 tons, J.A. Poncica, master, - Pereira of Aghwey, owner, which was subsequently restored to her owner by the Mixed Commission Court at St. Paul's de Loanda.</p> <p>17 Sep 1866 detained a slave brigantine, (Name Unknown), 153 tons, 40 miles N.W. of Point Padron, apparently with no flag or papers, which was sent to the Vice Admiralty Court at St. Helena for adjudication, and was sold at public auction once it had been broken up.</p> <p>30 Oct 1866 informed that an attempt had been made by the natives to burn a factory owned by Messrs Hatton and Cookson, and a Portuguese factory owned by Senor Corriera in St. Antonio Creek in the River Congo.</p> <p>2-4 Nov 1866 Commodore Peile proceeded in the steam launch of the Bristol up the River Congo as far as Embomma where normal commercial trade appeared to be doing well.</p> <p>6 Nov 1866 returned to Banana.</p> <p>9 Nov 1866 informed that the natives had stolen all the goods and much of the planking from the factory owned by Messrs Hatton and Cookson, and burnt the Portuguese factory owned by Senor Corriera, and killed a white man, thought to be the Spaniard Calderon, who was stated to have been a part of the cause of the trouble. In addition, the Portuguese schooner of war Napier suffered 13 casualties, which included 5 dead and a steward and a boat's gun captured. Being unable to help returned to Banana.</p> <p>12 Nov 1866 Banana, River Congo, Commodore Peile wrote a letter to Commodore G. Phipps Hornby regarding the problems being experienced by Messrs Hatton and Cookson, the Portuguese factory, and the Napier.</p> <p>Dec 1866 - Jan 1867 having been south, as far as Mossamedes, reports an improvement in legal trade and decline in the slave trade.</p> <p>21 Mar 1867 at Ambrizette, Angola.</p> <p>28 Jul 1867 accompanied the Investigator as far as the entrance to the River Nun, when she started her expedition for 1867 up the River Niger.</p> <p>18 Sep 1867 the Commanding Officer of the <b>Espoir</b> has reported to the Commodore that disturbances had taken place at Accra amongst the inhabitants, and that the troops had been employed to quell the unrest.</p> <p>1869 Converted to dredger for use as Y.C. 19.</p> <p><b>June 1881 She was broken up in Bermuda.</b></p>					
150.	<p><b>Howe.</b></p> <p>3 Dec 1885 Rename HMS <b>Bulwark.</b></p> <p>27 Sep 1886 Renamed HMS <b>Impregnable.</b></p> <p>Dec 1919 Renamed</p>	<p>Screw Battleship. Triple decker. screw 1<sup>st</sup>-Rate ship of the line</p>	<p>91. 121 guns (designed); actually, never carried more than 12 guns of various</p>	<p>Wood.</p>	<p>10 Mar 1856.</p> <p>Laid down as <b>HMS Edgar.</b></p>	<p>7-10 Mar 1860.</p>	<p>Ordered 3 Apr 1854. Jan 1855 reordered to be built at Pembroke. In December 1857, being at that time only in frame, it was decided to lengthen her 15 feet by the bow. The cost of this alteration is said to be £384 5s. 3d., however following the Commissioners inspection of the dockyards published in 1861 it was implied that little credibility could be attributed to any accounts that were produced by the dockyards. That said it is interesting to note that the Naval accounts for 1861-62, produced for the new Accountant General of the Navy, R. M. Bromley, Esq., do start to look good, and even include double entry book keeping.</p>



(again) to HMS **Bulwark**.

weights of shot.

Converted to screw whilst on her slip. Laid down as HMS **Edgar**. .....

HMS **Howe** was built as a 121-gun screw first-rate ship of the line of the Royal Navy. She and her sister HMS Victoria were the first and only British three-decker ships of the line to be designed from the start for screw propulsion, but the **Howe** was never completed for sea service (and never served under her original name). During the 1860's, the first ironclad battleships gradually made unarmoured two- and three-deckers obsolete. **Howe** was named after Admiral Richard Howe.

1860 at Devonport, for fitting out, but never saw actual sea service.



1870 at Devonport.

1879 Devonport.

3 Dec 1885 **Howe** renamed as HMS **Bulwark** and utilised in Harbour Service and a Training establishment for boys.

The highest number of guns she ever actually carried was 12, when she finally entered service as the training ship **Bulwark** in 1885.

27 Sep 1886 She was renamed a second time to HMS **Impregnable**.

Apr 1886 at Devonport, as HMS **Impregnable**.

1886 at Devonport, Training establishment for boys

1 Jul 1888 New books opened.

1890 Training Ship for Boys, Devonport. Tenders: "*Circe*" for Harbour Service; "*Nautilus*"; "*Pilot*".

1891 Rumours are circulating that with the increased number of recruits passing through the training ship she is becoming overcrowded, and that the *Caledonia* has been brought into service, not only to relieve this problem, but to provide training facilities in

Scotland.

1892 Training Ship for Boys at Devonport, with the HMS Lion.

Mid Apr 1892 is still in quarantine owing to scarlet fever amongst the boys.



the interior and fascia of the Liberty Store, Great Marlborough Street, in the West End of London.

**18 Feb 1921 Sold and to be broken-Up.**

20 May 1892 was inspected by the Duke of Edinburgh.  
 Nov 1892 rumours of over-crowded conditions onboard the Devonport training-ships persist; 1,400 boys are now on the books, in addition to the ship's company of 202, the establishment has been in quarantine for several weeks due to an epidemic of mumps, which it has been found difficult to stamp out.  
 2 Nov 1892 100 trainee boys will be sent away on leave to-morrow instead of at Christmas to help alleviate the problem of overcrowding.  
 9 Dec 1892 a large number of boys are invalided out of the service each year, particularly from the training ships at Devonport: the medical board has surveyed 30 boys this month, who have been found unfit for further service, the majority suffering from chest complaints.  
 Nov 1919 HMS *Powerful* was renamed HMS *Impregnable*.  
 Dec 1919 HMS *Impregnable* renamed and reverted back to HMS *Bulwark*, shortly before being sold for breaking up in. 1921.  
 Almost all of Her timbers were used to refurbish in the Tudor revivalist style

151.	<b>Pelican.</b>	Screw Sloop. <b>Camelion-class</b> screw sloop.	17.	Wood.	1859.	16 Jun 1860.	The <i>Camelion-class</i> was designed by Issac Watts as second-class sloops of 17 guns, and were a lengthened version of the <i>Cruizer-class</i> sloop. 1854 ordered to be built at Pembroke Royal Dockyard and was .....	
								<p>..... intended to be like the "<i>Cruizer</i>", of 748 tons.          1855 The "<b>Pelican</b>" ordered to be the same as the "<i>Mutine</i>", of 878 tons.          1858, when the "Pelican's" frame was about three-fourths cut out, she was ordered to be built of increased length to give her finer lines, and some of her bow-timbers had in consequence to be reconverted. The loss was £75, however following the Commissioners inspection of the dockyards published in 1861 it was implied that little credibility could be attributed to any accounts that were produced.          1860 at Portsmouth, re-rated as a 17-gun vessel.          6 Sep 1861 at Portsmouth. Commissioned for Service in the Mediterranean.          1864 on the Mediterranean Station. Reports of <a href="#">Fevers</a> and <a href="#">Measles</a> onboard. <a href="#">Number</a> of Cases of Disease and Injury.  <b>1867 Sold out of service.</b>  <b>1868 In civilian service and renamed Hawk.</b></p>
		<p><b>1869 Sold as Hawk; resold to Portuguese navy and renamed as Infanta Dom Henrique.</b></p>						

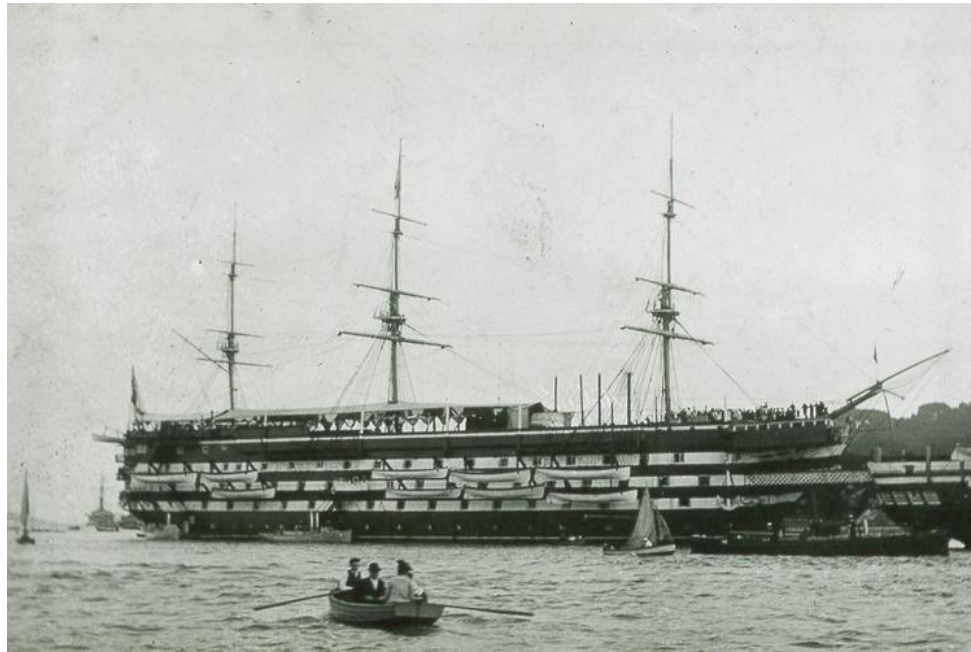
152.	<b>Nimble.</b>	Screw <b>Philomel-class</b> gun vessel.	5.	Wood.	30 Oct 1859.	15 Sep 1860.	Sister of <b>Pandora</b> (see item 153, below), and <b>Espoir</b> (see item 149), above. Ordered 27 Mar 1858. Commissioned 8 Apr 1861. HMS Nimble was launched on 15 Sep 1860 from the Pembroke Royal Dockyard. She carried 3 masts and a single funnel. ....
<p>..... Her propulsion was sails and from a single 2-cylinder, horizontal single-expansion steam engine by A &amp; J Inglis, which drove a single screw. She had a top speed of 9.9 knots (18 km/h). She carried a compliment of 60 men and officers.</p> <p>1860 she was at Devonport. 18 Feb 1861 at Devonport and Commissioned. In 1861 she was commanded by Lieutenant John D'Arcy on the North America and West Indies Station as a tender to HMS <i>Nile</i>. 1864 (Four months) North America and West Indies Stations. <a href="#">Number</a> of Cases of Disease and Injury.</p> <div data-bbox="427 475 1263 986" data-label="Image"> </div> <p>1870 at Devonport. 19 Oct 1870-4 Dec 1871 Commander Frederick William Lee was in command of <b>Nimble</b>, and she was employed at Zanzibar in the suppression of the slave trade. 25 Dec 1870 she arrived Malta, from Plymouth (c. 26 Nov) and Gibraltar (c. 17 Dec), on route for the East Indies. 1 Jan 1871 Malta, the North Tyne screw steamer collided with the <b>Nimble</b> at her moorings, but was fortunately hit in the mizzen chains, and was not too badly damaged. 17 Jan 1871 departed for the East Indies via the Suez Canal, aka Maritime Canal. 2 Apr 1871, for census, at Zanzibar. 1879 utilised in Harbour Service. 1879 Gun-vessel, late screw. Tender to <i>Endymion</i>, at Hull. 1885 R.N.R. (Royal Naval Reserve) training ship and drill ship at Hull</p> <p>1890 Drill Ship for Royal Naval Reserve. Tender to <i>Rupert</i>, Hull <b>10 July 1906 Sold to W R James.</b></p>							
153.	<b>Pandora.</b>	Screw Gunboat. <b>Philomel-class</b> gun vessel.	5.	Wood.	30 Mar 1860.	7 Feb 1861.	Sister of <i>Nimble</i> (see item 152, above), and <i>Espoir</i> (see item 149), above. 1860 Under construction at Pembroke Royal Dockyard. 22 Mar 1862 at Sheerness, for Commissioning. ....



18 Nov 1864 detained in the River Componee a slave schooner, (Name Unknown).  
 1864 West Coast of Africa station. [Overview](#) and medical report of [fever](#) onboard: [number](#) of Cases of Disease and Injury.  
 Oct 1866 in collision with HMS *Griffon* off Little Popo, West Africa, which resulted in the loss of the *Griffon* following confusion during night-signalling leading to the introduction of Morse Code in 1867.  
 16 Oct 1869 escorted the Flying Squadron clear of the Cape - see p. 153-> [www.naval-review.org/issues/1925-1.pdf](http://www.naval-review.org/issues/1925-1.pdf).  
 1870 on the Mediterranean station.  
 14 Feb 1871 departed Piraeus for Malta, having been relieved by the *Enterprise* on the 13th.  
 19 Feb 1871 arrived at Malta, from Piraeus.  
 23 Mar 1871 arrived at Naples with mail from Malta.  
 2 Apr 1871, for census, at Naples.  
 2 May 1871 at Malta awaiting orders to sail to the coast of Syria.

**1875 Sold for Arctic Exploration on 13 January 1875 and renamed U.S.S. Jeannette in 1881. Crushed by ice on 13 June 1881.**

154.	<b>Defiance.</b>	Screw Battleship. Steam two-decker ship of the line. a development of the <b>Renown class.</b>	91.	Wood.	20 Sep 1858.  laid down as to the same plan as Atlas class.	27 Mar 1861.	1860 under construction at Pembroke Royal Dockyard - rated as a 91-gun vessel. HMS Defiance was the <u>last wooden</u> line-of-battle ship launched for the Royal Navy. Ordered 17 Jun 1855. She was completed in 1862. <b>Defiance</b> was a development of the <i>Renown class</i> . The second pair of <i>Renowns</i> , HMS <i>Atlas</i> and HMS <i>Anson</i> , had a modified, finer stern run. <b>Defiance</b> was originally laid down as to the same plan as <i>Atlas</i> , but a new plan dated 8 October 1858 was prepared giving <b>Defiance</b> a lengthened bow. ....
<p>..... <b>Defiance</b> was the last ship to use the midsection design that Isaac Watts created for HMS <i>James Watt</i>, (see item 117, above). Her trials off Plymouth on 5 Feb 1862 were conducted when she was neither masted nor stored. The trial speed of 11.886 knots (22.013 km/h) was worse than the similar trials of <i>Atlas</i> 13.022 knots (24.117 km/h) and HMS <i>Anson</i> 12.984 knots (24.046 km/h). However, <b>Defiance's</b> lack of sea service means that there can be no certainty as to whether her design was an improvement on HMS <i>Atlas</i>.</p>							



The ninth ship named HMS Defiance was launched at Pembroke Dock in south Wales on March 27th 1861. She was immediately declared as obsolete following the introduction of ironclad ships and was towed to Plymouth, where she was placed in the reserve fleet.

1870 Devonport, guns reduced to 45 guns.

1879 at Devonport.

April 22nd 1883, orders were given for her to be stripped of her machinery and on December 13th 1884 she was commissioned as the new Torpedo School Ship at Devonport. She was moored in the Hamoaze off Wearde Quay by the entrance to the river Lynher, just below Saltash. This river was very useful as part of the curriculum in this school was the firing of live explosive submarine mines and Whitehead Torpedoes and this was done up the river.

26 Nov 1884 **Defiance** became the Devonport torpedo, electrical and mining school ship at Plymouth.

Commander Frederick Hamilton was appointed in

command on 1 Nov 1897, and re-appointed in early Jan 1898 after promotion to Captain.

13 Dec 1884 Commissioned at Devonport.

Apr 1886 at Devonport

Mid-1886 the sloop "*Perseus*" (1861) was moored just ahead of the "**Defiance**", to which she was connected by a bridge. She was used almost entirely for mining works; the mines being kept on board. Early in 1904 she was renamed "**Defiance II**". She appears to have been replaced in 1921 by the "*Spartan*", as noted below.

1890 torpedo school, at Devonport.

1890 Her Tender was: *Scourge*.

22 Jan 1892 night signalling experiments continue using electric lights on the masthead, however, since the lamps show a faint glow for some time after the electric current has been shut off, it is suggested that the tests have not been entirely satisfactory. [Although, that said, it is interesting to note that by November 1892 the *Royal Sovereign* had been fitted with this equipment and the *Anson* was about to be fitted out, and the Mediterranean Squadron was understood to be about to trial them.

1 Nov 1900. Captain James de Courcy Hamilton was appointed in command.

In 1905 the School was expanded by the addition of the corvette "*Cleopatra*" (1879), which became an overflow ship. She was named "**Defiance III**" in January 1922 and survived until July 1931, when she was sold.

A special railway station to serve personnel travelling to and from the school, known as "**Defiance Platform**", was situated just west of Saltash railway station from 1905-1930.

1907 the obsolete 2nd class cruiser "*Spartan*" was added as a tender. She was renamed "**Defiance II**" in August 1921 and served until she was sold on June 26th 1931.

		<p>1914 at Devonport, as Torpedo School.</p> <p>Oct 1920 the frigate "<i>Inconstant</i>" (1868), which had been a part of the "<i>Impregnable</i>" since 1906, became an extra accommodation hulk and took the name "<b><i>Defiance IV</i></b>" in January 1922. She in turn became "<b><i>Defiance II</i></b>" in Dec 1930.</p> <p>The original "<b><i>Defiance</i></b>" was withdrawn at the end of 1930 and sold on June 26th 1931 to Messrs Castles for breaking up. Surprisingly, it appears that she was not broken up until August 14th 1956. It is not clear if this is the date the work started or was completed but is probably the latter. She was replaced from January 20th 1931 by the former cruiser "<i>HMS Andromeda</i>" (1897), which between 1919 and 1930 had been a part of "<i>HMS Impregnable</i>", the Naval Training establishment based at Devonport. Finally, the ex-submarine depot ship "<i>HMS Vulcan</i>" was renamed "<b><i>Defiance III</i></b>" on February 17th 1931.</p> <p><b>She was sold on 26 June 1931 to Castle's Shipbreaking Yard for dismantling at Millbay, Plymouth.</b></p> <p>In Doige's Annual for 1932 poignantly describes her as "<b><i>the very last of England's 'Wooden Walls'</i></b>" .....</p>
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155	<b><i>Aurora.</i></b>	Screw Frigate.	50	Wood	5 Sep 1854.	22 Jun 1861.	Converted to screw whilst on her stocks.
		<p>1860 Under construction at the Pembroke Royal Dockyard.</p> <p>18 Nov 1863 she was Commissioned at Devonport.</p> <p>1864 Home Station. Reports of <a href="#">Small Pox. Number of Cases</a> of Disease and Injury.</p> <p>3 Dec 1867, arrived at Plymouth, from Halifax.</p> <p>1870 at Devonport (ship's co. borne in <i>Indus</i>).</p> <p>9 Sep 1868 ADM 175 29 details <i>Black Prince</i> in Coast Guard Service for Clyde District, when relieved by the <b><i>Aurora</i></b> and <i>Narcissus</i>, (dates unknown), except that the <i>Narcissus</i> closed the book 31 Dec 1877.</p> <p>1879 at Devonport.</p> <p><b>1881 She was Broken-Up.</b></p>					

**From this date the number of guns is meaningless and is omitted, also all vessels are screw unless otherwise stated.**

156.	<b><i>Perseus.</i></b>	Sloop. <b><i>Camelion-class.</i></b> Screw sloop	17.	Wood.	20 Jul 1860.	21 Aug 1861.	The <i>Camelion-class</i> was designed by Issac Watts as second-class sloops of 17 guns, and were a lengthened version of the <i>Cruizer-class</i> sloop. 1860 under construction at Pembroke Royal Dock. ....
		<p>..... 28 Sept 1862 at Devonport, being commissioned.</p> <p>1864 China station. Medical report: <a href="#">primary fever, remittent fever</a>, and <a href="#">cholera</a> onboard: <a href="#">number</a> of Cases of Disease and Injury. 1870 at Devonport.</p> <p>1879 Used for "Scrubbing Hammocks &amp;c. for 'Cambridge', Devonport.</p> <p>1886 She was used for harbour service.</p> <p>1890 Attached to "<b><i>Defiance</i></b>" for Torpedo Instructional purposes, Devonport. (see item 154, above).</p> <p>1904 Renamed <b><i>Defiance II.</i></b></p> <p><b>1931 Sold-out of service.</b></p>					

157.	<b><i>Shearwater.</i></b>	Sloop. <b><i>Rosario class.</i></b> screw-sloop.	11.	Wood.	2 Apr 1860.	17 Oct 1861.	The <b><i>Rosario class</i></b> was a class of seven screw-sloops of wooden construction built for the Royal Navy between 1860 and 1862. A further six vessels were ordered and laid down, .....
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..... but were cancelled in 1863 before launch. This was the last class of purely wooden sloops built for the Royal Navy. **Design:** The *Rosario* class were designed in 1858 by Issac Watts, the Director of Naval Construction. They were built of wood, were rated for 11 guns and were built with a full ship rig of sails (this was reduced to a barque rig by about 1869). With a length overall of 160 feet (49 m) and a beam of 30 feet 4 inches (9.25 m), they had a displacement of 913 tonnes. These were the last sloops constructed for the Royal Navy to retain all-wooden construction; their successors, the *Amazon* class, incorporated iron cross beams. **Propulsion:** *Shearwater*'s R & W Hawthorn engine was similar in design and power, two-cylinder horizontal single-expansion steam engine driving a single screw. With an indicated horsepower of between 436 horsepower (325 kW) and 627 horsepower (468 kW) they were capable of about 9 knots (17 km/h) under steam. **Armament:**

As designed, ships of the class carried a single slide-mounted 40-pounder Armstrong breech-loading gun, six 32-pounder muzzle-loading smooth-bore guns and four pivot-mounted 20-pounder Armstrong breech loaders. By 1869 the armament had been reduced to a single 7-inch (180 mm) muzzle-loading gun and two 40-pounders.

1860 Under construction at Pembroke Royal Dockyard.

13 Dec 1862 at Devonport, being commissioned.

11 - 14 Jul 1863, salvage services rendered to the Atahualpa.

1864 on the Pacific station. Report of [bronchitis, dysentery, fever](#) and [VD etc.](#) onboard: [number](#) of Cases of Disease and Injury.

20 Jun 1870 at Sheerness.

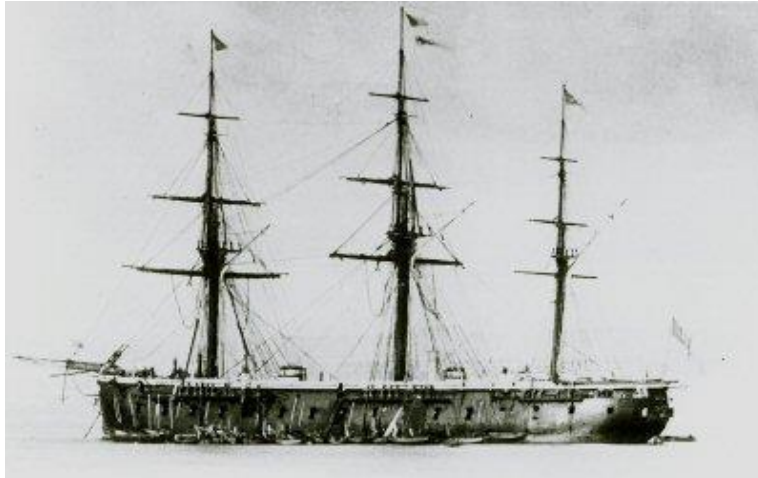
16 Apr 1870 has been put in the steam basin with a view to her being prepared for service as a surveying vessel.

**1877 Broken-Up at Sheerness.**

158.	<b><i>Psyche.</i></b>	Yacht. <b><i>Psyche-class</i></b> paddle despatch vessel.	1 Gun. Used for signalling.	Wood.	8 Jan 1861.	29 Mar 1862.	Ordered 1861. Commissioned 1862. HMS Psyche was a wooden Psyche-class paddle despatch vessel built to an 1860 design by Isaac Watts. She cost c. £43,000 to build. She was wrecked on 15 Dec 1870 off Catania, Italy, while carrying a party including George Howard Darwin to observe the solar eclipse from Sicily. <b>15 Dec 1870 Wrecked. February 1871 Wreck blown up.</b>
	<b><i>Sabrina.</i></b>	Screw Sloop.	4. x 64 pounders.	Wood.	1860.	.	Ordered from the Pembroke Royal Dockyard. Ordered 1860 - <b>CANCELLED</b> 12 Dec 1863. Builder's Measure 669 tons, 160 feet x 30 feet.
	<b><i>Rye.</i></b>	Screw Gun vessel.		Wood.	5 Mar 1861.	.	Ordered from the Pembroke Royal Dockyard and laid down 5 Mar 1860 - <b>CANCELLED</b> 12 Dec 1863. Builder's Measure 428 tons, 145 feet x 25 feet.
	<b><i>Raleigh.</i></b>	Screw Frigate.		Wood.	8 Feb 1861	.	Ordered from the Pembroke Royal Dockyard and laid down 5 Mar 1860 - <b>CANCELLED</b> 12 Dec 1863.

							Builder's Measure 3,027 tons, 250 feet x 52 feet.
	<b>Humber.</b>	Screw Gunboat. <b>Philomel-class</b> gun vessel.		Wood.	8 Feb 1861	.	Ordered from the Pembroke Royal Dockyard and laid down - <b>CANCELLED</b> 12 Dec 1863. For dimensions see other <b>Philomel-class</b> vessels.
159.	<b>Prince Consort.</b>	Broadside Ironclad. <b>Prince Consort-class</b> ironclad. screw 2 <sup>nd</sup> -Rate line-of-battle-ship.	31. modified in 1867 to 24. & again in 1871 to 15.	Ironclad.	13 Aug 1860. Laid down as wood screw battleship <b>Triumph.</b>	26 Jun 1862.	Laid down as 2nd rate wood screw battleship <b>Triumph</b> . Converted on her slip to screw. HMS <b>Prince Consort</b> was the first ship to carry this name in the Royal Navy. Laid down as HMS <b>Triumph</b> , at HM Royal Dockyard, Pembroke as a 91-gun screw second-rate line-of-battle-ship, she was renamed HMS <b>Prince Consort</b> on 14 February 1862 following the death of Prince Albert of Saxe-Coburg and Gotha, the husband of Queen Victoria. 1860 under construction at Pembroke Royal Dockyard. Originally .....
<p>..... designed and begun as wooden line-of-battleships of 91 guns, 3716 tons (OM), and 800 h. p., but converted, in accordance with an Admiralty Order of May 14, 1861, to armour-plated ships of about 6400 tons displacement, and from 3700 to 4240 h.p.i. As adapted, they were full-rigged broadside ships, with iron armour of a maximum thickness of 4.1 inches, carrying 24 61-ton 7-in. muzzle-loaders. They had single screws, and an extreme speed of from 12 to 13 knots. Building on this vessel as a wooden ship commenced 13 Aug 1860 and conversion into an iron cased vessel on 3 Jun 1861.</p> <p>14 Jan 1864 she was Commissioned at Devonport.</p> <p>14 Jan-31 Dec 1864 Home Station. Reports of <a href="#">Small Pox</a> and <a href="#">Measles</a> onboard. <a href="#">Number</a> of Cases of Disease and Injury.</p> <p>Apr 1864 She was completed.</p> <p>Her first posting after commissioning was to Liverpool; on her passage there, in an Irish Sea gale, it was found that she did not have enough scuppers fitted to discharge seawater coming aboard, and almost foundered.</p> <p>She served in the Channel Fleet from 1864 until 1867, when she was paid-off to re-arm.</p> <p>1870 operating in the Mediterranean, her guns reduced to 24 guns.</p> <p>28 Dec 1870, at Malta, went to sea for the day to try her engines and boilers, which had been under repair.</p> <p>27 Jan 1871 still at Malta.</p> <p>1867-1871 she formed part of the Mediterranean Fleet, until she was brought home for a further re-armament. Notwithstanding this expense, she saw no further sea service, and by 1882 had fallen into</p>							





disrepair, and was sold.  
 27 Feb 1871 entered the new dock at Malta.  
 2 Mar 1871 removed from dock.  
 7 Mar 1871 the Lord Warden, *Caledonia*, **Prince Consort** and *Wizard* depart for Sicily and Naples.  
 2 Apr 1871, for British Census, moored in Naples harbour.  
 6 Apr 1871 arrived Malta from off Amalfi with 3 cases of smallpox from ships in the squadron, which were sent to hospital on arrival.  
 The "**Prince Consort**" brought passengers to Queensland (Australia) on 26 Jul 1862, 2 Nov 1862, 22 Dec 1863 and 30 Mar 1864, sailing from the English ports of Liverpool, Plymouth and Southampton.  
 Prince Consort was widely regarded as being the second-worst roller in the entire fleet, being exceeded in this only by HMS Lord Clyde.  
 1879 Unappropriated, Devonport. Officer borne in *Indus*.

**1882 March Sold-out of service for breaking.**

160.	<b>Enchantress.</b>	Admiralty Yacht. Paddle dispatch vessel.	2.	Wood.	8 Feb 1861.	2 Feb 1862.	3 Sep 1864 Commissioned for Particular Service. 3 Sept-15 Nov 1864 Irregular or Particular service. Medical report : <a href="#">number</a> of Cases of Disease and Injury. 15 Nov 1864 Paid-off. 1870 Tender to Asia, off and at Portsmouth. ....
		2 Feb 1871 departed for Plymouth to relieve the <i>Black Eagle</i> which had broken down. 3 Feb 1871 Mr Childers embarked at Devonport and sails shortly for a cruise to the southward and westward. 6 Feb 1871 departed, the weather now having improved. 11 Feb 1871 Mr C. arrived Madeira. [One of the benefits of being First Lord of the Admiralty]. 1 Apr 1877 Commissioned at Portsmouth for the use of the Lords of the Admiralty. 1879 at Portsmouth. Apr 1886 still at Portsmouth. 9 May 1889 Has been replaced by the <i>Helicon</i> as an Admiralty yacht and has been <b>sold to Messrs. Reed &amp; Co. at Portsmouth to be broken up.</b>					
	<b>Blake.</b>	Screw Frigate. 2 <sup>nd</sup> Rate.	91.	Wood.	8 Feb 1861	.	Ordered from the Pembroke Royal Dockyard and laid down 1860- <b>CANCELLED</b> 1863. Builder's Measure 3,716 tons, 252 feet x 57 feet.
	<b>Dextrous.</b>	Screw Frigate.	51.	Wood.	8 Feb 1861	.	Ordered from the Pembroke Royal Dockyard and laid down 1862- <b>CANCELLED</b> 1863. Builder's Measure 3,353 tons, 750 feet x 52½ feet.
<b>Sept 1862: William Loring, C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.</b>							
161	<b>Research.</b>	Central Battery	4.	Ironclad	3 Sep 1861.	15 Aug 1863.	1860-1865 during this period, the Board of Admiralty were seriously concerned at the speed with which France was producing ironclad

Ironclad.  
Wooden  
**Camelion-class** – Iron  
clad.

Modified  
in 1870,  
but total  
remained  
at 4.

Laid down as  
screw sloop  
**Trent**.

warships. One of the steps taken to counter this perceived threat was the conversion of partially built British wooden ships into ironclads, including such large ships as the **Prince Consort-class** ironclads. The **Camelion-class** was designed by Issac Watts as second-class sloops of 17 guns, and were a lengthened version of the .....

..... Cruizer-class sloop. Laid down as screw sloop **Trent**, and renamed prior to her Launch. (Deigned and begun as a wooden vessel).

**Conversion:** The 17-gun sloop **Trent** had been ordered in Nov 1860 as one of the **Camelion-class**. She was selected for conversion to an ironclad, and her name was changed to **Research**. Although she had been building for a year, work was not far advanced, and the necessary changes to her length and beam could easily be made. A new design by the Royal Navy Chief Constructor, Sir Edward Reed, saw her sloop ends replaced by an oval stern and a ram bow, and the draught altered to give her a trim of 3½ feet (1.1 m) by the stern.



**Armament:** Her armament was carried in a midships armoured compartment which, when used in subsequent designs, became known as a box battery. The designed armament of seventeen guns was discarded, and the offensive power of the ship was concentrated into four 100-pounder Somerset smoothbore cannon, which were at the time the most powerful guns afloat. While these guns were certainly much more effective against armour than smaller pieces, whether a two-gun broadside would have prevailed against more generously armed ironclads is open to question. For the first time, in this ship, a degree of axial fire was possible from broadside guns. The hull sides were recessed at either end of the battery, and gun-ports were constructed facing fore and aft to which the guns could be moved. Moving the guns in anything other than calm weather was a hazardous procedure. The Somerset smoothbore cannon were replaced in 1870 with four 7-inch (180-mm) 6½-ton muzzle-loading

rifles, largely because of the difficulty in working and controlling the guns.

Completed 6 Apr 1864 as the ironclad sloop HMS **Research**. Commissioned 11 Mar 1864-6 Apr 1864, at Devonport.

**Armour:** Once completed as an ironclad, she featured a full-length 4½ -inch (11 cm) armour belt to a depth of 10 feet (3.0 m). An armoured box battery was provided on the main deck with the same thickness of armour. The iron armour was backed by 19½ inches (50 cm) of teak planking.

**Propulsion:** **Research** was fitted with a 2-cylinder Boulton and Watt horizontal single-expansion direct-acting steam engine of 200 nominal horsepower. Steam was provided by two tubular boilers, and the screw, which was 12 feet (4 m) in diameter, could be hoisted clear of the water for better performance under sail. The total power of 937 indicated horsepower (699 kW) (after a refit in 1869 this was increased to 1,040 i.h.p.) was sufficient to propel her at just over 10 knots (19 km/h). She carried 130 tons of coal.

**Construction:** Having been laid down on 3 Sep 1861, approval was given for her conversion to an ironclad on 1 Sep 1862.

**Assessment:** **Research** rolled excessively, and was normally retained in harbour during the winter months. Although Edward Reed, her designer, had expected great things of her, the Standard of 27 Oct 1865 said .... "probably the very worst vessel, both as a fighting machine and a sea-boat, that ever yet went out of a dockyard of any nation pretending to a maritime reputation".

HMS **Research** was a small ironclad warship, converted from a wooden-hulled sloop and intended as an experimental platform in which to try out new concepts in armament and in armour. She displayed serious limitations as a warship.

**Service:** She served in the Channel Fleet from 1864-1866, and in the Mediterranean from 1871-1878.

Jan 1868, while on patrol duties at the south coast of Ireland, she grounded near Cork Harbour while giving chase to an American ship, *Alaska*. During the subsequent court martial it was demonstrated that the ship had not in fact grounded on Daunt Rock, but instead on the wreckage of the steamer *City of New York*, which had wrecked near the rock a year previously, and the ship's officers were exonerated.

9 Mar-31 Dec 1864 Home Station. [Number of Cases](#) of Disease and Injury were reported.

1870 at Devonport.

17 Aug 1875 Recommissioned at Malta.

1878 she was Laid-up.

1879 operating in the Mediterranean.

**1884 she was sold for breaking.**

162.	<b>Alberta.</b>	Royal Yacht. Propulsion: Steam engines and Paddle wheels.	.	Wood.	.	3 Oct 1863.	H.M.Y. <b>Alberta</b> was a royal yacht of the Royal Navy. She was constructed as a tender to the larger royal yacht H.M.Y. <i>Victoria and Albert II</i> , (see item 126, above). <b>Alberta</b> made a number of voyages carrying Queen Victoria and other members of her Royal family. ....
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..... The **Alberta** was not, technically a royal yacht. She was listed as a "passage boat" or tender but Victoria, imperious as ever, decided she was to be her favourite yacht. Indeed, this tiny 370-ton vessel carried out the last act in the Queen's reign, carrying her body from the Isle of Wight to Portsmouth in February 1901.

She was particularly used after the acquisition of Osborne House on the Isle of Wight as a summer home. **Alberta** was often employed making voyages across the Solent. **Alberta** was used to take the Queen Victoria to engagements along the south coast of England.

**Alberta** was launched from Pembroke Dock on 3 October 1863 as a replacement for H.M.Y. **Fairy**, the tender to H.M.Y. *Victoria and Albert II*. She was a 370-ton wooden paddle steamer, 160 feet (49 m) long and with a beam of 23 feet (7.0 m), and a draught of 8 feet (2.4 m).

**Her Service:** Queen Victoria made a voyage in **Alberta** in Aug 1865, accompanied by her children, Princess Louise, Princess Helena and Princess Beatrice, and their attendants, Earl Granville, General Charles Grey, the Duchess of Roxburghe and Lady Churchill. The party embarked at Woolwich

and sailed down the Thames, joining *Victoria and Albert*. The Queen was said to have preferred making the passage down the river in the lighter vessel. The two ships then

proceeded in company to Antwerp. **Alberta** was also used for the journeys between the Queen's residence at Osborne House on the Isle of Wight, and the UK mainland.

1870 She was appointed as Tender to *Victoria* and *Albert*, Portsmouth.

3 May 1871 arrived at the **Royal Clarence** VY, from the IoW. The royal family disembarked to catch the royal train for London.



18 Aug 1875 While returning from Osborne with the Queen and several of the royal family aboard on, the **Alberta** collided with the schooner Mistletoe. The commander of the royal yacht – Prince Victor of Leiningen – was severely criticized, at least in the press and by the public. The captain of the **Alberta** altered course to pass behind of the private schooner, when the Mistletoe suddenly tacked, and was run down. Several members of the Mistletoe's crew and the sister-in-law of the owner were drowned. The survivors were pulled aboard the **Alberta**, Queen Victoria taking a special interest in comforting them. The master of the Mistletoe and at least two passengers died in the accident, and the jury in the coroner's inquest was unable to return a verdict.

**Investigation ruling provokes fury:** The Admiralty Board immediately ran an investigation into the affair concluded that the Prince was not to blame, his attention being taken up by attendance on the Queen. It was a decision that provoked fury in Portsmouth and Prince Victor was hissed and booed in the street. Queen Victoria, with regal disdain, put it down to "*the rougher elements of the town*".

William Umpleby Kirk photographed the Alberta entering Cowes Harbour at a speed of 10 knots (19 km/h; 12 mph). It was one of the first British photographs of a vessel in motion and earned him a Royal Warrant.

1879 Tender to *Victoria* and *Albert*, Portsmouth.

Dec 1882 **Alberta** was in use again, carrying the Queen to Stokes Bay near Gosport to visit wounded personnel from the Anglo-Egyptian War being treated at Haslar Naval Hospital.

Apr 1886 Special Service.

1890 Tender to *Victoria* and *Albert*, Portsmouth.

1896 **Alberta** carried the body of Prince Henry of Battenberg, who had died in West Africa of malaria during the Ashanti War, to Cowes for burial.

18 Dec 1900 On **The death of Queen Victoria:** **Alberta** carried the Queen to the Isle of Wight for the last time. Aged 81, and in failing health, the Queen spent Christmas at Osborne, and her condition rapidly declined. Close members of her family were summoned, and on 19 Jan 1901 **Alberta** carried Prince Edward and Princess Louisa across the Solent to be at her bedside. Over the next few days **Alberta** conveyed numerous royal persons and their attendants across to the Isle of Wight, including the Prince of Wales and the Queen's grandson, Kaiser Wilhelm II, on the morning of 21 Jan. Queen Victoria died in the evening of 22 Jan. After her body had been prepared, Admiral Sir John Fullerton and the officers of Alberta came ashore to pay their respects with the rest of the royal staff and servants. 24 Jan Alberta carried the new King Edward VII back to Osborne after his journey to London for his proclamation as king. The Royal Standard, which had been lowered to half-mast following the Queen's death, was raised again, and the king took the salutes fired by the warships anchored in the Solent as he passed. Arrangements were made for the funeral procession and service, and it was decided that **Alberta** would carry the Queen's body from Cowes to Gosport, passing through a line of warships. On the afternoon of 1 Feb, the

Queen's body was brought from Osborne to Cowes, and taken on board the **Alberta** moored alongside Trinity Pier. Her coffin was placed on a crimson platform on the stern-deck, covered by an awning, with an officer at attention, and the Royal Standard at half-mast. The rest of the royal family, including the King, boarded the larger *Victoria and Albert*. **Alberta** then sailed out of Cowes, escorted by a flotilla of eight destroyers, and leading the other royal yachts, the *Victoria and Albert*, H.M.Y. *Osborne* and the German yacht Hohenzollern. As they passed by the anchored warships, their crews fired salutes, bands played funeral marches, the officers saluted and the marine guards presented arms. One of the spectators, Randall Davidson, the Bishop of Winchester, remarked ..... "the calm sea, the slow motion of the vessels, which seemed to glide without visible propelling power, the little '**Alberta**' going first through the broad avenue of towering battle-ships booming out their salutes, the enormous mass of perfectly silent black-clothed crowds covering Southsea Common and the beach. I do not envy the man who could pass through such a scene dry-eyed".

It took an hour for the **Alberta** to cross the Solent, arriving to large silent crowds of dignitaries and spectators in the late afternoon. A battery of guns from the local garrison announced the arrival, and a marine band struck up aboard HMS *Victory* as the **Alberta** tied up at the Clarence Yard. She spent the night here, with the Queen's coffin aboard under a continuous guard of honour.

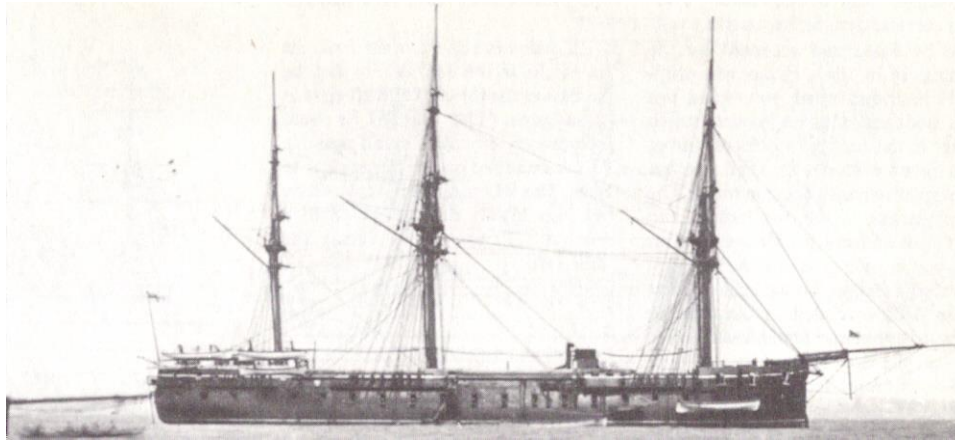
The following morning the captains of the warships which had saluted the Queen's body as the **Alberta** passed by, came aboard the yacht to pay their respects. The royal family attended a brief service around the coffin, read by Rev. Cosmo Lang, and then ten petty officers carried the coffin ashore and placed it aboard the funeral train that was to take it to London.

**Later service:** **Alberta** remained in service following Queen Victoria's death, being present at King Edward VII's coronation review on 16 Aug 1902, with the royal yachts H.M.Y. *Victoria and Albert* and H.M.Y. *Osborne*. With the introduction of newer ships. **Alberta** continued in service after this.

**Alberta was retired from service, and was Broken-Up in 1913.**

	<b>Guernsey.</b>	Screw Gunboat. <b>Philomel-class</b> gun vessel.		Wood.	8 Feb 1861	.	Ordered from the Pembroke Royal Dockyard and laid down 1861 - <b>CANCELLED</b> 12 Dec 1863. Builder's Measure of 695 tons, 185 feet x 28½ feet.
	<b>Success.</b>	Screw Sloop.	5 x 64 pounders.	Wood.	N/A.	.	Ordered from the Pembroke Royal Dockyard NOT laid down 1861 - <b>CANCELLED</b> 12 Dec 1863. Builder's Measure of 950 tons, 185 feet x 33 feet.
163.	<b>Zealous.</b>	Central Battery Ironclad. Armoured frigate. half-sister of the <b>Prince Consort class</b>	20.	Ironclad.	24 Oct 1859.	7 Mar 1964.  Laid down as Twin-Two decker. But reduced due to costs.	After a design by E. J. Reed and the Controller's Dept. as a wooden-hulled, armoured, broadside ship of 6102 tons' displacement, and 3623 H.P.I.; rigged. Maximum thickness of iron armour, 4½ inches. Laid down as wooden two-decker. 1860 under construction at Pembroke Royal Dockyard. Circa 1860-61 engines from the <i>Robust</i> (valued at £17,600), transferred to the <b>Zealous</b> . Completed 4 Oct 1866. Commissioned Sep 1866. She carried a compliment of 510 men and officers.....
..... HMS <b>Zealous</b> was one of the three ships (the others being HMS <i>Royal Alfred</i> and HMS <i>Repulse</i> ) forming the second group of wooden steam battleships selected in 1860 for conversion to ironclads. This was done in response to the perceived threat to Britain offered by the							

large French ironclad building programme. The ship was ordered to the West Coast of Canada after she was completed to represent British interests in the Eastern Pacific Ocean. **Zealous** became the flagship for the Pacific Station for six years until she was relieved in 1872. She was refitted upon her arrival and subsequently became the guard ship at Southampton until she was paid-off in 1875. The ship was in reserve until she was sold for scrap in 1886. HMS **Zealous** was given a straight stem and a rounded stern, but her hull was otherwise unmodified from her original form; it had been found that lengthening the hull, as was done in the earlier *Prince Consort class*, led to longitudinal weakness. Her conversion to a central battery ironclad therefore cost less than that of any of her contemporaries, though this was offset with a shorter battery and therefore a less effective



broadside. She also carried less armour than the earlier class, and was nearly a knot slower; however, as she was built to serve in distant waters, and not expected to face opposing ships of significant force, these shortcomings were thought acceptable.

The **Zealous** was 252 feet (76.8 m) long between perpendiculars and had a beam of 58 feet 7-inches (17.9 m). The ship had a draught of 25 feet (7.6 m) forward and 25 feet 9-inches (7.8 m) aft. She displaced 6,096 long tons (6,194 tonnes).

For propulsion **Zealous** had a simple horizontal 2-cylinder horizontal return connecting-rod steam engine driving a single four-bladed, 19-

foot-1-inch (5.8 m) propeller. Steam was provided by eight rectangular boilers at a working pressure of 22 p.s.i. (152 kPa; 2 kgf/cm<sup>2</sup>). The engine produced 3,623 indicated horsepower (2,702 kW) during the ship's sea trials in Nov 1866 which gave the ship a maximum speed of 11.7 knots (21.7 km/h; 13.5 mph). **Zealous** carried a maximum of 660 long tons (670 t) of coal. She was ship rigged with three masts and had a sail area of 29,200 square feet (2,710 m<sup>2</sup>). Her best speed with the propeller disconnected and under sail alone was 10.5 knots (19.4 km/h; 12.1 mph).

**Her armament:** - All of the available 9-inch (229 mm) and 8-inch (203 mm) guns had already been earmarked for other, more powerful ships. **Zealous** therefore received an armament of 7-inch (178 mm) guns, which were deemed adequate for her expected service activity, and which, indeed, she retained for the whole of her active career. She was the only battleship ever to have a uniform armament of this calibre, and she, and her half-sister HMS *Repulse*, were the only Victorian ironclads to retain their original armament unchanged through their entire active careers.

**Zealous** was armed with twenty 7-inch rifled muzzle-loading guns. Four of these guns were mounted on the upper deck as chase guns, two each fore and aft. The 16-calibre 7-inch gun weighed 6.5 long tons (6.6 ton) and fired a 112-pound (50.8 kg) shell. It was credited with the nominal ability to penetrate 7.7-inch (196 mm) armour.

Her armour, **Zealous** had a complete waterline belt of wrought iron that was 4.5 inches (114 mm) thick amidships and tapered to 2½ inches (64 mm) thick at the bow and stern. From the level of the main deck, it reached 6 feet (1.8 m) below the waterline. The guns on the main deck amidships were protected by a section of 4½-inch armour, 103 feet (31.4 m) long, with 4½-inch transverse bulkheads at each end which left the chase guns unprotected. The armour was backed by the sides of the ship which consisted of 30½-inches (770 mm) of teak planking. The



total weight of her armour was 790 long tons (800 tonnes).

**Her Service:** HMS **Zealous** was laid down on 26 Oct 1859 as a wooden two-deck, 90-gun ship of the line by Pembroke Royal Dockyard, but her construction was suspended pending experience with the conversion of her half-sisters of the **Prince Consort class** to broadside ironclads. The Admiralty ordered on 2 July 1862 that she be cut down one deck and converted to an armoured frigate for the price of £239,258. The ship was launched on 7 March 1864 and commissioned in September 1866, but was not completed until 4 October 1866, again due to costs.

1866 – her guns were reduced to 73 guns and she was made Flagship, of the Pacific.

In order to match the French deployment of armoured corvettes of the *Belliqueuse* and *Alma* classes in the Pacific Ocean the Admiralty ordered **Zealous** to sail for the west coast

of Canada shortly after she was completed. Upon her arrival the ship became the flagship, and reached her operational base at Esquimalt, Vancouver, Canada in July 1867 (Esquimalt was the headquarters of the Pacific Station); she remained moored there, at the end of a telegraph link with Britain, until April 1869. During this time, her only sea service was for gunnery practice on two days every quarter.

Jan 1870, she picked up a fresh crew at Panama brought out by the two-decker HMS *Revenge*. After six years on station she was relieved by **Revenge** as flagship and started for home. Her bottom had not been cleaned since she had left Great Britain and she could only make a maximum of 7 knots (13 km/h; 8.1 mph) under sail or steam so her return voyage took five months. **Zealous** struck a rock while sailing through the English Narrows in the southwestern coast of Chile, but was only slightly damaged.

29 Dec 1870 reported to be at Valparaiso.

Apr 1873 She was refitted in Plymouth in and then became guard ship at Southampton until 1875, when she was paid off. The ship was placed in reserve in Portsmouth until sold for scrap in Sep 1886.

As coal was extremely expensive on the West Coast of the Americas, and Canada. HMS **Zealous** generally used her sails and covered more miles under sail than any of the other Victorian sailing ironclads, and in her whole career never once travelled in company with another ironclad. She was also the first British ironclad to sail further from Britain than the Mediterranean.

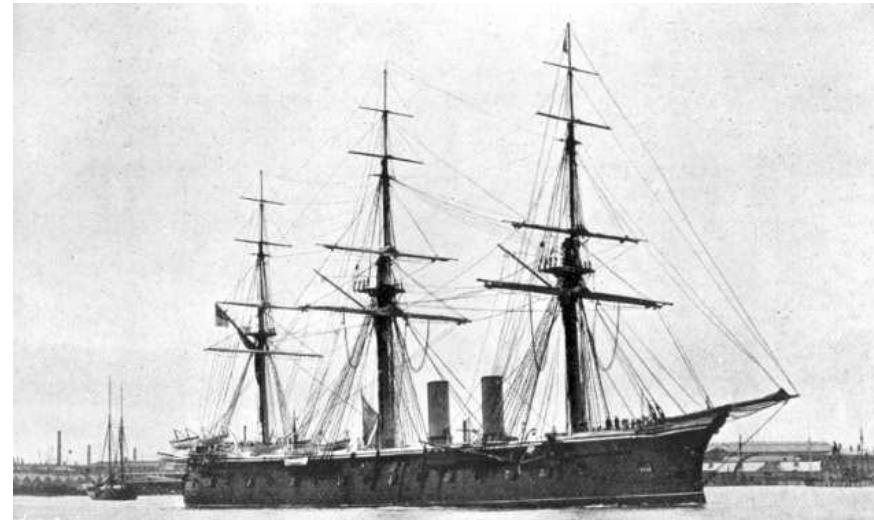
1875 She was decommissioned.

1875 Laid up.

1876 Laid up until scrapped.

1879 Unappropriated. Portsmouth. Officer borne in *Asia*.

**Sep 1886 She was sold-off for scrap, and Broken-Up.**

164.	<b>Lord Clyde.</b>	Broadside Ironclad. <b>Lord Clyde-class</b> armoured frigate	24. Reduced to 18.	Ironclad.	29 Sep 1863.	13 Oct 1864.	Laid down in 1863, after designs by Mr. E. J. Reed, and the Controller's Department, as single screw, wooden-hulled, armoured broadside ship of 7602 tons' displacement, and 6034 H.P.I.; fully rigged. Maximum thickness of iron armour 5½ inches. (WLC). She was named after Field Marshal Colin Campbell, 1st Baron Clyde. Ordered 3 Jul 1863. Completed 15 Sep 1866. ....
							<p>..... She was Commissioned Jun 1866.</p> <p>HMS <b>Lord Clyde</b> was the name ship of the wooden-hulled Lord Clyde class of armoured frigates built for the Royal Navy during the 1860's. She and her sister ship, <i>Lord Warden</i>, were the <u>heaviest</u> wooden ships ever built and were also the fastest steaming wooden ships. The <b>Lord Clyde</b> was initially assigned to the Channel Fleet in 1866, but was transferred to the Mediterranean Fleet in 1868. The ship suffered engine problems throughout her career and it needed to be replaced after only two years of service. She re-joined the Mediterranean Fleet in 1871, but was badly damaged when she ran aground the next year. When Lord Clyde was under repair, her hull was found to be rotten and she was sold for scrap in 1875.</p> <p>HMS Lord Clyde was 280 feet (85.3 m) long between perpendiculars and had a beam of 58 feet 11-inches (18.0 m). The ship had a draught of 23 feet 9-inches (7.2 m) forward and 27 feet 2-inches (8.3 m) aft. She displaced 7,842 long tons (7,968 tonnes) and had a</p> <p>tonnage of 4,067 tons burthen.</p> <p>Lord Clyde had a very low centre of gravity which meant that she rolled very badly; she was said to be the worst roller in the Victorian fleet. This characteristic was so dramatic that when the rolling propensities of ships were compared, it was usual to say "as bad a roller as the <i>Prince Consort</i>", the <b>Lord Clyde's</b> being beyond compare. Lord Clyde generally performed worse than did her sister ship, <i>Lord Warden</i>. In sea trials in 1867 with <i>Bellerophon</i>, <b>Lord Clyde</b> was rolling her gun ports under, while <i>Bellerophon</i> could have fought her main armament in safety. She was, however, very handy and sailed well in all weathers under sail or steam; her first captain reported that she was "as handy as a frigate". She carried a compliment of 605 officers and enlisted men.</p> <p>Her propulsion: The ship had a single two-cylinder trunk steam engine, made by Ravenhill and Hodgson, that drove a single propeller using steam provided by nine rectangular boilers. The engine, the <u>largest and most powerful</u> yet built, produced 6,064 indicated horsepower (4,522 kW) which gave <b>Lord Clyde</b> a speed of 13.4 knots (24.8 km/h; 15.4 mph) under steam. The severe vibration of the engine, coupled with the flexibility of the wooden hull, caused major problems during the ship's career. After only two years, the engine was worn out and everything but the condensers and shafting had to be replaced. She carried a maximum of 600 long tons (610 tonnes) of coal.</p> <p><b>Lord Clyde</b> was ship-rigged with three masts and had a sail area of 31,000 square feet (2,900 m<sup>2</sup>). To reduce drag, the funnels were telescopic and could be lowered. Her best speed under sail alone was 10.5 knots (19.4 km/h; 12.1 mph), nearly the slowest of any British ironclad. The</p>



ship holds "the double record of being the largest ship of any type or of any nationality ever to enter Plymouth Sound or Spithead on sail alone".

**Her Armament:** The ship was initially armed with 24 x 7-inch rifled muzzle-loading (R.M.L.) guns. Four pairs of guns were positioned as fore and aft chase guns on the upper and main decks. The remaining 16 guns were mounted on the broadside amidships. The seven-inch (178 mm) gun weighed 6.5 long tons (6.6 tons) and fired a 112-pound (50.8 kg) shell that was able penetrate 7.7-inch (196 mm) of armour.

**Lord Clyde's** original armament was replaced during her 1870 refit with a pair of R.M.L. 9-inch guns and 14 x R.M.L. 8-inch guns; she only retained a pair of her original seven-inch guns. The latter guns remained in position as forward chase guns on the main deck; one of the 9-inch (229 mm) guns became the chase gun on the upper deck and the other replaced the pair of seven-inch aft chase guns on the main deck. Also, on the upper deck were a pair (2) of 8-inch (203 mm) guns on the broadside and the remaining 12 x 8-inch guns were mounted on the main deck on the broadside amidships.

The shell of the nine-inch gun weighed 254 pounds (115.2 kg) while the gun itself weighed 12 long tons (12 tonnes). It had a muzzle velocity of 1,420 ft/s (430 m/s) and was rated with the ability to

penetrate 11.3 inches (287 mm) of wrought-iron armour. The 8-inch gun weighed 9 long tons (9.1 tonnes); it fired a 175-pound (79.4 kg) shell at a muzzle velocity of 1,410 ft/s (430 m/s) and was credited with the ability to penetrate 9.6-inches (244 mm) of armour.

**Her Armour:** The entire side of **Lord Clyde's** hull, except for the side of the upper deck, was protected by wrought-iron armour that tapered from 4.5-inches (114 mm) at the ends to 5.5 inches (140 mm) amidships. It extended 6 feet (1.8 m) below the waterline. The forward chase guns on the upper deck were protected by 4.5-inch armour plates on the sides of the hull and a 4.5-inch transverse bulkhead to their rear protected them from raking fire. The armour was backed by 30-inches (762 mm) of oak timber and the 1.5 inches (38 mm) iron skin of the ship.

**Lord Clyde:** The ship was commissioned in Jun 1866 to run her sea trials and completed on 15 Sep, for the cost of £285,750 or £294,481, exclusive of armament.

Commanded by Captain Roderick Dew, the ship was initially assigned to the Channel Fleet where she spent three months as temporary flagship before she was transferred to the Mediterranean in 1868. **Lord Clyde** made one cruise with the Mediterranean Fleet during which she fractured her steel main-yard in a squall. Her engines continued to deteriorate and they were condemned as no longer safe to use by the fleet engineer when she arrived in Naples. The ship was sent to the Malta Dockyard under sail for repair, but they could only make temporary repairs that would enable her to reach home. Upon arrival at Plymouth, Lord Clyde was paid-off and a new engine was built for her at Devonport Dockyard. In addition, her four-bladed propeller was replaced by a lighter, two-bladed propeller with less drag and the ship was rearmed.

1870 at Devonport, Ship's Co borne in *Indus*.

14 Sep 1871 She was recommissioned.

She remained in reserve until 1871 when she recommissioned under the command of Captain John Bythesea, an officer who had won the Victoria Cross during the Crimean War of 1854–55.

Oct 1871 departed to join Vice Admiral Sir Hastings Yelverston's fleet in the Mediterranean.

**Lord Clyde** re-joined the Mediterranean Fleet; six months after her arrival, she ran aground herself whilst attempting to rescue a British steamship that had gone aground off the island of Pantellaria. Attempts to lighten the ship enough to float her off were futile and she remained stuck fast taking damage from wave action that strained her back and wrenched off her sternpost, rudder post and rudder. **Lord Warden** was able to pull her off and tow her to be repaired at Malta where the dockyard estimated repairs would take six months. Bythesea and his navigator were convicted during their court-martial and neither ever served at sea again.

		<p>The Admiralty ordered that <b>Lord Clyde</b> be only repaired enough to allow for a passage home; that required six months of work and the ship was escorted back to Plymouth by the ironclad <i>Defence</i>. She was again paid off upon arrival and her engines and boilers were removed to allow for her hull to be thoroughly inspected. The dockworkers found that her entire hull was colonized by a fungus, partly because unseasoned wood had been used in the ship's construction, and they spent the next three years attempting to kill the fungus and stop the continuing deterioration.</p> <p><b>1872 She was decommissioned.</b></p> <p><b>1875 She was sold for scrap.</b></p> <p>All efforts to save the vessel failed and <b>Lord Clyde</b> was sold for scrap before she lost all value in 1875 for £3,730.</p>					
	<b>Tweed.</b>	Screw Frigate.	.	Wood.	3 Jul 1860.	.	Ordered from the Pembroke Royal Dockyard laid down 3 Jul 1860 - <b>CANCELLED</b> 16 Dec 1864. Builder's Measure of 3,027 tons, 250 feet x 52 feet.
	<b>Tartarus.</b>	Screw Gun Vessel.	.	Wood.	25 Oct 1860.	.	Ordered from the Pembroke Royal Dockyard laid down 25 Oct 1860 - <b>CANCELLED</b> 16 Dec 1864. Builder's Measure of 695 tons, 185 feet x 28½ feet.
165	<b>Amazon.</b>	Sloop. <b>Amazon-class</b> screw sloop.	4.	Wood		<b>23 May 1865</b>	Sister of 165 & 168. Teak. Very little information is available. <b>10 July 1866 She sunk on in a collision with S. S. Osprey, off the Start., off Lyme Bay, Dorset, in the English Channel; Commander Jas. Ed. Hunter. ....</b>
		<p>..... The sloop <b>Amazon</b>, under Commander J. E. Hunter, was on her way from Spithead to Halifax, Nova Scotia. She was a new vessel just commissioned and was constructed of wood. Early on the morning of Tuesday, July 10th, 1866, the sloop was off Portland when she ran into the S.S. Osprey, under Capt. Burtridge, of the Cork Steam Navigation Co., cutting her in two and causing her to sink in a few minutes with the loss of ten lives. The <b>Amazon</b> sustained vital damage and her crew, after picking up 22 survivors from the Osprey, were ordered to take to the boats. Fortunately, there was sufficient room for all on board and there were no casualties among the sloop's complement. A court-martial was held on board H.M.S. Victory at Portsmouth under presidency of Rear Admiral George C. Wellesley, C.B. Evidence was placed before the Court to the effect that the sloop was under command of Sub. Lieutenant Alfred C. Loveridge at the time of the collision which took place about 1 a.m., the <b>Amazon</b> striking the Osprey on the port quarter about one third of her length from the stern. The navigation lights on both vessels were burning brightly and the night was clear and calm. The steamship, which was under command of the first mate, sank within five minutes and the <b>Amazon</b> sank at about 3.30 a.m., just as the weather was beginning to thicken. Sub. Lieutenant Loveridge was dismissed from the service, but recommended to the favourable consideration of the Lords Commissioners of the Admiralty "... on account of the high character given him for zeal in the service". Read more at wrecksite: <a href="https://www.wrecksite.eu/wreck.aspx?134698">https://www.wrecksite.eu/wreck.aspx?134698</a>.</p>					
		<p>The <b>Amazon</b> is upright but her iron cross framings have collapsed and all her teak cladding rotted away. All that is left of the latter is the planking covered with copper sheathing. The lower part of the hull is partially buried. The three mast stubs are visible. Only the top of her</p>					





horizontal single expansion engine can be seen. The propeller is in situ. Depth to the seabed is 60 metres. A recent dive on HMS **Amazon** in June 2010. She seems to have degraded further. Maybe exhibiting damage from trawling. Some of the copper sheathed hull is at seabed level. Numerous pins are scattered around. Brass rods lie near where the engine should be maybe from the boiler or condenser. It is possible the engine is now almost buried in gravel. At this point a large curved steam pipe can be seen. The sonar suggests there is further debris off the wreck. Read more at wrecksite: <https://www.wrecksite.eu/wreck.aspx?134698>.

166.	<b>Vestal.</b>	Sloop. <b>Amazon-class</b> screw sloop.	4.	Wood.		16 Nov 1865.	Sister of 164 & 168. Teak. 1870 She was on the North America and West Indies Stations. <a href="#">Prior to Aug 1871</a> recommissioned in the West Indies, but being unfit for service without a refit returned to England, and her crew were turned over to the <b>Reindeer</b> . 1 Jan 1879 She was recommissioned at Zanzibar. 1879 She was posted to the East Indies. <b>Sold 1884.</b>
167.	<b>Nassau.</b>	Screw gun vessel.	4.	Wood.	20 Jun 1860.	20 Feb 1866.	1860 under construction at Pembroke Royal Dockyard. Jul 1866 Completed as Survey vessel. 1870 at Devonport. 1879 at Chatham. <b>1880 She was Broken-Up.</b>

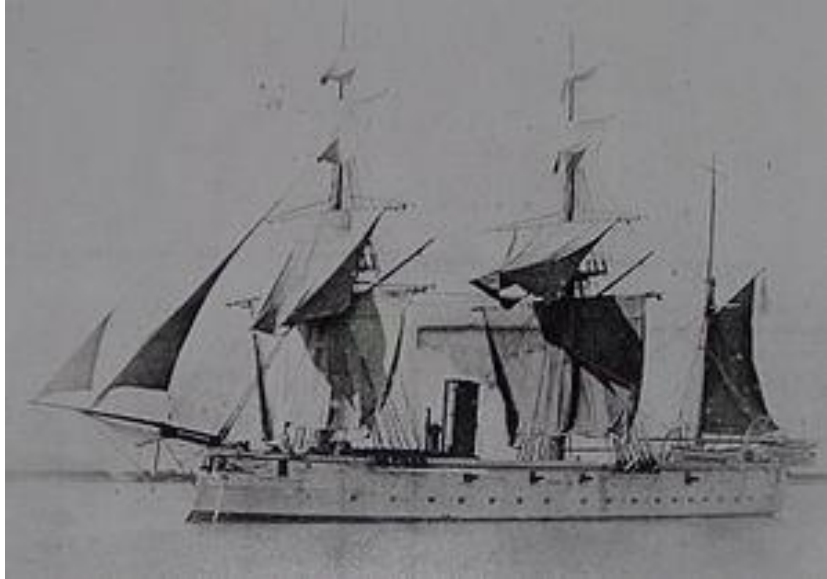
**Mar. 1866: Robert Hall, C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

168.	<b>Daphne.</b>	Sloop. <b>Amazon class.</b> Screw sloop.	4.	Wood.	.	23 Oct 1866	( <i>Sister of 165 &amp; 166, above</i> ). Italian oak on English oak frames 23 Oct 1866 launched at Pembroke Dock. HMS <b>Daphne</b> was an <i>Amazon-class sloop</i> , of the Royal Navy, built at the Pembroke Royal Dockyard. ....
<p>..... She was 187 feet long, displaced 1,640 tones, she carried compliment of 146 men and officers and was armed with 4 rifled guns. The vessel's entire career was spent in the Indian Ocean, on anti-slavery operations off the east coast of Africa, and also in the South China Sea. Arab vessels were carrying negro slaves on the main slaving route of Zanzibar to Aden. The Royal Navy was tasked to provide a strong 'policing' presence in the western Indian Ocean, which demanded to interdiction of this activity, with its crew of 146, HMS Daphne was well-suited to this work. First commission was under Commander G.L. Sullivan 12 Jun 1867 first commission, from Plymouth to East Indies and China, under Commander George Lydiard Sullivan.</p>							

HMS *Daphne*'s first commission was from Plymouth on 12 June 1867, with Commander George Lydiard Sullivan in charge. Its 'dhow-chasing/slave-chasing' mission has been described by Julia Turner in her book, which has also been utilised by Alan J Brown who has researched the ship's log.

"*Daphne* left Aden on 18 Jul 1868, and visited Mahe in the Seychelles, Tamave in Madagascar, Mayotte in the Comoros Islands and Mozambique. The vessel arrived in Zanzibar on 12th October.

The log records that on 20 Sep 1868, when the *Daphne* was between Mayotte and Johanna, in the Mozambique Channel, two dhows were sighted. These were chased and brought to when two shots were fired. The dhows were boarded, but on this occasion were not carrying slaves.



Later in the month on 28 Sep, as a change from dhow-chasing, the ship was stood-down and dressed overall 'in honour of the Coronation of Her Majesty the Queen of Portugal'. The next recorded operational activity involving dhows was on 7th October, between Zanzibar and Mozambique, when a slave dhow was boarded (name unknown). Sultan Burghash bin Said of Zanzibar had a treaty with the British Government by which he was supposed to control the Arab slave traders working out of his port. However, he was in fact in cahoots with the traders. Obviously realising this, whilst in port, Sullivan made it known that his intentions were to leave the port and sail for Bombay, whereas in fact this was a deception. When *Daphne* sailed on 21 Oct, once out of sight of land she headed north along the coast. Between 26 Oct-4 Nov, *Daphne* was sailing between Zanzibar and Bombay, and a great deal of dhow-chasing took place. Sullivan's log records that as soon as the Arab ships saw the *Daphne*, they would

run their boat ashore and wreck it before the Naval cutter or whaler could negotiate the offshore reefs. By the time the sailors reached the shore the slaves had mainly run off and so there was no evidence with which to arrest the Arabs.

Sullivan thus changed his tactics. He found a part of the shore where a headland jutted out into the sea, and positioned the ship's boats behind this, where the approaching Arab ships could not see them. *Daphne* herself moved out of sight over the horizon. When Arab dhows spotted the boats, they would turn out to sea, and so run straight into the *Daphne*. These tactics proved very successful, as the next entries in the log show, and in all, HMS *Daphne* rescued about 2000 slaves on this commission.

Monday 26 Oct a.m. Sighted 3 dhows and 2 cutters. Took dhows and cutters in tow, p.m. Two dhows broke adrift. 4.40 p.m. Fired a gun. Came to. 6.00 p.m. Cast off dhow.

Tuesday 27 Oct a.m. Observed 2 dhows ahead. 11.15 a.m. Mustered at oars. 1.40 p.m. Sent galley and whaler to board dhows. Took 2 dhows in tow.

Wednesday 28 Oct p.m. Sighted sail on starboard bow. 4.50 p.m. Stopped. Manned and armed boats. Sent whaler to board dhow. Dhow ran on shore and was wrecked. Whaler returned with 7 slaves. Thursday 29 Oct p.m. Weighed [anchor] and proceeded to chase dhow. Dhow ran on shore. Manned and armed boats and sent them to take dhow. Boats returned having captured 1 slave and destroyed dhow.

Saturday 31 Oct 2.45 a.m. Sent boat in chase of a dhow and captured her. Got 2 dhows alongside. Employed getting out masts and sails and clearing dhows. Received slaves from dhows. Burnt 1 dhow. Observed dhow with cutter in chase. A slave swam off to the shore. Sent galley



cruising. Cleared and burnt 1 dhow."

Sunday 1 Nov 9.30 a.m. Hauled 2 dhows and cutters alongside. Received 156 slaves from her and 15 from the 2nd dhow. Cleared and burnt 1 dhow.

Tuesday 3 Nov a.m. Died, 1 slave child. Sent party to pump out dhow. Received on board 25 slaves.

Wednesday 4 Nov 5.20 a.m. Sighted 2 dhows. Lowered whaler and 1st cutter and boarded. Fired 2 shots at dhows. Whaler brought dhow alongside. Received 35 slaves.

26 Oct-4 Nov 1868, in company with the *Star* captured 14 Slave Dhows, (names unknown).

10.30 a.m. Hauled off and set fire to dhow. Hauled alongside galley and dhow and received 26 slaves from her. Hauled off dhow and burnt her.

5 Nov 1868, in company with the *Star* captured a Slave Dhow, (name unknown).

".....her ever recurring appearance at so many successive slave running seasons earned a tradition of wrath at the mention of her name among the merchants in that line of business", wrote **Admiral Ballard in July 1938.**

23 Apr 1869, captured a Slave Dhow, (name unknown).

16 May 1869, captured a Slave Dhow, (name unknown).

1 Jun 1869 Commander George Amelius Douglas assumes command.

24 May 1870 returns to Plymouth, and is paid off.

1870 at Devonport, per the Navy List.

12 Oct 1871 second commission, from Plymouth to East Indies and China, under Commander Richard Adams.

26 Feb 1872 Commander Adams dies of cholera aboard between Madras and Calcutta.

6 Mar 1872 Commander Richard Sacheverell Bateman assumes command.

27 Oct 1873 Commander Charles Edward Foot assumes command.

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#### **Captain Sullivan's Account of Slave-Chasing:**

In 1873, having completed his tour in charge of the *Daphne* in 1869, and promoted the same year, Captain Sullivan wrote a book about his experiences in the Indian Ocean entitled, 'Dhow Chasing in Zanzibar Waters: And on the Eastern Coast of Africa'. Sullivan would serve in the Royal Navy until 1892, and retired as a vice-admiral, and died in

1904 aged 72 years. Of the slaves he helped free, he described one encounter; "The deplorable condition of some of these poor wretches, crammed into a small dhow, surpasses all description; on the bottom of the dhow was a pile of stones as ballast, and on these stones, without even a mat, were twenty-three women huddled together—one or two with infants in their arms—these women were literally doubled up,

	<p>there being no room to sit erect; on a bamboo deck, about three feet above the keep, were forty-eight men, crowded together in the same way, and on another deck above this were fifty-three children. Some of the slaves were in the last stages of starvation and dysentery”.</p> <hr/> <p>4 Jan 1876 Commander George Bruce Evans assumes command.  Jan 1879 Commander Dashwood Goldie Tandy assumes command.  1879 at Devonport, per the Navy List.  Jun 1880 returns to Plymouth, and is paid off.  7 Nov 1882 sold out of service.  <b>1882 She was sold for breaking up.</b></p>
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169.	<b>Penelope.</b>	central-battery ironclad. Armoured Corvette. 3rd Class.	13.	Iron.	4 Sep 1865.	18 Jun 1867.	<p>First Pembroke iron ship. Ordered Feb 1865. Completed 27 Jun 1868. HMS <b>Penelope</b> was a central-battery ironclad built for the Royal Navy in the late 1860's and was rated as an armoured corvette. She was designed for inshore work with a shallow draught and this severely compromised her performance under sail. The ship spent the next year (following completion) with the Channel .....</p> <p>..... Fleet before she was assigned to the First Reserve Squadron in 1869 and became the Coast guard ship for Harwich until 1887. <b>Penelope</b> was mobilised as tensions with Russia rose during the Russo-Turkish War of 1877–78 and participated in the Bombardment of Alexandria during the Anglo-Egyptian War of 1882. The ship became a receiving ship in South Africa in 1888 and then a prison hulk in 1897. She was sold for scrap in 1912.</p> <p>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 Baltic Sea during the Crimean War of 1854–55.</p> <p>The ship was 260 feet (79.2 m) long between perpendiculars and had a beam of 50 feet (15.2 m). She had a draught of 15 feet 9-inches (4.8 m) forward and 17 feet 4-inches (5.3 m) aft. Penelope displaced 6,034 long tons (6,131 tonnes) and had a tonnage of 3,096 tons burthen. She had a complement of 350 officers and ratings. She was the first British capital ship to be fitted with a washroom.</p> <p><b>Penelope</b> had a pair of Maudslay three-cylinder, horizontal-return, connecting-rod steam engines, each driving a single 14-foot (4.3 m) propeller. The engines used steam provided by four boilers with a working pressure of 30.5 psi (210 kPa; 2 kgf/cm<sup>2</sup>). The ship reached a speed of 12.76 knots (23.63 km/h; 14.68 mph) from 4,703 indicated horsepower (3,507 kW) during her sea trials on 1 July 1868. She carried a maximum of 500 tonnes (510 tons) of coal, enough to steam 1,360 nautical miles (2,520 km; 1,570 miles) at 10 knots (19 km/h; 12 mph). 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 hoist-able propellers as the reports from <i>Pallas</i> and <i>Favorite</i>, with their fixed propellers, were distinctly uncomplimentary about their sailing qualities. She was the only twin-screw ship ever to have hoisting 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". <b>Penelope</b> was ship-rigged with three masts and a sail area of 18,250 square feet (1,695 m<sup>2</sup>). Her speed under sail alone was only 8.5 knots (15.7 km/h; 9.8 mph). Her shallow draught gave her a metacentric height of 2.7 feet (0.8 m) at deep load which made her a very steady gun platform.</p>
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**Penelope's** main armament of 8 x rifled muzzle-loading (R.M.L.) 8-inch (203 mm) guns was concentrated amidships in a box battery. The guns at the corners of the battery were given additional gun ports, embrasured 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 (79.4 kg) and was rated with the ability to penetrate 9.6 inches (244 mm) of wrought-iron armour. The ship mounted 3 x rifled breech-loading (R.B.L.) 5-inch (127 mm) 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 (95 mm) Armstrong saluting guns.

The armour of Penelope was a waterline wrought iron armour belt of covered her entire length. It was 6 inches (152 mm) thick amidships, backed by 10–11 inches (254–279 mm) of wood, and thinned to 5 inches towards the ends of the ship. It had a total height of 5 feet 6 inches (1.7 m) of which 4 feet (1.2 m) was below water and 1 foot 6 inches (0.5 m) above. The sides of the 68-foot-long (20.7 m) box battery were also 6 inches thick and its ends were protected by 4.5-

**Penelope**, was named after the wife of Odysseus. She was the 5<sup>th</sup> ship of her name to serve in the Royal Navy. She was ordered in February 1865 and was the first iron-hulled ship to be built at the Pembroke Royal Dockyard. The ship was laid down on 4 Sep and was launched by the wife of the new Captain-Superintendent of the dockyard,

Captain Robert Hall, on 18 June 1867.

**Penelope** was completed at Devonport Dockyard on 27 Jun 1868 for the cost of £196,789 and served in the Channel Fleet until June 1869.

1870 she was appointed as a Coast Guard and Drill Ship of Naval Reserve, Harwich.

She was then Guard ship at Harwich until 1882, which included summer cruises in company with the rest of the reserve fleet. She was part of the Particular Service Squadron mobilised during the Russian war scare of June–August 1878.

1 May 1878 Recommissioned at Chatham.

1879 Ship of First Reserve.

1879 she was appointed Coast Guard and Drill Ship for Naval Reserve, Harwich.

1879 she was Temporarily employed with the Channel Squadron.

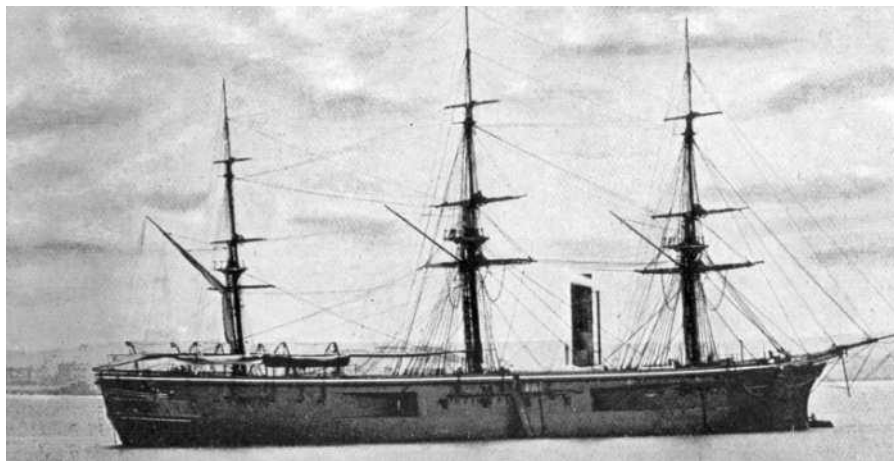
1879 Officer borne as Inspector of Lifesaving Apparatus.

1879 Tender: *Cherub*; Cruisers: *Adder*, *Beatrice*, *Flora*, *Hawk*.

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.

1882 Present at bombardment of Alexandria.

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. **Penelope** was the ship closest to the Egyptian forts and fired some 231 rounds during the battle. The ship was only lightly



damaged by Egyptian shells, with eight men wounded, one eight-inch gun damaged and one main-yard needing to be replaced. She became Rear-Admiral Anthony Hoskins's flagship when the British seized the Suez Canal to allow their troop transports to land at Ismailia. **Penelope** returned home after the war for a further five years' service at Harwich.

Apr 1886 at Harwich.

19 Jun 1886 The Channel Squadron consisting of HM Ships *Hercules*, *Northampton*, *Devastation*, **Penelope**, *Hotspur*, *Ajax*, *Shannon* and *Belleisle*, from Portland to Bantry Bay passed the Lizard at 10 am today.

She was paid off in 1887, refitted, and sent to Simonstown, South Africa, as a receiving ship the following year.

23 Oct 1888 recommissioned at Portsmouth.

1890 Receiving Ship at Simon's Bay, Cape of Good Hope. Tender to *Flora*.

1891 she was utilised as Guard ship.

In Jan 1897, Penelope was converted to a Prison-Hulk.

1900 she was Photographed off Simon's Town in the early part of the year.

**12 July 1912 she was sold for scrap on for the price of £1,650. The ship was broken up at Genoa, Italy, in 1914.**

170.	<b>Newport.</b>  renamed in 1881 and sold into civilian service and was <b>Pandora.</b>	Gunboat. <b>Philomel-class</b> wooden screw gun vessel	5.	Iron.	17 Oct 1860.	1867.	1860 under construction at Pembroke Royal Dockyard. 1868 Completed as a survey vessel. 1870 she was in Surveying Service, operating in the Mediterranean. Jan-Mar 1871 undertaking survey duties in the Red Sea, with her tender <i>Azov</i> . 2 Apr 1871, for the British Census, off Rasgarir, in the Gulf of Suez. 17 Apr 1871 departed Alexandria for Malta. 23 Apr 1871 arrived at Malta with her tender, the <i>Azov</i> , in tow, and sails Tuesday for England to be paid off. 1879 at Chatham. 1881 Sold as Pandora <b>1881 She was sold into civilian service and was renamed Pandora.</b>
171.	<b>Gnat.</b>	Gunboat. composite screw gun vessel.	4.	Composite.	.	26 Nov 1867.	First Pembroke composite vessel. Wrecked 1968. <b>15 Nov 1868 She was wrecked on Balabac Island in the South China Sea, under the command of Commander Chas. Barstow Theobald.</b>



		<i>Unspecified class.</i>					
172	<p><b><i>Inconstant.</i></b></p> <p>Renamed <b><i>Impregnable II.</i></b> Jun 1906.</p> <p>Renamed <b><i>Defiance IV.</i></b> Jan 1922</p> <p>Renamed <b><i>Defiance II.</i></b> Dec 1930.</p>	<p>Frigate.</p> <p>Unarmoured steam frigate.</p> <p><b><i>Cruiser, 2nd Class.</i></b></p>	16.	Iron.	27 Nov 1866.	12 Nov 1868.	<p>Commissioned 14 Aug 1869.</p> <p>HMS <b><i>Inconstant</i></b> was an unarmoured, iron-hulled, screw frigate built for the Royal Navy in the late 1860's. Upon completion in 1869, she was the <u>fastest warship</u> in the world and was assigned to the Channel Squadron. Two years later the ship was transferred to the Detached Squadron for a brief time before she was paid-off into reserve in 1872. <b><i>Inconstant</i></b> was recommissioned in 1880 for service with the Flying Squadron that circumnavigated the world in 1880–82. On the return voyage, the ship was diverted to Egypt during the Anglo-Egyptian War of 1882 and played a minor role supporting operations ashore. She was reduced to reserve again after her return and was served as an accommodation ship in 1897. ....</p> <p>..... <b><i>Inconstant</i></b> was hulked in 1904 and became a training ship in 1906. She continued in that role, under a variety of names, until she was sold for scrap in 1955 and subsequently broken up, the <u>second-to-last surviving Pembroke-built warship in existence</u>.</p> <p><b><i>Inconstant</i></b> was the first of an intended six 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 three were 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 (102·8 m) long between perpendiculars, had a beam of 50 feet 3-inches (15·3 m), and a draught of 25 feet 6-inches (7·8 m). <b><i>Inconstant</i></b> displaced 5,780 long tons (5,870 tonnes) and had a tonnage of 4,066 tons burthen. She carried a complement of 600 officers and ratings. To reduce biofouling, her iron hull was sheathed in two layers of oak 3-inches (76 mm) thick that was covered by a layer of copper. <b><i>Inconstant</i></b> was a good sea-boat and a steady gun platform.</p> <p>The ship had a single John Penn and Sons two-cylinder trunk steam engine that drove a 23-foot (7·0 m) propeller. The engine used steam provided by 11 x boilers with a working pressure of 30 psi (207 kPa; 2 kgf/cm<sup>2</sup>). <b><i>Inconstant</i></b> reached a speed of 16·2 knots (30·0 km/h; 18·6 mph) from 7,360 indicated horsepower (5,490 kW) during her sea trials and was the <u>fastest warship</u> afloat when completed. The ship once sustained an average speed of 15·5 knots (28·7 km/h; 17·8 mph) for 24 hours. She carried a maximum of 750 long tons (760 tonnes) of coal, enough to steam 2,780 nautical miles (5,150 km; 3,200 miles) at 10 knots (19 km/h; 12 mph).</p> <p><b><i>Inconstant</i></b> was ship-rigged with three masts and a sail area of 26,655 square feet (2,476 m<sup>2</sup>). She proved to be excellent under sail, reaching a maximum speed of 13·5 knots (25·0 km/h; 15·5 mph), 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 possible drag. When completed the ship was <u>more heavily armed</u> than all but two of the twenty-four British ironclads afloat. <b><i>Inconstant</i></b>'s main armament consisted of ten rifled muzzle-loading (R.M.L.) 9-inch (229 mm) guns on the main deck in the traditional broadside layout. The 9-inch shells weighed 254 pounds (115·2 kg) and was rated with the ability to penetrate 11·3 inches (287 mm) of wrought-iron armour. Her secondary armament of six R.M.L. 7-inch (178 mm) guns was mounted on the upper deck, with two guns positioned in the bow as chase guns. The guns fired a 112-pound (51 kg) shell that could pierce 7·7 inches (196 mm) of armour.</p> <p><b><i>Inconstant</i></b>, the 5<sup>th</sup> ship of her name to serve in the Royal Navy, was laid down on 27 Nov 1866 at Pembroke Royal Dockyard, Pembrokeshire, South West Wales. The ship was launched on 25 Mar 1872 by Lady Muriel Campbell, daughter of John Campbell, 2nd Earl Cawdor. <b><i>Inconstant</i></b></p>

was transferred to Portsmouth Dockyard to finish fitting out and was commissioned on 12 Aug 1869 by Captain Elphinstone D'Oyly D'Auvergne Aplin for duty with the Channel Squadron. He was relieved by Captain Charles Waddilove on 13 Sep 1870.

31 Dec 1870, forming a part of the Channel Squadron, on completion of Christmas leave departed from Portsmouth, for Portland.



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.

1 Jan 1871 she arrived at Portland.

23 Jan 1871 7 ship's stewards will appear at a Court Martial to be held on board the *Duke of Wellington*, at Portsmouth, tomorrow, which includes C. Townshend of the *Inconstant*.

16 Mar 1871 she arrived at Spithead, from Portland.

21 Apr 1871 departed for Portland Roads; her crew having been given a week's leave.

2 Aug 1871 at Gibraltar, with the *Topaze*, joined the Flying Squadron: departed for off Ushant with the Mediterranean Squadron: *Pylades* and *Inconstant* to remain at Gibraltar.

11 Aug 1871 arrived off Ushant and involved in exercises with the Reserve, Mediterranean and Channel Squadrons, and was

subsequently joined by the *Inconstant*, with despatches.

11 Sep 1871 Portsmouth the squadron arrived from Queensferry, Ireland, from which they departed last Saturday, and anchored at Spithead, having been cruising in the North Sea following the earlier exercises.

21 Oct 1871 The *Immortalité*, *Inconstant* and *Volage* have given leave to their crews at Portsmouth, in alternate watches, the latter two being calked and refitted in dock, whilst the former refits alongside, whilst the *Narcissus* and *Cadmus* have gone to Plymouth to give leave and be refitted at Devonport.

12 Nov 1871 the *Narcissus* departed from Plymouth Sound for Portland, arriving Sunday, where she was expected to be joined shortly by the *Cadmus*, from Plymouth, and the remainder of the Squadron from Portsmouth 19 Nov 1871 the Flying or Detached Squadron, consisting of the *Narcissus*, *Topaze*, *Immortalité*, *Inconstant*, *Cadmus* and *Volage* departed from Portland for Vigo.

24 Nov 1871 arrived Vigo and put into quarantine, there being 2 cases of smallpox on board the *Narcissus*.

29 Nov 1871 the Squadron departed for Lisbon, arriving on 3 Dec. Smallpox cases sent to hospital and squadron received pratique.

7 Dec 1871 the squadron departed for Madeira, arriving on the 10th inst., sailing on the 11th for Rio de Janeiro.

Dec 30, 1871 A large number of midshipmen have been appointed to join the Flying (Detached) Squadron.

The ship was paid-off in 1872 and spent the next eight years in reserve.

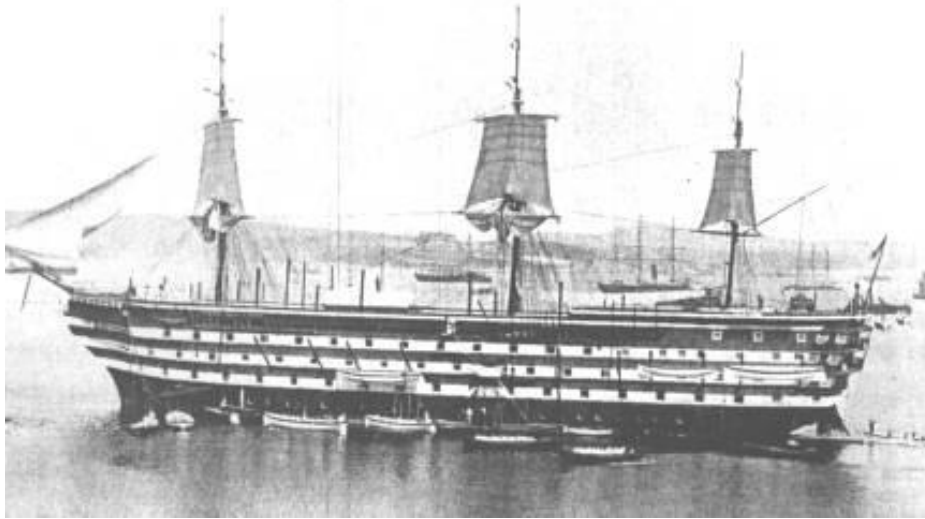
18 Jan 1872 Rio Janeiro very hot and Squadron departed for Simon's Town.

14 Feb 1872 Squadron arrived Cape of Good Hope. During the cruise out the ships and their crews had been involved in manoeuvres, gun exercises and other drills.

16 Feb 1872 *Inconstant* temporarily detached to Table Bay as guardship.

27 Feb 1872 Cape of Good Hope, departed for Bombay.

22 Apr 1872 arrived at Bombay.  
6 May 1872 departed for Mauritius.  
5 Jun 1872 arrived at Mauritius, sailing for the Cape on the 20th inst.



***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 got sick in Hong Kong, and then from 6 Dec 1881-17 Oct 1882 of Rear-Admiral Sir Francis Sullivan. ***Inconstant***'s captain at this time was Captain Charles Penrose-Fitzgerald. The Detached Squadron left Spithead on 17 Oct 1880 to circumnavigate the world and returned two 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. On the return voyage, the frigate caught fire; it was stopped by flooding all of the after 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 July and some of ***Inconstant***'s crew were landed to participate in operations ashore. The ship was reduced to reserve again after their return on 16 Oct 1882. She became an accommodation ship for the overflow from the barracks at Devonport in 1897. ***Inconstant*** was taken out of service in 1904 and became a gunnery training ship in June 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 December 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 second-to-last Welsh-built naval vessel afloat.

[24 Aug 1880](#) recommissioned for what was originally to have been a World Cruise with the 2 princes, but eventually fizzled out in the Far East. The other vessels involved were the *Carysfort*, *Cleopatra*, *Tourmaline* and *Bacchante*. The ship's accommodation hadn't been fitted out for her ship's company at this date and the men and boys were accommodated on board the hulk *Belvedere*.

27 Jul 1872 arrived at Cape of Good Hope, sailing for the St. Helena on the 27th inst.  
8 Aug 1872 arrived at St. Helena, sailing for the Ascension on the 13th inst.  
17 Aug 1872 arrived at Ascension, sailing for the Azores on the 20th inst.  
13 Sep 1872 arrived at the Azores, sailing for the Plymouth on the 16th inst.  
27 Sep 1872 arrived Plymouth Sound and departed for Portsmouth arriving Spithead on the 28th inst.  
1879 at Portsmouth.  
She was recommissioned in 1880 and was commanded by Captain Lord Walter Kerr from 5 Feb-11 March. During this time, ***Inconstant*** served as the flagship of Vice-Admiral Seymour of the Mediterranean Fleet as she ferried replacement crews to that fleet. From Aug 1880-Oct 1882,



6 Sep 1880 Rear-Admiral the Earl of Clanwilliam, hoisted his flag on board the *Inconstant* at Portsmouth, as flag ship of the Flying Squadron, also known as the Detached Squadron, accompanying the two princes out to and around the Far East. The British newspapers were full of the preparations for the departure, with details of suitable officers etc. being appointed to the *Inconstant* and other ships of the squadron.

11 Oct 1880, due to go out to Spithead.

14 Oct 1880, departed Spithead for and carried out trials on her machinery etc. on the 15th. [16 Oct 1880](#), departed Portsmouth for Vigo, followed by *Madeira, St. Vincent*, in the Cape de Verde Islands, and Monte Video; Bahia and Rio

being cancelled as it was reported that Yellow Jack was doing the rounds again.

30 Oct 1880, it was reported that the *Bacchante* was at Vigo, with the 2 Princes on board, and would accompany the *Inconstant* from there down to Madeira.

31 Oct 1880, the Detached Squadron departed Vigo in fine weather for Madeira.

6 Nov 1880, arrived at Funchal, Madeira.

10 Nov 1880, the Squadron, made up of the *Inconstant, Bacchante, Cleopatra* and *Tourmaline* departed Funchal for Montevideo, calling at St. Vincent on route for mail. I thought it interesting to note, that whilst at Funchal the men of the Squadron who were members of the Naval Temperance Lodge were invited to call on Miss [Agnes] Weston's agent at Madeira. I well remember the Agnes Weston's hostels at Portsmouth, Portland and Plymouth.

21 Dec 1880, arrived at Monte Video, from the Cape Verd Islands, and remained there until the 8th Jan ; from Monte Video it was intended that the squadron should then call at the Falkland Islands (arrived 25 Jan) and then head for the Pacific, via Cape Horn, However, after the Squadron had arrived at Port Stanley HMS *Swift* arrived from Monte Video on 26 Jan, with a telegram from the Admiralty, ordering the squadron to go to the Cape of Good Hope "with all despatch." It is rumoured that the message arrived whilst the squadron was at Monte Video, but was never delivered.

During the passage to the Cape of Good Hope, where they arrived on [16 Feb.](#), the ship's companies prepared landing parties for any eventuality, but having arrived at Simon's Bay, and waited around for 6 weeks there was no demand for the squadron's services and they departed on [9 Apr](#) for Australia.

[Passage to Australia](#) and the *Bacchante*, with the young princes on board, goes missing, followed by relief and wonderful hospitality at Melbourne and Sydney. In the event it turned out that the *Bacchante* had put into St. George's Bay in West Australia with her rudder broken, which caused delays in the programme and the cancellation of the visit to New Zealand.

Following a stay of five days in Moreton Bay, the Squadron [departed for the Fiji Islands](#).

21 Oct 1881 arrived Yokohama, and then on to Kobe, and through the Inland Sea to Shimonoseki. From Japan the Squadron departed for Hong Kong, where the *Bacchante* and *Cleopatra* departed for the Mediterranean via the Suez Canal, but the *Inconstant* had problems with her rudder, which required a return trip to Japan and docking at Nagasaki for repairs to be carried out by the ship's engineer.

Returned via the Cape of Good Hope (departed 16 May 1882) where the [Inconstant](#) suffered a severe fire which caused a further 3 week delay in her arrival in the Mediterranean, (via St. Helena), and late for the bombardment of the Alexandrian forts.

Arrived at Gibraltar, having towed the *Tourmaline* for much of the passage, and filled bunkers ; stored ship at Malta with ammunition for the ships off Alexandria, and assisted in the [subsequent operations](#) before sailing on 16 Sep 1882 for Portsmouth, where we paid-off in the October.



Precise dates for much of this cruise and more detail can be found in other publications, such as *The Times Newspaper of London*, which reportedly fully on the activities of the 2 princes etc.

1890 at Devonport. Officers borne in "*Indus*".

1897 she was Hulked.

1898 placed in Harbour Service.

Jun 1906 Renamed Impregnable II.

June 1906, she became a Training ship

1907 Renamed [Impregnable II](#).

1922 Renamed [Defiance IV](#).

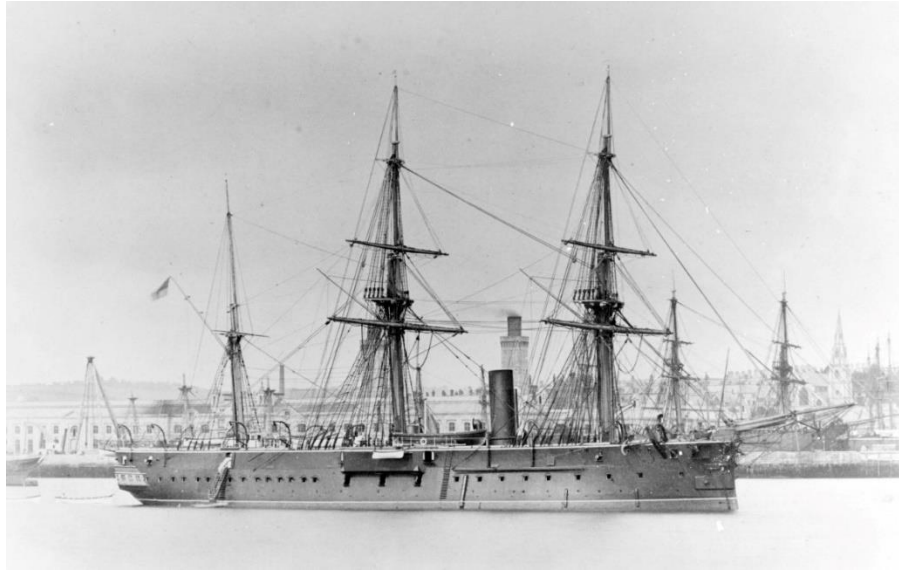
1904 she was Hulked.

Dec 1930 Renamed [Defiance II](#).

Sep 1955 she was sold for scrap

**4 Apr 1956 she was broken up in Belgium.**

173.	<b><i>Bittern.</i></b>	Gunboat. screw gun vessel.	3.	Wood.	17 Dec 1861.	20 Sep 1869 or 17-Dec- 1869.	This the 3 <sup>rd</sup> ship to carry the name HMS <b><i>Bittern</i></b> was a 3-gun, wooden screw gun vessel. Built at Pembroke Dock, 170 feet long, 29 feet wide, and of 663 tons builders' measurement, displacing 805 tons. Armed with 1 x 7-inch muzzle loading and 2 x 40 pounder guns. 1870 she was at Devonport, Ships co. borne in <i>Indus</i> . 24 Jan 1874 at Cape Coast Castle during the Ashanti War. 26 Feb 1878 she was recommissioned Malta. 1879 she was operating in the Mediterranean. She won the following Battle Honours: Ashantee 1873-74 and Alexandria 1882. <b>Nov 1887 Sold for breaking up. .</b>
174.	<b><i>Iron Duke.</i></b>	Central Battery Ironclad. <b><i>Audacious-</i></b> <b><i>class</i></b> ironclad.	20.	Iron.	23 Aug 1868.	1 Mar 1870.	Ordered 26 Sep 1867. 1870 at Pembroke Royal Dockyard, the Ship's Co borne in <i>Indus</i> . 14 Jan 1871 having made alterations to her ballast and having been re-rigged as a bark, departed from Plymouth to trial her engines. Completed 21 Jan 1871. .... 31 Jan 1871 she arrived at Vigo. 11 Feb 1871 she arrived at Lisbon. 1 Apr 1871 Commissioned. 21 Apr 1871 at Devonport. 27 Apr 1871 went to sea with the <i>Vanguard</i> on a 2-month experimental cruise to test the merits of the 2 ships 1871–75 she was in the China Squadron.



**Iron Duke** had a draught of 21 feet 7-inches (6.6 m) forward and 22 feet 7-inches (6.9 m) aft. The *Audacious-class* ships displaced 6,034 long tons (6,131 tonnes) and had a tonnage of 3,774 tons burthen. They had a complement of 450 officers and ratings.

**Iron Duke** had a pair of two-cylinder, horizontal-return, connecting-rod steam engines, each driving a single 16-foot-6-inch (5.03 m) propeller, using steam provided by six rectangular boilers. The engines were designed to give the ships a speed of 13 knots (24 km/h; 15 mph); **Iron Duke**, however, reached a speed of 13.64 knots (25.26 km/h; 15.70 mph) from 4,268 indicated horsepower (3,183 kW) during her sea trials on 2 Nov 1870. She carried a maximum of 450 long tons (460 tons) of coal.

The *Audacious class* was ship-rigged with three masts and had a sail area of 25,054 square feet (2,327.6 m<sup>2</sup>). Around 1871 they were re-rigged as barques with their sail area reduced to 23,700 square feet (2,200 m<sup>2</sup>). To reduce drag, the funnel was telescopic and could be lowered. Under sail alone, they could reach 10 knots (19 km/h; 12 mph).

The main armament of the *Audacious-class* ships consisted of 10 R.M.L. 9-inch (229 mm) rifled muzzle-loading guns. Six of these were positioned on the main deck, three on each broadside, and the other four guns were mounted on the corners of the upper deck battery. The battery protruded over the sides of the ships to give the guns a certain amount of end-on fire. The shell of the nine-inch gun weighed 254 pounds (115.2 kg) while the gun itself weighed 12 long tons (12 ton). It had a muzzle velocity of 1,420 ft/s (430 m/s) and was rated with the ability to penetrate 11.3 inches (287 mm) of wrought-iron armour at the muzzle.

The ships were equipped with four R.M.L. 6-inch (152 mm) 71 cwt guns as chase guns, two in the bow and another pair in the stern. They fired a 64-pound (29.0 kg), 6.3-inch (160 mm) shell. They also had six R.B.L. 20 pounder 3.75-inch (95 mm) rifled breech-loading guns that were used as saluting guns. In 1878, the ships received four 14-inch (356 mm) torpedo launchers on the main deck and the 6-inch guns were replaced by four breech-loading B.L. 5-inch guns during the mid-1880's.

The wrought iron waterline armour belt of the *Audacious class* covered the entire length of the ships. It was eight inches (203 mm) thick amidships, backed by eight–ten inches (203–254 mm) of teak timber, and thinned to six inches towards the ends of the ships. It had a total height of 8 feet (2.4 m) of which 5 feet (1.5 m) was below water and 3 feet (0.9 m) above at deep load. The main deck citadel's ends were

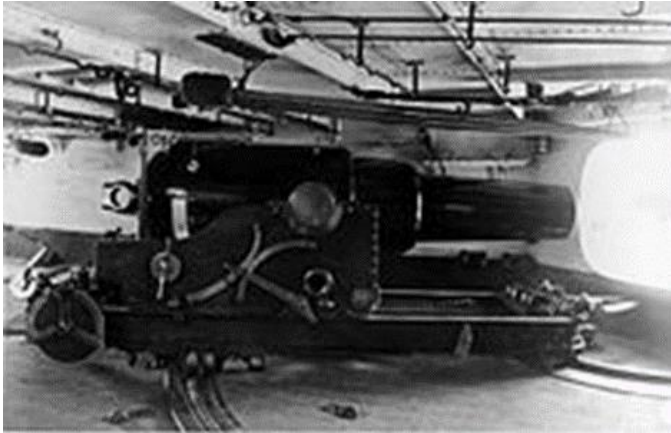
HMS **Iron Duke** was the last of four *Audacious-class* central battery ironclads built for the Royal Navy in the late 1860's. She was briefly assigned to the Reserve Fleet as a Guardship in Ireland, before she was sent out to the China Station as its flagship. **Iron Duke** returned four years later and resumed her duties as a guardship.

1 Sep 1875 collided with and sank the Central battery *Vanguard* off the Kish Bank, Wicklow, Ireland. No life lost.

She accidentally rammed and sank her sister ship, *Vanguard*, in a heavy fog in mid-1875 and returned to the Far East in 1878. The ship ran aground twice during this deployment and returned home in 1883. After a lengthy refit, **Iron Duke** was assigned to the Channel Fleet in 1885 and remained there until she again became a guardship in 1890.

The *Audacious class* was designed as a second-class ironclad intended for overseas service. They were 280 feet (85.3 m) long between perpendiculars and had a beam of 54 feet (16.5 m).

protected by a 5-inch (127 mm) forward bulkhead and a 4-inch (102 mm) one aft. The sides and embrasures of the upper battery were six inches thick, but its ends were unprotected. The ships also had a one-man conning tower with walls 3 inches (76 mm) thick.



The ***Iron Duke***, was named after the nickname for Arthur Wellesley, 1st Duke of Wellington, was the first ship of her name to serve in the Royal Navy. She cost £208,763. She was initially assigned as a First Reserve Guardship at Plymouth, but was assigned as the flagship of the China Station in September. On route to the Far East, she became the first ironclad to use the Suez Canal; virtually all of her coal had to be unloaded to reduce her draught and she was towed by three tugboats through the canal in three days. Relieved by her sister ship, ***Audacious***, ***Iron Duke*** returned to the UK in 1875. In an attempt to save money on the return ship, no tugboats were hired and the ship ran aground four times and frequently scraped the sides of the canal during her four-day transit. Upon her arrival, she was paid off in May. The ***Iron Duke*** was recommissioned two months later and was assigned as the

Guardship at Hull.

1875–77 she was in the First Reserve Squadron.

During the First Reserve Squadron's summer cruise on 1 Sept, she was on route with three other ironclads between Dublin and Queenstown (now Cobh, County Cork, South West Ireland). In a thick fog, the ship accidentally rammed her sister, ***Vanguard***, off Kish Bank, in Dublin Bay. The ***Iron Duke*** had her bowsprit wrecked, but was otherwise little damaged. Her ram, however, had torn a 9-by-3-foot (2.74 by 0.91 m) hole in ***Vanguard***'s side. The ram also damaged the watertight bulkhead between ***Vanguard***'s engine and boiler rooms which flooded both compartments and prevented her crew from using her steam-powered pumps. The ship sank in a little over an hour after all of the crew abandoned ship.

Following the loss, the ***Iron Duke*** replaced ***Vanguard*** as the guardship at Kingstown (now Dún Laoghaire, County Dublin, Ireland), where she received the latter's crew and remained until July 1877 when the ship began a lengthy refit that lasted until August 1878.

5 Jul 1878 she was recommissioned at Devonport.

She was inspected by Admiral Thomas Symonds, Commander-in-Chief, Plymouth, on 22 Jul.

1877–83 she was in the China Squadron, as the (flagship).

The ***Iron Duke*** then departed Plymouth on 4 Aug, bound for the China Station; on route, she pulled the P&O steamship S.S. Bengal off a reef in the Red Sea on 7 Sept after two days' effort. Vice-Admiral Robert Coote hoisted his flag aboard the ***Iron Duke*** on 9 November.

1879 she was appointed the Flag Ship, in China.

1879 Officers borne on the books for Hospitals in China and Japan; and for Sick Quarters, Yokohama and Naval and Victualling Storekeeper at Yokohama.

The ship ran aground herself on a sandbar entering the Huangpu River in May 1880, after five days, she was pulled free by the American paddle-wheel river gunboat Monocacy with little damage. Princes Arisugawa Taruhito and Arisugawa Takehito visited the ***Iron Duke*** on 22 July while she was visiting Yokohama, Japan. Several weeks later, Arisugawa Takehito came aboard to serve as a midshipman. The ship struck a rock off the coast of Hokkaido on route to Aniva Bay, Sakhalin Island, on 30 July 1880. She floated off on 1 Aug after another ship had also grounded while trying to assist; her repairs required a month in drydock in Hong Kong. On 28 Jan 1881, Coote hauled down his flag and was relieved by Vice-Admiral George Willes, the new Commander-in-chief, of the China Station. On 10 Oct, the ship was drydocked in Nagasaki, Japan and then

sailed to Wusong District, Shanghai, China on 26 Oct. the *Iron Duke* returned home in Jan 1883 and began a lengthy refit that included the replacement of her boilers.

16 Apr 1885 recommissioned at Devonport.

1885–90 she was in the Channel Fleet.

Apr 1886 appointed to the Channel Squadron.

On 16 Apr 1885, the ship became a member of Admiral Geoffrey Hornby's Particular Service Squadron until August, when she joined the Channel Squadron. After the ironclad *Sultan* broke loose from her anchors in Lisbon on 24 Dec 1886 during a gale and accidentally rammed and sank the French steamship S.S. *Ville de Victoria*, the *Iron Duke*'s crew manned one boat in search for survivors, although it is uncertain how many they saved. The following year, the *Iron Duke* participated in Queen Victoria's Golden Jubilee Fleet review on 1 July 1887 at Spithead.

13 Sep 1888, taken out of the basin at Keyham Yard (Plymouth).

14 Sep 1888, departs for Spithead (Portsmouth), to join the Channel Squadron.

22 Sep 1888, arrived in the Firth of Forth in a thick fog, with the *Northumberland*, and *Monarch*, and anchor at St. Margaret's Hope.

25 Oct 1888, departed Greenwich [with the fleet, appears to have been calling at coastal towns and ports etc., where the public have been allowed on board, as was the case at Liverpool].

27 Oct 1888, arrived off the Mersey (Liverpool).

3 Nov 1888, arrived with the Channel Squadron off the Lizard, English Channel, from Liverpool, and arrived in Plymouth Sound later in the day, and will come into harbour the following week to refit.

Circa 12 Dec 1888, the Channel Squadron is expected to assemble at Portland for the winter cruise, and will depart for Vigo, Gibraltar, Carthagena, Port Mahon, and Cagliari, returning to Gibraltar 18 Feb., and from thence to Madeira (5 Mar), and back to Gibraltar (18), and then calls at Lisbon, Vigo and Ferrol, before returning to Portland on 28 Apr. Those are the plans, but you know what they say about plans!

Circa 2 Jan 1889, arrived at Gibraltar and dropped off an injured seaman.

29 Jan 1889, departed Gibraltar to re-join the Channel Squadron.

Circa 2 Feb 1889, arrived Gibraltar from the coast of Morocco.

13 Mar 1889, involved in landing exercises at Gibraltar with the Channel Squadron.

18 Mar 1889, arrived Gibraltar from Tangier, and having coaled is to return to Tangier.

Circa 1 Apr 1889, departed Gibraltar, sailing westward.

Circa 18 May 1889, Blacksmith G. Vosper awarded the long service and good conduct medal.

18 Jul 1889, at Spithead, having recently arrived from Norway. It would appear that the fleet is preparing for the usual summer fleet exercise.

31 Aug 1889, arrived in Plymouth Sound, presumably for the usual refit; the summer exercises would appear to have been completed.

20 Sep 1889, moved from Hamoaze, Plymouth Harbour, into Plymouth Sound, to be swung to ensure that her compasses are working properly before she goes to sea.

22 Sep 1889, departed for Portland, to carry out Whitehead Torpedo trials, on route for Spithead, and re-joining the Channel Squadron, before they depart for the Baltic, returning to England in early November, but as with the cruise to the Mediterranean, but we know about plans!

23 Sep 1889, joined the Channel Squadron at Spithead.

25 Sep 1889, departed for a cruise of the Baltic with the Channel Squadron, including the *Northumberland*, *Monarch*, *Anson* and *Curlew*, touching at Copenhagen, Kiel, Wilhelmshaven, and Carlskrona.

30 Oct 1889, arrived Plymouth Sound, from the Baltic, and discharged her powder and came up into the harbour, for what would appear to



be the usual refit. It was noted that the *Anson* was damaged in Kiel harbour and required repair. 10 days leave was to be granted in watches. As an aside it is noted that a seaman by the name of Scannell, on the *Monarch*, which was in company with the *Iron Duke*, when assisting in the reefing of a foresail in rough weather, fell from aloft when the ship pitched, whilst "sailing" down the North Sea, and died shortly afterwards! 13 Dec 1889, departed Plymouth for Portland, to join up with the other part of the Channel Squadron, arriving from Portsmouth. It was then planned that the Squadron would depart Portland for winter cruise, via Arosa Bay, Vigo, Port Mahon, and Morocco, returning in April, with the usual caveats regarding planned cruises.

20 Apr 1890, arrived at Plymouth from Arosa Bay (18th), having been sent home in advance of the rest of the Channel Squadron, having a case of scarlet fever on board.

22 Apr 1890, plans are afoot to replace some of the vessels of the Channel Squadron i.e., the *Iron Duke* is reported to be replaced by the *Rodney*, and will relieve the *Devastation* as coast guard ship at Queensferry.

23 Apr 1890, is supposed to be leaving Plymouth for Portsmouth?

8 May 1890, paid-off at Portsmouth.

19 Jul 1890, is noted as being available for the usual summer exercises.

30 Aug 1890, having been inspected was ready to sail when signalled so to do.

31 Aug 1890, anchored at Spithead.

9 Sep 1890, has received orders to depart Sheerness, to resume her Coast Guard duties at Queensferry, N.B., and Guard ship at that place.

Circa 1 Jan 1891, the long service and good conduct medal awarded to Chief Writer J Foster.

1890 she was Decommissioned.

She was reduced to reserve in 1890 and was converted to a coal hulk in 1900, serving at Kyles of Bute. The ship was transferred from Fleet Reserve to Dockyard Reserve at Portsmouth in April 1902, and eventually **sold for scrap on 15 May 1906 to Galbraith & Co of Glasgow.**

175.	<b>Osborne.</b>	Royal Yacht. Paddle Steamer.	.	Iron.	.	19 Dec 1870.	Designed by Edward James Reed. 1870 Under construction at Pembroke Royal Dockyard. 19 Dec 1870 Pembroke Dock had created a third royal yacht .....
<p>..... on when the Osborne went down the launching slip-way into the waters of Milford Haven. She was originally built for use by the Prince of Wales, King Edward VII as he later became, but Victoria promptly fell in love with the small vessel and used hers whenever she was able.</p> <p>4 May 1871 is reported to have arrived at Portsmouth, following her launch at Pembroke Dockyard, and is now in the ship basin to be fitted out for service.</p> <p>12 Jun 1874 Commissioned at Portsmouth.</p> <p>H.M.Y. <b>Osborne</b> was a paddle steamer Royal Yacht of the Royal Navy. She replaced the yacht of the same name formerly known as H.M.Y. Victoria and Albert, (see item 126, above).</p> <p>She measured 1,850 tons, and was used for cruises to foreign countries and later on the short run to Osborne House on the Isle of Wight.</p>							



The *Osborne* made regular visits to the continent and around the British Isles, but, like all royal yachts of the time, did not venture further afield. Any long range visits the sovereign decided to make were done either on warships, specially fitted out for the occasion, or on cruise liners that had been hired on a short lease.

1879 at Portsmouth. It is noted that the Captain is Commander, the Right Hon Lord Charles W. D. Beresford; Lt. Hon. Coyningham E. Denison and Lt H.S.H. Prince Louis of Battenberg amongst others.

Apr 1886 at Portsmouth.

1890 at Portsmouth

28 December 1899 Commander Charles Eustace Anson was appointed in command, and was in command during the funeral arrangements for Queen Victoria the following month.

24 June 1900 Khedive Arrives in the Osborne from the Continent. Steamed to Sheerness and received a 21-gun salute from the *Sanspareil*, at Garrison Point Fort, followed by similar salutes from the cruisers *Argonaut* and *Galatea*.

1908 She was decommissioned, and later Scrapped.

**Feb 1871: William Armytage, RN. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

176.	<b>Coquette.</b>	Gunboat. Ariel-class. composite screw 2nd Class.	4.	Composite.	.	5 Apr 1871.	Designed by Sir Edward Reed, Chief Constructor of the Royal Navy. Her sister ships were <i>Foam</i> , (see item 177, below); <i>Decoy</i> , (see item 178, below); <i>Merlin</i> , (see item 179, below); <i>Mosquito</i> , (see item 180, below); <i>Goshawk</i> , (see item 181, below); and <i>Swinger</i> , (see item 182 below); two other ships of the class were <i>Ariel</i> and <i>Zephyr</i> , .....
<p>..... both built at Chatham.</p> <p>The <i>Ariel-class</i> gunboat was a class of nine 4-gun composite gunboats built for the Royal Navy between 1871 and 1873. Although most were sold by 1890, one of them survived into the 1920's as a salvage vessel in private ownership. They were the first class of Royal Navy gunboat built of composite construction, that is, with iron keel, stem and stern posts, and iron framing, but planked with wood.</p>							

The Ariel-class gunboats were the first Royal Navy gunboats of composite construction. They were some of the first vessels to be fitted with



compound-expansion engines, allowing the Royal Navy to experiment with new engine designs at little risk in small, cheap vessels. These engines were rated 60 nominal horsepower (an indicated horsepower of between 461 i.h.p. (344 kW) and 534 i.h.p. (398 kW)). They were armed with two 6-inch (150 mm) 64-pounder (56 cwt) muzzle-loading rifles and two 4-inch (100 mm) 20-pounder Armstrong breech loaders. All 4 guns were mounted on traversing carriages. Some of the class were re-armed in the 1880's with two 5-inch and two 4-inch breech loaders. All the ships of the class carried a three-masted barquentine rig.

- 17 Jan 1871 under construction at Pembroke Royal Dockyard.
- 21 Nov 1873 at Cape Coast Castle during the Ashanti War.
- 17 Jan 1874 at Cape Coast Castle during the Ashanti War.
- 24 Jan 1874 off the Windward Coast during the Ashanti War.
- 1879 she was recommissioned at Malta.
- 1879 she operated in the Mediterranean.

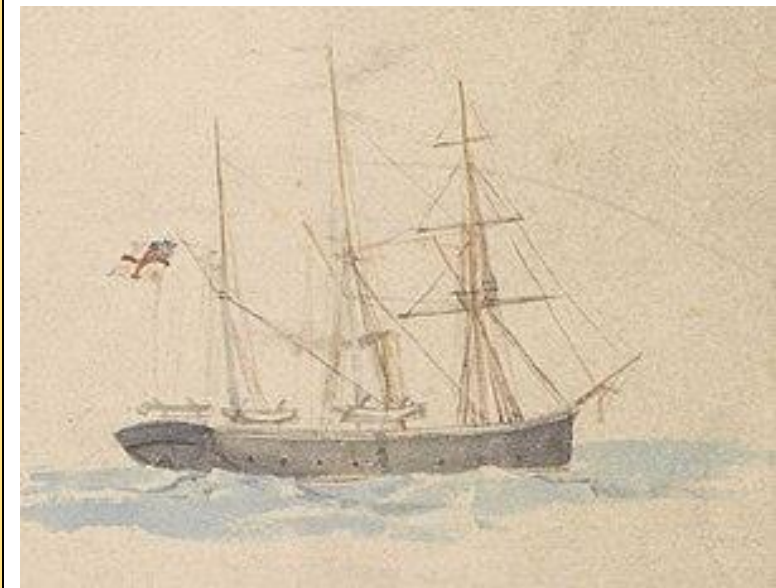
Apr 1886 operated out of Crete.  
**Aug 1889 She was sold out of service.**

177.	<b>Foam.</b>	Gunboat. <b>Ariel-class.</b> composite screw 2nd Class.	4.	Composite.	.	29 Aug 1871.	Designed by Sir Edward Reed, Chief Constructor of the Royal Navy. Her sister ships were <i>Coquette</i> , (see item 176, above); <i>Decoy</i> , (see item 178, below); <i>Merlin</i> , (see item 179, below); <i>Mosquito</i> , (see item 180, below); <i>Goshawk</i> , (see item 181, below); and <i>Swinger</i> , (see item 182 below); two other ships of the class were <i>Ariel</i> .....  ..... and <i>Zephyr</i> , both built at Chatham. The Ariel-class gunboat was a class of nine 4-gun composite gunboats built for the Royal Navy between 1871 and 1873. Although most were sold by 1890, one of them survived into the 1920's as a salvage vessel in private ownership. Built at a cost of £13,916. They were the first class of Royal Navy gunboat built of composite construction, that is, with iron keel, stem and stern posts, and iron framing, but planked with wood. The Ariel-class gunboats were the first Royal Navy gunboats of composite construction. They were some of the first vessels to be fitted with compound-expansion engines, allowing the Royal Navy to experiment with new engine designs at little risk in small, cheap vessels. These engines were rated 60 nominal horsepower (an indicated horsepower of between 461 i.h.p. (344 kW) and 534 i.h.p. (398 kW)). They were armed with two 6-inch (150 mm) 64-pounder (56 cwt) muzzle-loading rifles and two 4-inch (100 mm) 20-pounder Armstrong breech loaders. All 4 guns were mounted on traversing carriages. Some of the class were re-armed in the 1880's with two 5-inch and two 4-inch breech loaders. All the ships of the class carried a three-masted barquentine rig. 20 May, 1874 Lieutenant Henry C. Walker in Command). 1874 ( <a href="#">Latter half of</a> ), she operated up the River Congo. 1879 stationed at Sheerness.
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Nov 1886, she was identified as one of forty-one vessels of various types the Navy had decided to dispose of due to their lack of practical value in the event of war.  
**Jun 1887 she was sold out of service.**  
**1887 she was Broken-Up.**

178.	<b>Decoy.</b>	Gunboat. <b>Ariel-class.</b> composite screw 2nd Class.	4.	Composite.	.	12 Oct 1871.	Designed by Sir Edward Reed, Chief Constructor of the Royal Navy. Her sister ships were <i>Coquette</i> , (see item 176, above); <i>Foam</i> , (see item 177, above); <i>Merlin</i> , (see item 179, below); <i>Mosquito</i> , (see item 180, below); <i>Goshawk</i> , (see item 181, below); and <i>Swinger</i> , (see item 182 below); two other ships of the class were <i>Ariel</i> .....
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..... and *Zephyr*, both built at Chatham.



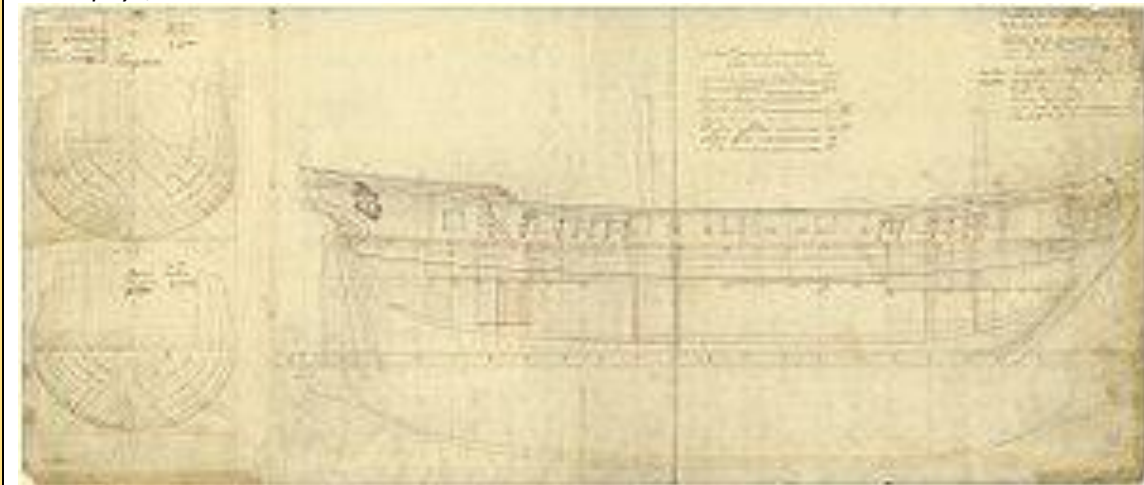
1871 she was Ordered from the Pembroke Royal Dockyard. She was the 3<sup>rd</sup> ship to carry the name HMS **Decoy**. She was sister to HMS **Decoy** was an *Ariel-class* composite gunboat of the Royal Navy. 1873. She served in both the Third Anglo-Ashanti War and won the Battle Honours for: Ashantee 1873-74 and Alexandria 1882. She was 125 feet long, 22 feet 6-inches wide and of 295 tons builder's measurement, displacing 430 tons. The *Ariel-class* gunboats were the first gunboats of composite construction. She was armed with two 6-inch (150 mm) 64-pounder (56 cwt) muzzle-loading rifles and two 4-inch (100 mm) 20-pounder Armstrong breech loaders. All 4 guns were mounted on traversing carriages. All the ships of the class carried a three-masted barquentine rig. 1872 she was commanded by Lieutenant & Commander John Hext. 21 Nov 1873 at Cape Coast Castle during the Ashanti War. 24 Jan 1874 she was cruising off the River Volta and the Coast with the *Amethyst*. **Decoy's** crew served as part of the Naval Brigade in operations on the Gold

Coast as part of the Ashantee campaign of 1874.  
 10 Sep 1878–16 Jul, 1880 she was commanded by Lieutenant & Commander Victor E. J. B. von Donop.  
 10 Sep 1878 She was Commissioned at Devonport.  
 1879 she was at the Cape of Good Hope and West Coast of Africa.  
 23 Sep 1880–12 Feb 1881 she was commanded by Lieutenant & Commander Victor E. J. B. von Donop, who was swept overboard on route to Malta and drowned.  
 14 Feb 1881–18 Mar 1881 she was commanded by Lieutenant & Commander William Ricketts, (as temporary).  
 16 Feb 1881–Sep 1882 she was commanded by Lieutenant & Commander Arthur H. Boldero.  
 1882 She served in the Bombardment of Alexandria.  
 The ship also was present at the bombardment of Alexandria in 1882 and helped blockade the Nile in 1883. Her crew were involved in the campaigns in Egypt and Sudan 1884/5.

7 Aug 1882–Jan 1883 she was commanded by Lieutenant & Commander Edmund G. Festing, who was hospitalised at the end, (no justification given).  
**Decoy** was deployed off the coast of West Africa to support the operations on the Gold Coast. She deployed with *Druid* and *Argus*. She also took part in the bombardment of Bootry.  
 1882 she formed part of the Naval and Military forces at the Bombardment of Alexandria. With *Argus*, *Isis*, and *Beacon*, blockaded Damietta. She rapidly became obsolete.  
**Oct 1885 she was sold out of service at Malta.**

179.	<b>Merlin.</b>	Gunboat. <b>Ariel-class.</b> composite screw 2nd Class.	4.	Composite.	.	24 Nov 1871.	Designed by Sir Edward Reed, Chief Constructor of the Royal Navy. Her sister ships were <i>Coquette</i> , (see item 176, above); <i>Foam</i> , (see item 177, above); <i>Decoy</i> , (see item 178, above); <i>Mosquito</i> , (see item 180, below); <i>Goshawk</i> , (see item 181, below); and <i>Swinger</i> , (see item 182 above); two other ships of the class were <i>Ariel</i> and .....
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..... *Zephyr*, both built at Chatham.




The *Ariel-class* gunboat was a class of nine 4-gun composite gunboats built for the Royal Navy between 1871 and 1873. Although most were sold by 1890, one of them survived into the 1920's as a salvage vessel in private ownership. They were the first class of Royal Navy gunboat built of composite construction, that is, with iron keel, stem and stern posts, and iron framing, but planked with wood. The *Ariel-class* gunboats were the first Royal Navy gunboats of composite construction. They were some of the first vessels to be fitted with compound-expansion engines, allowing the Royal Navy to experiment with new engine

designs at little risk in small, cheap vessels. These engines were rated 60 nominal horsepower (an indicated horsepower of between 461 i.h.p. (344 kW) and 534 i.h.p. (398 kW)). They were armed with two 6-inch (150 mm) 64-pounder (56 cwt) muzzle-loading rifles and two 4-inch (100 mm) 20-pounder Armstrong breech loaders. All 4 guns were mounted on traversing carriages. Some of the class were re-armed in the 1880's with two 5-inch and two 4-inch breech loaders. All the ships of the class carried a three-masted barquentine rig.  
 17 Jan 1874 at Cape Coast Castle during the Ashanti War.  
 6 May, 1874 **Merlin** was commanded by Lieutenant & Commander Wollaston C. Karlake.  
 24 Jan 1874 she was off the Windward Coast during the Ashanti War.  
[Latter half of 1874](#), operating up the River Congo.  
 27 July, 1877 she was commanded by Lieutenant Orford Churchill.  
 1879 Greenock. Tender to *Hercules*. Officers borne in *Hercules*.  
 Apr 1886 she was in China.

3 May, 1883 she was recommissioned at Devonport.  
 4 Jul 1885–1 Sep 1888 she was commanded by Lieutenant & Commander William Mc C. Maturin.  
 27 Jul 1886 she was recommissioned at Hong Kong.  
 1890 On home-ward passage from the China Station.  
**27 Feb 1891 sold out of service.**

180.	<b>Mosquito.</b>	Gunboat. Gunboat. <b>Ariel-class.</b> composite screw 2nd Class.	4.	Composite.	.	9 Dec 1871.	Designed by Sir Edward Reed, Chief Constructor of the Royal Navy. Her sister ships were <i>Coquette</i> , (see item 176, above); <i>Foam</i> , (see item 177, above); <i>Decoy</i> , (see item 178, above); <i>Merlin</i> , (see item 179, above); <i>Goshawk</i> , (see item 181, below); and <i>Swinger</i> , (see item 182 below); two other ships of the class were <i>Ariel</i> and <i>Zephyr</i> , both built at Chatham.....
<p>..... The <i>Ariel-class</i> gunboat was a class of nine 4-gun composite gunboats built for the Royal Navy between 1871 and 1873. Although most were sold by 1890, one of them survived into the 1920's as a salvage vessel in private ownership. They were the first class of Royal Navy gunboat built of composite construction, that is, with iron keel, stem and stern posts, and iron framing, but planked with wood.  <b>Mosquito</b> was built at a cost of £13,800.</p> <div data-bbox="416 659 967 1027" data-label="Image"> </div> <p>..... The <i>Ariel-class</i> gunboats were the first Royal Navy gunboats of composite construction. They were some of the first vessels to be fitted with compound-expansion engines, allowing the Royal Navy to experiment with new engine designs at little risk in small, cheap vessels. These engines were rated 60 nominal horsepower (an indicated horsepower of between 461 i.h.p. (344 kW) and 534 i.h.p. (398 kW)). They were armed with two 6-inch (150 mm) 64-pounder (56 cwt) muzzle-loading rifles and two 4-inch (100 mm) 20-pounder Armstrong breech loaders. All 4 guns were mounted on traversing carriages. Some of the class were re-armed in the 1880's with two 5-inch and two 4-inch breech loaders. All the ships of the class carried a three-masted barquentine rig.          30 Oct 1872 <b>Mosquito</b> was commanded by Lieutenant &amp; Commander William H. Bond.          22 Nov 1873 She was commanded by Lieutenant &amp; Commander Robert H. Paul.</p> <p>20 Apr 1876 Recommissioned at Hong Kong.          4 Oct 1877 She was commanded by Lieutenant &amp; Commander George A. G. Grey.          1879 she was in China.          25 Jan 1879 <b>Mosquito</b> was recommissioned at Hong Kong.          1879 To be recommissioned in China. Officers borne in <b>Iron Duke</b>, pending appointment for new commission.          14 Sep 1880–7 Nov 1882 She was commanded by Lieutenant &amp; Commander the Hon. Francis R. Sandilands.          1886, she was in Devonport as part of the 4<sup>th</sup> Class Reserve.          Nov 1886, she was identified as one of forty-one vessels of various types the Navy had decided to dispose of due to their lack of practical value in the event of war.  <b>Dec 1888 Sold out of service.</b></p>							

**Jan. 1872: Richard William Courtenay, R.N.** appointed as Captain Superintendent of the Pembroke Royal Dockyard.

181.	<b>Goshawk.</b>	Gunboat. Gunboat. <b>Ariel-class.</b> composite screw 2nd Class.	4.	Composite.	.	23 Jan 1872.	Designed by Sir Edward Reed, Chief Constructor of the Royal Navy. Her sister ships were <i>Coquette</i> , (see item 176, above); <i>Foam</i> , (see item 177, above); <i>Decoy</i> , (see item 178, above); <i>Merlin</i> , (see item 179, above); <i>Mosquito</i> , (see item 180, above); and <i>Swinger</i> , (see item 182 below); two other ships of the class were <i>Ariel</i> and <i>Zephyr</i> , both built at Chatham.....	
			<p>..... The <i>Ariel-class</i> gunboat was a class of nine 4-gun composite gunboats built for the Royal Navy between 1871 and 1873. Although most were sold by 1890, one of them survived into the 1920's as a salvage vessel in private ownership. They were the first class of Royal Navy gunboat built of composite construction, that is, with iron keel, stem and stern posts, and iron framing, but planked with wood.</p> <p>The <i>Ariel-class</i> gunboats were the first Royal Navy gunboats of composite construction. They were some of the first vessels to be fitted with compound-expansion engines, allowing the Royal Navy to experiment with new engine designs at little risk in small, cheap vessels. These engines were rated 60 nominal horsepower (an indicated horsepower of between 461 i.h.p. (344 kW) and 534 i.h.p. (398 kW)). They were armed with two 6-inch (150 mm) 64-pounder (56 cwt) muzzle-loading rifles and two 4-inch (100 mm) 20-pounder Armstrong breech loaders. All 4 guns were mounted on traversing carriages. Some of the class were re-armed in the 1880's with two 5-inch and two 4-inch breech loaders. All the ships of the class carried a three-masted barquentine rig.</p> <p>1879 Queenstown. Tender to <i>Revenge</i>.</p> <p>27 Jun 1886, 14 men were drowned when the ship's gig capsized in bad weather at Port Royal, Jamaica, when returning to the ship, after having been to the naval base canteen, 5 others being rescued, one of whom died later in hospital. See Hampshire Telegraph of 31 Jul for the names of the deceased and more detail.</p> <p>Mar 1890 She was recommissioned at Gibraltar. Senior Officer, Gibraltar. Officers for Gibraltar Yard included on the ship's books.</p> <p>1902 she became a Hulk.</p> <p><b>1906 she was sold out of service.</b></p>					
182.	<b>Swinger.</b>	Gunboat. Gunboat. <b>Ariel-class.</b> composite screw 2nd Class.	4.	Composite.		7 Feb 1872.	Ordered in 1871. Her sister ships were <i>Coquette</i> , (see item 176, above); <i>Foam</i> , (see item 177, above); <i>Decoy</i> , (see item 178, above); <i>Merlin</i> , (see item 179, above); <i>Mosquito</i> , (see item 180, above); and <i>Goshawk</i> , (see item 181, above); and two other ships of the class were <i>Ariel</i> and <i>Zephyr</i> , both built at Chatham. ....	
		<p>..... Designed by Sir Edward Reed, Chief Constructor of the Royal Navy, the <i>Ariel-class</i> gunboats were the first gunboats of composite construction.</p>						

HMS *Swinger* was an *Ariel*-class composite gunboat of the Royal Navy. She served at first on the China Station and from 1883 on the Australia Station. She had cost the Admiralty £10,600 for the Hull, and £3,900 machinery.



The engines of *Swinger* were provided Humphrys, Tennant & Co. with a horizontal single-expansion steam engine (the rest of the class had compound-expansion engines) developing an indicated horsepower of 461 i.h.p. (344 kW). She was armed with two 6-inch (150 mm) 64-pounder (56 cwt) muzzle-loading rifles and two 4-inch (100 mm) 20-pounder Armstrong breech loaders. All 4 guns were mounted on traversing carriages. Some of the class were re-armed in the 1880's with two 5-inch and two 4-inch breech loaders. All the ships of the class carried a three-masted barquentine rig.

HMS *Swinger* served at first on the China Station and since it was Royal Navy policy to ship entire crews out to the far-flung stations. 18 Feb 1877 she recommissioned at Hong Kong on. 1879 she was in China.

She commissioned at Devonport on 2 Oct 1883 for service on the Australia Station.

She arrived in Australia in 1884 under the command of Lieutenant Marx and was employed in preventing the "black-birding" trade. (*the trade of sailing to the Island north and east of Australia to collect slaves for selling as a source of labour, back in Australia*). Soon he fell in with the Forest King to the East of New Guinea, and sent Mr. Millman, the civil Magistrate, on board to investigate. On finding 60 illegally taken islanders in the Forest King, he told the master that he would be taken into port the following day, and that he would be sunk if he tried to escape. That night *Swinger's* quartermaster reported to Marx that the Forest King was throwing coconuts overboard. Rushing to the deck, Marx could see through binoculars that the "black-birders" were throwing their human cargo over the side in order to be rid of the incriminating evidence. Still half naked from their hammocks, *Swinger's* seamen manned the boats and rescued 18 men from the water; about 20 men had drowned. In the morning Marx boarded the Forest King and carried her into Brisbane, where the master was tried by the Vice Admiralty Court of Inquiry. Marx was warned not to walk the streets in uniform since considerable vested interests were affected. Nevertheless, after three days the court convicted the master of Forest King and vindicated Lieutenant Marx.

In 1886 at St. Agnau *Swinger* had been trading with some natives, and considering them friendly, Marx decided to go ashore. He was attacked and described the assault as follows: -

..... On shore I met one of the natives who had been on board during the morning, to whom I made a present, the other natives were very shy but I distributed some tobacco amongst them through the medium of the same man. After about 10 minutes when I was within 10 yards of the boat and there being three of our party on shore close to me, I handed him some more tobacco for things he had brought down. As he took it with one hand, he struck me over the head and right hand with a large trade knife he had in the other and jumped into the bush. Dr. Mc Kinlay who was close to me fired at once at him but without result. A large number of men with arms were seen hiding behind a rock at the same time I think his premature action spoiled a plan for an attack on a larger scale ....

— Lieutenant John Locke Marx, 1886

Apr 1886 she was in Australia.

4 May 1887 she was recommissioned at Sydney, Australia.



1890 she was still in Australia waters.  
 1895 she became a Hulk.  
 1914 Devonport. Attached to HMS *Impregnable* as Store Ship etc.  
 1914 on the outbreak of World War I, she was attached to HMS *Impregnable* as a store ship.  
 Jan 1921 attached to *Impregnable* as Store Ship, &c.  
**Jun 1924 Sold to Rogers & Company, Plymouth for breaking.**

183.	<b><i>Thunderer.</i></b>	Battleship. <b><i>Devastation-class</i></b> 1st Class, Armoured ironclad turret ship.	4.	Iron. Ironclad.	26 Jun 1869.	25 Mar 1873.	HMS <i>Thunderer</i> was one of two <i>Devastation-class</i> ironclad turret ships built for the Royal Navy in the 1870's. 1870 under construction at Pembroke Royal Dockyard. Completed 26 May 1877. It was reported that her Completion was delayed by boiler explosion. (no additional information on this aspect). Commissioned 1 May 1877 at Portsmouth. ....
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..... She was to suffer two serious accidents before the decade was out and gained a reputation as an unlucky ship for several years afterward. The ship was assigned to the Mediterranean Fleet in 1878 and was reduced to reserve in 1881 before being recommissioned in 1885.



Thunderer returned home in 1887 and was again placed in reserve. She re-joined the Mediterranean Fleet in 1891, but was forced to return to the UK by boiler problems the following year. The ship became a Coast guard ship in Wales in 1895 and was again placed in reserve in 1900. The *Devastation class* was designed as an enlarged, ocean-going, version of the earlier *Cerberus-class* breastwork monitor. The ships had a length between perpendiculars of 285 feet (86.9 m) and were 307 feet (93.6 m) long overall. They had a beam of 62 feet 3-inches (19.0 m), and a draught of 26 feet 8-inches (8.1 m). The *Devastation-class* ships displaced 9,330 long tons (9,480 tonnes). Their crew consisted of 358 officers and ratings. They proved to be steady gun platforms and good sea-boats, albeit quite wet forward. Their low forecastle caused them problems with head seas and limited their speed in such conditions. With *Devastation*, first mast-less turret battleship.

The *Thunderer* had two Humphry & Tennant two-cylinder horizontal direct-acting steam engines using steam provided by eight rectangular boilers; each engine driving a single propeller. The engines were designed to produce a total of 5,600 indicated horsepower (4,200 kW) for a speed of 12.5 knots (23.2 km/h; 14.4 mph), but *Thunderer* reached a maximum speed of 13.4 knots (24.8 km/h; 15.4 mph) from 6,270 i.h.p. (4,680 kW) during her sea trials. The ship carried a maximum of 1,800 long tons (1,829 tonnes) of coal, enough to steam 4,700 nautical miles (8,700 km; 5,400 miles) at 10 knots (19 km/h; 12 mph).

The *Devastation class* were armed with four R.M.L. 12-inch (305 mm) rifled muzzle-loading guns, one pair in each of the gun turrets positioned fore and aft of the superstructure. Shortly after completion, *Thunderer's* forward turret's weapons were replaced by more powerful R.M.L. 12.5-inch (318 mm) guns.

While both gun turrets were rotated by steam power, the new forward guns were loaded by hydraulic power, unlike the original guns which were hand worked. *Thunderer* was the first ship to have hydraulic loading gear. From 1874, the forward turret alone was converted to hydraulic power operation for training (turret traverse), elevation and ramming. This allowed the turret crew to be reduced from 48 to 28; the aft turret remaining hand-worked as a comparison. Power operation was considered successful, although it was later implicated in the 1879 explosion.

The armour of the *Devastation-class* ships was a complete wrought iron waterline armour belt that was 12 inches thick amidships and tapered to 9 inches (229 mm) outside the armoured citadel towards the ends of the ship. The armour plates were tapered to a thickness of 10–8.5 inches (254–216 mm) at their bottom edges respectively and they extended from the upper deck to 5 feet 9-inches (1.8 m) below the waterline. The armoured citadel protected the bases of the gun turrets, the funnel uptakes and the crew's quarters. The sides of the citadel were 12 inches thick around the bases of the turrets and 10 inches thick elsewhere. The turrets were protected by two 7–6-inch (178–152 mm) plates, separated by a layer of teak timbers with the turret face having the thicker armour. The magazines were protected by a 6-inch forward bulkhead and a 5-inch (127 mm) one aft. The conning tower ranged in thickness from 9 to 6 inches in thickness. The ships had a complete 3-inch (76 mm) upper deck that was reinforced by another 2-inch (51 mm) thick inside the citadel.

HMS *Thunderer*, was the 5<sup>th</sup> ship of her name to serve in the Royal Navy. Construction was subsequently halted for a time in 1871 to modify the ship to improve her stability and buoyancy by extending the breastwork to cover the full width of the hull which increased the ship's freeboard amidships and provided additional accommodation for the crew. The ship was launched on 25 Mar 1872 by Mrs. Mary Meyrick, wife of Thomas Meyrick, MP. Two years later she was transferred to Portsmouth Dockyard to finish fitting out.

Her compliment was 358 men and officers.

On 14 Jul 1876, *Thunderer* suffered a disastrous boiler explosion which killed 45 people. One of her boilers burst as she proceeded from Portsmouth Harbour to Stokes Bay to carry out a full-power trial. The explosion killed 15 people instantly, including her commanding officer; around 70 others were injured, of whom 30 later died. This was the Royal Navy's most deadly boiler explosion through the whole century. A model representing the failed boiler was made and is now in the Science Museum, London. The explosion was caused because a pressure gauge was broken and the safety valve had corroded in place. When the steam stop valve to the engines was closed, pressure in the boiler rose and could not be released. The four box boilers were the last in service in the Navy and operated at what would even then would have been considered a relatively low pressure, for more modern boilers, of 30 psi (210 kPa). The boiler was repaired and the ship was completed on 26 May 1877 at a cost of £368,428.

*Thunderer* was commissioned in May 1877 for service with the Reserve Fleet Particular Service Squadron and was then assigned to the Channel Squadron. During this time, she was fitted with experimental 16-inch (406 mm) torpedoes. She sailed for the Mediterranean in 1878 under the command of Captain Alfred Chatfield.

1879 she was operating in the Mediterranean.

The *Thunderer* the ship, suffered another serious accident in Jan 1879 when the left 12-inch 38-ton gun in the forward turret exploded during gunnery practice in the Sea of Marmora, killing 11 and injuring a further 35 sailors. The muzzle-loading gun had been double-loaded following a misfire. According to Admiral of the Fleet E. H. Seymour,

...."Both turret guns were being fired simultaneously, and evidently one did not go off. It may seem hard to believe such a thing could happen and not be noticed, but from my own experience I understand it. The men in the turret often stopped their ears, and perhaps their eyes, at the

moment of firing, and then instantly worked the run-in levers, and did not notice how much the guns had recoiled. This no doubt occurred. Both guns were at once reloaded, and the rammer's indicator, working by machinery, set fast and failed to show how far the new charge had gone". ....

The accident contributed to the Royal Navy changing to breech-loading guns, which could be more conveniently worked from inside the turrets. The fragments of the destroyed gun were re-assembled and displayed to the public at the Woolwich Arsenal. The committee of inquiry decided that the gun had been double-loaded, but this view was widely questioned, including by Sir William Palliser, inventor and designer of the Palliser shell used by these guns. Palliser's view instead was that the shot had been obstructed by a portion of the millboard disc rammed above the shell. Hydraulic power-ramming was thought to be implicated in the double loading as the telescopic hydraulic rammer had not made the double loading obvious, as a manual ramrod would have done. One piece of evidence supporting the double loading theory was the presence of an additional stud torn from a Palliser shell, found amongst the wreckage within the turret. HMS **Thunderer** was then regarded as an unlucky ship and was placed in reserve at Malta in 1881 and had her machinery overhauled. Her armament was augmented with a pair of 14-inch (356 mm) torpedo launchers and a half-dozen 1-inch (25 mm) Nordenfelt guns on the hurricane deck.

Apr 1886 she was at Malta.

8 May 1886 Serving at Malta. See HMS *Temeraire* for more details.

She was recommissioned in 1885 and remained with the Mediterranean Fleet until she was paid off at Chatham Dockyard. The then, future King George V served aboard **Thunderer** in 1885–86.

The ship was assigned to the Portsmouth Reserve in Jan 1888 before beginning a major modernisation the following year. Her guns were replaced by four breech-loading 10-inch guns. To improve her defence against torpedo boats, her Nordenfelt guns were replaced by six quick-firing (Q.F.) 6-pounder 2·2-inches (57 mm) and eight Q.F. 3-pounder 1·9-inch (47 mm) Hotchkiss guns. HMS **Thunderer**'s machinery was replaced by inverted triple-expansion steam engines and cylindrical boilers. Their increased output of 7,000 i.h.p. (5,200 kW) increased her speed to 14·2 knots (26·3 km/h; 16·3 mph) and their more economical consumption of coal allowed the coal storage to be reduced to 1,200 long tons (1,219 tonnes).

1890 at Portsmouth. Officers borne in "*Asia*".

The ship re-joined the Mediterranean Fleet in March 1891, but was forced to return home in Sep 1892 with persistent boiler problems and she was reduced to the Chatham reserve. HMS **Thunderer** became the guard ship at Pembroke Dock in May 1895 and remained there until she returned to the Chatham reserve in December 1900.


26 Jun 1897 Present at the Naval Review at Spithead in celebration of the Diamond Jubilee.

2 Dec 1900 It is reported that the **Thunderer** has arrived at the Nore with orders to transfer her crew to the battleship *Hood*, which commissions to replace her as guardship at Pembroke.

The ship was refitted there as an emergency ship in 1902, but was taken out of service five years later. The **Thunderer** was sold for scrap for £19,500 on 13 Sep 1909.

The *Devastation class* vessels became more popular among the civilian population and in the Royal Navy as the ships got older. Rear-Admiral John Wilson, a former captain of the ship, stated in a meeting of the Royal United Services Institute discussing the most acceptable types of battleships in 1884, ...."I also agree with my friend Captain Colomb that we have no type of ship to my fancy equal to the *Dreadnought* or the good old **Thunderer**. Give me the **Thunderer**, the hull of the **Thunderer**; she had bad engines, she was not arranged as I would like inside, she was badly gunned as we all know, and she had not enough light gun or sufficient armaments; but she carried 1,750 long tons (1,780 tonnes) of coal, could steam at 10 knots from here to the Cape, and could fight any ship of her class on the salt water". ....

1907 she was taken Out of service.

		<b>13 July 1909 Sold for scrap.</b>					
184.	<b>Seaflower.</b>	Training Brig.	8.	Wood.	.	25 Feb 1873.	1836 she was built to a Symonds design.
		<p>..... <b>Seaflower</b> was a training brig, 8 guns, 425 builder's measure, 100 feet 1879, she was stationed at Portland as a tender to training ship <i>Boscawen</i>.</p>  <p>1879 whilst at Portland. Tender to <i>Boscawen</i>. Utilised for boy's sea training.  Apr 1886 still at Portland.  1890 still at Portland. Tender to <i>Boscawen</i>. Used for boy's sea training.  26 Jun 1897 still employed and used for sail training.  26 Jun 1897 she was present at Portland for the Jubilee Review at Spithead.  6 Oct 1903 A fatal accident occurred yesterday morning on the Weymouth to Portland railway line, resulting in the death of four bluejackets, (marines), three from the <i>Agincourt</i> and a fourth man from the <b>Seaflower</b>, Henry Gay. The bodies were conveyed to the mortuary at the Naval Hospital at Portland, where an inquest was be held.  Jan 1904 she was converted to a floating work-ship.  <b>7 Apr 1908 the ship was sold to Castle &amp;Co at Charlton for breaking later in 1908.</b></p> <p>Her figure head is a three-quarter-length female figure in a dress with full skirt and tight bodice. It has short sleeves. She holds a red rose in her right hand and has a gold trimmed headband. The carver is unknown. The figurehead was mounted in 1906 in a niche high on the front façade of the wardroom of HMS Nelson-immediately opposite the establishment's main gate. It can be readily seen from Queen Street.</p>					
185.	<b>Fantome.</b>	Sloop. lead ship of the <b>Fantome-class</b> sloop.	4.	Composite.	Nov 1872.	26 Mar 1873.	HMS <b>Fantome</b> was the lead ship of the Fantome-class sloops built for the Royal Navy in the mid-1870's. Completed Dec 1873. The <i>Fantome class</i> was a six-ship class of 4-gun screw composite sloops built for the Royal Navy during 1873 and 1874. ....
		<p>..... <b>Construction:</b> <b>Fantome</b> and her sister ships were constructed of an iron frame sheathed with teak and copper (hence 'composite'). Other class vessels included <i>Egeria</i> [1873] (item 186, below) <i>Albatross</i> [1873] (Chatham); <i>Daring</i> [1874] (Blackwall, London); <i>Flying Fish</i> [1873] (Chatham) and <i>Sappho</i> [1873] (Money Wigram &amp; sons, Blackwall)</p> <p><b>Propulsion:</b> A two-cylinder horizontal compound-expansion steam engine provided by Humphrys; Tennant &amp; Co. powered an 11-foot (3.4 m) diameter screw. Steam was provided by three cylindrical boilers working at 60 pounds per square inch (4.1 bar). The indicated horsepower varied from 836 to 1,011 i.h.p. (623 to 754 kW). <i>Daring</i> was fitted with a trunk engine provided by John Penn &amp; Sons.</p> <p><b>Sailing rig:</b> All the ships of the class were provided with a full barque rig.</p> <p><b>Armament:</b> The <i>Fantome class</i> carried two 7-inch (180 mm) and two 64-pounder muzzle-loading rifles, all mounted on pivots.</p>					



1886 she was decommissioned.  
Feb 1889 she was sold for scrap.

**Evaluation:** Built at a time of great technological change in naval architecture, these composite sloops were obsolete before they were completed. Nevertheless, they served a useful function on the far-flung stations of the British Empire, including participation in minor wars, such as the Perak War. (*The Perak War (1875–76) took place between British and local forces in Perak, a state in north western Malaysia. The sultan of Upper Perak and other local chiefs attempted to end foreign influence in the region and remove the British administrator James W.W. Birch. Following the murder of Birch in 1875, British forces were sent in to end local resistance.*) They were also used for hydrography, and for this reason *Egeria* (see item 186, below) was retained until 1911).  
1879 she was at Devonport.  
Apr 1886 she was on the North America and West Indies Stations.

186.	<b>Egeria.</b>	Sloop. <b>Fantome-class</b> sloop.	4.	Composite.	30 Dec 1872.	1 Nov 1873.	Completed Nov 1874. (Sister to item 185, above.). HMS <b>Egeria</b> was a 4-gun screw sloop of the <i>Fantome class</i> . She was named after Egeria, a water nymph of Roman mythology, and .....
<p>..... was the 2<sup>nd</sup> ship of the Royal Navy to bear the name. She served in the East Indies, Pacific, Australia and Canada, <b>Egeria</b> was constructed of an iron frame sheathed with teak and copper (hence 'composite'), and powered by a two-cylinder horizontal compound-expansion steam engine. This engine, provided by Humphrys, Tennant &amp; Co., drove a single 11-foot (3.4 m) diameter screw and generated an indicated 1,011 horsepower (754 kW). Steam was provided by three cylindrical boilers working at 60 pounds per square inch (4.1 bar).</p> <p>1875, <b>Egeria</b>, commanded by Commander Ralph Lancelot Turton, proceeded to Perak (in modern Malaysia), as one of a squadron of six ships under Capt. Alexander Buller with his senior officer's pennant in HMS <i>Modeste</i>, to take part in an expedition against the murderers of Mr James Birch, the British Resident in Perak. While the troops and a naval brigade advanced on the upper reaches of the Perak River simultaneously from two points, <b>Egeria</b> blockaded the Perak Littoral, and sent her boats up the Kurow River. These boats destroyed or carried off some guns, arms, and ammunition which might have been useful to the enemy. Severe punishment was inflicted on the natives, but the murderers were not brought to account for some time afterwards.</p> <p>1 Jan 1878 she was recommissioned at Hong Kong. During the Russo-Turkish War of 1877–1878, <i>Egeria</i>, commanded by Commander Archibald Douglas, was sent on an intelligence gathering mission to Petropavlovsk in Kamchatka. It was found to have been abandoned by its Russian garrison.</p>							



		<p>1879 she was in China.</p> <p>Oct 1886 she was reclassified to become a Survey ship.</p> <p>From 1886, under the command of Capt. Pelham Aldrich, <i>Egeria</i> was engaged in survey around Australia.</p> <p>In 1887 she called at Christmas Island.</p> <p><b><i>Egeria</i></b> on the Brisbane River in 1889.</p> <p>10 Dec 1889 she was recommissioned at Sydney.</p> <p>In 1890 Hansard records that "... One petty officer and one seaman of the <i>Egeria</i> were tried for attempting to make a mutinous assembly and for wilful disobedience to orders, and were sentenced respectively to five years' penal servitude and two years' imprisonment. Five other seamen were tried for disobedience, and sentenced to punishments varying from one year to six months' imprisonment". ...</p> <p>1890 she was still in the Surveying Service.</p> <p>1898, <b><i>Egeria</i></b> arrived in British Columbia where she was engaged in coastal surveys for the Royal Navy until 1910, by which time coast surveying responsibilities had been transferred to the Canadian Hydrographic Service. The previous surveying ship, the steamship <i>Beaver</i>, had been paid off 28 years earlier in 1870.</p> <p>Commander Morris Henry Smyth was in command until Commander C. H. Simpson was appointed in command on 1 Feb 1900.</p> <p>11 Feb 1900 The new crew of the surveying vessel <b><i>Egeria</i></b>, which is to be commissioned for a further term of service in the Pacific station, is to leave Chatham about 1 March, and embark in the steamship Vancouver for passage to Halifax, NS. The men will then travel by the Canadian Pacific Railway to their destination.</p> <p><b><i>Egeria</i></b> was primarily involved in resurveying settled areas of the British Columbia coast to create modern charts on a larger scale. The last survey it conducted was of Welcome Pass off the "Sunshine Coast" of British Columbia.</p> <p>A representation of <b><i>Egeria</i></b> is included on a commemorative tile at the Marine Building at 355 Burrard St. in Vancouver, British Columbia. It is one of eight historic ships of British Columbia so honoured by this Art Deco building which opened in 1930.</p> <p>There is also an inscription carved into the rockface of a cliff overlooking Poets Cove on Pender Island, British Columbia. It says "1905 HMS <b><i>EGERIA</i></b>"</p> <p>After many years in the Surveying Service, in Oct-Nov 1911 she was put up to public auction at Esquimalt, Vancouver, and sold to the Vancouver branch of the Navy League for the sum of £1,416, and out of the service.</p> <p><b>She was sold for breaking up in 1914. Her hulk was beached at Burrard Inlet, she was soaked in oil and set alight. The explosion killed three men.</b></p> <p>HMS <b><i>Egeria</i></b> is commemorated as a legacy, in the scientific name of a species of lizard, <i>Cryptoblepharus egeriae</i>.</p>					
187.	<b><i>Vesuvius.</i></b>	Torpedo boat.	1 x torpedo tube. + 4. Torpedoes.	Iron.	16 Mar 1873.	24 Mar 1874.	The First Royal Navy Torpedo boat. Completed 11 Sep 1874. HMS <b><i>Vesuvius</i></b> was an experimental torpedo-armed warship of the ....

..... British Royal Navy. She was the first purpose-designed torpedo vessel built for the Royal Navy. *Vesuvius* was intended for night attacks against enemy harbours, and was armed with a single tube for Whitehead torpedoes in her bow. She was used for experimental and training purposes, and was not disposed of until 1923.

1864, the English engineer Robert Whitehead, based at Fiume in the Austrian empire (now Rijeka in Croatia), began work on a self-propelled, or "locomotive" torpedo which would run underwater, powered by compressed air. By 1868, Whitehead had solved the problem of depth control, and was offering his torpedo to the navies of the world. After trials from the sloop *Oberon* in Sep–Oct 1868, the Admiralty purchased a license to build Whitehead's torpedo, with production beginning at the Royal Arsenal at Woolwich, London in 1872.

12 Feb 1872, the Admiralty placed an order for its first ship purpose designed for torpedo attack, HMS ***Vesuvius***. The new warship was intended for night attacks against enemy harbours, with the likely opponent being France.

***Vesuvius*** was the first ship in the Royal Navy to carry Whitehead torpedoes, being equipped to carry up to ten.

***Vesuvius*** was 90 feet 0 inches (27.43 m) long between perpendiculars, with a beam of 22 feet 0 inches (6.71 m) and a draught of 8 feet 6-inches (2.59 m). Her displacement was 382 long tons (388 tonnes) normal. Freeboard was low to make the ship more difficult to spot. The ship was powered by compound steam engines rated at 382 indicated horsepower (285 kW) which drove two propeller shafts, giving a speed of 9.7 knots (11.2 mph; 18.0 km/h). The ship's engines were designed to minimise noise to aid in making stealthy attacks, while her boilers were fuelled by



coke to minimise the production of smoke, which was designed to be vented underwater to further reduce the ship's conspicuousness. With no funnel and machinery designed for a quiet delivery of a modest 9.7 knots, this vessel might have proven a stealthy attacker at night.

The ship was fitted with a single submerged torpedo tube in her bow capable of launching 16-inch torpedoes. The torpedo tube was 19 feet (5.8 m) long and 2 feet (0.6 m) in diameter, with the torpedo running on rollers within the tube. A total of ten torpedoes were carried, each about 14 feet (4.3 m) long and carrying a warhead of 67 pounds (30 kg) of guncotton. No guns were carried. The ship had a compliment of 15 crew.

***Vesuvius*** was towed to Portsmouth Dockyard for fitting out, and was a tall funnel added to aid raising of steam. She was completed on 11 September 1874 at a cost of £17,897.

9 Sep 1874. She was commanded by Capt. Morgan Singer, Sr.

***Vesuvius*** was not seriously evaluated against her design role of night torpedo attacks and was too slow and had too short a range to accompany the fleet.

Circa prior to Aug 1876 problems with torpedoes. The name of

the vessel matches, if not the description.

1879 at Portsmouth. Tender to *Vernon*. Officers borne in HMS *Vernon*.

11 Jan 1884 She was commanded by Lieutenant in George Le C. Egerton.

She was relegated to experimental and training roles, attached to HMS *Vernon*, the Royal Navy's torpedo training school. In 1886–1887, Apr 1886 at Portsmouth.

17 Jun 1886 She was commanded by Lieutenant in Command Henry B. Jackson.  
**Vesuvius** took part in a series of trials to test anti-torpedo nets, firing torpedoes against the old ironclad ship *Resistance*. The conclusion of the tests were that anti-torpedo nets were an effective protection against torpedoes.  
 1890 at Portsmouth. Tender to *Vernon*. Officers borne in HMS *Vernon*.  
 9 Jan 1890 She was commanded by Lieutenant (Temporary) Frederick C. D. Sturdee.  
 5 May, 1893 She was commanded by Lieutenant & Commander (Temporary) Reginald H. S. Bacon.  
 16 Oct 1895–22 Oct 1897 Temporary Lieutenant Dudley R. S. de Chair.  
 2 Aug 1897 She was commanded by Lieutenant & Commander (Temporary) Trevelyen D. W. Napier.  
 25 Aug 1899–1901 She was commanded by Lieutenant & Commander (Temporary) Frederick C. U. V. Wentworth,  
 27 June, 1901 She was commanded by Lieutenant & Commander (Temporary) Sydney S. Hall.  
 9 Sep 1904–31 Dec 1905 She was commanded by Lieutenant & Commander (Temporary) Vernon H. S. Haggard.  
 1 Jan 1906–30 Jun 1908 She was commanded by Lieutenant & Commander (Temporary) William R. Napier.  
 30 Jun 1908–15 July, 1909 She was commanded by Lieutenant & Commander (Temporary) Leonard A. B. Donaldson, later Capt. Supt.  
 15 Jul 1909–16 Feb 1911 She was commanded by Lieutenant & Commander (Temporary) Edward A. D. Masterman,  
 16 Feb 1911–25 May 1912 She was commanded by Lieutenant Brien M. Money.  
 25 May 1912–31 Dec 1912 She was commanded by Lieutenant-Commander (Temporary) Arthur T. Walker.  
 31 Dec 1912–31 Mar 1914 She was commanded by Commander Brien M. Money, (see above).  
**Vesuvius** remained attached to HMS *Vernon* at Portsmouth during the First World War,  
 31 Mar 1914–1 Aug 1914 She was commanded by Commander Godfrey F. W. Grayson.  
 2 Aug 1914–22 May 1915 She was commanded by Lieutenant-Commander Charles H. E. Head. (killed in railway accident).  
 22 May 1915–17 Jul 1917 She was commanded by Commander (Temporary) Arthur T. Walker.  
 26 Jul 1917–12 Mar 1918 She was commanded by Commander Alfred H. Taylor.  
 12 Mar 1918–26 Sep 1919 She was commanded by Lieutenant-Commander Roderick B. T. Miles.  
**14 Sep 1923 she was finally sold for scrap on to the shipbreakers Cashmore & Co, however, she foundered under tow to the Cashmore's yard at Newport, Wales. Lost off north coast of Cornwall.**

188.	<b>Dreadnought.</b>  Originally named <b>Fury</b> .	Mast-less Battleship. Ironclad turret ship. 1st Class.  1900 Reclassified as a 2 <sup>nd</sup> -class battleship.	4.	Iron.	10 Sep 1870.  Originally laid-down as <b>Fury</b> .	8 Mar 1875.	Ordered as part of the 1870 Naval Programme. Originally named <b>Fury</b> . Constructed on Slipway No. 2. Delayed on slip by redesign. Completed 15 Feb 1879. Commissioned 1884. HMS <b>Dreadnought</b> was an ironclad turret ship built for the Royal Navy during the 1870's. 1870 under construction at Pembroke Royal Dockyard. Construction was halted less than a year after it began and she was redesigned to improve her stability and buoyancy. Upon completion in 1879, the ship was placed in reserve until she was later commissioned in 1884 for service with the Mediterranean Fleet. ....  ..... Upon her return 10 years later, she became a Coast Guard ship in Ireland for two years. The ship then became a depot ship in 1897 before she was reclassified as a second-class battleship in 1900. Dreadnought participated in the annual fleet manoeuvres for the next two years before she became a training ship in 1902. The ship was taken out of service three years later and subsequently sold for scrap in 1908.
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**Dreadnought** was originally laid down named **Fury** and was designed by the Director of Naval Construction (DNC), Sir Edward Reed, as an improved and enlarged version of the preceding *Devastation-class* ironclad turret ships. The ship was laid down, fully framed and partially plated up to the bottom of the waterline belt armour when work was ordered stopped in 1871 in light of the loss of the ironclad turret ship *Captain* in a heavy storm the previous year. A Committee on Designs was formed in January 1871 to evaluate existing ship designs with special consideration as to their stability and buoyancy and found that the designs of *Devastation* and *Fury* were lacking in both qualities and needed to be modified. Reed had resigned before HMS *Captain* (1869- of Laird Brothers, Birkenhead) was lost (Sunk; 6 Sep 1870) and he vehemently opposed the changes made by the new DNC, Nathaniel Barnaby and his assistant, William White, himself a future DNC. The main changes were to increase the beam by 18-inches (457 mm) and widen Reed's armoured breastwork to cover the full width of the hull; this increased the ship's freeboard amidships which improved buoyancy and stability and provided additional, badly needed accommodation for the crew. In addition, the maximum thickness of the armour was increased from 12 to 14 inches (305 to 356 mm), it was extended all the way to the bow and reinforced the forward ram. Barnaby and White's initial plan was to extend the breastwork fore and aft, almost to the ends of the ship, but this was changed to run all the way to the ends after the results of *Devastation's* sea trials in 1873–74 revealed that her low bow caused major problems in head on seas. Other changes were the



substitution of more economical inverted vertical compound-expansion steam engines for Reed's original horizontal, low-pressure engines, more powerful 12.5-inch (320 mm) guns for the 12-inch (305 mm) ones first chosen, and the fitting of hydraulic pumps to work and operate the gun turrets.

**Dreadnought** had a length between perpendiculars of 320 feet (97.5 m) and was 343 feet (104.5 m) long overall, some 35 feet (10.7 m) longer than the *Devastation class*. She had a beam of 63 feet 10-inches (19.5 m), and a draught of 26 feet 6-inches (8.1 m). The ship displaced 10,886 long tons (11,061 tonnes). **Dreadnought** was the first ship to have a longitudinal watertight bulkhead that divided the engine and boiler rooms down the centreline. Her crew consisted of 369 officers and ratings (men). She proved to be a very steady ship with minimal rolling, although she was very wet as high seas usually swept her deck from end to end.

The ship was the first large ironclad to have two 3-cylinder inverted vertical compound-expansion steam engines. These were constructed by Humphry & Tennant and each drove a single four-bladed, 20-foot (6.1 m) propeller. **Dreadnought's** engines were powered by 12 x cylindrical boilers with a working pressure of 60 p.s.i (414 kPa; 4 kgf/cm<sup>2</sup>). The engines were designed to produce a total of 8,000 indicated horsepower (6,000 kW) for a speed of 14 knots (26 km/h; 16 mph), this was 2,400 i.h.p. (1,800 kW) more and 1.5 knots (2.8 km/h; 1.7 mph) faster than the *Devastation class*. **Dreadnought** reached a maximum speed of 14.5 knots (26.9 km/h; 16.7 mph) from 8,216 i.h.p. (6,127 kW) during her sea trials. The ship carried a maximum of 1,800 long tons (1,829 tonnes) of coal, enough to steam 5,650 nautical miles (10,460 km; 6,500 miles) at 10 knots (19 km/h; 12 mph).

**Dreadnought** was originally intended to be equipped with a pair of R.M.L. 12-inch rifled muzzle-loading guns in each turret, but these were replaced by R.M.L. 12.5-inch guns while the ship was being redesigned. The shell of the 12.5-inch gun weighed 809 pounds (367.0 kg) while the

gun itself weighed 38 long tons (39 tonnes). The shell had a muzzle velocity of 1,575 ft/s (480 m/s) and was credited with the ability to penetrate a nominal 18·4 inches (470 mm) of wrought iron armour at the muzzle. The gun turrets were rotated by steam power and loaded by hydraulic power.

The ship **Dreadnought** had a complete wrought iron, waterline armour belt that was 14-inches (356 mm) thick amidships and tapered to 8-



inches (203 mm) outside the armoured citadel towards the ends of the ship. The armour plates were tapered to a thickness of 8-inches at their bottom edge and they extended 3 feet (0·9 m) above the waterline and 5 feet 3-inches (1·6 m) below it. The 184-foot-long (56·1 m) armoured citadel protected the bases of the gun turrets, the funnel uptakes and the crew's quarters. The sides of the citadel were 11 to 14-inches (279 to 356 mm) thick and it had 13-inch (330 mm) thick curved ends. The turrets were protected by two 7-inch (178 mm) plates, each backed by timber. The aft 13-inch bulkhead of the original design was retained, but the forward one was

made redundant by the forward extension of the belt. The conning tower ranged in thickness from 14 to 6-inches (356 to 152 mm) and the upper deck was 3 inches (76 mm) thick inside the citadel and 2·5 inches (64 mm) outside.

**Dreadnought**, the 5<sup>th</sup> ship of her name to serve in the Royal Navy, was laid down on 10 Sep 1870 on the No. 2 Slip-way, at the Pembroke Royal Dockyard, Pembrokeshire, Wales with the original name of **Fury**. Construction was subsequently halted for a time in 1871 to redesign the ship and she was renamed **Dreadnought** on 1 Feb 1875. The renamed ship was launched by Mrs. Agnes Wood, daughter of William Courtenay, 11th Earl of Devon. She was completed on 15 Feb 1879 at a cost of £619,739.

1879 she was at Portsmouth.

**Dreadnought** was then immediately placed in reserve until 1884 when she was commissioned for service with the Mediterranean Fleet.

**Dreadnought** was fitted with ten 1-inch (25 mm) Nordenfelt guns on the hurricane deck when she was commissioned. The ship sailed for the Mediterranean Sea on 14 Oct and remained there for the next decade. The then future King George V served aboard in 1886–88.

Apr 1886 she was operating in the Mediterranean.

16 Apr 1886 Suda Bay. HMS Dreadnought arrived today.

8 May 1886 Serving in Greek Waters. See *Temeraire* for more detail.

13 Dec 1887 she was recommissioned at Malta.

1900 Reclassified as a 2<sup>nd</sup>-class Battleship.

1890 FO, operating in the Mediterranean.

She returned to British waters in September 1894 and began a refit at Chatham Dockyard that included the replacement of her Nordenfelt guns with six quick-firing (Q.F.) 6-pounder 2·2-inch (57 mm) and ten Q.F. 3-pounder 1·5-inch (37 mm) Hotchkiss guns. **Dreadnought** then became a coast guard ship at Bantry Bay, Ireland in Mar 1895.

Two years later, in Mar 1897, she was relieved of that duty and became a depot ship in July at Devonport. The ship was reboilered and had more Q.F. guns installed in 1898. **Dreadnought** was reclassified as a 2<sup>nd</sup>-class battleship in 1900 and took part in British fleet manoeuvres in that year and the following one.

27 Jun 1900 Sheerness and Chatham. Orders received for vessels to be specially commissioned for a naval mobilization to take place on Tuesday, July 10th - see *Colossus* for details.

In Jun 1902, she was refitted at Chatham to serve as a tender to HMS *Defiance*, torpedo school ship at Devonport, and later as a depot ship. She took part in the fleet review held at Spithead on 16 Aug 1902 for the Coronation of King Edward VII, and was commissioned as tender four days later, on 20 August 1902. Lieutenant Harry Louis d'Estoteville Skipwith was appointed in command in Oct 1902.

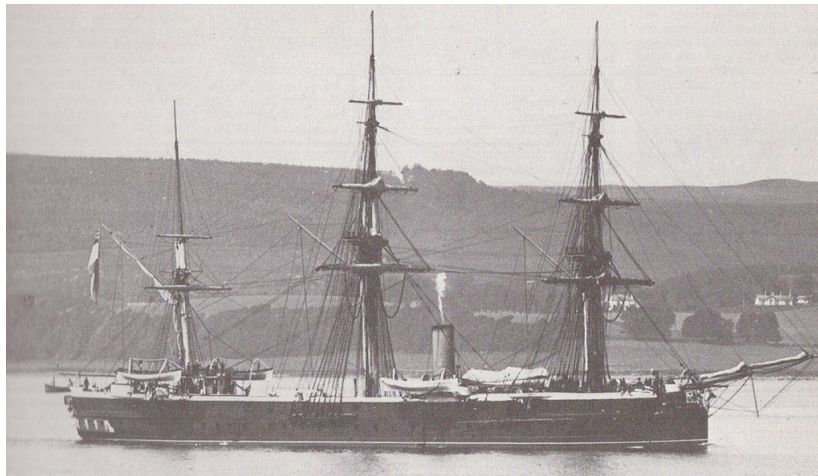
1903 she was hulked.

She was taken out of service and transferred to the Kyles of Bute in 1905. **The ship was sold to Thomas W Ward's for scrap for £23,000 on 14 Jul 1908 and was broken up by Feb 1909.**

**15<sup>th</sup> Mar. 1975: Richard Vesey Hamilton, G.C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

189.	<b>Shannon.</b>	Armoured Cruiser, 1st Class.	9. Modified in 1881.	Iron. ironclad	29 Aug 1873.	11 Nov 1875.	Commissioned 17 Sep 1877, at Devonport. <u>She was the last Pembroke-built iron/ironclad ship.</u> The 8 <sup>th</sup> HMS <b>Shannon</b> was the <u>first British armoured cruiser</u> . She was the last Royal Navy ironclad to be built which had a propeller .....
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..... that could be hoisted out of the water to reduce drag when she was under sail, and the first to have an armoured.



**Shannon** was built in response to two threats. The instructions of the Admiralty to the designer, Nathaniel Barnaby, were to design an ironclad ...."capable of competing with the second-class Ironclads of foreign navies"... This meant in particular the ten French armoured corvettes of the *Alma* and *La Galissonnière* classes, though the ironclads of the smaller navies of Asia, and the Americas also featured. The British counter to these ships were the *Audacious* and *Swiftsure* classes of 2<sup>nd</sup>-class ironclad of the 1860's. **Shannon's** design was in the lineage of these ships, though the tactical landscape was changing. At the same time as **Shannon** was being planned, the Russian navy launched the first armoured cruisers, *General Admiral* and her sister *Gerzog Edinburgski*. These ships were intended for the traditional cruiser mission of commerce raiding, but were armoured and armed on the same scale as a second-class ironclad. The existence of

these ships meant that **Shannon** was now expected to act as a counter to them, and perform the commerce protection missions which had previously been the preserve of unarmoured cruisers, most recently the *Inconstant*. The following table gives the purchase cost of the members of the *Shannon*. Standard British practice at that time was for these costs to exclude armament and stores.

In the table (below): Machinery meant "*propelling machinery*". Hull included "*hydraulic machinery, gun mountings, etc*".

Cost data. HMS Shannon.		
(BNA 1895 Naval Annual)		
Hull.	Machinery.	Total excluding Armament.
Parkes. <i>Oscar, British Battleships.</i>		

£233,902

£53,367

£287,269

£302,707

**Shannon** was armed with two 10-inch guns in armoured embrasures facing towards the bow, six 9-inch guns on the open deck amidships, and a seventh 9-inch gun facing astern. The astern gun could be fired from either of two unarmoured embrasures, one on each side of the ship. She was also equipped with an unusual detachable ram, which was meant to be removed in peacetime to reduce the risk of accidentally ramming another warship. The ram was supposed to be stowed on board and attached in wartime; however, this proved to be a very impractical arrangement.

**Shannon** was armoured in an unconventional manner. An armoured belt 9 feet tall and between 9-inches and 6-inches thick ran for most of the length of the ship, but stopped 60 feet from the bows. Above the belt was an armoured deck 1.5 inches thick, the first such armoured deck on a British warship. At the point the belt ended, a 9-inch armoured bulkhead ran across the ship, the top of which formed the embrasures for the 10-inch guns on the upper deck. From the bottom of this bulkhead, a 3-inch thick armoured deck extended to the bow, at a level 10 feet below the waterline. The space above this forward armoured deck was filled with coal bunkers and stores to limit any flooding.

The 9-inch guns were unarmoured (though the armoured bulkhead did protect them against raking fire from ahead) and would have been very exposed in combat. In an action, it was hoped to attempt to ram the enemy while firing with the forward guns and preparing the 9-inch broadside. The crews could then retreat into the armoured part of the ship. If the ramming failed then the guns could be fired electrically as **Shannon** passed her target.

**Shannon** could use both sail or steam power. While steam was much preferred for combat, sail propulsion was considered vital for a ship intended to operate worldwide. She was given a lifting screw in order to increase her efficiency under sail, the last Royal Navy warship to be so equipped. She had three masts, and was initially given a ship rig with 24,000 ft<sup>2</sup> of sail, a point insisted on by the Director of Naval Operations, Capt. Hood. In service, this was reduced to a barque rig with 21,500 ft<sup>2</sup>. She was equipped with Laird two-cylinder compound engines, the high-pressure cylinders being 44 inches in diameter and the low-pressure cylinders 85 inches. Steam came from eight cylindrical boilers at 70 lbs pressure. Her design top speed was 13 knots (24 km/h), but her best actual speed was 12.25 knots (23 km/h). To reduce fouling, she had zinc and wood sheathing on her hull.

Her coal bunker capacity was originally 280 tons coal. later this was increased to 560 tons. Sails allowed her range to be only limited by food and water capacity.

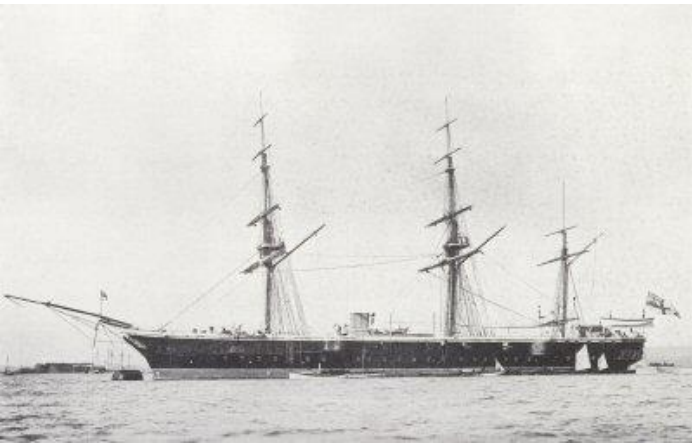
**Shannon** was something of a failure as a warship. While she accomplished more than *Swiftsure* or *Audacious* on a more limited displacement, and was the equal of a foreign 'station ironclad', she turned out to be far too slow to be an effective cruiser. While her heavy reliance on sailing efficiency was inevitable given her role, this was incompatible with the speed required to catch a foreign cruiser.

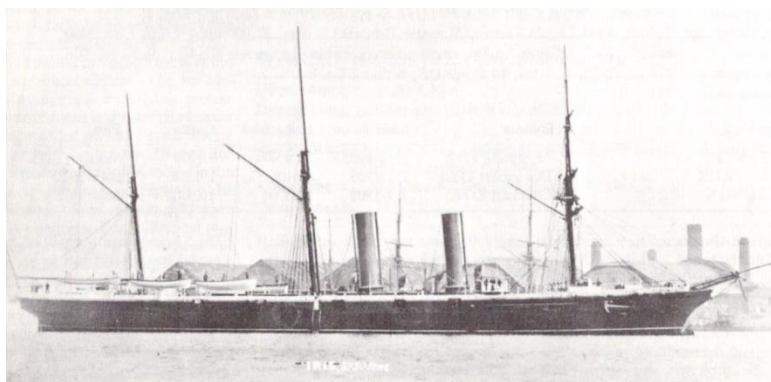
These problems meant that **Shannon** spent very little time on the overseas stations she was designed for. She was commissioned in 17 Jul 1877, at Devonport, but she was found to be over-weight and

there were problems with her engines, which kept her in dock until Mar 1878, when she went on a shakedown cruise with the Channel Fleet. In April 1878 she departed for the China Station but was recalled from there in July, and went into dock for further changes. In Dec 1878 she was commissioned again, serving in Channel and Mediterranean fleets, and was despatched to the Pacific in Jul 1879, returning in Jul 1881 when she was refitted. In the Pacific, **Shannon** was the only ship equipped with 10-inch guns, and no spare ammunition of this calibre was kept at Esquimaux, Vancouver, Canada; since the expense of moving ammunition to a base that remote was prohibitive, she was prohibited from practicing with her 10-inch guns. This problem could have been addressed by replacing the 10-inch guns in the 1881 refit, but there was little purpose to doing so as **Shannon** would never see overseas service again.

1881 **Shannon's** armament was as follows: - From 1881: 6 x 20 pounder (9 kg) breech-loading guns, and 4 x torpedo tubes.

In May 1883 she briefly became a tender to *Warrior* and then was relegated to being a Coastguard ship.

		<p>During the Panjdeh Incident in 1885 she was briefly readied for operations.  Apr 1886 she was at Bantry, Ireland.  19 Jun 1886 The Channel Squadron consisting of HM Ships <i>Hercules</i>, <i>Northampton</i>, <i>Devastation</i>, <i>Penelope</i>, <i>Hotspur</i>, <i>Ajax</i>, <b><i>Shannon</i></b> and <i>Belleisle</i>, from Portland to Bantry Bay, Ireland, passed the Lizard at 10 am today.  1890 she became a ship of First Reserve. Coast Guard Service. Bantry, Ireland.  1890 Coast Guard Cruisers. "<i>Argus</i>" (late "<i>Imogene</i>"), "<i>Fly</i>", "<i>Stag</i>", and "<i>Victoria</i>".  <b>From May 1895 she was in reserve, and she was sold for scrap, broken-Up 12 Dec 1899 for £10,105.</b></p>					
190.	<b><i>Emerald.</i></b>	Corvette. <b><i>Emerald class</i></b> screw corvette.	12.	Composite.	29 July 1874.	18 Aug 1876.	<p>HMS <b><i>Emerald</i></b> was an <i>Emerald-class</i> corvette, of the Royal Navy, built at the Pembroke Royal Dockyard. She carried a compliment of 230 men and officers. She was completed 2 July 1878. 2 Jul 1878 She was commissioned at Devonport. She cost a total of £98,442. ....</p> <p>..... <i>Emerald-class</i> in all were <b>6 vessels</b> as follows: - <i>Opal</i>, (1875) from William Doxford, Sunderland; <i>Turquoise</i>, (1876) from Earle's Shipbuilding, Hull; <i>Ruby</i>, (1876) from Earle's Shipbuilding, Hull; <i>Tourmaline</i>, (1875) from Raylton Dixon, Middlesbrough; <b><i>Emerald</i></b> (1876), lead she of the class; and <i>Garnet</i>, (1875) from Chatham Dockyard.</p> <p>1879 she was in Australian waters.  She commenced service on the Australia Station in September 1878. She escorted Sir Hercules Robinson, the Governor of New Zealand from Sydney to Auckland in May 1879. <b><i>Emerald</i></b> was sent on a punitive mission in the Solomon Islands in 1879 after the captain and three crew of HMS <i>Sandfly</i> were killed by natives.  <b><i>Emerald</i></b>, under Captain Maxwell, visited the Ellice Islands in 1881. She left the Australia Station in Oct 1881 and returned to England.  <b><i>Emerald</i></b> was refitted and rearmed in 1882 in England and placed into reserve.</p> <p>Apr 1886 she was ordered to North America and West Indies Stations.  She commissioned for the North America and West Indies Stations in 1886.  2 April 1889 she was recommissioned at Bermuda.  1890 North America and West Indies.  1892 she returned to England in and again being placed into reserve. 1895 She was converted into a powder hulk at Portsmouth.  <b>10 Jul 1906 she was sold on to Cox &amp;Co, at Falmouth.</b></p>
							
191.	<b><i>Iris.</i></b>	Dispatch Vessel. <b><i>Iris-class</i></b> 1st despatch vessel. Later <b><i>Iris-class</i></b> 2nd-class. Cruiser.	10. + 4. torpedo carriages in 1884 increased to 15 guns.	Steel.	10 Nov 1875.	12 Apr 1877.	<p>Completed 18 Apr 1879.  HMS <b><i>Iris</i></b> was the lead <i>Iris-class</i> 1<sup>st</sup>-class, (later reduced to 2<sup>nd</sup>- class) cruiser of the Royal Navy. She was the 5<sup>th</sup> ship to bear the name. The <i>Iris-class</i> contained only 2 ships, see <i>Mercury</i> (item 192, below). The <i>Iris-class</i> ships were the <u>first all-steel</u> ships to serve with the Royal Navy and were employed as armed dispatch vessels. She had a double bottom and her (2) Maudslay machinery produced 7,300 i.h.p. (5,400 kW), slightly less than her sister ship HMS <i>Mercury</i>, .....</p>



..... but her 17.35 knots (32.13 km/h) still made her one of the fastest ships of her day. Her propulsion was via double Screws. *Mercury* (item 192, below) was identical in most respects, though she had an upright stem and a different arrangement of head sail. She carried a compliment of 280 men and officers.

1879 at Portsmouth. Officers borne in "*Asia*".

She was commissioned on 27 Apr 1880 and her first commander was Captain Edward Seymour, with Lieutenant Robert Archer as First Lieutenant.

1879-1887 She served in the Mediterranean.

Apr 1886 operating in the Mediterranean (out of Malta).

8 May 1886 Serving in Greek Waters. See *Temeraire* for more detail.

1887-1903 in the Portsmouth Reserve.



1890 at Portsmouth. Officers borne in "*Asia*".

1903-1904 She was a tender to HMS *St Vincent*.

**1905 sold off for scrapping.**

**Hiei.**

Corvette.  
Kongō-class  
ironclad  
corvette

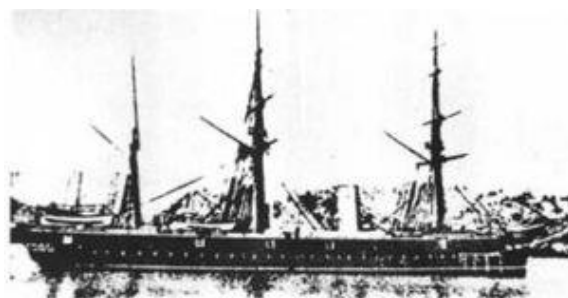
11.

composite  
Ironclad.

24 Sep 1875.

11-12 Jun  
1877

The construction of the *Hiei* was part of a package of 3 vessels, as decided below. SHE was NOT constructed within the Pembroke Royal Dockyard; however, the same workmen and trades would have been employed. Completed Feb 1878.



..... The 3 vessel Package was as follows: - *Fusō* (Japanese: 扶桑) Central-battery ironclad [launched 17 Apr 1877] from Samuda Brothers, Cubitt Town, London; *Hiei* (比叡 Hiei) Armoured ironclad corvette [launched 11 Jun 1877] from Milford Haven Shipbuilding & Engineering Co., Jacob's Pill, Pembroke Dock, Wales; *Kongō* (金剛 Kongō) Armoured ironclad corvette [launched 17 Apr 1877] from Earle's Shipbuilding & Engineering Co., Hull.

Sir Edward James Reed, KCB, FRS (20 Sep 1830 – 30 Nov 1906) was a British naval architect. In the 1874 UK General Election **Reed** was elected as Liberal member of parliament for Pembroke, which also covered Milford Haven. **Reed** visited Japan in at the invitation of the Imperial Government. Ostensibly **Reed** was there to oversee the ordering and design /

delivery of three new British built iron-clad warships, *Fusō*, *Kongō*, and *Hiei* for the Imperial Japanese Navy. He returned to the UK from Japan with the orders for the 3 ships. Irrespective to this, Reed was director at 3 shipbuilding companies, namely as follows: - Earle's Shipbuilding &

Engineering Co; the Milford Haven Shipbuilding & Engineering Co; and the Samuda Brothers, Cubitt Town, London. These were the very yard where the 3 ships were ordered from. [*Was this sole coincidence? wise consultancy? Victorian private entrepreneurship? or signs of what was to develop much later?*]. The Milford Haven Shipbuilding & Engineering Co., were strapped for land, especially around Milford Haven, hence the choice of Jacob 's Pill, Pembroke Dock, on the north bank of the Pembroke River. Although, never admitted, the British Government and Admiralty must have known about this, especially as it was their dockyard workers that would be employed in the enterprise. There was no visible government of Admiralty involvement, even at the launching ceremony, although a visit to the Royal Dockyard was given to the Japanese visitors on the day of the launch. In the next 1878 General Election Reed lost his Pembroke seat.

**Hiei** (比叡 Hiei) was the second and last vessel of the *Kongō-class* ironclad corvettes built for the Imperial Japanese Navy (I.J.N.) in the 1870's. They were built in the United Kingdom because the Japanese were unable to build ironclad warships in Japan. She became a training ship in 1887 and made training cruises to the Mediterranean and to countries on the edge of the Pacific Ocean. The ship returned to active duty during the First Sino-Japanese War of 1894–95 where she was damaged during the Battle of the Yalu River, 17 Sep 1894. **Hiei** also participated in the Battle of Weihaiwei, 20 Jan-12 Feb 1895 in Weihai, Shandong Province, China and the invasion of Formosa in 1895. The ship resumed her training duties after the war, although she played a minor role in the Russo-Japanese War of 1904–05. She was reclassified as a survey ship in 1906 and was sold for scrap in 1912.

During the brief Japanese occupation of Taiwan in 1874, tensions heightened between China and Japan, and the possibility of war caused the Japanese government to realize that it needed to reinforce its navy. The following year the government placed an order for the armoured frigate *Fusō* and two *Kongō-class* ships, designed by the British naval architect Sir Edward Reed, from British shipyards as no Japanese shipyard was able to build a ship of this size.

**Hiei** was 220 feet (67.1 m) long between perpendiculars and had a beam of 41 feet (12.5 m). She had a forward draft of 18 feet (5.5 m) and drew 19 feet (5.8 m) aft. The ship displaced 2,248 long tons (2,284 tonnes) and had a crew of 22 officers and 212 enlisted men. Her hull was of composite construction with an iron framework planked with wood.

The ship had a single two-cylinder, double-expansion, horizontal return connecting-rod steam engine, driving a single propeller using steam from 6 x cylindrical boilers. The engine was designed to produce 2,500 indicated horsepower (1,900 kW) to give the *Kongō-class* ironclads a speed of 13.5 knots (25.0 km/h; 15.5 mph). During her sea trials on 7 Dec 1877, the ship reached a maximum speed of 13.92 knots (25.78 km/h; 16.02 mph). She carried enough coal to steam 3,100 nautical miles (5,700 km; 3,600 miles) at 10 knots (19 km/h; 12 mph). The ironclad was barque-rigged and had a sail area of 14,036 square feet (1,304 m<sup>2</sup>). The ship was reboilered at Yokosuka Naval Arsenal in 1889 with 2 x steel cylindrical boilers; the new boilers proved to be less powerful during sea trials. **Hiei** reached a maximum speed of 10.34 knots (19.15 km/h; 11.90 mph) from 1,279 i.h.p. (954 kW). Her topmasts were removed in 1895.

**Hiei** was armed and fitted with three 172-millimetre (6.8-inch) Krupp rifled breech-loading (R.B.L.) guns and 6 x R.B.L. 152-millimetre (6.0-inch) Krupp guns. All of the 172-millimetre guns were positioned as chase guns, two forward and one aft. The 152-millimetre guns were mounted on the broadside. The ship also carried two short 75-millimetre (3.0-inch) guns for use ashore or mounted on the ship's boats.

During the 1880's, the armament of the ship was reinforced with the addition of four quadruple-barrelled 25-millimetre (1.0-inch) Nordenfält and two quintuple-barrelled 11-millimetre (0.4-inch) Nordenfält machine guns for defence against torpedo boats. Around the same time, she also received two 356-millimetre (14.0-inch) torpedo tubes for Schwartzkopff torpedoes. The anti-torpedo boat armament was again reinforced in 1897 by the addition of a pair of 2.5-pounder Hotchkiss guns. After the end of the Russo-Japanese War, **Hiei's** armament was reduced to six ex-Russian 12-pounder guns and six 2.5-pounders.

The Kongō-class corvettes had a wrought-iron armour waterline belt 4.5 inches (114 mm) thick amidships that tapered to 3 inches (76 mm) at the ends of the ship.

The contract for *Hiei* was awarded to Milford Haven Shipbuilding and Engineering Co. in Pembroke Dock, Wales, on 24 Sep 1875 for the price of £119,600, exclusive of armament. Japanese sources universally give the date for *Hiei*'s keel-laying as 24 Sep 1875—the same as that for the awarding of the contract—but historian Hans Langerer describes this as improbable, arguing that no shipyard would order enough material to begin construction without cash in hand. She was launched on 12 Jun 1877; Reed's daughter smashed a bottle of champagne on the ship's bow in the traditional Western style. The ship was named for Mount Hiei. Completed in Feb 1878, *Hiei* sailed for Japan on 22 March under the command of a British captain and with a British crew because the Imperial Japanese Navy (I.J.N.) was not yet ready for such a long voyage. One of the passengers aboard her was the future admiral Togo Heihachiro, who had just completed six years of study in the United Kingdom. She arrived in Yokohama on 22 May and was assigned to the Tokai Naval District a month later. On 10 July a formal ceremony was held in Yokohama for the receipt of the ship that was attended by the Meiji Emperor and many senior government officials. The ship was opened for tours by the nobility, their families and invited guests for three days after the ceremony. On 14 Jul, the general public was allowed to tour the ship for a week.

During 1880, *Hiei* visited ports in India, Persia, the Persian Gulf and various ports in Southeast Asia. The ship made annual port visits to Jinsen in Korea in 1881 through 1883. She was assigned to the Small Standing Fleet in 1886 and became a training ship in 1887 the following year. Together with her sister ship *Kongō*, *Hiei* sailed from Shinagawa, Tokyo on 13 Aug 1889 on a training cruise to the Mediterranean with cadets from the Imperial Japanese Naval Academy, returning on 2 Feb 1890. On 5 Oct the sisters departed Shinagawa for Kobe to pick up the 69 survivors of the wrecked Ottoman frigate *Ertuğrul* and continued on to Constantinople, Turkey to return them to their homeland.

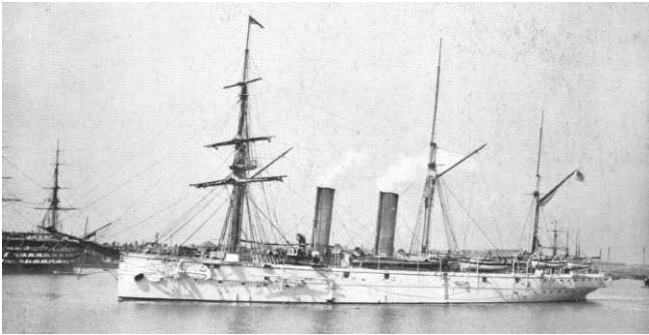
They arrived on 2 Jan 1891, and the ships' officers were received by Sultan Abdul Hamid II. The ships also carried a class of naval cadets. On the return voyage, they made a port visit at Piraeus where they were visited by King George I of Greece and his son, Crown Prince Constantine. Making stops at Alexandria, Port Said, Aden, Colombo, Singapore and Hong Kong, the sisters arrived at Shinagawa on 10 May.

*Hiei* began another cadet cruise on 30 Sep 1891 and visited Australia and Manila before returning to Shinagawa on 10 Apr 1892. The ship was not in service in 1893, but she was recommissioned before the beginning of the First Sino-Japanese War in 1894. *Hiei* was assigned to the Standing Fleet on 2 Jul. She was the last ship in the Japanese line during the Battle of the Yalu River in 17 Sep 1894 and was heavily damaged when her captain decided to pass through the Chinese fleet rather than try to keep up with the faster Main Squadron. The ship became the target of most of the Chinese ships and was forced to disengage to prevent further damage. *Hiei* was transferred to the West-Sea Fleet on 14 Oct, and the sisters were assigned to the Second Raiding Unit in December for operations against the Chinese port of Weihaiwei, in the north-east of China, was a leased territory of the United Kingdom from 1898 until 1930. The ships were present during the Battle of Weihaiwei in Jan–Feb 1895, although neither saw any significant combat. *Hiei* took part in the invasion of Formosa in 1895, and participated in the bombardment of the Chinese coastal forts at Takow (Kaohsiung) on 13 Oct 1895.

After the war, *Hiei* alternated her training cruises with *Kongō*, making the 1897 cruise to the West Coast of North America and Hawaii from 13 Apr–20 September and repeating the same cruise from 14 Dec 1898–28 Aug 1899. During that cruise, on 21 Mar 1898, the ship was re-designated as a 3rd-class coast defence ship, although she retained her training duties. Both ships made the 1902 cruise, their last, to Manila and Australia from 19 Feb–25 Aug. *Hiei* played a minor role in the Russo-Japanese War before she was reclassified as a survey ship in 1906. *Hiei* was stricken from the Japanese Navy List on 1 Apr 1911 and ordered to be sold on 21 Dec. The exact date of her sale is not known, although Maizuru Naval District reported her sale on 25 March 1912.

8<sup>th</sup> Oct. 1877: George Henry Parkin, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.



192.	<b>Mercury.</b>	Dispatch Vessel. <b>Iris-class</b> 1st despatch vessel. Later <b>Iris-class</b> 2nd-class. Cruiser.	10.  1887 increased to 17. +4. torpedo carriages.	Steel.	24 Sep 1875 keel laid. 16 Mar 1876.	17 Apr 1878.	Completed 18 Sep 1879. HMS <b>Mercury</b> was an <b>Iris-class</b> 1 <sup>st</sup> class, later reduced to 2 <sup>nd</sup> class cruiser of the Royal Navy. The two ships of the class were the first all steel ships in the Royal Navy. She was distinguished from <i>Iris</i> by her straight bow, which gave her a slightly shorter length of 315 feet (96 m). The ship carried a complement of 275 officers and men. Originally equipped with a light barque rig, her sails were soon removed and the class became the first "mast-less cruisers". .....
				<p>She had an "unprecedented amount of space taken up with machinery", but was thought of so highly that she was rearmed three times during her service.</p> <p>1879 at Portsmouth. Officers borne in "<i>Asia</i>".</p> <p>1879-1890 <b>Mercury</b> served with the Portsmouth Reserve.</p> <p>Apr 1886 at Portsmouth.</p> <p>18 Feb 1890 she was recommissioned at Portsmouth.</p> <p>1890 she was ordered by the Admiralty to China.</p> <p>Mar 1890 she was recently recommissioned at Portsmouth for the China Station, to relieve the <i>Cordelia</i>. Her masts are being shortened and will only be used for signalling, and thus like many other vessels in the Royal Navy, she will no longer be able to set sail.</p> <p>1890-1895 she was in the China Sea.</p> <p>1895-1903 she was back at Portsmouth with the Portsmouth Reserve.</p> <p>1903-1905 She served as a navigation school ship for navigating officers.</p> <p>1905 She was converted to a Submarine depot ship.</p> <p>1905 reclassified as a Submarine depot ship.</p> <p>1906-1913 she was utilised as a submarine depot ship at Portsmouth 1913 she was at Harwich, Essex.</p> <p>1912 There were plans to rename her <i>Columbine</i>, but these were rescinded.</p> <p>1914 instead she was Hulked at Rosyth, Scotland, with the port depot ship there, HMS <i>Columbine</i>, the former HMS <i>Wild Swan</i>.</p> <p>7 Jan 1918 She was moved to Chatham, where she became an accommodation ship.</p> <p>March 1919 she was paid-off in.</p> <p><b>9 Jul 1919 She was eventually sold for scraping to the Forth Shipbreaking Company, at Borrowstouness, (Bo'ness) in the Central Lowlands of Scotland.</b></p>			
193.	<b>Pincher.</b>	Flat-iron Gunboat. <b>Ant-class.</b> iron screw gunboat. The group of 4 P.D. vessels became	1.	Steel.	1879	5 May 1879.	1879 under construction at Pembroke Royal Dockyard. The <b>Ant-class</b> gunboat was a class of twenty-four Royal Navy flat-iron gunboats mounting a single 10-inch gun, built between 1870 and 1880. They carried no masts or sails, being among the first Royal Navy vessels not to do so. The last four vessels were ordered separately and are sometimes known as the <i>Gadfly class</i> , although they were essentially identical. Members of the class lingered on as steam

		known as the <b>Gadfly class.</b>					lighters, dredgers, boom defence vessels and base ships, lasting in some cases into the 1950's. <b>Design:</b> The flat-iron gunboats were designed for coastal .....
		<p>..... defence and bombardment, and were constructed from iron. They were not rigged, and the single 10-inch (18 ton) muzzle-loading rifle was fitted forward on a hydraulic mount that allowed it to be lowered for a sea passage to improve the vessel's seaworthiness, and raised for action. Power was provided by a pair of two-cylinder horizontal single-expansion steam engines driving twin screws. Together they developed 260 indicated horsepower (190 kW), giving a top speed of about 8.5 knots (15.7 km/h). The <i>Ant Class</i> contained the following vessels: - <i>Blazer</i> (1870) from Portsmouth Dockyard; <i>Comet</i> (1870) from Portsmouth Dockyard; <i>Bustard</i> (1871) from Robert Napier &amp; Sons, Govan; <i>Kite</i> (1871) from Robert Napier &amp; Sons, Govan; <i>Scourge</i> (1871) from Chatham Dockyard; <i>Snake</i> (1871) from Chatham Dockyard; <i>Mastiff</i> (1871) from Charles Mitchell and Co, Walker; <i>Bloodhound</i> (1871) from Charles Mitchell and Co, Walker; <i>Arrow</i> (1871) from J &amp; G Rennie, Greenwich; <i>Bonetta</i> (from J &amp; G Rennie, Greenwich; <i>Badger</i> (1872) from Chatham Dockyard; <i>Fidget</i> (1872) from Chatham Dockyard; <i>Bulldog</i> (1872) from Campbell Johnston, North Woolwich; <i>Pike</i> (1872) from Campbell Johnston, North Woolwich; <i>Snap</i> (1872) from Campbell Johnston, North Woolwich; <i>Ant</i> (1873) from Laird Brothers, Birkenhead; <i>Cuckoo</i> (1873) from Laird Brothers, Birkenhead; <i>Hyaena</i> (1873) from Laird Brothers, Weasel (1873) from Birkenhead Laird Brothers, Birkenhead; <i>Gadly</i> (1879) from the Pembroke Royal Dockyard; <b><i>Pincher (1879) from the Pembroke Royal Dockyard</i></b>; <i>Gripper</i> (1879) from the Pembroke Royal Dockyard; <i>Tickler</i> (1879) from the Pembroke Royal Dockyard.</p> <p>1890 Portsmouth. Tender to "<i>Excellent</i>". Officer borne in "<i>Excellent</i>".</p> <p><b>11 June 1905 Sold at Portsmouth.</b></p>					
194.	<b>Gadfly.</b>	Flat-iron Gunboat. <b>Ant-class.</b> iron screw gunboat. . The group of 4 P.D. vessels became known as the <b>Gadfly class.</b>	1.	Iron.	.	5 May 1879	1879 under construction at Pembroke Royal Dockyard. 12 May 1885 Commissioned at Portsmouth. The <i>Ant-class</i> gunboat was a class of twenty-four Royal Navy flat-iron gunboats mounting a single 10-inch gun, built between 1870 and 1880. They carried no masts or sails, being among the first Royal Navy vessels not to do so. The last four vessels were ordered separately and are sometimes known as the <i>Gadfly class</i> , although they were essentially identical. Members of the class lingered on as steam lighters, dredgers, boom defence vessels and base ships, lasting in some cases into the 1950's.
		<p>..... <b>Design:</b> The flat-iron gunboats were designed for coastal defence and bombardment, and were constructed from iron. They were not rigged, and the single 10-inch (18 ton) muzzle-loading rifle was fitted forward on a hydraulic mount that allowed it to be lowered for a sea passage to improve the vessel's seaworthiness, and raised for action. Power was provided by a pair of two-cylinder horizontal single-expansion</p>					

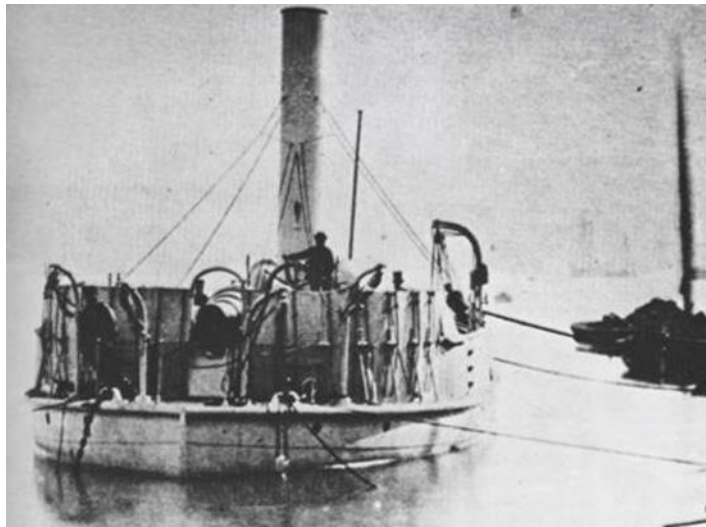


		<p>steam engines driving twin screws. Together they developed 260 indicated horsepower (190 kW), giving a top speed of about 8.5 knots (15.7 km/h).</p> <p>The <i>Ant Class</i> contained the following vessels: - <i>Blazer</i> (1870) from Portsmouth Dockyard; <i>Comet</i> (1870) from Portsmouth Dockyard; <i>Bustard</i> (1871) from Robert Napier &amp; Sons, Govan; <i>Kite</i> (1871) from Robert Napier &amp; Sons, Govan; <i>Scourge</i> (1871) from Chatham Dockyard; <i>Snake</i> (1871) from Chatham Dockyard; <i>Mastiff</i> (1871) from Charles Mitchell and Co, Walker; <i>Bloodhound</i> (1871) from Charles Mitchell and Co, Walker; <i>Arrow</i> (1871) from J &amp; G Rennie, Greenwich; <i>Bonetta</i> (from J &amp; G Rennie, Greenwich; <i>Badger</i> (1872) from Chatham Dockyard; <i>Fidget</i> (1872) from Chatham Dockyard; <i>Bulldog</i> (1872) from Campbell Johnston, North Woolwich; <i>Pike</i> (1872) from Campbell Johnston, North Woolwich; <i>Snap</i> (1872) from Campbell Johnston, North Woolwich; <i>Ant</i> (1873) from Laird Brothers, Birkenhead; <i>Cuckoo</i> (1873) from Laird Brothers, Birkenhead; <i>Hyaena</i> (1873) from Laird Brothers, Weasel (1873) from Birkenhead Laird Brothers, Birkenhead; <b><i>Gadly</i> (1879) from the Pembroke Royal Dockyard;</b> <i>Pincher</i> (1879) from the Pembroke Royal Dockyard; <i>Gripper</i> (1879) from the Pembroke Royal Dockyard; <i>Tickler</i> (1879) from the Pembroke Royal Dockyard.</p> <p>12 May 1885–8 Nov 1885 Lieutenant &amp; Commander George N. A. Pollard, in command.  Apr 1886 on the Cape of Good Hope.  1890 at the Cape of Good Hope. Officers borne in "<i>Penelope</i>".  18 May 1900 Converted completed to a coal lighter at Simonstown, South Africa and then renamed <b>Y.C.230</b>.  <b>1918 sold at the Cape.</b></p>					
195.	<b><i>Nautilus.</i></b>	Training Brig.	8.	Wood.	.	20 May 1879.	She carried a compliment of 27 men and officers. 1879 Devonport. The Boatswain is borne on the books of <i>Indus</i> . .....
		<p>..... Apr 1886 she was at Devonport.</p> <p>17 Aug 1886, she was in collision with the Plymouth trawler <i>Formosa</i>, which had shot her trawl off the Eddystone at 11.00 am, and despite the trawler having sounded her horn, the brig continued on her course, so the crew of the trawler jumped into their boat: the lookout on board the <b><i>Nautilus</i></b> informed the officer of the watch of the presence of the trawler, but was ignored and the brig collided with the trawler doing considerable damage to the stem, bow and head gear, as well as her own bow. The weather was clear and there was a fresh westerly breeze and sloppy sea. The trawler was sent into Devonport to be repaired by the Dockyard authorities.</p> <p>6 Jun 1890, whilst arriving back in Plymouth Sound, went too close in on Drake's Island and went ashore on the rocks whilst under full sail, when attempting to pick up the buoys to which she moored on a Friday. The sails were lowered as the tide receded, and the brig heeled over, and would appear to have almost bilged. The boys were landed on Drake Island, and a tug was sent out from Devonport dockyard to provide assistance when the tide turned. The keel being almost exposed it was possible to see that little damage had been done, so that when the tide came back-in, she floated off and was able to return to her mooring without assistance. She will, however, be examined before she goes to sea again.</p> <p>1890 at Devonport. She became Tender to <i>Impregnable</i>. Officers borne in <i>Impregnable</i>.  26 Jun 1897 she was used for sail training.  26 Jun 1897 present at the Naval Review at Spithead in celebration of the Diamond Jubilee.  <b>1905 sold off out of the service.</b></p>					
196.	<b><i>Griper.</i></b>	Flat-iron Gunboat. <b><i>Ant-class.</i></b> iron screw	1.	Iron.	.	15 Sep 1879.	1879 under construction at the Pembroke Royal Dockyard. (Officers borne in <i>Nankin</i> ). 12 May, 1885 she was commissioned at Portsmouth. The <i>Ant-class</i> gunboat was a class of twenty-four Royal Navy flat-iron gunboats mounting a single 10-inch gun, built between 1870 and

gunboat. The group of 4 P.D. vessels became known as the **Gadfly class**.

1880. They carried no masts or sails, being among the first Royal Navy vessels not to do so. The last four vessels were ordered separately and are sometimes known as the Gadfly class, although they were essentially identical. Members of the class lingered on as steam lighters, dredgers, boom defence vessels and base ships, .....

..... lasting in some cases into the 1950's. **Design:** The flat-iron gunboats were designed for coastal defence and bombardment, and were constructed from iron. They were not rigged, and the single 10-inch (18 ton) muzzle-loading rifle was fitted forward on a hydraulic mount that allowed it to be lowered for a sea passage to improve the vessel's seaworthiness, and raised for action. Power was provided by a pair of two-cylinder horizontal single-expansion steam engines driving twin screws. Together they developed 260 indicated horsepower (190 kW), giving a top speed of about 8.5 knots (15.7 km/h).



The *Ant Class* contained the following vessels: - *Blazer* (1870) from Portsmouth Dockyard; *Comet* (1870) from Portsmouth Dockyard; *Bustard* (1871) from Robert Napier & Sons, Govan; *Kite* (1871) from Robert Napier & Sons, Govan; *Scourge* (1871) from Chatham Dockyard; *Snake* (1871) from Chatham Dockyard; *Mastiff* (1871) from Charles Mitchell and Co, Walker; *Bloodhound* (1871) from Charles Mitchell and Co, Walker; *Arrow* (1871) from J & G Rennie, Greenwich; *Bonetta* (from J & G Rennie, Greenwich; *Badger* (1872) from Chatham Dockyard; *Fidget* (1872) from Chatham Dockyard; *Bulldog* (1872) from Campbell Johnston, North Woolwich; *Pike* (1872) from Campbell Johnston, North Woolwich; *Snap* (1872) from Campbell Johnston, North Woolwich; *Ant* (1873) from Laird Brothers, Birkenhead; *Cuckoo* (1873) from Laird Brothers, Birkenhead; *Hyaena* (1873) from Laird Brothers, Weasel (1873) from Birkenhead Laird Brothers, Birkenhead; *Gadly* (1879) from the Pembroke Royal Dockyard; *Pincher* (1879) from the Pembroke Royal Dockyard; ***Gripper* (1879) from the Pembroke Royal Dockyard;** *Tickler* (1879) from the Pembroke Royal Dockyard.

14 May 1885–7 Nov 1885 She was commanded by Lieutenant & Commander

Frank W. Wyley.

Apr 1886 on the Cape of Good Hope.

1890 at the Cape of Good Hope. Officers borne in "*Flora*".

1905 Became steam lighter **Y.C.373**.

1 Dec 1922–6 May 1925 She was commanded by Capt. Gordon Campbell, (and as Capt. in Charge, Simonstown).

15 Jun 1923 she was recommissioned at Simonstown as *Flora*.

19 Jun 1923 She was renamed HMS ***Flora*** as base ship at in Simonstown, South Africa. ((for the original HMS ***Flora***, see item 228. Below).

6 May 1925–2 May 1927 She was commanded by Capt. John C. Hodgson, (and as Capt. in Charge, Simonstown).

25 Mar 1927–13 May 1929 She was commanded by Capt. Basil G. Washington, (and as Capt. in Charge, Simonstown).

4 Apr 1929 She was commanded by Capt. Edward McConnel Wyndham Lawrie, (and as Capt. in Charge, Simonstown).

14 May 1931 She was commanded by Capt. Hector Boyes, (and as Capt. in Charge, Simonstown).

1933 renamed **Afrikander**.  
 25 May, 1933 She was commanded by Capt. John H. Young, (and as Capt. in Charge, Simonstown).  
 21 May 1937 She was commanded by Capt. Charles G. Stuart, (and as Capt. in Charge, Simonstown).  
**1951 Believed to have been broken up at the Cape, South Africa.**

197.	<b>Tickler.</b>	Flat-iron Gunboat. <b>Ant-class.</b> iron screw gunboat. The group of 4 P.D. vessels became known as the <b>Gadfly class.</b>	1.	Iron.	.	15 Sep 1879.	1879 under construction at Pembroke Royal Dockyard. Officers borne in <i>Nankin</i> . The <i>Ant-class</i> gunboat was a class of twenty-four Royal Navy flat-iron gunboats mounting a single 10-inch gun, built between 1870 and 1880. They carried no masts or sails, being among the first Royal Navy vessels not to do so. The last four vessels were ordered separately and are sometimes known as the <i>Gadfly class</i> , although they were essentially identical. Members of the class lingered on as steam lighters, dredgers, boom defence vessels and base ships, lasting in some cases into the 1950's. ....
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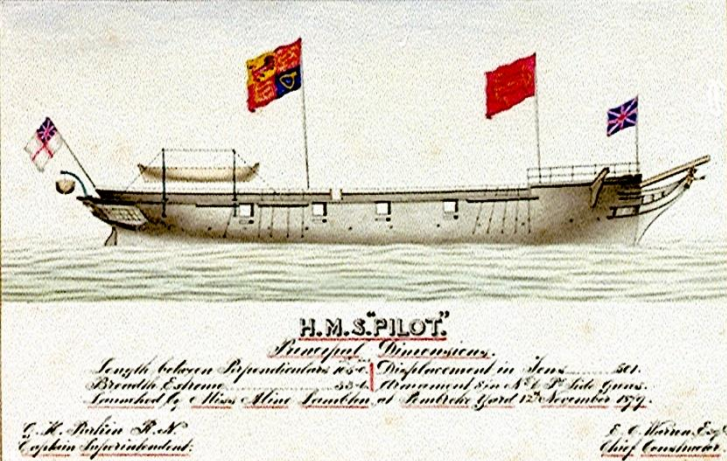
..... **Design:** The flat-iron gunboats were designed for coastal defence and bombardment, and were constructed from iron. They were not rigged, and the single 10-inch (18 ton) muzzle-loading rifle was fitted forward on a hydraulic mount that allowed it to be lowered for a sea passage to improve the vessel's seaworthiness, and raised for action. Power was provided by a pair of two-cylinder horizontal single-expansion steam engines driving twin screws. Together they developed 260 indicated horsepower (190 kW), giving a top speed of about 8.5 knots (15.7 km/h).



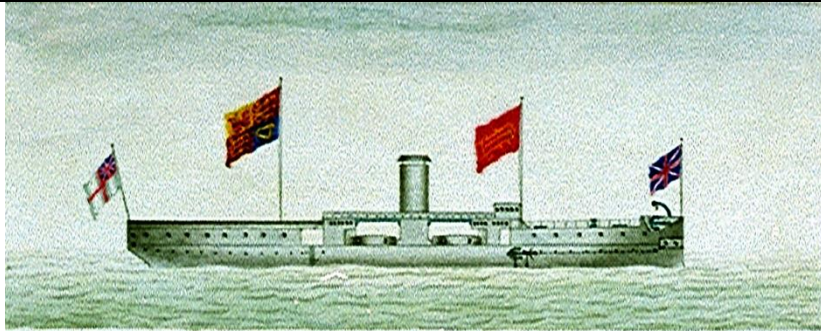
The *Ant Class* contained the following vessels: - *Blazer* (1870) from Portsmouth Dockyard; *Comet* (1870) from Portsmouth Dockyard; *Bustard* (1871) from Robert Napier & Sons, Govan; *Kite* (1871) from Robert Napier & Sons, Govan; *Scourge* (1871) from Chatham Dockyard; *Snake* (1871) from Chatham Dockyard; *Mastiff* (1871) from Charles Mitchell and Co, Walker; *Bloodhound* (1871) from Charles Mitchell and Co, Walker; *Arrow* (1871) from J & G Rennie, Greenwich; *Bonetta* (from J & G Rennie, Greenwich; *Badger* (1872) from Chatham Dockyard; *Fidget* (1872) from Chatham Dockyard; *Bulldog* (1872) from Campbell Johnston, North Woolwich; *Pike* (1872) from Campbell Johnston, North Woolwich; *Snap* (1872) from Campbell Johnston, North Woolwich; *Ant* (1873) from Laird Brothers, Birkenhead; *Cuckoo* (1873) from Laird Brothers, Birkenhead; *Hyaena* (1873) from Laird Brothers, Weasel (1873) from Birkenhead Laird Brothers, Birkenhead; *Gadly* (1879) from the Pembroke Royal Dockyard; *Pincher* (1879) from the Pembroke Royal Dockyard; *Gripper* (1879) from the Pembroke Royal Dockyard; ***Tickler* (1879) from the Pembroke Royal Dockyard.**

12 May 1883 She was commanded by Lieutenant & Commander Douglas Hamond-Graeme.  
 Apr 1886 at the Cape of Good Hope.

1890 at the Cape of Good Hope. Officers borne in *Flora*.  
 1902 Converted to steam lighter at Simonstown, South Africa.  
 1919 *Tickler* was renamed H.M.S. *Afrikander*.  
 26 Feb 1919 she was renamed *Afrikander* as base ship.  
 1923 *Afrikander* was transferred to the Union of South African Seaward Defence Force as H.M.S.A.S. *Afrikander*.  
 15 June, 1923 She was commanded by Commander A. Norman H. Rankin, (and as Officer Commanding South African Naval Service).  
 Dec 1932, she returned to the Royal Navy, becoming H.M.S. *Afrikander II*.  
 15 Jun 1923 recommissioned.  
 1933 renamed *Afrikander II*.  
 30 May, 1934 She was commanded by Lieutenant-Commander Harold N. C. Webber.  
 mid-1937, she was a depot ship at Simonstown.  
**1937 Broken up at Simonstown, South Africa.**

198.	<b>Pilot.</b>	Training Brig sloop.	8.	Wood.	.	12 Nov 1879.	1879 under construction at Pembroke Royal Dockyard. HMS <i>Pilot</i> Principal Dimensions. Length between perpendiculars, .....	
		105 feet 0-inches. Breadth Extreme 33 feet 6-inches, Displacement in Tons 501. Armament 8 x No. Pounders side Guns. Launched by Miss Aline Lambton, at Pembroke Yard 12th November 1879. G H Parkin R.N. Captain Superintendent. E C Warren Esq Chief Constructor.					It has been reported that She was to be the <b>Last wooden Vessel to be constructed in the Pembroke Yard</b> . However, (see item 223, below, HMS <i>Mayflower</i> , but renamed <i>Martin</i> ). Apr 1886 at Devonport. She carried a compliment of 27 men and officers. 1890 at Devonport. As Tender to <i>Impregnable</i> for sail training. 26 Jun 1897 Utilised for sail training. 26 Jun 1897 Present at the Naval Review at Spithead in celebration of the Diamond Jubilee. <b>1907 she was sold-out of service.</b>	
								

199.	<b>Ajax.</b>	Battleship. <b>Ajax-class</b> ironclad battleship. 1 <sup>st</sup> Class. Armoured; Armour Plated Turret Ship.	8 x 12.5  Modified to 10. & 2 torpedoes.	Ironclad.	21 Mar 1876.	10 Mar 1880.	Completed 30 Mar 1883. Commissioned 30 Apr 1885. Jun 1879 under construction at the Pembroke Royal Dockyard. HMS <i>Ajax</i> was the name ship of her class of ironclad battleships built for the Royal Navy during the 1870's. Completed in 1883, she was immediately placed in reserve until 1885 when the ship was commissioned for the first time. Later that year, the <i>Ajax</i> was assigned as a Coast Guard ship in Scotland and remained there for the next six years. She was reduced to reserve again in 1891 and was taken out of service a decade later. ....
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**H.M.S. AJAX. ARMOUR PLATED TURRET SHIP.**

*Launched and named at the Dockyard, Pembroke*

*10<sup>th</sup> March 1880. by*

*Mrs. Parkes*

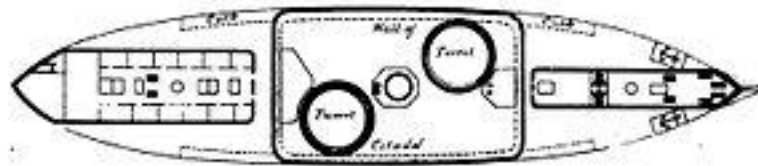
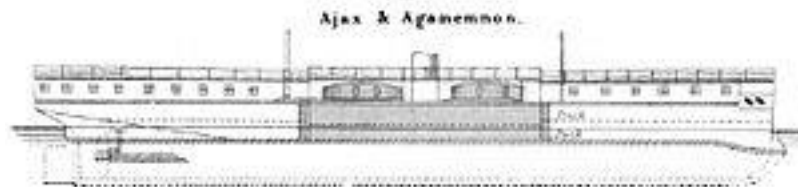
*Length between Perps 280.0 Displacement in Tons 8654*

*Breadth between ... 66.0 Indicated H.P. Power 6000*

*Lt. Col. ...*

*Armament 12 3 inch 38 Ton Guns 4 in 18. 6 inch Guns 2 in 18*

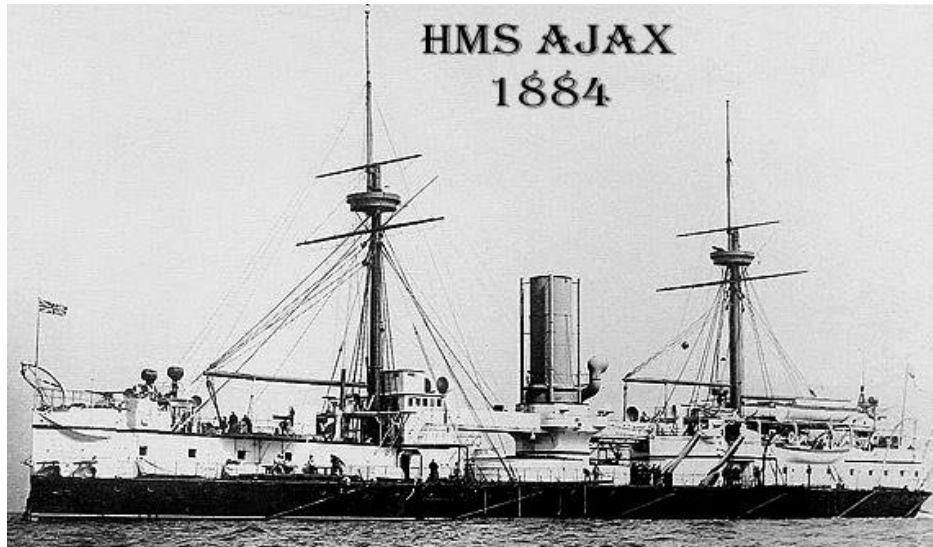
*Lt. Col. ...*



..... 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 ships had a length between perpendiculars of 280 feet (85.3 m) and were 300 feet 9-inches (91.7 m) long overall, some 44 feet (13.4 m) shorter than *Inflexible*. They had a beam of 66 feet (20.1 m), and a draught of 23 feet 6-inches (7.2 m) and displaced 8,510 long tons (8,650 tonnes). Over 3,000 long tons (3,048 tonnes) less than *Inflexible*. The compliment of crew consisted of 345 officers and ratings. The *Ajax*-class ships were notorious 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 constructed by John Penn and Sons and each drove a single propeller using steam provided by 10 cylindrical boilers. The engines were designed to produce a total of 6,000 indicated horsepower (4,500 kW) giving a speed of 13 knots (24 km/h; 15 mph). The ships carried a maximum of 970 long tons (986 tonnes) of coal, enough to steam 2,100 nautical miles (3,900 km; 2,400 miles) at 9 knots (17 km/h; 10 mph).

They copied the main armament layout of the *Inflexible* with their turrets arranged "En echelon", (An arrangement of gun turrets whereby the turret on one side of the ship is placed further aft than the one on the other side), so that both turrets could fire to either side. so that both turrets could fire directly ahead and to each side, although this was more theoretical than practical due directly to damage from muzzle blast. Each turret mounted a pair of rifled muzzle-loading R.M.L. 12.5-inch (318 mm) guns. Their shells weighed 809 pounds (367.0 kg) while the gun itself weighed 38 long tons (39 tonnes). The guns had a muzzle velocity of 1,575 ft/s (480 m/s) and were credited with the ability to penetrate a nominal 18.4 inches (470 mm) 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 (152 mm), 80-pounder guns. For defence against torpedo boats, they carried six quick-firing Q.F. 6-pounder 2.2-inch (57 mm) Nordenfellt guns. The ships also mounted a pair of above-water 14-inch (356 mm) torpedo launchers and could also carry a 60-foot (18.3 m) torpedo boat.



The *Ajax class* copied the *Inflexible* armour scheme 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 (31.7 m) long and the armour was composed of wrought iron plates 10 and 8-inches (254 and 203 mm) thick, separated and backed by 10 inches of teak timbers at the waterline, reducing above and below the waterline to an armoured thickness of 15 inches (381.0 mm) in a similar sandwich. The citadel was closed off by fore and aft transverse bulkheads that were 16.5-inches (419 mm) thick above water and 13.5 inches (343 mm) below. The armoured deck was 3 inches (76 mm) thick from bow to stern. The turrets were protected by compound armour plates 16 to 14-inches (406 to 356 mm) thick and 12-inch (305 mm) plates defended the conning tower.

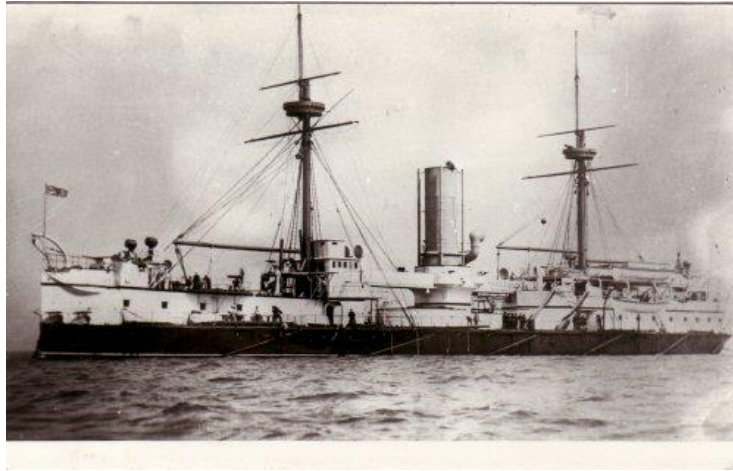
The *Ajax*, the fourth ship of her name to serve in the Royal Navy, was named for the mythological hero. The ship was laid down on 21 Mar 1876 in No. 4 Slipway, at the Pembroke Royal Dockyard, Pembrokeshire, Wales, and was launched on 10 Mar 1880 by Mrs. George Parkin, wife of the dockyard's Captain-Superintendent. The *Ajax* was finally completed on 30 Mar 1883 at a cost of £548,393.

5 Aug 1885 part commissioned at Devonport to replace *Shannon* (see item 189, above).

*Ajax* was not commissioned until 30 Apr 1885 and was assigned to the Particular Service Squadron commanded by Admiral Geoffrey Hornby. 19 Aug [1885](#) an eccentric ship [see also ADM 226/4 HMS AJAX steering qualities: remarks on report by Capt. Kennedy 19 Aug 1885].



That summer, the squadron evaluated the weapons and defences of a fortified harbour, Berehaven, south west Ireland (now Castletownbere), Ireland, against torpedo boats and other threats. In August 1885, when tensions with Russia had subsided, she was posted as guard ship at Greenock, Scotland.



Apr 1886 was at Chatham.  
 19 Jun 1886 The Channel Squadron consisting of HM Ships *Hercules*, *Northampton*, *Devastation*, *Penelope*, *Hotspur*, ***Ajax***, *Shannon* and *Belleisle*, from Portland to Bantry Bay passed the Lizard at 10 am today.  
***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 and a shell exploded in one of her 12.5-inch gun barrels on 2 Sep, wounding one man.  
 1890 Coast Guard Service, Greenock; Ship of First Reserve.  
 1890 Tender: *Forester*; Coast Guard Cruiser: *Squirrel*.

The ship was reduced to reserve at Chatham Dockyard in 1891. Her B.L. six-inch, 80-pounder guns were replaced by Q.F. six-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.**

200.	<b><i>Redwing</i></b> .  Laid down & constructed as HMS <b><i>Espion</i></b> but renamed in 1879.	Gunboat. 2 <sup>nd</sup> Class.  <b><i>Banterer Class</i></b> .	2-4.	Composite. Screw.	.	25 May 1880.	Laid down and constructed as HMS <b><i>Espion</i></b> but renamed in 1879. The <i>Banterer-class</i> gunboat was a class of eleven gunboats mounting two 6-inch and two 4-inch guns, built for the Royal Navy between 1880 and 1892. <b>Design:</b> The <i>Banterer class</i> was designed by Nathaniel Barnaby, the Admiralty Director of Naval Construction. The ships were of composite construction, meaning that the iron keel, frames, stem and stern posts were of iron, .....
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..... while the hull was planked with timber. This had the advantage of allowing the vessels to be coppered, thus keeping marine growth under control, a problem that caused iron-hulled ships to be frequently docked.



They were 125 feet (38 m) in length and displaced 465 tons. In appearance they were distinguishable from the preceding Forester class (also a Barnaby design) by their vertical stems. **Propulsion:** Two-cylinder horizontal compound-expansion steam engines constructed by Barrow Iron Shipbuilding, Maudslay, Sons and Field or J. and G. Rennie provided 440 indicated horsepower through a single screw, sufficient for 9.5 knots (17.6 km/h; 10.9 mph). **Armament:** Ships of the class were armed with two 6-inch 64-pounder muzzle-loading rifles (a conversion of the smoothbore 32-pounder 58 cwt gun) and two Armstrong 3.75-inch 20-pounder breech loading guns. A pair of machine guns was also fitted. The 11 Vessels in the *Banterer-class* were as follows: - **Redwing (1880), from the Pembroke Royal Dockyard; Grappler (1880), from Barrow Iron Shipbuilding; Wrangler (1880), from Barrow Iron Shipbuilding; Wasp**

(1880), from Barrow Iron Shipbuilding; *Banterer* (1880), from Barrow Iron Shipbuilding; *Espoir* (1880), from Barrow Iron Shipbuilding; *Bullfrog* (1881), from the Pembroke Royal Dockyard; *Cockchafer* (1881), from the Pembroke Royal Dockyard; *Starling* (1882), from Samuda Brothers, Poplar; *Stork* (1882), from Samuda Brothers, Poplar; and *Raven* (1882), from Samuda Brothers, Poplar.

1879 Reconfiguration (To be fitted for Coast Guard Service).

1890 at Portland. Tender to "*Hercules*". Officers borne in "*Hercules*".

**1905 she was sold out of service.**

201.	<p><b>Bullfrog.</b></p> <p><b>Renamed</b> Mar 1923 "<b>Egmont</b>" and 1 July 1933 "<b>St Angelo</b>".</p>	Gunboat. 2 <sup>nd</sup> Class	2-4.	Composite. Screw.		3 Feb 1880.	1879 under construction at Pembroke Royal Dockyard. The <i>Banterer-class</i> gunboat was a class of eleven gunboats mounting two 6-inch and two 4-inch guns, built for the Royal Navy between 1880 and 1892. ....
<p>..... <b>Design:</b> The <i>Banterer class</i> was designed by Nathaniel Barnaby, the Admiralty Director of Naval Construction. The ships were of composite construction, meaning that the iron keel, frames, stem and stern posts were of iron, while the hull was planked with timber. This had the advantage of allowing the vessels to be coppered, thus keeping marine growth under control, a problem that caused iron-hulled ships to be frequently docked. They were 125 feet (38 m) in length and displaced 465 tons. In appearance they were distinguishable from the preceding</p>							

Forester class (also a Barnaby design) by their vertical stems. **Propulsion:** Two-cylinder horizontal compound-expansion steam engines constructed by Barrow Iron Shipbuilding, Maudslay, Sons and Field or J. and G. Rennie provided 440 indicated horsepower through a single



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The 11 Vessels in the *Banterer-class* were as follows: - *Redwing* (1880), from the Pembroke Royal Dockyard; *Grappler* (1880), from Barrow Iron Shipbuilding; *Wrangler* (1880), from Barrow Iron Shipbuilding; *Wasp* (1880), from Barrow Iron Shipbuilding; *Banterer* (1880), from Barrow Iron Shipbuilding; *Espoir* (1880), from Barrow Iron Shipbuilding; ***Bullfrog* (1881), from the Pembroke Royal Dockyard;** *Cockchafer* (1881), from the Pembroke Royal Dockyard; *Starling* (1882), from Samuda Brothers, Poplar; *Stork* (1882), from Samuda Brothers, Poplar; and *Raven* (1882), from Samuda Brothers, Poplar.

Apr 1886 she was stationed off Newfoundland.

1890 Hull. She was Tender to "*Rupert*". Officers borne in "*Rupert*".

1894 Malta - ***Bullfrog*** was placed in harbour service.

Aug 1914 still stationed at Malta.

1914 ***Bullfrog*** was converted into a Boom Defence vessel.

NL Jan 1921 still based at Malta for Boom Defence duties.

Mar 1923 she was renamed "***Egmont***" as notional ship for the shore establishment as required by the N.D.A.

1 July 1933 1933 she was renamed "***St Angelo***" ditto.

**1933 she was sold out of service.**

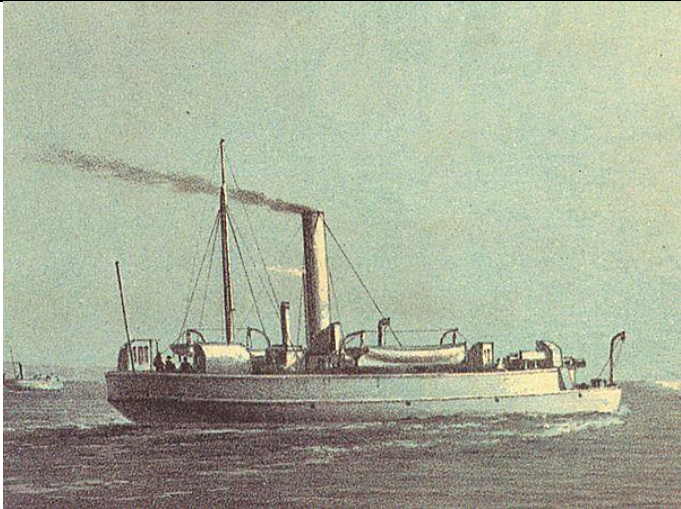

202.	<b><i>Cockchafer.</i></b>	Gunboat. 2 <sup>nd</sup> Class. <b><i>Banterer Class.</i></b>	4.	Composite. Screw.	19 Feb 1881.	1879 under construction at Pembroke Royal Dockyard. The <i>Banterer-class</i> gunboat was a class of eleven gunboats mounting two 6-inch and two 4-inch guns, built for the Royal Navy between 1880 and 1892. ....
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..... **Design:** The *Banterer class* was designed by Nathaniel Barnaby, the Admiralty Director of Naval Construction. The ships were of composite construction, meaning that the iron keel, frames, stem and stern posts were of iron, while the hull was planked with timber. This had the advantage of allowing the vessels to be coppered, thus keeping marine growth under control, a problem that caused iron-hulled ships to be frequently docked. They were 125 feet (38 m) in length and displaced 465 tons. In appearance they were distinguishable from the preceding Forester class (also a Barnaby design) by their vertical stems. **Propulsion:** Two-cylinder horizontal compound-expansion steam engines constructed by Barrow Iron Shipbuilding, Maudslay, Sons and Field or J. and G. Rennie provided 440 indicated horsepower through a single screw, sufficient for 9.5 knots (17.6 km/h; 10.9 mph). **Armament:** Ships of the class were armed with two 6-inch 64-pounder muzzle-loading rifles (a conversion of the smoothbore 32-pounder 58 cwt gun) and two Armstrong 3.75-inch 20-pounder breech loading guns. A pair of



machine guns was also fitted. The 11 Vessels in the *Banterer-class* were as follows: - *Redwing* (1880), from the Pembroke Royal Dockyard; *Grappler* (1880), from Barrow Iron Shipbuilding; *Wrangler* (1880), from Barrow Iron Shipbuilding; *Wasp* (1880), from Barrow Iron Shipbuilding; *Banterer* (1880), from Barrow Iron Shipbuilding; *Espoir* (1880), from Barrow Iron Shipbuilding; *Bullfrog* (1881), from the Pembroke Royal Dockyard; ***Cockchafer* (1881), from the Pembroke Royal Dockyard;** *Starling* (1882), from Samuda Brothers, Poplar; *Stork* (1882), from Samuda Brothers, Poplar; and *Raven* (1882), from Samuda Brothers, Poplar. Apr 1886 operating in China Sea. 28 Jul 1886 Re-commissioned at Hong Kong. 1890 off China (on way home to pay off). 26 Jun 1897 Present at the Naval Review at Spithead in celebration of the Diamond Jubilee. **6 Dec 1905 she was sold out of the service.**

203.	<b><i>Insolent.</i></b>	Flatiron Gunboat. <b><i>Bouncer Class.</i></b>	1.	Iron. steam. Double screw. Special Service Vessel.	1879.	15 Mar 1881.	There were only 2 vessels in the <i>Bouncer class</i> ; HMS <b><i>Insolent.</i></b> And <b><i>Bouncer,</i></b> (see item 204, below). 1879 under construction at the Pembroke Royal Dockyard. 1890 Tender to "Asia". Officer borne in "Asia". 12 May 1908–11 Dec 1909 Boatswain in Command Ernest A. Griffin, (removed following Court Martial). 23 Dec 1909 Boatswain in Command Richard Reed. 26 Jan 1912 Boatswain in Command John de St. Croix. Aug 1914 she was at Portsmouth. 19 Jan 1914–February, 1914 Boatswain in Command Ernest A. Griffin. (temporary). Jan 1918 she was reduced to harbour in-service as a Gate vessel in Portsmouth Harbour.
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								1 Jul 1922 Foundered and was Wrecked 1922.	
204.	<b>Bouncer.</b>	Flatiron Gunboat. <b>Bouncer class.</b>	1.	Iron, steam. Double screw. Special Service Vessel.	1879.	1881		There were only 2 vessels in the <i>Bouncer class</i> ; HMS <i>Insolent</i> , (see item 203, above). And <i>Bouncer</i> . 1879 under construction at Pembroke Royal Dockyard. 1890 she was at Portsmouth. Aug 1914 at Portsmouth. Attached to "Dolphin". <b>1915 she was sold out of service.</b>	
205.	<b>Edinburgh.</b>	Battleship. Ironclad. 1st Class, Armoured. <b>Colossus class.</b>	23. + 2 torpedoes tubes,	Ironclad.	20 Mar 1879.	18 Mar 1882.	1879 under construction at Pembroke Royal Dockyard, she was laid down as <b>Majestic</b> , per Navy List for 1879. She was ordered as part of the 1878-79 Naval Programme. 27 Jan 1880 Carpenter Charles R Lewis appointed to stand by the <i>Majestic</i> , whilst building and was borne on the books of the <i>Nankin</i> . Sep 1881 still included in the Navy List. ....		
		..... 16 Mar 1882 <b>Majestic</b> renamed <b>Edinburgh</b> .							

18 Mar 1882 **Edinburgh** launched at Pembroke Royal Dockyard. The first battleship to carry breech loading guns and was heavily armoured. Sep, 1883 She successfully underwent her sea trials.

[1886](#) crew reported as “.... making the ship look pretty” ....

8 July 1887 she was completed. Completion delayed by late delivery of new B.L. guns. HS 1899. Expended as target 1908.

HMS **Edinburgh** was an ironclad battleship of the *Colossus class* which served in the Royal Navy of the Victorian era. She was the sister ship of HMS *Colossus*, being started before her but being completed after.



Edinburgh was the first British battleship since HMS *Warrior*, launched in 1860, to carry breech loading artillery as part of her main armament. *Warrior* had been equipped with 10 110-pounder Armstrong breech loading guns, which had not proved satisfactory, to complement her 26 muzzle-loaders.

The **Edinburgh's** guns were carried in two turrets positioned near the centre of the ship, and the turrets were mounted “En echelon”, (An arrangement of gun turrets whereby the turret on one side of the ship is placed further aft than the one on the other side), so that both turrets could fire to either side. so that both turrets could fire directly ahead and to each side, although this was more theoretical than practical due directly to damage from muzzle blast. It was expected that, by mounting the turrets in this way, at least one gun from each turret could fire fore and aft along the keel line, and all four guns could fire on broadside bearings; it was intended that every part of

the horizon could be covered by at least two guns. In practice it was found that firing too close to the keel line caused unacceptable blast damage to the superstructure, and cross-deck firing similarly caused damage to the deck.

Before the **Edinburgh**, the positioning of the conning tower in British ironclads had produced a variety of solutions; the difficulty was that the two important factors involved, maximum protection and maximum visibility, were essentially mutually incompatible. In this ship the conning tower was positioned forward of the foremast for good all-round vision; the chart-house was, however, placed on its roof, and the whole area surrounded by small guns, stanchions and other obstructions to the view. The problem was not solved until the political will to build larger ships in turn allowed more space for command facilities.

Her completion was delayed due to a lengthier than expected development time for her armament. An example of the Mark II twelve-inch breech loader exploded on board HMS *Collingwood* while on trial, and **Edinburgh** had to wait, as did other ships, for the Mark IV.

27 Aug 1887 she was commissioned at Portsmouth.

27 Aug 1887–6 Oct 1890 she was commended by Capt. Henry St. L. B. Palliser.

She was commissioned at Portsmouth in Jul 1887 for the 1887 Golden Jubilee Fleet Review, and was then posted to the Mediterranean, where she was commanded by Commander (later Admiral) Sir Percy Scott until 1890.

6 Sep 1890–16 Dec 1891 she was commended by Capt. Archibald L. Douglas.

1890 she was operating in the Mediterranean.

7 Oct 1890 she was recommissioned at Malta.

Her posting to the Mediterranean ended in 1894.

She was then briefly Coast Guard ship at Hull, and was then Guard ship at Queensferry until 1897, when she went into reserve.

15 Dec 1891 she was commended by Capt. John W. Brackenbury.

26 Jun 1897 she was present at the Naval Review at Spithead in celebration of the Diamond Jubilee. Commander William Graveley van Ingen was appointed in command in Nov 1899, was succeeded by Commander Francis Charles Bathurst Addington in Apr 1900, and by Commander Cecil Gledstanes Treherne in mid-1901.

27 Jun 1900 Sheerness and Chatham. Orders received for vessels to be specially commissioned for a naval mobilization to take place on Tuesday, July 10th - see Colossus for details.

She became a flagship on 1 Nov 1901, when Vice-Admiral Albert Hastings Markham hoisted his flag on becoming Commander-in-Chief, at the Nore. She took part in the fleet review held at Spithead on 16 Aug 1902 for the Coronation of King Edward VII.

1 Apr 1893 she was commended by Capt. William F. S. Mann.

6 Sep 1894–16 Dec 1894 she was commended by Commander Alfred F. Welldon.

16 Dec 1894–22 Dec 1895 she was commended by Commander Henry J. Keane.

7 May 1895–21 Sep 1897 she was commended by Capt. John R. E. Pattison, (in command for Annual Manoeuvres of 1896).

1 Nov 1899–28 Apr 1900 she was commended by Commander William G. van Ingen.

28 Apr 1900–1901 she was commended by Commander the Hon. Francis C. B. Addington.

19 Jun 1901–16 Feb 1903 she was commended by Commander Cecil G. Treherne, (removed due to sickness).

16 Jul 1901–14 Aug 1901 she was commended by Capt. Frederick S. Pelham, (for the Annual Manoeuvres of 1901).

16 Feb 1903–2 Jan 1904 she was commended by Commander the Hon. George A. Hardinge.

25 Jul 1903–13 Aug 1903 she was commended by Capt. Charles L. Napier.

30 June, 1904–1908 she was commended by Commander William B. S. Wrey,

In 1908 she was converted for use as a target ship, being fitted with fully backed and supported modern armour plates; the intention was to test and measure the effect on these plates of oblique impact by armour-piercing shells filled with Lyddite, the most potent explosive of the period. As a result of these trials, which revealed major shortcomings in British high-explosive shells, the Controller, Jellicoe, ordered that the design of these shells should be improved. He was shortly thereafter appointed in command of the British Atlantic Fleet, and this instruction was not carried out. At the Battle of Jutland many British armour-piercing shells either did not pierce German armour, or did so but failed to explode, because of this very failing.

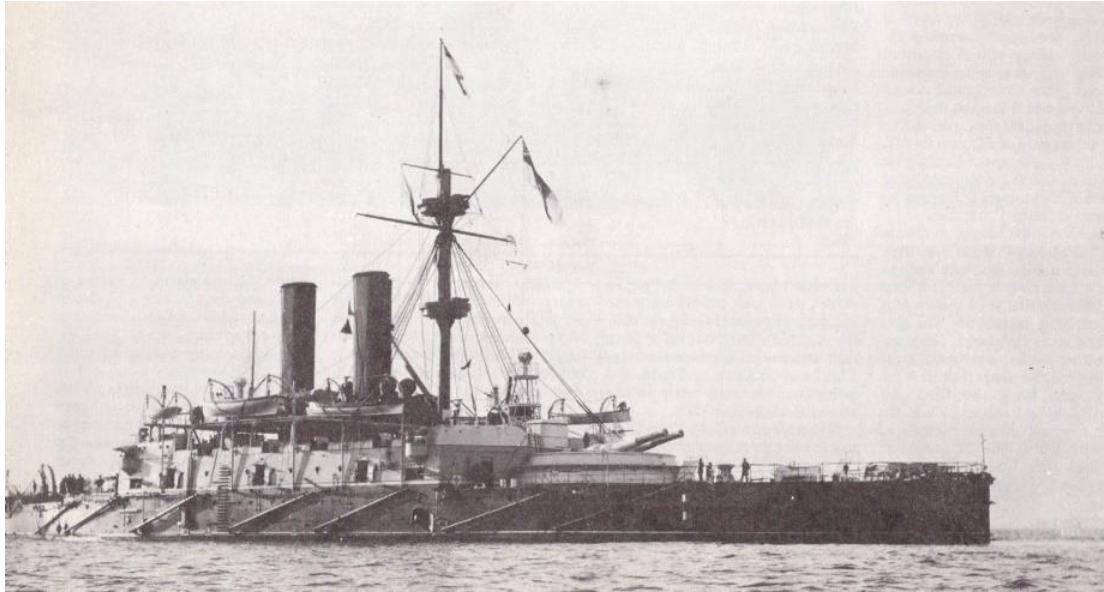
**1910 she was Broken-Up by Thomas W. Ward & Sons.**

**8<sup>th</sup> Oct. 1882 Alfred John Chatfield, C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

206.	<b>Collingwood.</b>	Battleship. <b>Admiral-class</b> ironclad. 1st Class, Armoured, late Barbette battleship.	30.	Ironclad. twin-screw.	12 Jul 1880.	22 Nov 1882.	Completed Jul 1887. HMS <b>Collingwood</b> was the lead ship of her class of ironclad battleships built for the Royal Navy during the 1880's. The ship's essential design became the standard for most of the following British battleships. Completed in 1887, she spent the next two years in reserve before she was assigned to the Mediterranean Fleet for the next eight years. After returning home in 1897, the ship spent the next six years as a ....
<p>..... Guard Ship in Ireland.</p> <p>At the time of her design, she was not considered as being the forerunner of any class; she was designed by the Director of Naval Construction, Sir Nathaniel Barnaby, as a one-off as an answer to the French Amiral Baudin-class ironclads, which carried three heavy guns on the centreline and a number of smaller pieces on the broadside. He made several proposals to the Board of Admiralty, but they were all rejected. Barnaby's final submission was inspired by the four French Terrible-class ironclads laid down in 1877–78 and was a return to the configuration of</p>							

*Devastation* with the primary armament positioned fore and aft of the central superstructure, but with the breech-loading main armament mounted in barbets, as per the French ships, which allowed them to be sited 10 feet (3.0 m) further above the waterline than *Devastation's* guns. The Board modified Barnaby's design by adding 25 feet (7.6 m) of length and 2,000 indicated horsepower (1,500 kW) to guarantee a speed of 15 knots (28 km/h; 17 mph) at deep load. It also substituted four smaller 42-long-ton (43 tonnes) guns for Barnaby's two 80-long-ton (81 tonnes) guns. The additional length and the Board's acceptance of the hull lines from *Colossus* increased the size of the ship by 2,500 long tons (2,540 tonnes).

Sir Nathaniel Barnaby was severely criticised, particularly by Sir Edward Reed, himself a former Chief Constructor of the Royal Navy, because



*Collingwood's* waterline armour belt was concentrated amidships and did not extend to the ends of the ship. Edward Reed believed that this weakness meant that the ship could be sunk from the consequent uninhibited flooding if her unarmoured ends were riddled by shellfire and open to the sea. Barnaby deliberately selected a hull shape with narrow, fine ends to limit the volume of the hull that could be flooded and situated the armoured deck below the waterline to prevent it from being pierced by enemy shells and flooding the lower part of the ironclad. Furthermore, he heavily subdivided the hull to limit the amount of water that could enter through any one hit and placed coal bunkers above the armoured deck to absorb the fragments from exploding shells. Unbeknownst

to his critics,

*Collingwood* was tested in 1884 with her ends and the large spaces in her hold ballasted with water and her draught only increased by 17.5-inches (440 mm) and she lost a minor amount of speed. The price was that the ship lacked buoyancy at her ends and tended to bury her bow in oncoming waves rather than be lifted over them. Her speed was greatly reduced in a head on sea and the resulting spray made working the guns very difficult. *Collingwood* tended to roll heavily and was not regarded as a good sea-boat. She had an extremely low freeboard – hence the term “wet-boat and poor sea-going ship.”

Despite these issues, her basic configuration was followed by most subsequent British ironclads and pre-dreadnought battleships until the revolutionary *Dreadnought* of 1905.

The ship had a length between perpendiculars of 325 feet (99.1 m), a beam of 68 feet (20.7 m), and a draught of 27 feet 10-inches (8.5 m) at deep load. She displaced 9,500 long tons (9,700 tonnes) at normal load. She carried a complement of 498 officers and ratings.

The ship was powered by a pair of 2-cylinder inverted compound-expansion steam engines, each driving one propeller. Her engines were constructed by Humphreys, Tennant and Company of Deptford. The Humphreys engines produced a total of 7,000 indicated horsepower (5,200 kW) at normal draught and 9,600 i.h.p. (7,200 kW) with forced draught, using steam provided by 12 x cylindrical boilers with a working pressure of 100 psi (689 kPa; 7 kgf/cm<sup>2</sup>). She was designed to reach a speed of 15.5 knots (28.7 km/h; 17.8 mph) at normal draught and *Collingwood*



reached 16·6 knots (30·7 km/h; 19·1 mph) from 8,369 i.h.p. (6,241 kW) on her sea trials, using natural draught. She was the first British ironclad to be equipped with forced draught and the ship only reached a speed of 16·84 knots (31·19 km/h; 19·38 mph) from 9,573 i.h.p. (7,139 kW) while using it during her sea trials because her engines were incapable of handling the additional steam.

**Collingwood** carried a maximum of 1,200 long tons (1,219 tonnes) of coal that gave her a range of 8,500 nautical miles (15,700 km; 9,800 miles) at a speed of 10 knots (19 km/h; 12 mph).

The ship **Collingwood** had a main armament of 25-calibre rifled breech-loading (B.L.) 12-inch (305 mm) Mk II guns. The four guns were mounted in two twin-gun barbetstes, one forward and one aft of the superstructure. The barbetstes were open, without hoods or gun shields, and the guns, mounted on a turntable, were fully exposed. They could only be loaded when pointed fore and aft with an elevation of 13°. The 714-pound (324 kg) shells fired by these guns were credited with the ability to penetrate 20·6 inches (523 mm) of wrought iron at 1,000 yards (910 m), using a charge of 295 pounds (134 kg) of prismatic brown powder. At maximum elevation, the guns had a range of around 9,400 yards (8,600 m).

The secondary armament of **Collingwood** consisted of six 26-calibre B.L. 6-inch (152 mm) Mk IV guns on single mounts positioned on the upper deck amidships, three on each broadside. They fired 100-pound (45 kg) shells that were credited with the ability to penetrate 10·5 inches (267 mm) of wrought iron at 1000 yards. They had a range of 8,830 yards (8,070 m) at an elevation of +15° using prismatic black powder. Beginning around 1895 all of these guns were converted into quick-firing guns (Q.F.) with a much faster rate of fire. Using cordite extended their range to 9,275 yards (8,481 m). For defence against torpedo boats the ships carried 12 x Q.F. 6-pounder 2·2-inch (57 mm) Hotchkiss guns and 8 x Q.F. 3-pounder 1·9-inch (47 mm) Hotchkiss guns. They also mounted four 14-inch (356 mm) above-water torpedo tubes, one pair on each broadside.

**Collingwood's** waterline belt of compound armour extended across the middle of the ship between the rear of each barbette for the length of 140 feet (42·7 m). It had a total height of 7 feet 6-inches (2·3 m) deep of which 5 feet (1·5 m) was below water and 2 feet 6-inches (0·8 m) above at normal load; at deep load, the ship's draught increased by another 6 inches. The upper 4 feet (1·2 m) of the belt armour was 18 inches (457 mm) thick and the plates tapered to 8 inches (203 mm) at the bottom edge. Lateral bulkheads at the ends of the belt connected it to the barbetsstes; they were 16 inches (406 mm) thick at main deck level and 7-inches (178 mm) below.

Each barbette was a roughly pear-shaped, 11-sided polygon, 60 by 45 feet (18·3 m × 13·7 m) in size with sloping walls 11·5-inches (292 mm) thick and a 10-inch (254 mm) rear. The main ammunition hoists were protected by armoured tubes with walls 10–12 inches thick. The conning tower also had 12-inch thick walls as well as roofs 2 inches (51 mm) thick. The deck of the central armoured citadel had a thickness of 3 inches (76 mm) and the lower deck was 2–2·5 inches (51–64 mm) thick from the ends of the belt to the bow and stern.

The **Collingwood**, was named after Admiral Cuthbert Collingwood, Horatio Nelson's second-in-command in the British victory at the Battle of Trafalgar, was the second ship of her name to serve in the Royal Navy. The ship was laid down at Pembroke Dockyard on 12 Jul 1880 and launched by Mrs. Louise Chatfield, wife of the dockyard's Captain-Superintendent, Captain Alfred Chatfield, on 22 Nov 1882.

While conducting gunnery trials on 4 May 1886, **Collingwood's** rear left gun partially shattered and all of the Mk II guns were withdrawn from service. They were replaced by heavier Mk V models with approximately the same performance. Excluding her armament, she cost £636,996. The ship was commissioned at Portsmouth on 1 Jul 1887 for Queen Victoria's Golden Jubilee Fleet review and was paid off into reserve in August.

4 Jul 1888–3 Sep 1888 she was commanded by Capt. Hugo L. Pearson, (for manoeuvres).

7 Nov 1889 she was commanded by Capt. Charles C. P. FitzGerald.

1890 operating in the Mediterranean - Winter at Malta and summer cruises in the Levant.

**Collingwood** was recommissioned for the annual summer manoeuvres for the next two years, before she was assigned to the Mediterranean Fleet, where she served from Nov 1889 until Mar 1897, with a refit in Malta in 1896. 7 Nov 1889 Commissioned at Portsmouth for service on the Mediterranean station. See book "From Sail to Steam."

28 Jan 1893–1 Mar 1896 she was commanded by Capt. Albert B. Jenkins.

1 Mar 1896 she was commanded by Capt. William Marrack,

12 Aug 1897–28 Oct 1899 she was commanded by Capt. Henry C. Bigge.

26 Jun 1897 Present at the Naval Review at Spithead in celebration of the Diamond Jubilee.

1897 She was placed in the Coast Guard Service.

Captain Charles Penrose-Fitzgerald commanded the ironclad when she joined the Mediterranean Fleet in 1889. The ship became the Coastguard Ship at Bantry, Ireland, upon her return.

28 Octo 1899–1 May 1900 she was commanded by Capt. Frederic W. Fisher.

1899 **Collingwood** was not significantly damaged during an accidental collision. **Collingwood** accidentally collided with the cruiser HMS *Curacoa* in Plymouth harbour on 23 Jan 1899, badly damaging the latter ship, but was not significantly damaged herself.

16 Apr 1900–8 Apr 1902 she was commanded by Capt. Leslie C. Stuart,

8 April, 1902–24 Jun 1903 she was commanded by Capt. William S. Rees.

She took part in the fleet review held at Spithead on 16 Aug 1902 for the Coronation of King Edward VII, and was back in Ireland later that month when she received the Japanese cruisers Asama and Takasago to Cork. The ship **Collingwood** was paid off into the reserve in June 1903 and was transferred to East Kyle, (a narrow sea channel that separates the northern end of the Isle of Bute from the Cowal peninsula in Argyll and Bute, on the Scottish mainland. in Jan 1905. Collingwood remained there until she was sold for scrap to Hughes Bolckow at Dunston, Tyne and Wear for the sum of £19,000 on 11 May 1909.

**11 May 1909 she was sold for scrap, and subsequently broken up at Newcastle.**

207.	<b>Amphion.</b>	2nd Class Cruiser. <b>Leander class.</b> 2 <sup>nd</sup> -class partially protected cruiser.	18. + 4 above water torpedo dischargers.  Carried 2 x 2 <sup>nd</sup> - class torpedo boats.  Carried 7-pounder and 9-pounder boat guns and field guns.	Steel.  Twin Screw.	25 Apr 1881.	13 Oct 1883.	Ordered 1881. Completed 1885-86. She was reclassified as a Despatch vessel before completion. HMS <b>Amphion</b> was a 2 <sup>nd</sup> -class cruiser of the <i>Leander</i> class which served with the Royal Navy. After her launch and completion, she then lay in ordinary at Devonport. She was commissioned for the 1887 and 1888 annual manoeuvres. She was recommissioned in December 1888 served in the Pacific until 1890, in the Mediterranean from 1890 to 1895, in ordinary in Devonport from 1895-1897 and in the Pacific once more from 1897-1904, having had a refit in 1900. <b>Dimensions:</b> Her length was 300 feet (91 m) between perpendiculars. 315 feet 96-01 m) overall. She had a beam of 46 feet (14 m) and a draught of 20 feet 8-inches (6-30 m) aft, 19 feet 6-inches (5-94 m) forward with 950 tons (970 tonnes) of coal and complete with stores and provisions. Her displacement was 4,300 tons (4,400 tonnes) load. Her burden in tons, 3,750 tons (B.O.M.). ....
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..... Her propulsion was both sails and screw. Two shafts. Two cylinders, horizontal direct acting compound engines, 12 cylindrical boilers, 5,500 I.H.P. She had a speed of 16.5 knots (30.6 km/h; 19.0 mph) designed, 17-18 knots after funnels raised. Her range was 11,000 nautical miles (20,000 km; 13,000 mi) at 10 knots (19 km/h; 12 mph), 725 tons coal normal, 1000 tons maximum = c. 6,000 nautical miles at economical speed. She carried a complement of (1885): 275 men and officers. Her armament in (1885) were as follows: - 10 x 6-inch (152 mm) breechloading guns; 8 x 1-inch (25.4 mm) Nordenfellt guns; 2 5-barrel and 2 2-barrel 0.45-in machineguns;

4 above water torpedo dischargers. She also carried the following: -

2 x 2<sup>nd</sup>-class torpedo boats; and 7-pounder and 9-pounder boat guns and field guns. Her armour was as follows: -1.5 in (40 mm) steel armoured deck (with sloped sides) over 165 feet; 1.5 in (40 mm) on all gun shields.

**Amphion** was commissioned for the annual manoeuvres on 5 July 1887, and paid off on 31 August 1887.

**Amphion** was commissioned for the annual manoeuvres on 4 Jul 1888, and paid off on 31 Aug 1888. In the manoeuvres, hostilities broke out at noon on 24 Jul 1888, and ended at noon on 20 Aug.



In the manoeuvres, Vice Admiral John K. E. Baird's force represented the British fleet, and England, Scotland and Wales were considered friendly to the British fleet and hostile to the enemy. Opposing Baird was the 'Achill' fleet, led by Rear Admiral George Tryon, and based in Berehaven on the south-west coast of Ireland and Lough Swilly on the north coast. All Irish territory was considered hostile to the British fleet and friendly to the enemy. At the outset Baird's fleet was concentrated on keeping Tryon's fleet shut up in their base ports. They failed. Both Tryon and his 2<sup>nd</sup>-in command broke the blockade on 4 Aug, and swooping round the extremities of Ireland, made a descent on British commerce and British ports.

**Amphion** was part of Rear Admiral George Tryon's 'Achill' fleet. ..."The **Amphion** left Lough Swilly with the [new battleship] Rodney, and broke the blockade with her on the night of 4<sup>th</sup>-5<sup>th</sup> Aug. During her cruise in the Channel and up the East Coast of Great Britain she claims the destruction of much shipping; and the capture of the coastguard stations at Scarborough and Wick, also, after leaving Lough Swilly the second time, to have visited Bude with a hostile purpose.

As Scarborough had already been attacked by *Severn* five days earlier, her visit there could not have been of much effect, neither does it seem that nay useful purpose was served on the occasion of her visit to Wick, as she was taken there in order that her captain might telegraph to the Achill Admiral through the enemy's wires, an impossible condition in wartime. In no case, according to her log, does it appear that the Rules as to Capture of shipping were adhered to". ....

11 Dec 1888 she was commissioned at Devonport.

**Amphion** was commissioned at Devonport by Captain Edward G. Hulton on 11 Dec 1888.

The January 1889 Navy List, listed **Amphion** at Devonport, fitting out for service on the Pacific Station. (see picture above – in Canada).

1890 she was in the Pacific.

**Amphion** was re-commissioned at Malta, by Captain John R. E. Pattison, on 26 Jan 1892.

**Amphion** was laid in Ordinary at Devonport from 1 Mar 1895-6 Jan 1897.

Amphion was commissioned at Devonport by Captain Frank Finnis, on 7 Jan 1897. She served on the Pacific Station. She paid off at Devonport on 13 Feb 1900, Captain Finnis was appointed to HMS *Illustrious*.

11 Feb 1900 Recently returned from the Pacific and paying off at Devonport. Capt. F Finnis appointed to the *Collingwood*. (see above item 206).

25 Feb 1900 The refit of the **Amphion** at Devonport is to be completed at the earliest possible date. Although the cruiser only paid off last week she has been dismantled and the work is well advanced. She only recently returned from the Pacific station, and it is understood she is to be sent back to that station to relieve the *Phaeton* or the *Leander*, which will complete their three years/ commission in June. The **Amphion's** engines and boilers are in capital condition, although she has served over nine years on foreign stations, and it is believed that her refit can be carried out for £3,000 less than the sum provided for it.

**Amphion** was refitted at Devonport immediately after she paid off. On 25 Feb 1900 it was reported that: ...."The refit of the Amphion at Devonport is to be completed at the earliest possible date. Although the cruiser only paid off last week she has been dismantled and the work is well advanced. She only recently returned from the Pacific station, and it is understood she is to be sent back to that station to relieve the *Phaëton* or the *Leander*, which will complete their three years/ commission in June. The **Amphion's** engines and boilers are in capital condition, although she has served over nine years on foreign stations, and it is believed that her refit can be carried out for £3,000 less than the sum provided for it". ....

**Amphion** was commissioned at Devonport by Capt. John Casement, on 20 Sep 1900. She served on the Pacific Station.

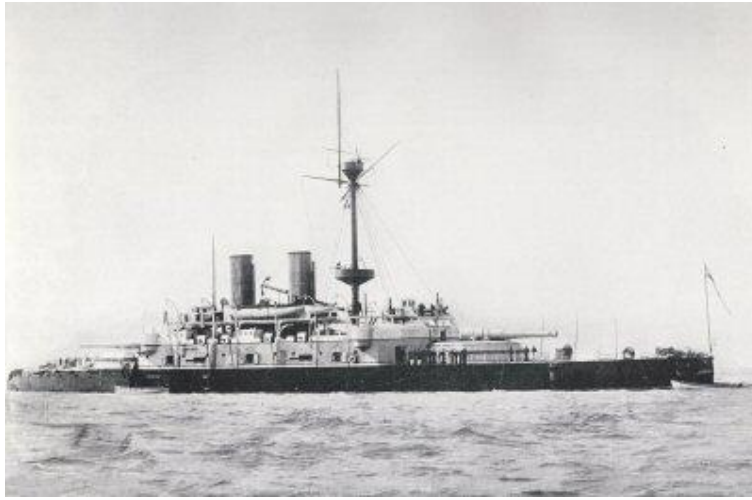
31 March 1901 Pacific - Vancouver BC – Capt. John Casement RN Page ID 1473969 to 1473989

This commission was the subject of a book in the 'Log' series', entitled: HMS **Amphion**, Pacific Station, 1901-1904. She arrived at Colón, Panama in late Dec 1900. In Jan 1902, it was reported that Amphion had struck on a reef while on her way from Panama to Callao, was seriously damaged, and had to proceed to Valparaíso for repairs. In early August that year she was back at the station headquarters at Esquimalt, Vancouver, Canada.

25 May 1904 she was decommissioned.

**1906 she was sold out of service.**

208.	<b>Howe.</b>	Battleship. <b>Admiral-class</b> ironclad battleship. 1st Class, Armoured.	10. 4 x 13.5"; 6 x 6".	Ironclad.	7 Jun 1882.	28 Apr 1885.	Completion delayed by armament. Commissioned 18 July 1889.  HMS <b>Howe</b> was an Admiral-class ironclad battleship built for the Royal Navy during the 1880's. The ship was assigned to the Channel Fleet in mid-1890 and was badly damaged when she ran aground in late 1892. After repairs were completed, <b>Howe</b> was transferred .....
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..... to the Mediterranean Fleet in late 1893. She returned home in late 1896 and became a Guardship in Ireland. **Howe** remained there until late 1901 when she was assigned to the Reserve Fleet. The ship was paid off in three years later and then sold for scrap in 1910.

The *Admiral class* was designed and built in response to French ironclad battleships of the Hoche and Marceau classes. **Howe** and her sister ship, *Rodney*, were enlarged and improved versions of *Collingwood* (item 206, above) with a more powerful armament. The sisters had a length between perpendiculars of 325 feet (99.1 m), a beam of 68 feet (20.7 m), and a draught of 27 feet 10-inches (8.5 m) at deep load. They displaced 10,300 long tons (10,500 tonnes) at normal load, some 800 long tons (813 tonnes) heavier than *Collingwood*, (above) mainly due to the heavier armament, which also increased the draught by 18-inches (457 mm). The ships had a complement of 525–536 officers and ratings.

**Howe** was powered by two 3-cylinder inverted compound-expansion steam

engines, each driving one propeller. The Humphreys engines produced a total of 7,500 indicated horsepower (5,600 kW) at normal draught and 11,500 i.h.p. (8,600 kW) with forced draught, using steam provided by 12 x cylindrical boilers. Twin screws.

The sisters were designed to reach a speed of 16 knots (30 km/h; 18

mph) at normal draught and **Howe** reached 16.9 knots (31.3 km/h; 19.4 mph) on her sea trials, using forced draught. The ships carried a maximum of 1,200 long tons (1,219 tonnes) of coal that gave her a range of 7,200 nautical miles (13,300 km; 8,300 miles) at a speed of 10 knots (19 km/h; 12 mph).

Unlike *Collingwood*, (above) the later four Admiral-class ships had a main armament of 30-calibre rifled breech-loading (B.L.) 13.5-inch (343 mm) Mk II guns, rather than the 12-inch (305 mm) guns in the earlier ship. The four guns were mounted in two twin-gun, pear-shaped barbets, one forward and one aft of the superstructure. The barbets were open, without hoods or gun shields, and the guns were fully exposed. The 1,250-pound (570 kg) shells fired by these guns were credited with the ability to penetrate 28 inches (711 mm) of wrought iron at 1,000 yards (910 m), using a charge of 630 pounds (290 kg) of smokeless brown cocoa (SBC). At maximum elevation, the guns had a range of around 11,950 yards (10,930 m) with SBC; later a charge of 187 pounds (85 kg) of cordite was substituted for the SBC which extended the range to about 12,620 yards (11,540 m). There were significant delays in the production of the heavy guns for this ship and her sisters, due to cracking in the innermost layer of the guns, that significantly delayed the delivery of these ships. Even as late as early 1890, *Howe* only had two of her guns installed.

The secondary armament of the Admirals consisted of six 26-calibre B.L. 6-inch (152 mm) Mk IV guns on single mounts positioned on the upper deck amidships, three on each broadside. They fired 100-pound (45 kg) shells that were credited with the ability to penetrate 10.5 inches (267 mm) of wrought iron at 1000 yards. They had a range of 8,830 yards (8,070 m) at an elevation of +15° using prismatic black powder. Beginning around 1895 all of these guns were converted into quick-firing guns (Q.F.) with a much faster rate of fire. Using cordite extended their range to 9,275 yards (8,481 m). For defence against torpedo boats the ships carried a 12 x Q.F. 6-pounder 2.2-inch (57 mm) Hotchkiss guns and 10 x Q.F. 3-pounder 1.9-inch (47 mm) Hotchkiss guns. They also mounted five 14-inch (356 mm) above-water torpedo tubes, one in the bow and four on the broadside.

The armour scheme of **Howe** and *Rodney* was virtually identical to that of *Collingwood*, (above). The waterline armour belt of compound armour extended across the middle of the ships between the rear of each barbette for the length of 140 feet (42.7 m). It had a total height of 7 feet 6-

inches (2.3 m) deep of which 6 feet 6-inches (2.0 m) was below water and 1 foot (0.3 m) above at normal load; at deep load, their draught increased by another 6-inches. The upper 4 feet (1.2 m) of the belt armour was 18-inches (457 mm) thick and the plates tapered to 8-inches (203 mm) at the bottom edge. Lateral bulkheads at the ends of the belt connected it to the barbettes; they were 16-inches (406 mm) thick at main deck level and 7-inches (178 mm) below.

The barbettes ranged in thickness from 11.5 to 10-inches (292 to 254 mm) with the main ammunition hoists protected by armoured tubes with walls 12-inches thick. The conning towers also had walls of that thickness as well as roofs 2-inches (51 mm) thick. The deck of the central armoured citadel had a thickness of 3-inches (76 mm) and the lower deck was 2.5 inches (64 mm) thick from the ends of the belt to the bow and stern.

The **Howe**, was named after Admiral Richard Howe, was the 4<sup>th</sup> ship of her name to serve in the Royal Navy. The ship was laid down at Pembroke Royal Dockyard on 7 Jun 1882, launched on 28-29 Apr 1885, by Miss Keith Stewart, niece of Admiral Sir W. Houston Stewart. The ship's engines were constructed by Messrs. Humphrys and Tennant & Co.

She was delivered to Portsmouth on 15 Nov 1885, complete except for her main armament, at a cost of £639,434.

She was commissioned on 18 Jul 1889 to take part in fleet manoeuvres.

18 Jul 1889–15 Sep 1889 she was under the command of Capt. Compton E. Domvile, for (Annual Manoeuvres of 1889.

Oct 1891, at Portsmouth, as part of the Channel Squadron.

9 Oct 1891, Portsmouth, a small coal dust explosion took place in the starboard bunkers, having completed coaling the previous evening. Since it was raining whilst the coal was being loaded it probably arrived on board in a damp condition. 2 men, Truscott and Manning, were burnt, and have been admitted to Haslar Hospital. She is expected to sail shortly on a cruise and is not thought to have suffered any damage.

Finally, fully armed, she was assigned to the Channel Fleet in May 1890.

9 May 1890–22 Sep 1891 she was under the command of Capt. Henry H. Boys.

1890 **Howe** participated in the Annual Manoeuvres of 1890, as part of the Hostile Fleet tasked with threatening British trade routes.

1890 at Portsmouth. Officers borne in "*Asia*".

22 Sep 1891 she was under the command of Capt. Alexander P. Hastings.

Nov 1892 it is understood that she has gone (run) aground.

2 Nov 1892, she ran aground on a shoal off Ferrol, Spain, due primarily to faulty charts, and was salvaged with great difficulty, being finally freed by HMS *Seahorse* on 30 Mar 1893.

31 Oct 1893 she was under the command of Capt. George L. Atkinson-Willes.

The ship, **Howe** was paid off at Chatham Dockyard for repairs and an overhaul that actually cost £45,000.

8 Feb 1895–23 Dec 1896 she was under the command of Capt. Robert W. Stopford.

In October of that year, **Howe** was again transferred to the Mediterranean Fleet where she remained until Dec 1896, when she became port Guardship at Queenstown, Ireland.

26 Jun 1897 she was present at the Naval Review at Spithead in celebration of the Diamond Jubilee.

19 March, 1898 she was under the command of Capt. Frederick R. Boardman.

19 Mar 1898–19 Jan 1900 she was under the command of Capt. Edward H. M. Davis.

13 Jan 1900–12 Oct 1901 she was under the command of Capt. Henry L. Fleet. Captain Henry Louis Fleet was in command from Jan 1900 until she was paid off at Devonport on 12 Oct 1901, when her entire crew was transferred to HMS *Empress of India*, which took over as the Queenstown Guardship. The ship was then assigned to the Reserve Fleet and then fully decommissioned after her last manoeuvres in Sep 1904.

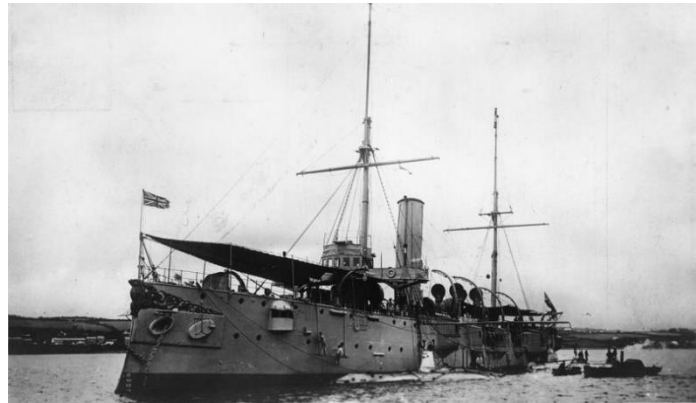
18 July, 1904 she was under the command of (temp) Capt. Richard B. Farquhar, for (for Annual Manoeuvres of 1904)  
 Sep 1904 taken out of service.  
**HMS *Howe* was sold to Thomas W Ward for the sum of £25,100 on 11 Oct 1910 and towed to Briton Ferry, Wales, to be Broken-Up in Jan 1912.**

209.	<b><i>Thames.</i></b>  Renamed 13 Nov 1920 <b><i>General Botha.</i></b>	2nd Class Cruiser. <b><i>Mersey-class</i></b> protected cruiser	18.  + 2 torpedoes tubes.	Ironclad.	14 Apr 1884.	3 Dec 1885.	Completed July 1888. HMS <b><i>Thames</i></b> was a <i>Mersey-class</i> protected cruiser built for the Royal Navy in the 1880's. The ship was placed into the reserve upon her completion in 1888 and was converted into a submarine depot ship in 1903. She was sold out of the navy in 1920 and was purchased by a South African businessman to serve as a training ship for naval cadets under the name SATS General Botha. ....
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..... The ship arrived in South Africa in 1921 and began training her first class of cadets in Simon's Town the following year. General Botha continued to train cadets for the first several years of World War II, but the RN took over the ship in 1942 for use as an accommodation ship under her original name. She was scuttled by gunfire in 1947 and is now a dive-able wreck. (*see below*).

The *Mersey-class* cruisers were improved versions of the *Leander class* with more armour and no sailing rig on a smaller displacement. Like their predecessors, they were intended to protect British shipping. The cruisers had a length between perpendiculars of 300 feet (91.4 m), a beam of 46 feet (14.0 m) and a draught of 20 feet 2-inches (6.1 m). They displaced 4,050 long tons (4,110 tonnes). The ships were powered by a pair of two-cylinder horizontal, direct-acting, compound-expansion steam engines, each driving one shaft, which were designed to produce a total of 6,000 indicated horsepower (4,500 kW) and a maximum speed of 18 knots (33 km/h; 21 mph) using steam provided by 12 x cylindrical boilers with forced draught. The *Mersey class* carried enough coal to give them a range of 8,750 nautical miles (16,200 km; 10,070 miles) at a speed of 10 knots (19 km/h; 12 mph). The ships' complement was 300 to 350 officers and ratings.

The main armament consisted of two breech-loading (B.L.) 8-inch (203 mm) guns, one each fore and aft on pivot mounts. Their secondary armament was ten B.L. 6-inch (152 mm) guns, five on each broadside in sponsons; (which is a projection that extends outward usually from the hull, but sometimes other parts of the vessel) to improve stability while floating, or to act as a securing point for other equipment. Vessels with unstable body shapes or unevenly distributed weight are likely to feature sponsons to help prevent capsizing or other instabilities. On many



after completion.

vessels, these projections from the main body of the vessel can be attached and removed quickly and fairly easily). Protection against torpedo boats was provided by three quick-firing (Q.F.) 6-pounder Hotchkiss guns and three Q.F. 3-pounder Hotchkiss guns. The ship was also armed with a pair of submerged 14-inch (356 mm) torpedo tubes and carried a pair of 14-inch torpedo carriages. The *Mersey-class* ships were protected by a lower armoured deck that was 2-inches (51 mm) on the flat and 3-inches (76 mm) on the slope. It sloped down at the bow to reinforce the ram. The armoured sides of the conning tower were 9-inches (229 mm) thick. The ***Thames*** was the 6<sup>th</sup> ship of her name to serve in the Royal Navy. She was laid-down on 14 Apr 1884 at Pembroke Royal Dockyard on the No. 4 slipway. The ship was launched on 3 Dec 1885 by the Hon. Mrs. Algernon Littleton and completed in July 1889 at a cost of £204,952. The ship went straight into reserve at Devonport

4 Jul 1888–28 Aug 1888 She was commanded by Capt. Charles B. Theobald, (for Annual Manoeuvres of 1888).  
July, 1889 She was commanded by Capt. Wollaston C. Karlake, (for Annual Manoeuvres of 1889, not indicated in his service record).  
22 Jul 1890–2 Sep 1890 She was commanded by Capt. Wollaston C. Karlake, (for Annual Manoeuvres of 1890).  
1890 at Devonport. Officers borne in "*Indus*".  
11 Jul 1893 She was commanded by Capt. Robert W. Craigie, (for Annual Manoeuvres of 1893).  
24 Jul 1895–28 Aug 1895 She was commanded by Capt. Arthur W. E. Prothero, (for Annual Manoeuvres of 1895).  
11 July, 1899–22 Aug 1899 She was commanded by Capt. Herbert A. Warren, (for Annual Manoeuvres of 1899).  
16 Jul 1901 She was commanded by Capt. Arthur C. Clarke, (for Annual Manoeuvres of 1901).  
On 21 Mar 1902 she was temporarily commissioned by Captain H. L. Fleet, with crewmen from the battleship HMS Empress of India, to serve as a port Guard ship at Queenstown, Ireland, while the latter ship was undergoing alterations.  
1 Jan 1903–21 Oct 1904 She was commanded by Capt. Reginald H. S. Bacon, (and as Inspecting Captain of Submarine Boats).  
1903-1919 Submarine depot ship.  
1903 she was reclassified and converted into a Submarine depot ship.  
July 1903 Completed conversion to a depot ship.  
1903, the ship was converted to a submarine tender and served at Sheerness from 1907 to 1917 and then briefly at Portsmouth and Campbeltown, Scotland, before being paid-off in 1919 at the Chatham Dockyard.  
21 Oct 1904 She was commanded by Capt. Edgar Lees, (and as Inspecting Captain of Submarine Boats).  
18 Apr 1906–12 Nov 1906 She was commanded by Commander Robert W. Johnson, (and for duty in Submarine Boats).  
Jun 1906, she was at Portsmouth, one of three depot ships minding the four "A"-class and six "B"-class boats of the Portsmouth Submarine Flotilla.  
12 Nov 1906–2 Apr 1907 She was commanded by Commander Frank Brandt, (and for duty in Submarine Boats).  
2 Apr 1907–20 Nov 1907 She was commanded by Commander Frederick L. Attenborough, (and for Duty with Submarines and in Command of Sea-going Flotilla).  
20 Nov 1907–14 Jul 1909 She was commanded by Commander Oswald H. Davies, (and for Duty with Submarines and in Command of Sea-going Flotilla).  
14 Jul 1909–21 Nov 1911 She was commanded by Commander William R. Napier, (for duty with Submarines and in Command of Flotilla)  
23 Nov 1911–12 Jan 1912 She was commanded by Commander Alexander R. Palmer, (for duty with Submarines and in Command of Flotilla)  
12 Jan 1912–15 Oct 1912 She was commanded by Commander Stanley L. Willis, (and for duty with Submarines and in Command of Seagoing Flotilla).  
1 Jan 1913–14 Jan 1914 She was commanded by Lieutenant & Commander Charles G. Brodie.  
7 Jan 1913 she was recommissioned at Chatham.  
14 Jan 1914–10 Feb 1915 She was commanded by Commander Alexander R. Palmer, (and in command of Fifth Submarine Flotilla).  
1914 During the Test Mobilisation, *Thames* supported the Fifth Submarine Flotilla, which was then comprised of six "C" class submarines. It remained with the Flotilla when it was made part of the Nore Local Defence Flotilla at the start of the war.  
Aug 1914 she was at Harwich. Depot for Fifth Submarine Flotilla.  
In Spring, 1915, *Thames* received the first [Attack Teacher](#) to permit simulated submarine attacks for training men for submarine command.  
10 Feb 1915–1 Nov 1915 She was commanded by Commander George B. Lewis, (in command of the Fifth Submarine Flotilla).



early Apr 1915–late Apr 1915 She was commanded by Commander Sir Charles R. Blane, (for passage).

1 Nov 1915–13 Apr 1917 She was commanded by Acting Commander Thomas (Tom) K. Triggs, (in command of the Fifth Submarine Flotilla)

20 Apr 1917–5 Sep 1917 She was commanded by Lieutenant-Commander Henry D. Gill, (and for command of Fifth Submarine Flotilla).

Jul 1917, she moved over to support three "C" boats from the Ninth Submarine Flotilla, operating as part of the Harwich Force.

6 Sep 1917 She was commanded by Lieutenant in Command (retired) Charles W. L. Meynell.

Nov 1917, **Thames** moved to join the Sixth Submarine Flotilla, operating as part of the Portsmouth Local Defence Flotilla.

8 Oct 1918–7 May 1919 She was commanded by Lieutenant-Commander Henry D. Gill, (and in Charge of Periscope School).

Oct 1918, **Thames** moved to the Clyde to support the new Periscope School at Campbeltown under the command of Henry Dale Gill, who'd

commanded her previously 7 May 1919–Nov 1919 She was commanded by Commander Charles S. Benning, (and in Charge of Periscope School).

Nov 1919 She was commanded by Lieutenant Joseph F. Dunne, (Appointed to **Thames** on 28 Jun 1919).

23 Dec 1919 She was paid-off at the Nore.

Nov 1920 HMS **Thames** was sold for £8,000 in to the Jersey-born South African entrepreneur T. B. Davis as a memory to his son who died during World War I. Later that month, the ship steamed to West India Dock, Tilbury, for a brief refit and **Thames** was renamed Training Ship (TS)

General Botha, after Louis Botha, the first Prime Minister of the Union of South Africa. Before departing for Plymouth for extra crewmen on 6 Jan 1921, the ship was visited by Sir Reginald Blanckenberg, High Commissioner for South Africa, and his wife. She set sail from Plymouth on 18 Jan and ran into a heavy storm in the English Channel that smashed in the inadequately boarded-up sponsons and forced the ship to turn about for Plymouth for repairs where General Botha arrived two days later. The ship departed on 8 Feb and arrived in Cape Town on 26 Mar where she was greeted by the Minister of Defence, Colonel Hendrik Mentz and other notables.

1920-1947 she was in South African waters.

13 Nov 1920 she was sold, to be T.S. General Botha at the Cape.

T. B. Davis donated it to a trust on 9 May, with the stipulation that it be used exclusively for the nautical training of British and South African boys, so that they could subsequently serve in ships of the British Empire. The Admiralty agreed to cover the cost to convert General Botha into a training ship at Simon's Town Naval Dockyard and to tow her there from Cape Town in early Sept. It also agreed to grant the ship a mooring in Simon's Town. The first class of 75 boys reported aboard on 15 Mar 1922 on a two-year programme and the ship was formally christened as South African Training Ship (SATS) General Botha on 1 April by the wife of the Prime Minister, Jan Smuts. On 15 Dec, King George V agreed to become the ship's patron and sponsored an annual gold medal for the best cadet aboard. On 2 May 1925, Edward, Prince of Wales, inspected the boys and the ship. About a month later, she was docked to have her engines and funnel removed and her interior remodelled to create new messdecks, galleys and recreation spaces, returning to her moorings in August. In Mar 1935, T. B. Davis offered to sponsor a rowing competition between the cadets of General Botha and the British training ships, HMS *Worcester*, and HMS *Conway* in Britain and paid for their expenses to and from South Africa. King George V received the cadets in Buckingham Palace on 29 Jun, shortly before the race during which they beat the cadets from *Conway*, but lost to *Worcester*. By the late 1930's, General Botha's guns and boilers had been removed and the former engine and boiler rooms converted into a gymnasium.

The trust's Board of Control offered the ship to the RN with 30 days' notice on 7 Sep 1939, the day after South Africa declared war on Germany, but the offer was declined. Nevertheless, they decided to build accommodations for the cadets ashore if the Royal Navy did decide to take them up on their offer.

1942 she reverted to her name HMS **Thames**.

The Royal Navy did so in Jul 1942 and the boys and staff went ashore on the 28th and the ship resumed her former name shortly afterwards.

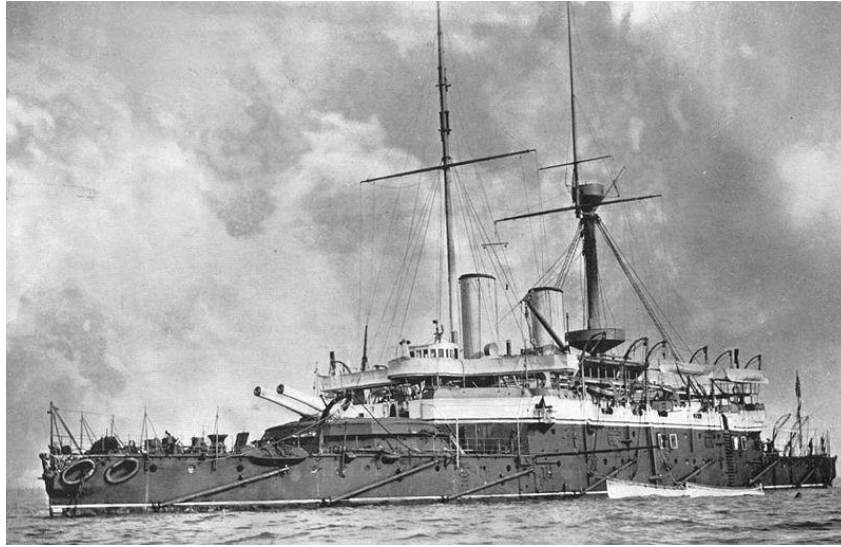
She served as an accommodation ship and was used as a prison ship for at least part of her time in Royal Navy service. By the time that the

		<p>Royal Navy returned her to the Board of Control, the ship was deemed uneconomical to repair and <b>she was scuttled by gunfire from one of the local coast defence battery on 13 May 1947 in False Bay at coordinates 34°13'48"S 18°37'48"E. Coordinates: 34°13'48"S 18°37'48"E.</b></p> <p>There exists an alumni association for those who served aboard General Botha, which has the Duke of Edinburgh as her patron. The South African Naval Museum in Simon's Town has an exhibit dedicated to the ship.</p>
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**1<sup>st</sup> Jan. 1886 Edward Kelly, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

210.	<b>Anson.</b>	<p>Battleship. <b>Admiral-class</b> ironclad battleship</p>	<p>30. + 5 x 14-inch (356 mm) torpedo tubes.</p>	Ironclad.	24 Apr 1883.	17 Feb 1886.	<p>Completed 28 May 1889. HMS Anson was the last of six <i>Admiral-class</i> ironclad battleships built for the Royal Navy during the 1880's. Like her sister <i>Howe</i> (item 208, above), she e was delayed in completion. The ship was completed, except for her armament, in 1887, but had to wait two years for her guns to be installed. ....</p>
<p>... .... She was assigned to the Channel Fleet in mid-1889 as a flagship for the fleet's second-in-command. Two years later, the passenger ship SS Utopia sank with the loss of 562 lives after colliding with <b>Anson</b> in the Bay of Gibraltar. In mid-1893, Anson was transferred to the Mediterranean Fleet, subsequently returning home in 1900 when she was assigned to the Reserve Fleet. She was recommissioned for the Home Fleet in early 1901. <b>Anson</b> was paid-off three years later and then sold for scrap in 1909.</p> <p>The <i>Admiral class</i> was designed and built in response to French ironclad battleships of the Hoche and Marceau classes. <b>Anson</b> and her sister ship, <i>Camperdown</i>, were enlarged and improved versions of the previous pair of Admirals, <i>Rodney</i> and <i>Howe</i>. The sisters had a length between perpendiculars of 330 feet (100.6 m), a beam of 68 feet 6-inches (20.9 m), and a draught of 27 feet 10-inches (8.5 m) at deep load. They displaced 10,600 long tons (10,800 tonnes) at normal load, some 300 long tons (305 ton) heavier than <i>Howe</i> and <i>Rodney</i> and 1,100 long tons (1,118 tonnes) heavier than the first ship of the class, <i>Collingwood</i> (see item 206, above). The ships had a complement of 525–536 officers and ratings.</p>							

HMS *Anson* was powered by two 3-cylinder inverted compound-expansion steam engines, each driving one propeller. The Humphreys engines produced a total of 7,500 indicated horsepower (5,600 kW) at normal draught and 11,500 i.h.p. (8,600 kW) with forced draught, using steam



provided by 12 x cylindrical boilers. The sisters were designed to reach a speed of 16 knots (30 km/h; 18 mph) at normal draught and *Anson* reached 17.4 knots (32.2 km/h; 20.0 mph) on her sea trials using forced draught. The ships carried a maximum of 1,200 long tons (1,219 tonnes) of coal that gave 7,200 nautical miles (13,300 km; 8,300 miles) at a speed of 10 knots (19 km/h; 12 mph).

Unlike *Collingwood*, the later four Admiral-class ships had a main armament of 30-calibre rifled breech-loading (B.L.) 13.5-inch (343 mm) Mk II guns, rather than the 12-inch (305 mm) guns in the earlier ship. The four guns were mounted in two twin-gun, pear-shaped barbets, one forward and one aft of the superstructure. The barbets were open, without hoods or gun shields, and the guns were fully exposed. The 1,250-pound (570 kg) shells fired by these guns were credited with the ability to penetrate 28 inches (711 mm) of wrought iron at 1,000 yards (910 m) using a charge of 630 pounds (290 kg) of smokeless brown cocoa (S.B.C.). At maximum elevation, the guns had a range of around

11,950 yards (10,930 m) with S.B.C.; later a charge of 187 pounds (85 kg) of cordite was substituted for the SBC which extended the range to about 12,620 yards (11,540 m). There were significant delays in the production of the heavy guns for this ship and her sisters, due to cracking in the innermost layer of the guns, that significantly delayed the delivery of these ships.

The secondary armament of the *Admiral class* consisted of six 26-calibre B.L. 6-inch (152 mm) Mk IV guns on single mounts positioned on the upper deck amidships, three on each broadside. They fired 100-pound (45 kg) shells that were credited with the ability to penetrate 10.5 inches (267 mm) of wrought iron at 1000 yards. They had a range of 8,830 yards (8,070 m) at an elevation of +15° using prismatic black powder. Beginning around 1895 all of these guns were converted into quick-firing guns (Q.F.) with a much faster rate of fire. Using cordite extended their range to 9,275 yards (8,481 m). For defence against torpedo boats the ships carried 12 x Q.F. 6-pounder (2.2-inch (57 mm)) Hotchkiss guns and 10 x Q.F. 3-pounder (1.9-inch (47 mm)) Hotchkiss guns. They also mounted 5 x 14-inch (356 mm) above-water torpedo tubes, one in the bow and four on the broadside.

22 Jul 1895 She was commanded by Capt. William F. S. Mann.

The armour scheme of *Anson* and *Camperdown* was virtually identical to that of *Collingwood*, although the thickness of the armour plate on the barbets was increased as was the length of the waterline armour belt. To accommodate these changes without an increase in draught, these later two ships were lengthened by 5 feet (1.5 m), and had their beam increased by 6 inches over their earlier sisters. The compound armour belt extended across the middle of the ships between the rear of each barbette for a length of 150 feet (45.7 m). It had a total height of 7 feet 6-inches (2.3 m) deep of which 6 feet 6-inches (2.0 m) was below water and 1 foot (0.3 m) above at normal load; at deep load, their draught increased by another 6 inches. The upper 4 feet (1.2 m) of the belt armour was 18 inches (457 mm) thick and the plates tapered to 8-inches (203 mm) at the bottom edge.

Lateral bulkheads at the ends of the belt connected it to the barbets; they were 16 inches (406 mm) thick at main deck level and 7-inches (178 mm) below.

The barbettes ranged in thickness from 14 - 12 inches (356 - 305 mm) with the main ammunition hoists protected by armoured tubes with walls 12 inches thick. The conning towers also had walls of that thickness as well as roofs 2-inches (51 mm) thick. The deck of the central armoured citadel had a thickness of 3-inches (76 mm) and the lower deck was 2.5-inches (64 mm) thick from the ends of the belt to the bow and stern.

HMS **Anson**, was named after Admiral and First Lord of the Admiralty, George Anson, 1st Baron Anson, was the 6<sup>th</sup>-ship of her name to serve in the Royal Navy. The ship was laid down at the Pembroke Royal Dockyard on 24 Apr 1883, launched on 17 Feb 1886 and was delivered to Portsmouth in Mar 1887, complete except for her main armament, at a cost of £662,582.

28 May 1889 Commissioned at Portsmouth (officers and crew transferred from *Agincourt*).

18 Feb 1889 Three of her 13.5-inch guns arrived from Woolwich in the steamer *Stanley* and were installed at Portsmouth on 19 Feb. The fourth big gun was carried in the War Department steamer *Hartington*.

28 May 1889 She was commanded by Capt. Bouverie F. Clark.

She was finally commissioned on 28 May 1889 as the flagship of the second-in-command of the Channel Fleet.

1890 appointed Flag ship of the Second in command of the Channel Squadron.

1891 she was serving as the second flagship in the Channel Squadron.

On 17 March 1891, the passenger steamer SS Utopia was accidentally blown onto the bow-ram of the anchored Anson during a strong gale in the Bay of Gibraltar. 562 of Utopia's passengers and crew and two rescuers from the armoured cruiser *Immortalité* were killed in the accident. **Anson** did not report any injuries or damage.

16 Jun 1891 She was commanded by Capt. George T. H. Boyes.

Nov 1892 experimental electric night signalling lights are to be fitted.

12 Sep 1893 She was commanded by Capt. Herbert W. Dowding.

In Sep 1893, **Anson** was transferred to the Mediterranean, where she served until Jan 1900, with a refit at Malta in 1896.

1893–1900 she operated in the Mediterranean.

1 Oct 1897 She was commanded by Capt. William Wilson.

31 Jan 1900 she was at Devonport. Reported to be home from the Mediterranean and due to pay off today.

Jun 1900 still at Devonport, preparing for a refit which will cost £45,060, according to the navy estimates. The Admiralty have issued instructions for the refit to be pushed forward so that she may be ready to commission in November, possibly to replace HMS Thunderer as Guard Ship at Pembroke.

1900–1909 she was placed into the Home Fleet Reserve.

She returned home and paid off at Devonport in Jan 1901, re-commissioning for the newly formed Home Fleet in March of the same year.

1901 while serving in the Reserve Squadron, she had or was slated to receive a "1 to 52" W/T set.

29 Aug 1901–16 Sep 1903 She was commanded by Capt. William B. Fisher, (Billy) who later was to become 1<sup>st</sup> Lord of the Admiralty.

She served as Guard Ship at Queensferry, Scotland under Capt. William (Billy) Fisher in 1902, and took part in the fleet review held at Spithead on 16 Aug 1902 for the Coronation of King Edward VII. In

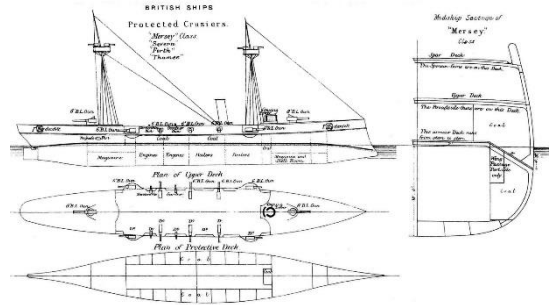
4 Sep 1903–6 May 1904 She was commanded by Capt. Arthur A. C. Galloway.

May 1904 **HMS Anson finally paid off into reserve, where she remained until she was sold for scrap on 13 July 1909. The ship was sold for £21,200 and subsequently Broken-Up at Upnor, on Medway, Kent, England, just outside Chatham**

211.	<b>Forth.</b>	2nd Class Cruiser.	12.	Steel.	1 Dec 1884.	23 Oct 1886.	Commissioned 1889.
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**Mersey-class**  
screw cruiser.

H.M.S. **Forth** was completed as one of four second class protected cruisers of the *Mersey class* in 1889, but served in the Great War as a submarine depot ship. ....



..... Her sister ships were *Mersey* (1885) from Chatham; *Severn* (1885) from Chatham; *Thames* (1885) from Pembroke Royal Dockyard, (see item 209, above).

22 Jul 1890–23 Aug 1890 She was commanded by Capt. John H. Bainbridge, (during the Annual Manoeuvres of 1890).

8 Jul 1891–20 Aug 1891 She was commanded by Capt. John H. Bainbridge, (during the Annual Manoeuvres of 1891 – may not have ceased last appointment).

Jun 1892 She was commanded by Capt. Edward G. Hulton, (for Annual Manoeuvres of 1892).

1892 She participated in the Annual Manoeuvres of 1892 as part of the Blue Squadron. She found, in the exercises, that she had to make excellent time to pursue Red ships and bring them to action, and this hurry provoked an accident when unusual currents caused her to go astray.

A Court Martial concluded on 2 Sep 1892 to resolve a charge that Captain Hulton and Lieutenant Wroughton had by negligence or by default hazarded the ship. Hulton stressed in his defence that he had had no tidal charts in his possession in the event, and Wroughton claimed to have been weakened by internal haemorrhoids to such an extent that he had recently handed his duties to Lieutenant Warrender for 48 hours.

11 Jul 1893–c. mid-Aug 1893 She was commanded by Capt. Charles P. G. Hicks, (for Annual Manoeuvres of 1893).

She was commissioned on 8 July 1896 in order to participate in the Annual Manoeuvres of 1896 under the command of Captain Edward Henry Bayly.

8 Jul 1896–19 Aug 1896 She was commanded by Capt. Edward H. Bayly, (for the Annual Manoeuvres of 1896).

16 Jul 1901–9 Aug 1901 She was commanded by Capt. Edward P. Ashe, (for Annual Manoeuvres of 1901).

1903 she was utilised as a Depot ship.

Aug 1904, she completed her conversion to a sea-going submarine depot ship.

28 July, 1904 She was commanded by Capt. Edgar Lees.

5 Jan 1905–May 1905 She was commanded by Commander Robert W. Johnson, (and for duty with submarines).

May 1905–12 Nov 1906 She was commanded by Commander Sydney S. Hall.

May 1906–4 Oct 1906 She was commanded by Commander Maurice S. FitzMaurice.

12 Nov 1906–5 Jan 1909 She was commanded by Commander Robert W. Johnson, (and for duty with submarines and in command of the Devonport Submarine Flotilla).

5 Jan 1909–1909 She was commanded by Commander Albert P. Addison, (and for duty with submarines and in command of the Seagoing Flotilla).

17 Nov 1909–2 Jan 1911 She was commanded by Commander Algernon H. C. Candy, (and for command of Devonport Seagoing Flotilla).

2 Jan 1911–12 Jan 1912 She was commanded by Commander Stanley L. Willis, (and for command of Devonport Seagoing Flotilla).

12 Jan 1912–Aug 1914 She was commanded by Commander Wilfred Tomkinson.

Jul 1914, she was attached to the Third Submarine Flotilla for the Test Mobilisation.

3 Aug 1914–30 Oct 1914 She was commanded by Lieutenant-Commander Lionel A. D. Sturdee.

31 Oct 1914–late 1917 She was commanded by Commander Nicholas E. Archdale, (and for duty with Submarines).

In Jan 1915, she transferred to the Tenth Submarine Flotilla. She remained there until Aug 1916. Aug 1916, she went to help the Eighth Submarine Flotilla, but she remained there only about one month. In September, she was with the Ninth Submarine Flotilla where she would remain through the end of the war.  
 15 Nov 1917–25 Feb 1919 She was commanded by Commander Gilbert H. Kellett, (and for submarines).  
 Feb 1919–Nov 1919 She was commanded by Commander Brownlow V. Layard, (and for command of Portsmouth Submarine Flotilla).  
 1920 She was to have been renamed HMS Howard, but this did not happen and she was sold in 1921.  
**1921 she was sold out of service.**

**22<sup>nd</sup> Jun. 1887 George Digby Morant, K.C.B., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

212.	<b>Aurora.</b>	Armoured Cruiser. <b>Orlando-class</b> armoured cruisers	28. + 6 × 18-inch (450 mm) torpedo tubes.	Steel.	1 Feb 1886.	28 Oct 1887.	Completed and Commissioned Jul 1889. HMS <b>Aurora</b> was one of seven <i>Orlando-class</i> armoured cruisers built for the Royal Navy in the mid-1880's. The ship spent a brief time in reserve before she was assigned to the Channel Squadron for two years in 1890. In 1893 Aurora became a coast guard ship in Ireland for two years before she was placed in reserve again. The ship was recommissioned in 1899 for service on the China Station and .....
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..... some of her crew participated in the Battle of Tientsin in 1900 during the Boxer Rebellion. Aurora returned home two years later and was again reduced to reserve. She was taken out of service in 1905 and sold for scrap on 2 Oct 1907.

The *Orlando-class* cruisers were enlarged versions of the *Mersey class* with more armour and a more powerful armament. Like their predecessors, they were intended to protect British shipping. Aurora had a length between perpendiculars of 300 feet (91.4 m), a beam of 56 feet (17.1 m) and a draught of 24 feet (7.3 m). She was designed to displace 5,040 long tons (5,120 tonnes), all of the *Orlando-class* ships proved to be overweight and displaced approximately 5,535 long tons (5,624 tonnes). The ships were powered by a pair of three-cylinder triple-expansion steam engines, each driving one shaft, which were designed to produce a total of 8,500 indicated horsepower (6,300 kW) and a maximum speed of 18 knots (33 km/h; 21 mph) using steam provided by four boilers with forced draught. The ship carried a maximum of 900 long tons (910 tonnes) of coal which was designed to give her a range of 8,000 nautical miles (15,000 km; 9,200 miles) at a speed of 10 knots (19 km/h; 12 mph). The ship's complement was 484 officers and enlisted men.

The **Aurora's** main armament consisted of two breech-loading (B.L.) 9.2-inch (234 mm) Mk V guns, one-gun fore and aft of the superstructure on pivot mounts. Her secondary armament was 10 x B.L. 6-inch (152 mm) guns, five on each broadside. Protection against torpedo boats was provided by six quick-firing (Q.F.) 6-pounder Hotchkiss guns and 10 x Q.F. 3-pounder Hotchkiss guns, most of which were mounted on the main deck in broadside positions. The ship was also armed with six 18-inch (457 mm) torpedo tubes: four on the broadside above water and one each in the bow and stern below water.

The ship was protected by a waterline compound armour belt 10-inches (254 mm) thick. It covered the middle 200 feet (61.0 m) of the ship and was 5 feet 6-inches (1.7 m) high. Because the ship was overweight, the top of the armour belt was 2 feet (0.61 m) below the waterline when she was fully loaded. The ends of the armour belt were closed off by transverse bulkheads 16-inches (406 mm). The lower deck was 2–3-inches (51–76 mm) thick over the full length of the hull. The conning tower was protected by 12-inches (305 mm) of armour.

HMS **Aurora**, named for the eponymous Roman goddess of the dawn, was the 8<sup>th</sup>-ship of her name to serve in the Royal Navy. She was laid down on 1 Feb 1886 in the Pembroke Royal Dockyard. The ship was launched on 28 Oct 1887 by Mrs. Sophia Morant, wife of Captain George Morant, Captain-Superintendent of the dockyard and completed in Jul 1889 at a cost of £258,390.

18 Jul 1889–14 Sep 1889 She was commanded by Capt. Thomas S. Jackson, (for manoeuvres).

1890 she was at Portsmouth.

HMS **Aurora** participated in the Annual Manoeuvres of 1890 under the command of either Arthur D. Fanshawe and/or William Wiseman (their Service Records contradict a newspaper account) as part of the Hostile Fleet tasked with threatening British trade routes. *Immortalité* was the other ship in this command ambiguity.

The **Aurora** went straight into reserve at Devonport after completion, but was commissioned for service with the Channel Squadron in 1890–92.

1 Jul 1890–3 May 1892 She was commanded by Capt. Arthur D. Fanshawe.

22 Jul 1890–20 Aug 1890 She was commanded by Capt. William Wiseman, (for Annual Manoeuvres of 1890).

Mar 1891 vessels in harbour at Devonport have been granted four days' leave during Easter, and the **Aurora's** men take leave by watches. She is at present undergoing extensive repairs to her engines.

Oct 1890 **Aurora** reported three cases where two different Mark VIII R. L. torpedoes, fired from two different Mark VII B. tubes broke a propeller blade. It happened a 4<sup>th</sup> time in Jan 1891! The ship was at anchor, and no marks within the tubes indicated contact with the propellers. Extensive testing indicated that a combination of small faults in the tube may have caused the props to strike the tripper. The trippers were shortened to suit.

10 Oct 1891 left Plymouth for Queensferry, Scotland with the *Caledonia*, boys training ship, in tow.

She was transferred to Bantry, Ireland, in 1893 to serve as the local Coastguard ship until 1895.

3 May, 1893–27 June, 1894 She was commanded by Capt. George W. Hand, (transferred in from the *Shannon*).

5 Jul 1894–29 Mar 1895 She was commanded by Capt. Anson Schomberg, (transferred out to *Dreadnought*).

15 June, 1897 She was commanded by Capt. James E. C. Goodrich, (for Naval Review at Spithead).

That year the ship was reassigned to the Devonport Reserve and remained there until 1899.

16 Feb 1899–17 Jun 1902 She was commanded by Capt. Edward H. Bayly. **Aurora** participated in Queen Victoria's Diamond Jubilee Fleet Review on 26 Jun 1897 at Spithead.

**Aurora** was recommissioned for service in the Far East in 1899 under the command of Captain Edward Bayly and some of her crew, including Bayly, took part in the Battle of Tientsin in July 1900 during the Boxer Rebellion.

19 June 1900 she was serving in Chinese waters during the Boxer Rebellion.

7 Oct 1900 New Winter Port Seized: A landing-party from HMS **Aurora** has occupied Ching-Wan-Tao. An order has been sent to Shanghai for the immediate delivery of plant for the construction of a branch railway between Tang-ho and Ching-Wan-Tao, and also for the erection of a temporary pier, at which ships can be moored. It is

expected that this work will be complete in two months. On its completion facilities for a winter port will have been secured.

In early Feb 1902 she was ordered to leave, homebound, arriving at Aden on 3 Mar at Malta 17 Mar, and at

Plymouth on 26 Mar. Officers and crew received the China War Medal (1900) on 15 Apr before she paid off at Devonport two days later.

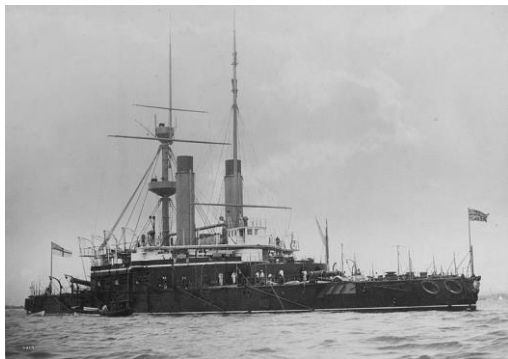
1900 she was put into the Reserve.

Upon her return, **Aurora** left in August 1902 for Clydebank to be refitted, and was placed in Devonport Reserve in 1904 before she was taken out of service the following year.

22 April, 1903 She was commanded by Commander Henry H. Campbell.

1905 she was put out of service.  
 1907 she was sold out of service.  
**The ship was sold for scrap to Payton, of Milford Haven, Pembrokeshire, Wales, on 2 Oct 1907 for £12,700.**

213.	<b>Nile.</b>	Battleship.  <b>Trafalgar-class</b> ironclad battleship. 1st Class, Armoured.	27. + 4 × 14-inch (356 mm) torpedo tubes.	Steel. Ironclad	8 Apr 1886.	27 Mar 1888	Completed 10 July 1891. Commissioned 30 June 1891 1890. HMS <b>Nile</b> was one of two Trafalgar-class ironclad battleships built for the Royal Navy during the 1880's. Late deliveries of her main guns delayed her commissioning until Jun 1891 and she spent most of the decade with the Mediterranean Fleet. The <b>Nile</b> returned home in 1898 and became the Coast Guard ship at Devonport for five years ....
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..... before she was placed in reserve in 1903. The ship was sold for scrap in 1912 and broken up at Swansea, South Wales. The design of the *Trafalgar-class* ships was derived from the layout of the earlier ironclad battleship *Dreadnought* and the *Admiral class*, coupled with the heavy armour of the preceding *Victoria class*. The *Trafalgar class* vessels displaced 12,590 long tons (12,790 tonnes); the addition of more armour and ammunition during construction added an additional 650 long tons (660 tonnes) of weight and increased their draught by a foot (0.3 m) below their designed waterline. They had a length between perpendiculars of 345 feet (105.2 m), a beam of 73 feet (22.3 m), and a draught of 28 feet 6-inches (8.7 m). The compliment carries by the **Nile** crew consisted of 537 officers and ratings in 1903 and 527 two years later. The low freeboard of the *Trafalgar class* vessels made them very wet and they could not maintain full speed except in a calm.

The ships were powered by a pair of three-cylinder, vertical inverted, triple-expansion steam engines, each driving one shaft, which were designed to produce a total of 12,000 indicated horsepower (8,900 kW) and a maximum speed of 16.5 knots (30.6 km/h; 19.0 mph) using steam provided by 6 x cylindrical boilers with forced draught. \she was fitted with twin screws. During her sea trials, **Nile** slightly exceeded this with a speed of 16.88 knots (31.26 km/h; 19.43 mph) from 12,102 i.h.p. (9,024 kW). The Trafalgar class carried a maximum of 1,100 long tons (1,118 tonnes) of coal which gave them a range of 6,300 nautical miles (11,700 km; 7,200 miles) at a speed of 10 knots (19 km/h; 12 mph). The *Trafalgar-class* ships' main armament consisted of four breech-loading (B.L.) 13.5-inch (343 mm) guns mounted in two twin-gun turrets, one each fore and aft of the superstructure. Each gun was provided with 80 rounds. The muzzles of these guns were only 3 feet 6-inches (1 m) above the deck, and were very hard to fight in a seaway due to the spray breaking over the forward turret. Their secondary armament was originally planned to consist of eight B.L. 5-inch (127 mm) guns, but these were replaced during construction by six quick-firing (Q.F.) 4.7-inch (120 mm) guns. 200 rounds per gun were carried by the ships. Eight Q.F. 6-pounder 2.2-inch (57 mm) and nine Q.F. 3-pounder 1.9-inch (47 mm) Hotchkiss guns were fitted for defence against torpedo boats. The ships carried four 14-inch (356 mm) torpedo tubes and another pair were added in Aug 1890. The **Nile's** armour scheme was similar to that of *Dreadnought*, although the waterline belt of compound armour did not cover the complete length of the ship and a 3-inch (76 mm) deck extended fore and aft of the armoured citadel to the bow and stern. The belt was 230 feet (70.1 m) long and was 20–14 inches (508–356 mm) thick; it was closed off by traverse 16–14-inch (406–356 mm) bulkheads. Above it was a strake of 18–16-inch (457–406 mm) armour that covered the bases of the gun turrets. Another strake above that protected the secondary armament and was 5–4 inches (127–102 mm) thick. The sides of the gun turrets were 18-inches thick and the conning tower was protected by 14-inch plates.



**Nile**, named after the Battle of the Nile, (the famous battle where Nelson made his name) was the third ship of her name to serve in the Royal Navy. She was laid down on 8 Apr 1886 at Pembroke Royal Dockyard. The ship was launched on 27 Mar 1888 by Lady Maud Hamilton, wife of Lord George Hamilton, First Lord of the Admiralty. (*yet another link between the Battle of the Nile and the Haven*). She was completed in Jul 1890, although her main guns were not delivered until the following year, at a cost of £885,718.

1890 she was at Portsmouth. Officers borne in "Asia".

30 Jun 1891 **Nile** was commissioned by Captain Gerard H. U. Noel at Portsmouth, (who was later ordered home by the Admiralty). After delivery, she was commissioned at Portsmouth on 30 Jun 1891 for manoeuvres, following which she was assigned to the Mediterranean Fleet.

11 Jun 1892, Vourlay Bay, Mediterranean, Chief Torpedo Instructor Corbet and an Able Seaman were killed by an explosion, and a hole was blown in the deck of the vessel.

This was when the battleships *Victoria* and *Camperdown* collided on 22 Jun 1893, the **Nile** was next astern and it was only through the skilful manoeuvring of Capt. Gerard Noel that his ship was not also involved in the collision.

1 Feb 1896–12 Jan 1898 She was commanded by Capt. Orford Churchill.

1 Nov 1893 She was commanded by Capt. James L. Hammet.

The **Nile** had her 4.7-inch guns replaced by Q.F. 6-inch (152 mm) guns in 1896.

1901, while serving as a Port Guard ship, she had or was slated to receive a radio communication system "1 to 52" W/T set.

25 Oct 1901, **Nile** collided with *Trafalgar* and Captain Rolleston was told that the Admiralty observed ... "with surprise and regret that he did not consider his immediate attendance on deck necessary during the performance of a Fleet Evolution, especially in view of the fact that the movement in question was ordered for the purpose of taking the squadron into narrow waters".

She came home in Jan 1898 to become the port Guardship at Devonport, and Captain Robert Rolleston was in command in June 1902.

8 May 1898–30 Aug 1898 She was commanded by Capt. John H. Bainbridge.

1898 She was placed into the Devonport Reserve.

1 July, 1899 She was commanded by Capt. Gerald C. Langley.

25 Jun 1901–12 Feb 1903 She was commanded by Capt. Robert S. Rolleston, (and as Flag Captain, until being superseded by Prothero on 1 Oct 1902).

13 Feb 1905–19 Dec 1906 She was commanded by Capt. Evelyn R. Le Marchant.

11 Jun 1907–28 Dec 1907 She was commanded by Capt. W. A. Howard Kelly.

20 Dec 1906–8 May 1907 She was commanded by Capt. Price V. Lewes.

She took part in the fleet review held at Spithead on 16 Aug 1902 for the Coronation of King Edward VII.

Feb 1903, the ship was relegated to the reserve at Devonport.

6 Sep 1909–3 May 1910 She was commanded by Commander Pasfield V. Oliver.

3 May 1910–6 Jun 1911 She was commanded by Commander Harold Christian.

**She remained in the at Devonport until she was sold at auction on 9 July 1912 to Thomas W. Ward of Sheffield for the sum of £34,000 to be Broken-Up at Swansea by Thomas W. Ward & Co.**

214.	<b>Peacock.</b>	Gunboat. 1st Class. <b>Pigmy Class.</b> sloop-of-war.	6.	Composite.	.	22 Jun 1888.	Six <i>Pigmy Class</i> Gunboats were launched for the Royal Navy in 1888, from various yards. The <i>Pigmy class</i> contained a total of 6 vessels as follows: - <i>Pigmy</i> (1888), from Sheerness Royal Dockyard; <i>Pheasant</i> (1888), from the Devonport Royal Dockyard; .....
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..... *Partridge* (1888), *Partridge* (1888) from the Devonport Royal Dockyard; ***Peacock* (1888), from the Pembroke Royal Dockyard;** *Pigeon* (1888), from the Pembroke Royal Dockyard; and *Plover* (1888), from the Pembroke Royal Dockyard.

***Peacock*** was the 5<sup>th</sup>-ship to carry the name. She was 165 feet long with a beam of 30 feet wide and displaced 755 tons.

She commissioned at Devonport on 27 Nov 1888.

27 Nov 1888–19 Aug 1890 She was commanded by Lieutenant & Commander Frederick St. G. Rich. 1890 she was off the Cape of Good Hope and West Coast of Africa.

19 Jun 1900 she was serving in Chinese waters during the Boxer Rebellion. She later received Battle Honours for her part in the attack on the Taku Forts and the Relief of Perkin.

19 Aug 1890–30 Jun 1893 She was commanded by Lieutenant & Commander Thomas F. W. Ingram.

8 Aug 1893–30 Jun 1896 She was commanded by Lieutenant & Commander Henry J. D. Laxton.

18 Aug 1896 She was commanded by Lieutenant & Commander Percy S. St. John.

18 Jul 1899–mid 1900. She was commanded by Lieutenant & Commander John G. Armstrong.

2 Oct 1899–16 Mar 1900 She was commanded by Lieutenant & Commander Sholto G. Douglas, (who was dismissed from the ship by Court Martial for stranding the ship).

30 Mar 1900–28 Jun 1901 She was commanded by Lieutenant & Commander Charles P. R. Coode.

**15 May 1906 she was sold out of service, to Ellis & Co, Chepstow for Breaking-Up.**

215. ***Pigeon.***

Gunboat.  
1st Class.  
***Pigmy Class.***

6.

Composite.

5 Sep 1888.

Six *Pigmy Class* Gunboats were launched for the Royal Navy in 1888, from various yards.

The *Pigmy class* contained a total of 6 vessels as follows: - *Pigmy* (1888), from Sheerness Royal Dockyard; .....



..... *Pheasant* (1888), from the Devonport Royal Dockyard; *Partridge* (1888), from the Devonport Royal Dockyard; *Peacock* (1888), from the Pembroke Royal Dockyard; ***Pigeon* (1888), from the Pembroke Royal Dockyard;** and *Plover* (1888), from the Pembroke Royal Dockyard.

12 Mar 1889 ***Pigeon*** was commissioned at Devonport on under Lieutenant & Commander Henry R. P. Floyd.

12 Mar 1889–23 Apr 1891 She was commanded by Lieutenant & Commander Henry R. P. Floyd, (who was unfortunately later invalided with fever & boils).

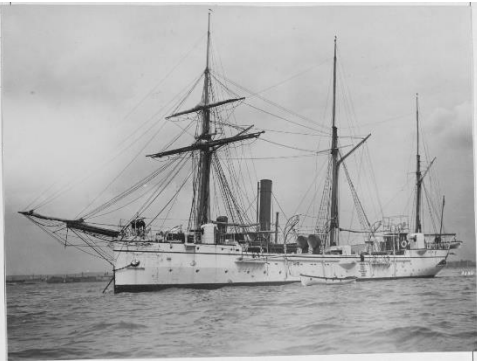
1890 she was operating in the East Indies.

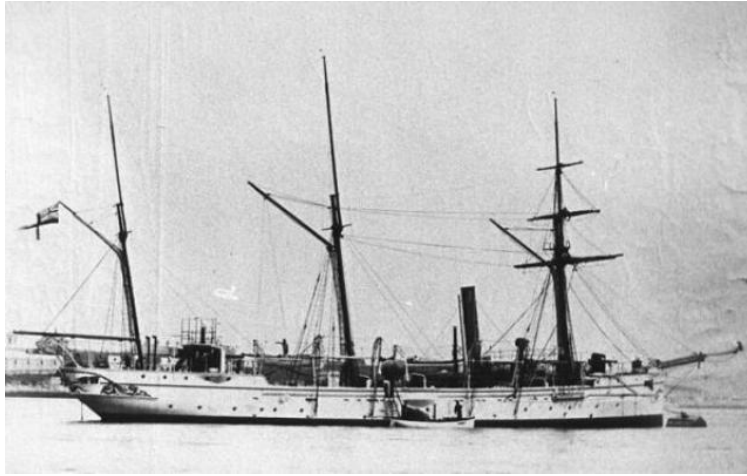
25 Apr 1891–3 Mar 1894 She was commanded by Lieutenant & Commander Scott W. A. H. Gray.

1 Jan 1894–31 Mar 1897 She was commanded by Lieutenant & Commander Montague G. Cartwright.

31 Mar 1897–31 Dec 1899 She was commanded by Lieutenant in Command Edward H. Moubray.

1 Jan 1900 She was commanded by Commander Oscar V. de Satgé.

15 May 1906 she was sold out of service, to V. Grech & Co for commercial use.							
216.	<b>Plover.</b>	Gunboat. 1st Class. <b>Pigmy Class.</b>	.	Composite.	.	18 Oct 1888.	Six <i>Pigmy Class</i> Gunboats were launched for the Royal Navy in 1888, from various yards. The <i>Pigmy class</i> contained a total of 6 vessels as follows: - .....
				<p>..... <i>Pigmy</i> (1888), from Sheerness Royal Dockyard; <i>Pheasant</i> (1888), from the Devonport Royal Dockyard; <i>Partridge</i> (1888), <i>Partridge</i> (1888) from the Devonport Royal Dockyard; <i>Peacock</i> (1888), from the Pembroke Royal Dockyard; <i>Pigeon</i> (1888), from the Pembroke Royal Dockyard; and <b><i>Plover</i> (1888), from the Pembroke Royal Dockyard.</b></p> <p>HMS <b><i>Plover</i></b> was 165 feet, with a beam of 30 feet, of 755 tons.  <b><i>Plover</i></b> was commissioned at Devonport on 3 Jul 1889.  3 Jul 1889–31 Dec 1890 She was commanded by Lieutenant &amp; Commander Ernest G. Rason.  1890 she was operating in the China Seas.  By 1891, she was assigned to the China Station.  3 Jan 1891–13 Nov 1892 She was commanded by Commander Lewis K. Bell.  1 Sep 1892–26 Nov 1895 She was commanded by Lieutenant Commander Francis C. B. Addington.</p> <p>18 Oct 1895 She was commanded by Lieutenant &amp; Commander Spencer V. Y. de Horsey.  23 Jul 1898–30 Jul 1901 She was commanded by Lieutenant &amp; Commander Carlton V. de Mornay Cowper.  19 Jun 1900 she was serving in Chinese waters during the Boxer Rebellion, both the vessel and the crew were awarded Battle Honours.  30 Jul 1901–5 Jul 1902 She was commanded by Lieutenant &amp; Commander Hector L. Watts-Jones.  1904 she became a Boom defence vessel.  In 1913, she was in Gibraltar, busy with boom defence.  Aug 1914 she was still at Gibraltar as a Boom Defence vessel.  1925 she was renamed <b><i>Banterer</i></b>.  <b>27 April 1927 she was sold out of service, at Gibraltar.</b></p>			
7 <sup>th</sup> Jan. 1889 Samuel Long, A.D.C., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.							
217	<b>Magpie.</b>	Gunboat. <b>Redbreast class.</b> 1st Class.	6.	Composite.	.	15 Mar 1889.	H.M.S. <b><i>Magpie</i></b> was one of nine gunboats of the <i>Redbreast class</i> completed for the Royal Navy around 1890. This the 6 <sup>th</sup> -ship to carry the name HMS <b><i>Magpie</i></b> . She 165 feet long, with a beam of 31 feet, and displaced 805 tons. ....



..... She had a speed of 13 knots. She was powered by 1,200 horse power. She carried a compliment of 76 men and officers.

The *Redbreast class* comprised nine first-class screw-driven composite gunboats built for the Royal Navy in 1889, each mounting 6 guns. **Design:** The *Redbreast class* were designed by Sir William Henry White, the Royal Navy Director of Naval Construction in 1888. The hull was of composite construction, that is, iron keel, frames, stem and stern posts with wooden planking. These were the last class of composite-hulled gunboats built for the Royal Navy - the next class of gunboat, the *Bramble-class* gunboat of 1898, was of steel construction.

**Propulsion:**

The class was fitted with a triple-expansion reciprocating steam engine developing 1,200 indicated horsepower, sufficient to propel them at 13 knots (24 km/h) through a single screw. **Sail plan:** The class was given a barquentine sail rig. **Armament:** The first four ships were armed with six 4-inch, 25-pounder

(25 cwt) Q.F. quick firing guns and four machine guns. The last five had an additional pair of 3-pounder quick firing guns in place of two of the machine guns.

The *Redbreast class* vessels consisted of the following: - ***Magpie* (1889), from the Pembroke Royal Dockyard; *Redbreast* (1889), from the Pembroke Royal Dockyard; *Redpole* (1889), from the Pembroke Royal Dockyard; *Ringdove* (1889), from the Devonport Dockyard; *Lapwing* (1889), from the Devonport Dockyard; *Goldfinch* (1889), from the Sheerness Dockyard; *Thrush* (1889), from Scott's &Co, Greenock; *Widgeon* (1889), from the Pembroke Royal Dockyard; and *Sparrow* (1889), from Scott's &Co, Greenock.**

***Magpie*** was commissioned on 24 September, 1889 at Devonport.

Won the Battle Honour: Benin 1897.

08 Feb-28 Feb 1897: A number of officers of the Niger Coast Protectorate were massacred about 12 miles from the Benin City by a force organised by the King of Benin. A squadron was organised to carry out reprisals, avenge the killings and lower lawlessness. A naval brigade was landed from the naval squadron which marched on and took the city on 18-Feb 1897. As was usual the greatest number of British casualties was caused by disease, with 2,290 cases of fever being experienced.

22 Sep 1889 Commissioned at Devonport.

24 Sep 1889–1 Jun 1893 She was commanded by Lieutenant & Commander Ewen F. Domville.

25 Apr 1893–23 Oct 1893 She was commanded by Lieutenant George H. Hewett.

26 Aug 1893 She was commanded by Lieutenant & Commander Herbert G. King-Hall.

21 Jan 1895–15 Sep 1897 She was commanded by Commander Henry V. W. Elliott.

12 May, 1896 Re-commissioned at Ascension on for service on the Cape of Good Hope Station, and the West Coast of Africa.

19 Jul 1897 She was commanded by Lieutenant & Commander Wentworth V. Cole.

2 Nov 1899–7 Nov 1902 She was commanded by Lieutenant & Commander John K. Laird.

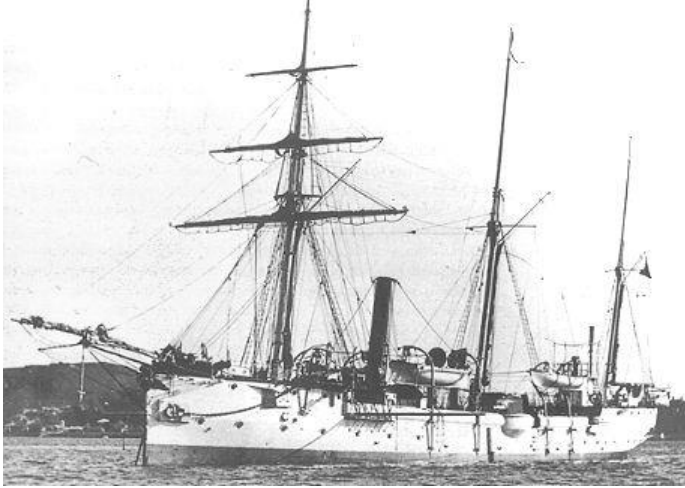
1890 She was on the Cape of Good Hope and West Africa.

1902 she was converted into a Boom Defence Vessel.

1902 Classed as a boarding vessel.

1913, she was in Southampton working as a boom defence vessel

1914 she was at Southampton.  
 16 Aug 1915 She was commanded by Commander (retired) Frederick R. Harrold.  
 Oct 1915 she was converted into Depot Ship.  
 Oct-1915 Used as a depot ship.  
 1915 she reverting and was converted in to a gunboat.  
 1915 she was utilised again as a gun-vessel.  
**29 Dec 1921 *Magpie* was sold to Duguid & Stewart &Co.**

218.	<b><i>Redbreast.</i></b>	Gunboat. <b><i>Redbreast</i></b> <b><i>class.</i></b> 1st Class.	6.	Composite.	.	25 Apr 1889.	H.M.S. <b><i>Redbreast</i></b> was one of nine gunboats of the <i>Redbreast class</i> completed around 1890. The <i>Redbreast class</i> comprised nine first-class screw-driven composite gunboats built for the Royal Navy in 1889, .....		
				<p>..... each mounting 6 guns. <b>Design:</b> The <i>Redbreast class</i> were designed by Sir William Henry White, the Royal Navy Director of Naval Construction in 1888. The hull was of composite construction, that is, iron keel, frames, stem and stern posts with wooden planking. These were the last class of composite-hulled gunboats built for the Royal Navy - the next class of gunboat, the <i>Bramble-class</i> gunboat of 1898, was of steel construction. <b>Propulsion:</b> The class was fitted with a triple-expansion reciprocating steam engine developing 1,200 indicated horsepower, sufficient to propel them at 13 knots (24 km/h) through a single screw. <b>Sail plan:</b> The class was given a barquentine sail rig. <b>Armament:</b> The first four ships were armed with six 4-inch, 25-pounder (25 cwt) Q.F. quick firing guns and four machine guns. The last five had an additional pair of 3-pounder quick firing guns in place of two of the machine guns.</p> <p>The <i>Redbreast class</i> vessels consisted of the following: - <i>Magpie</i> (1889), from the Pembroke Royal Dockyard; <b><i>Redbreast</i> (1889)</b>, from the Pembroke Royal Dockyard; <i>Redpole</i> (1889), from the Pembroke Royal Dockyard; <i>Ringdove</i> (1889), from the Devonport Dockyard; <i>Lapwing</i> (1889), from the Devonport Dockyard; <i>Goldfinch</i> (1889), from the Sheerness Dockyard; <i>Thrush</i> (1889), from Scott's &amp;Co, Greenock; <i>Widgeon</i> (1889), from the Pembroke Royal Dockyard; and <i>Sparrow</i> (1889), from Scott's &amp;Co, Greenock.</p>					
		<p><b><i>Redbreast</i></b> commissioned at Devonport on 27 February, 1890.          27 Feb 1890–1 Jan 1891 <b><i>Redbreast</i></b> was commanded by Lieutenant &amp; Commander Francis W. Keary, 1890 She was operating in the East Indies.          3 Jan 1891–15 Aug 1892 She was commanded by Commander Henry Preedy.          15 Aug 1892–16 May 1896 She was commanded by Commander Robert H. J. Stewart.          20 Jan 1898 She was commanded by Lieutenant &amp; Commander Francis E. Travers.          19 Mar 1900–30 Jun 1901 She was commanded by Lieutenant Marcus R. Hill.          24 Aug 1901–22 Aug 1903 She was commanded by Lieutenant &amp; Commander George C. Quayle.          14 Apr 1904–1 Jan 1906 She was commanded by Lieutenant &amp; Commander Hugh Gaultier-Coghill Somerville.          1 Jan 1906–27 Mar 1908 She was commanded by Lieutenant &amp; Commander Walter Hose.          2 Jan, 1907 left Gash for Tank.</p>							

7 Feb 1908–11 Mar 1910 She was commanded by Lieutenant & Commander Joseph A. Shuter.  
 11 Mar 1910–17 Aug 1910 She was commanded by Lieutenant-Commander John R. Dodington, (who was unfortunately invalided suffering from hemiplegia – paralysis of either side of the body).  
 18 Aug 1910–11 May 1911 She was commanded by Lieutenant & Commander Richard O. B. Bridgeman,  
**1910 Redbreast was sold out of service.**

219.	<b>Redpole.</b>	Gunboat. <b>Redbreast class.</b> 1st Class.	6.	Composite.	.	13 Jun 1889.	H.M.S. <b>Redpole</b> was one of nine gunboats of the <i>Redbreast class</i> completed for the Royal Navy around 1890. The <i>Redbreast class</i> comprised nine first-class screw-driven composite gunboats built for the Royal Navy in 1889, .....
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..... each mounting 6 guns. **Design:** The *Redbreast class* were designed by Sir William Henry White, the Royal Navy Director of Naval Construction in 1888. The hull was of composite construction, that is, iron keel, frames, stem and stern posts with wooden planking. These were the last class of composite-hulled gunboats built for the Royal Navy - the next class of gunboat, the *Bramble-class* gunboat of 1898, was of steel construction.  
**Propulsion:** The class was fitted with a triple-expansion reciprocating steam engine developing 1,200 indicated horsepower, sufficient to propel them at 13 knots (24 km/h) through a single screw. **Sail plan:** The class was given a barquentine sail rig. **Armament:** The first four ships were armed with six 4-inch, 25-pounder (25 cwt) Q.F. quick firing guns and four machine guns. The last five had an additional pair of 3-pounder quick firing guns in place of two of the machine guns.

The *Redbreast class* vessels consisted of the following: - *Magpie* (1889), from the Pembroke Royal Dockyard; *Redbreast* (1889), from the Pembroke Royal Dockyard; ***Redpole* (1889), from the Pembroke Royal Dockyard;** *Ringdove* (1889), from the Devonport Dockyard; *Lapwing* (1889), from the Devonport Dockyard; *Goldfinch* (1889), from the Sheerness Dockyard; *Thrush* (1889), from Scott's & Co, Greenock; *Widgeon* (1889), from the Pembroke Royal Dockyard; and *Sparrow* (1889), from Scott's & Co, Greenock.

***Redpole*** was commissioned at Devonport on 20 November, 1889 under Lieutenant & Commander Frederick H. P. W. Freeman.  
 1890 ***Redpole*** was operating in the China Sea.  
 20 Nov 1889–1 Jan 1893 She was commanded by Lieutenant & Commander Frederick H. P. W. Freeman.  
 17 Nov 1892–28 Aug 1895 She was commanded by Lieutenant & Commander Charles G. May.  
 28 Aug 1895–1 Mar 1898 She was commanded by Lieutenant Ernest H. Grafton.  
 1 Mar 1898–22 May 1898 She was commanded by Lieutenant & Commander Charles P. R. Coode.  
 1 Jan 1900–late Apr 1902 She was commanded by Lieutenant & Commander Charles F. Corbett.  
 19 Jun 1900 she was serving in Chinese waters during the Boxer Rebellion.  
 In 1902, she was relieved on the China Station by the HMS *Mutine*.  
 1903 she arrived back at Portsmouth.  
**15 May 1906 Redpole was sold out of the service.**

220.	<b>Widgeon.</b>	Gunboat. <b>Redbreast class.</b>	6.	Composite.	.	9 Aug 1889.	H.M.S. <b>Widgeon</b> was one of nine gunboats of the <i>Redbreast class</i> completed for the Royal Navy around 1890.
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1st Class.

[There was a later gunboat named *Widgeon* launched in 1904, there was also a *Widgeon* class, mainly river boats]. .....

..... 1890 **Widgeon** was at Pembroke. Officers borne in "*Indus*".

HMS **Widgeon** was later reclassified to a light cruiser built at Pembroke Dockyard, Pembroke, Wales 1889 she was of 165 feet with a beam of 31 feet and a displacement of 805 tons and had a single triple expansion engine of 1,200 hp and a speed of 13 knots. Her Armament consisted of 6 x inch guns & 2 x 3 pounder guns. She had a crew complement of 76 and was sold for scrap in 1906.

The *Redbreast* class comprised nine first-class screw-driven composite gunboats built for the Royal Navy in 1889, each mounting 6 guns. **Design:** The *Redbreast* class were designed by Sir William Henry White, the Royal Navy Director of Naval Construction in 1888. The hull was of composite construction, that is, iron keel, frames, stem and stern posts with wooden planking. These were the last class of composite-hulled gunboats built for the Royal Navy - the next class of gunboat, the *Bramble-class* gunboat of 1898, was of steel construction. **Propulsion:** The class was fitted with a triple-expansion reciprocating steam engine developing 1,200 indicated horsepower, sufficient to propel them at 13 knots (24 km/h) through a single screw. **Sail plan:** The class was given a barquentine sail rig. **Armament:** The first four ships were armed with six 4-inch, 25-pounder (25 cwt) Q.F. quick firing guns and four machine guns. The last five had an additional pair of 3-pounder quick firing guns in place of two of the machine guns.



The *Redbreast* class vessels consisted of the following: - *Magpie* (1889), from the Pembroke Royal Dockyard; *Redbreast* (1889), from the Pembroke Royal Dockyard; *Redpole* (1889), from the Pembroke Royal Dockyard; *Ringdove* (1889), from the Devonport Dockyard; *Lapwing* (1889), from the Devonport Dockyard; *Goldfinch* (1889), from the Sheerness Dockyard; *Thrush* (1889), from Scott's & Co, Greenock; ***Widgeon* (1889), from the Pembroke Royal Dockyard;** and *Sparrow* (1889), from Scott's & Co, Greenock.

HMS **Widgeon** was Commissioned at Devonport on 13 May, 1890 under Lieutenant & Commander George L. B. Bennett.

13 May 1890–11 Jan 1892 She was commanded by Lieutenant & Commander George L. B. Bennett, (he was invalided out of his post).

1891-1892 **Widgeon** was involved in both East & West Africa Campaigns, the vessel and were awarded Honours for these. A typical example would be; To: Charles Randolph Toms. of H.M.S. **Widgeon**.

Awarded the Excellent East & West Africa Medal ("1891-92"). Charles was born on 25 Nov 1871 and joined the Royal Navy on 25 Nov 1889. He was previously an errand boy from Stoke Damerel, Plymouth. He served in H.M.S. **Widgeon** during the African campaign of 1891-92. Charles Tom died very young of Acute Pneumonia 11 Mar 1900 at 36 Clarence Place, Morice Town, Devonport. Age 28.

1900 **Widgeon** was at Delagoa Bay, South Africa, and at anchor off Kosi Bay, Amatongaland c.1900. Amatongaland was the area where Zululand (South Africa) ran up to join what was the Portuguese part of Africa.

14 Jan 1892–1 Jan 1894 She was commanded by Lieutenant & Commander William J. Scullard.

9 Jan 1894–6 Apr 1895 She was commanded by Lieutenant Hubert Grant-Dalton.

17 Apr 1895–26 Dec 1896 She was commanded by Lieutenant & Commander Edward D. Hunt.

1 Mar 1897 She was commanded by Lieutenant & Commander Anthony F. Gurney.

5 Sep 1900–1 Nov 1901 She was commanded by Lieutenant & Commander Wyndham Forbes.

**15 May 1906 *Widgeon* was sold out of service, to Castle & Co.**

221.	<b>Blanche.</b>	3rd Class Cruiser. <b>Barracouta-class</b> cruiser. 3rd-class protected cruiser.	10.	Steel.	12 Apr -1 May 1888.	6 Sep 1889.	<p>She was completed Commissioned 30 Dec 1890. <b>Blanche</b> was wood sheathed.</p> <p>H.M.S. Blanche was one of four 3rd-class protected cruisers of the Barracouta class completed for the Royal Navy in 1890.</p> <p>[There was a small cruiser named <i>Blanche</i> that came after and fought in the Great War].</p> <p>There were 4 vessels which together made-up the <i>Barracouta</i> .....</p>
<p>..... Class as follows: - <i>Barracouta</i> (1888), from the Sheerness Royal Dockyard; <i>Barossa</i> (1888), from the Portsmouth Royal Dockyard; <b>Blanche (1888), from the Pembroke Royal Dockyard</b>; and <i>Blonde</i> (1888), from the Pembroke Royal Dockyard. The <i>Barracouta Class</i> cruisers were designed for service on distant stations. Despite this, they served mainly in-home waters and in the Mediterranean. HMS <i>Blanche</i>, HMS <i>Blonde</i>, dimensions were as follows: - Displacement: 1580 tons. Length: 233 feet, with a beam of 35 feet. Each has a draught of 15 feet. Propulsion was from engines producing 1750 i.h.p., giving them a speed of 15 knots. Their armament: 6 x 4.7-inch Q.F. guns, 4 x 3 pounder Q.F. guns, and 2 x Machine Guns, 2 x 14-inch Torpedo Tubes. Both ships carried a complement 160 men and officers.</p> <p>1890 <b>Blanche</b> was at Devonport. Officers borne in "<i>Indus</i>".</p> <p>30 Dec 1890–30 Jun 1893 She was commanded by Commander George R. Lindley.</p> <p>18 Mar 1890 Sailed Plymouth for contractors' trials.</p> <p>30 Apr 1890 She sailed Plymouth for engine trials.</p> <p>17 Sep 1890 She sailed Plymouth for full speed trials.</p> <p>15 Dec 1890 She was commissioned at Plymouth for service in the East Indies.</p> <p>30 Dec 1890 Her sailing was delayed to the East Indies Station due to serious screw defects.</p> <p>14 Feb 1891 She underwent basin trials.</p> <p>17 Feb 1891 She underwent a three-hour trial off of Plymouth.</p> <p>26 Feb 1891 She sailed from Plymouth.</p> <p>5 Mar 1891 She was at anchor off Corunna.</p> <p>4 Apr 1891 She Arrived Port Said, Egypt.</p> <p>6th April 1891 – Commander. G. R. Lindley was in Command.</p> <p>1892 She arrived at the Cape of Good Hope and West Coast of Africa Station.</p> <p>15 Aug 1893–28 Aug 1894 She was commanded by Commander John L. Marx.</p> <p>1893 she was still at the Cape of Good Hope and West Coast of Africa Station.</p> <p>11 Dec 1893 Shortly before <b>Blanche</b> was to pay off to allow her crew to return to England, on or around, <b>Blanche</b> suffered an accident at Simonstown, South Africa, whilst firing a salute to the Admiral's flag. After several shots, a powder charge ignited upon being placed into the breech, shattering the left arm and devastating the face and eyes of one man, and another man suffered a head wound likely to cost him his vision. Other men were wounded to a lesser degree.</p> <p>1894 she was operating in the area of the Cape of Good Hope and West Coast of Africa Station.</p> <p>9 Jan 1896 she was at Plymouth, A Division, Reserve Fleet.</p> <p>1897 she was operating in the Mediterranean and Red Sea Fleet.</p> <p>20 Nov 1900–17 Apr 1902 She was commanded by Commander Murray T. Parks, (who was invalided and replaced).</p>							




9 Dec 1900 The cruiser, which was to relieve the *Magicienne* on the Cape of Good Hope Station, while at anchor in the Sound during the gale, parted her port cable. The ship had drifted a considerable distance towards Drake's Island before her danger was discovered. The starboard bower anchor was then let go, and the ship was brought up. An official inquiry is to be held, as the *Blanche's* cables were tested before she was recommissioned. All her cables will now have to be landed and tested again before the naval authorities are satisfied.



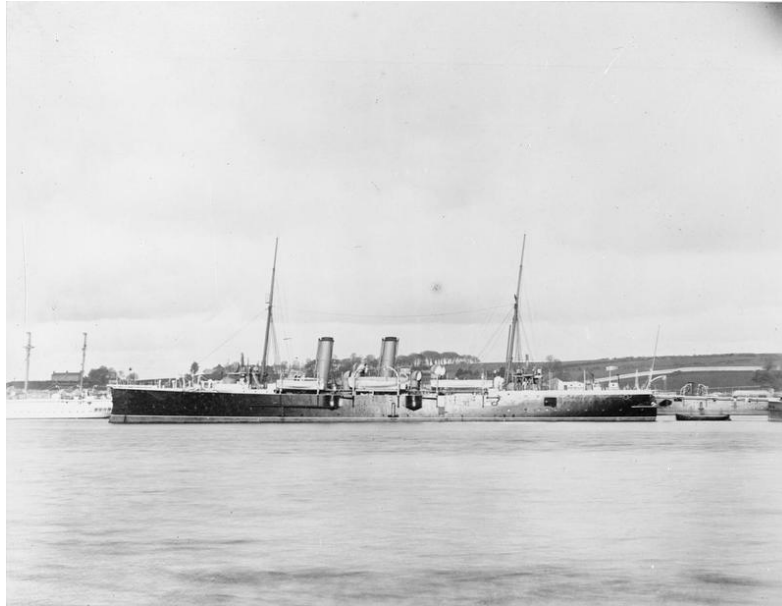
1901 she had returned to the Cape of Good Hope and West Coast of Africa Stations.  
 1902 she was again operating off the Cape of Good Hope and West Coast of Africa Stations.  
 18 Jul 1902–4 Aug 1902 She was commanded by Acting Captain Cunningham R. de C. Foot.  
 4 Aug 1902 She was commanded by Commander Henry J. L. Clarke.  
 1903 she was at the Cape of Good Hope and West Coast of Africa Stations.  
 1904 she had joined the South Atlantic Station. **1905 she was sold out of service for scrap.**

222.	<b>Blonde.</b>	3rd Class Cruiser. <b>Barracouta-class</b> cruiser. 3rd-class protected cruiser.	10.	Steel.	1 May 1888.	22 Oct 1889.	Completed 1 Jan 1890. H.M.S. <b>Blonde</b> was one of four 3 <sup>rd</sup> -class protected cruisers of the Barracouta class completed for the Royal Navy in 1890. [There was a small cruiser named <b>Blonde</b> that came after and fought in the Great War]. There were 4 vessels which together made-up the <i>Barracouta Class</i> as follows: - <i>Barracouta</i> (1888), from the Sheerness Royal Dockyard; <i>Barossa</i> (1888), from the Portsmouth Royal ..... ..... Dockyard; <i>Blanche</i> (1888), from the Pembroke Royal Dockyard; and <b><i>Blonde</i> (1888), from the Pembroke Royal Dockyard.</b> <b>Blonde</b> was wood sheathed. The <i>Barracouta Class</i> cruisers were designed for service on distant stations. Despite this, they served mainly in-home waters and in the Mediterranean. HMS <i>Blanche</i> , HMS <i>Blonde</i> , dimensions were as follows: - Displacement: 1580 tons. Length: 233 feet, with a beam of 35 feet. Each has a draught of 15 feet. Propulsion was from engines producing 1750 i.h.p., giving them a speed of 15 knots. Their armament: 6 x 4.7-inch Q.F. guns, 4 x 3 pounder Q.F. guns, and 2 x Machine Guns, 2 x 14-inch Torpedo Tubes. Both ships
							<p>each carried a complement 160 men and officers as crew.          1890 <b>Blonde</b> was at Devonport. Officers borne in "<i>Indus</i>".          22 Aug 1890 <b>Blonde</b> was commissioned.          14 Feb 1891 - At Plymouth waiting new Armaments. Although <b>Blonde</b> was launched in 1889, her armament only arrived at Devonport in March 1891.          17 Apr 1891 - Carried out gun trials off Plymouth.          25 April 1891 - <b>Blonde</b> was recommissioned.          5 Aug 1891 - Placed into dock at Plymouth for leak examination.          29-30- Jun 1892 She was commanded by Commander Henry M. C. Festing, (for Annual Manoeuvres of 1892).          30 Jun 1892 – She was recommissioned at Plymouth.</p>

21 July 1892 – She was assigned for manoeuvres, as part of the Blue Squadron.  
 7 Aug 1892 - Commenced Summer Manoeuvres.  
 16 Aug 1892 She had completed Summer Manoeuvres.  
 7 Dec 1892 She arrived at Bathurst, in the Eastern Cape province of South Africa, (via Banjul, in the Gambia).  
 13 Dec 1892 She sailed to Cavally, (the Cavalla River is a river in West Africa running from north of Mont Nimba in Guinea, through Côte d'Ivoire, to Zwedru in Liberia, and back to the border with Côte d'Ivoire. It ends in the Gulf of Guinea 21 km east of Harper, Liberia. )  
 1893 she was off the Cape of Good Hope and West Coast of Africa Station.  
 1894 she was again reported off the Cape of Good Hope and West Coast of Africa Station.  
 10 Sep 1895 She was commanded by Commander Peyton Hoskyns.  
 1895 She was reported again off the Cape of Good Hope and West Coast of Africa Station.  
 1896 She was reported as being off the Cape of Good Hope and West Coast of Africa Station.  
 1897 she was off the Cape of Good Hope and West Coast of Africa Station.  
 1898 she was at the Cape of Good Hope and West Coast of Africa  
**1905 she was sold out of service.**

223.	<i>Mayflower.</i>  Renamed HMS <b>Martin</b> in 1888, (launched 1890).	Training Brig.	6 x 12 pounder guns.	Steel.	.	20 Jan 1890.	Laid down and constructed as HMS <b>Mayflower</b> , but renamed <b>Martin</b> in 1888 prior to being launched in 1890. She was the 10 <sup>th</sup> Royal Navy vessel to carry the name of HMS <b>Martin</b> . .....
				<p>..... She was 100-105 feet 6-inches in length with a beam of 32 feet 4-inches. She was f 425 tons builders' measurement, and displacement of 508 tons. She was utilised as a tender to the training ship <i>St Vincent</i>. She carried a complement of 27 men and officers.          At this time there were seven such training brigs attached to the various training ships.          1888 Renamed Martin 4/1888-prior to launching.          26 Jun 1897 she was utilised for sail training.          26 Jun 1897 She was present at the Naval Review at Spithead in celebration of the Diamond Jubilee.          1907 she was finally reduced to a Coal hulk.          1907 She was renamed <b>C.23</b>.          Her fate remains unidentified but some report that she was sold out of service in 1906, which does not fit with her use as a coal hulk.</p>			

224.	<b>Pearl.</b>	3rd Class Cruiser.  Actually, launched as a 2nd Class.	8.	Steel.	1 Apr 1889.	28 Jul, 1890.	1890 construction was underway at Pembroke Royal Dockyard. Officers borne in " <i>Nankin</i> ". <b>Pearl</b> was Completed in Oct 1892. H.M.S. <b>Pearl</b> was one of nine cruisers of the <i>Pearl class</i> completed for the Royal Navy in 1891 and 1892. The <i>Pearl-class</i> cruisers were a class of nine 3rd-class cruisers .....
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..... designed by Sir William White, five of which were paid for by Australian government under the terms of the Imperial Defence Act of 1887 to serve in Australian waters.

**Design:** Displacement: 2575 tons. Length: 278 feet. Beam 47 feet. Depth 15 feet 6-inches. Engines I.H.P.: 7,500. Speed: 19 knots (35.2 km/h), via twin screws. Armament 8 x 4.7 Q.F. guns, 8 x 3 pounder Q.F., 4 Machine Guns, 2 – 14-inch Torpedo Tubes, 2 TC. She Carried a complement of 217 men and officers.

The *Pearl-class* consisted of the following: - *Pallas* (1890), from the Woolwich Dockyard; *Pandora* (1889) from Armstrong Whitworth, Elswick, Tyne and Wear; renamed HMS *Katoomba*; ***Pearl* (1890) from the Pembroke Royal Dockyard**; *Pelorus* (1890) from Armstrong Whitworth, Elswick, Tyne and Wear; renamed HMS *Mildura*; *Persian* (1890) from Armstrong Whitworth, Elswick, Tyne and Wear; renamed HMS *Wallaroo*; *Philomel* (1890) from the HM Naval Dockyard, Plymouth; *Phoenix* (1889) from J & G Thomson & Co, Glasgow; renamed HMS *Tauranga*; *Psyche* (1889) from J & G Thomson & Co, Glasgow; renamed HMS *Ringarooma*.

***Pearl*** was launched on 28 Jul 1890 and christened by Mrs. Long, wife of the Captain Superintendent of Pembroke Royal Dockyard, Captain Samuel Long. She was commissioned on 8 July 1896 in order to participate in the Annual Manoeuvres of 1896 under the command of Capt. George M. Henderson.

17 Jul 1893–22 Aug 1893 She was commended by Capt. George Neville, (for Annual Manoeuvres of 1893).

18 Jul 1894–22 Aug 1894 She was commended by Capt. Arthur W. E. Prothero, (for Annual Manoeuvres of 1894).

24 July, 1895 She was commended by Capt. Edward H. Bayly, (for Annual Manoeuvres of 1895).

8 Jul 1896 She was commended by Capt. George M. Henderson, (for Annual Manoeuvres of 1896).

30 Sep 1897–24 Mar 1900 She was commended by Capt. James E. C. Goodrich.

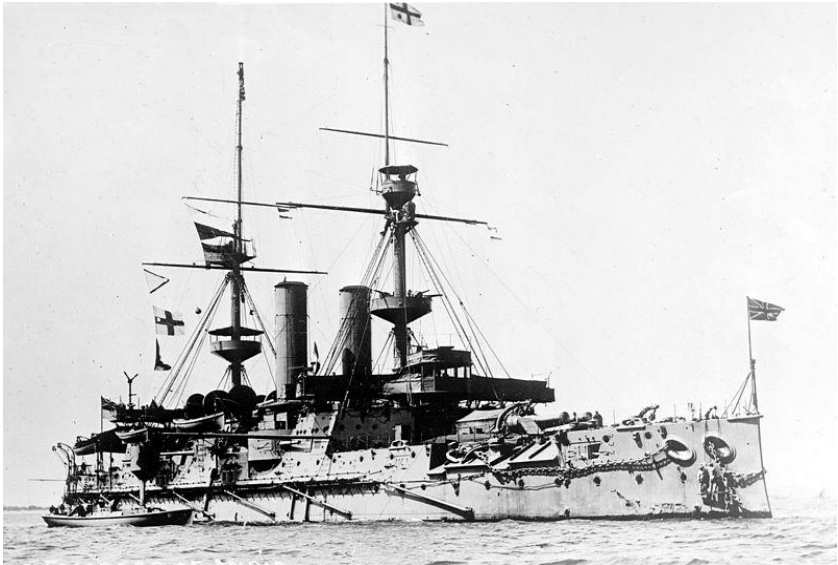
22 Dec 1899 ***Pearl*** was at Barbados, and remaining for the present.

29 Jan 1900–5 Dec 1900 She was commended by Capt. Frederick G. Stopford.

17 Dec 1901–Nov 1904 She was commended by Capt. Edward P. Ashe.

The ***Pearl*** had been on a year's refit in Devonport and was now preparing to sail to South Africa. On 17 Dec 1901 she was recommissioned by Captain E P Ashe for the Cape of Good Hope and West Africa station.

17 April the ***Pearl*** moved to Simonstown from where she supported operations during the Boer War until the end of May, escorting transports and landing parties of men at Port Nolloth and Lamberts Bay to assist in unloading and guarding transports. Ernest John Isaac, Leading Seaman (206178) was awarded the Queen's South Africa Medal, along with 14 men from the ship who did go ashore and received the medal with bars. Ernest's medal was issued to HMS ***Pearl*** in April 1902. On his 18<sup>th</sup> birthday in May, Ernest was eligible to become an Ordinary Seaman which he did on that day when he signed on for twelve years. On 12 Dec 1902 he became an Able Seaman and remained on the ***Pearl*** until she was paid off at Simonstown and Ernest went to join HMS *Simoom* on 30 Nov 1904.

		1906 <i>Pearl</i> was sold out of service.				
225.	<b><i>Empress of India.</i></b>	Battleship. <b>Royal Sovereign-class</b> pre-dreadnought battleship. First Class	14. + 7 x 18-inch torpedo tubes.	Steel.	9 July 1889.	7 May 1891.  She was 1 <sup>st</sup> laid down as <b>Renown</b> and ordered under the Naval Defence Act Programme of 1889. Completed Aug 1893. Commissioned 11 Sep 1893. HMS <b>Empress of India</b> was one of seven <i>Royal Sovereign-class</i> pre-dreadnought battleships built for the Royal Navy during the 1890's. (See table below) .....
					<p>..... The <b>Empress of India</b> was commissioned and served as the flagship of the second-in-command of the Channel Fleet for two years. She was transferred to the Mediterranean Fleet in 1897, during which time <b>Empress of India</b> was assigned to the International Squadron blockading Crete 1897-1898, during the uprising there. She returned home in 1901 and was briefly assigned as a Coast Guard ship in Ireland before she became the second flagship of the Home Fleet. The ship was reduced to reserve in 1905 and accidentally collided with the submarine HMS <i>A.10</i> the following year. <b>Empress of India</b> was taken out of service in early 1912 and accidentally struck a German sailing ship while under tow. She was sunk as a target ship in 1913.</p> <p>The design of the <b>Empress of India</b> and <i>Royal Sovereign class</i> ships was derived from that of the <i>Admiral-class</i> ironclad battleships, greatly enlarged to improve seakeeping and to provide space for a secondary armament as in the preceding <i>Trafalgar-class</i> ironclad battleships. The ships displaced 14,150 long tons (14,380 tonnes) at normal load and 15,580 long tons (15,830 tonnes) at deep load. They had a length between perpendiculars of 380 feet (115.8 m) and an overall length of 410 feet 6-inches (125.1 m), a beam of 75 feet (22.9 m), and a draught of 27 feet 6-inches (8.4 m). As a flagship, <b>Empress of India</b> carried a complement of 692 men and officers 1903.</p> <p>The <b>Empress of India</b> and the other <i>Royal Sovereigns</i> were powered by a pair of three-cylinder, vertical triple-expansion steam engines, each driving one shaft. Their Humphrys &amp; Tennant engines were designed to produce a total of 11,000 indicated horsepower (8,200 kW) and a maximum speed of 17.5 knots (32.4 km/h; 20.1 mph) using steam provided by 8 x cylindrical boilers with forced draught. The ships carried a maximum of 1,420 long tons (1,443 tonnes) of coal which gave them a range of 4,720 nautical miles (8,740 km; 5,430 miles) at a speed of 10 knots (19 km/h; 12 mph).</p> <p>The ships of the Royal Sovereign are illustrated in the following table: -</p> <p>Their main armament consisted of four breech-loading (B.L.) 13.5-inch (343 mm) guns mounted in two twin-gun barbets, one each fore and aft of the superstructure. Each gun was provided with 80 rounds of ammunition. Their secondary armament consisted of ten quick-firing (Q.F.) 6-inch (152 mm) guns. 200 rounds per gun were carried by the ships. Sixteen Q.F. 6-pounder (2.2-inch (57 mm)) guns of an unknown type and 12 Q.F. 3-pounder (1.9-inch (47 mm)) Hotchkiss guns were fitted for defence against torpedo boats. The two 3-pounders in the upper fighting</p>	

top were removed in 1903–04 and all of the remaining light guns from the lower fighting tops and main deck followed in 1905–09. The *Royal Sovereign* class ships mounted seven 14-inch (356 mm) torpedo tubes, although *Empress of India* had four of hers removed in 1902. The *Empress of India* and the other *Royal Sovereigns'* armour scheme was similar to that of the *Trafalgar* class, as the waterline belt of compound armour only protected the area between the barbets. The 14–18-inch (356–457 mm) belt and transverse bulkheads 14–16 inches (356–406 mm) thick closed off the ends of the belt. Above the belt was a strake of 4-inch (102 mm) nickel-steel armour closed off by 3-inch (76 mm) transverse bulkheads. The barbets were protected by compound armour, ranging in thickness from 11-17 inches (279 to 432 mm) and the casemates for the 6-inch guns had a thickness equal to their diameter. The thicknesses of the armour deck ranged from 2.5 to 3 inches (64 to 76 mm). The walls of the forward conning tower were 12–14 inches (305–356 mm) thick and the aft conning tower was protected by 3-inch plates.

Ship HMS	Builder	Laid down	Launched	Completed	Cost (including armament).
<i>Royal Sovereign</i>	Portsmouth Dockyard	30 Sep 1889	26 Feb 1891	May 1892	£913,986
<i>Empress of India</i>	Pembroke Dockyard	9 Jul 1889	7 May 1891	11 Sep 1893	£912,162
<i>Repulse</i>		1 Jan 1890	27 Feb 1892	25 Apr 1894	£915,302
<i>Hood</i>	Chatham Dockyard	12 Aug 1889	30 Jul 1891	May 1893	£926,396
<i>Ramillies</i>	J & G Thomson, Clydebank	11 Aug 1890	1 Mar 1892	17 Oct 1893	£980,895
<i>Resolution</i>	Palmers, Jarrow	14 Jun 1890	28 May 1892	5 Dec 1893	£953,817
<i>Revenge</i>		12 Feb 1891	3 Nov 1892	22 Mar 1894	£954,825
<i>Royal Oak</i>	Cammell Laird, Birkenhead	29 May 1890	5 Nov 1892	12 June 1894	£977,996

HMS *Empress of India*, was named after a regnal title of Queen Victoria, was the first ship of her name to serve in the Royal Navy. She was ordered under the Naval Defence Act Programme of 1889 with the name of *Renown* and was laid down on 9 Jul 1889 at the Pembroke Royal Dockyard. The ship was renamed before she was launched on 7 May 1891 by Louise Margaret, Duchess of Connaught and Strathearn, at 16:30 hours. One man was killed when a cable snapped the following day. The ship was then transferred to Chatham Dockyard, where she was completed in Aug 1893, at a cost of £912,612.

11 Sep 1893–25 Apr 1895 She was commanded by Capt. Adolphus F. St. Clair, (he would die two weeks after being superseded).

25 Apr 1895–11 Dec 1895 She was commanded by Capt. Charles J.

Barlow, (later Capt. Supt of the Pembroke Royal Dockyard).

*Empress of India* was commissioned at Chatham on 11 Sep 1893 to relieve the ironclad battleship *Anson* (see item 210, above) as the flagship of the second-in-command of the Channel Fleet. She participated in annual manoeuvres in the Irish Sea and English Channel as a unit of the "Blue Fleet", 2–5 Aug 1894. Sometime during the year, the ship was fitted with bilge keels to reduce her rolling. In Jun 1895, *Empress of India* was among the ships representing the Royal Navy at the opening of the Kaiser Wilhelm Canal in Germany. That summer, the ship again took part in annual manoeuvres, held from 24 Jul-30 Au 1895. She became technically a private ship (a ship not holding any rank) in Dec 1895

12 Dec 1895, the majority of her crew turned over to the new battleship *Magnificent* at Chatham.

12 Dec 1895–7 Jun 1897 She was commanded by Capt. Angus MacLeod.

The *Empress of India* She and was paid off at Chatham on 7 Jun 1897.

8 Jun 1897 She was commanded by Capt. Charles Campbell.

The following day, **Empress of India** was recommissioned for service with the Mediterranean Fleet. Before departing, she took part in the Fleet Review for the Diamond Jubilee of Queen Victoria at Spithead on 26 Jun 1897.

The ship arrived at Malta to begin her Mediterranean service in Aug 1897. In Aug and Sep 1898, she was part of the International Squadron, a multinational force made up of ships of the Austro-Hungarian Navy, French Navy, Imperial German Navy, Italian Royal Navy (Regia Marina), Imperial Russian Navy, and Royal Navy that intervened in the 1897-1898 Greek Christian uprising against the Ottoman Empire's rule in Crete. She also was in Cretan waters on 6 Nov 1898, when members of her crew joined crewmen from the British battleship HMS *Revenge* (see item 146, above), in supervising the embarkation on the British torpedo gunboat HMS *Hussar* of the last Ottoman forces on Crete, which *Hussar* transported to Salonica. Their departure marked the end of 229 years of Ottoman occupation of Crete.

11 Mar 1900 It is reported that the **Empress of India** is to be recommissioned on the Mediterranean Station (Malta).

Captain Henry Hart Dyke was appointed in command in Jun 1899.

29 Jun 1899–2 Oct 1900 She was commanded by Capt. Henry H. Dyke, (who was invalided out from his post).

Dyke was succeeded by Captain John Ferris on 23 Oct 1900. The ship was relieved by the battleship *Implacable* on 14 Sep 1901 and departed Gibraltar homebound in early October.

12 Oct 1901–16 Sep 1902 She was commanded by Capt. Henry L. Fleet.

23 Oct 1900–Oct 1901 She was commanded by Capt. John Ferris.

1901, while serving as a Port Guard ship, she was slated to receive a "1 to 52" W/T set. In his memoirs, Captain Henry L. Fleet relates:

...On the conclusion of this trip [to the Channel Islands in Jan 1902] we went to Portsmouth to have the wireless installed. It was estimated that it would take several weeks, and the Admiral became unhappy at the idea of being deprived of his flagship.

On 12 Oct, **Empress of India** was paid off at Devonport, but she recommissioned the next day under the command of Captain Henry Louis Fleet, to relieve the ironclad battleship *Howe* (see item 150, above) at Queenstown, Ireland, as both the Coast Guard ship there and as flagship to Rear-Admiral Edmund Jeffreys, Senior Naval Officer, Coast of Ireland Station. The ship began an extensive refit at Plymouth in early Mar 1902. During this refit her upper deck six-inch guns received casemates to improve their protection.

The **Empress of India** was assigned to the Home Fleet on 7 May 1902, in which she served as flagship in port and as flagship of the second-in-command when the fleet was at sea. The ship participated in the Coronation Fleet Review for King Edward VII held at Spithead on 16 Aug 1902, and was back in Ireland later that month when she received the Imperial Japanese Navy armoured cruiser *Asama* and protected cruiser *Takasago* at Cork.

16 Sep 1902 She was commanded by Capt. Cecil Burney, (and as Flag new Fleet in Commission in Reserve at Home.

9 Captain to 2nd in command, Home Squadron).

Captain Cecil Burney was appointed in command on 16 Sep, as flag captain to the second-in-command of the Home Fleet (Rear-Admiral George Atkinson-Willes), who transferred his flag to the ship on the same day. She was assigned as flag ship of the Home Squadron, which was at the time the permanent sea-going nucleus of the Home Fleet.

The **Empress of India** served as flagship of "B Fleet" during combined manoeuvres of the Home Fleet, Mediterranean Fleet, and Channel Fleet off Portugal from 5-9 Aug 1903, but her port engine broke down for 14 hours and the fleet had to leave her behind. Her sister ship *Royal Oak* relieved her as flagship of the second-in-command of the Home Fleet on 1 June 1904, and she became a private ship in the Home Fleet. The battleship *Hannibal* relieved her on 22 Feb 1905, and the ship paid off the next day.

That same day, the **Empress of India** was recommissioned in reserve at Devonport and relieved the battleship *Barfleur* as flagship of the Sep 1904–27 Feb 1905 She was commanded by Capt. Herbert A. Warren.

28 Feb 1905–3 Jan 1907 She was commanded by Capt. Arthur D. Ricardo.

In Jul 1905 she participated in Reserve Fleet manoeuvres. In Sep 1905, the protected cruiser *Aeolus* relieved her of her duties, but she recommissioned on 31 Oct 1905 with a new nucleus crew to resume her Reserve Fleet duties. She then underwent a refit that lasted into 1906.



The ***Empress of India*** collided with the submarine *A.10* (1905, from Vickers, Sons & Maxim Ltd., Barrow-in-Furness, England), in Plymouth Sound on 30 Apr 1906.

3 Jan 1907–28 May 1907 She was commanded by Capt. E. Hyde Parker.

When the Reserve Fleet was abolished in Feb 1907 and became the Home Fleet, the ***Empress of India*** continued her service as flagship, but now for the Rear-Admiral, Devonport Division. On 25 May she was relieved as flagship by the protected cruiser *Niobe*. Three days later, the ship recommissioned as a special service vessel.

9 Sep 1908–25 Feb 1910 She was commanded by Commander Alexander Gillespie.

25 Feb 1910–1 Apr 1910 She was commanded by Commander Carlton V. de M. Cowper.

1 Apr 1910–4 Feb 1911 She was commanded by Commander George E. S. Petch.

4 Feb 1911–18 Jul 1911 She was commanded by Capt. John D. Kelly.

18 Jul 1911–27 Apr 1912 She was commanded by Commander Hector L. Watts-Jones, (who was borne in the *Majestic*)

The ***Empress of India*** relieved her sister ship ***Royal Oak*** as parent ship of the special service vessels in November 1911. On 2 March, the ship left Portsmouth under tow by the armoured cruiser *Warrior*, on route to the Motherbank, (a shallow sandbar off the northeast coast of the Isle of Wight, England. It lies in the Solent between Cowes and Ryde), where she was to be laid up, but she collided with the German barque *Winderhudder* on route and had to return to Portsmouth for repairs. She finally arrived at the Motherbank two months later and was laid up, awaiting disposal.

On 4 Nov 1913, the ***Empress of India*** was used as a target ship in firing trials in Lyme Bay that were primarily intended to give officers and men an idea of the effect of live shell against a real target. A secondary objective was to look at the problems caused by several ships firing at the same target at the same time. The first ship to engage the stationary *Empress of India* was the light cruiser *Liverpool*, followed by two dreadnought battleships *Thunderer* (see item 183, above) and *Orion* and the pre-dreadnought battleship *King Edward VII*, and finally the four dreadnoughts *Neptune*, *King George V*, *Thunderer*, and *Vanguard*. By 16:45, .... "***Empress of India*** was blazing furiously and down by the stern, sinking at" ... 18:30. She had received forty-four 12-inch (305-mm) and 13.5-inch (343-mm) hits and ... "it is not surprising that an elderly ship sank," ... though the intention had been to repeat the firing at longer range before she did.

When ***Empress of India*** sank, she settled upside-down on the seabed, and some salvage was soon carried out by a Jersey company which owned the rights to the vessel. A big hole in her side was made not by a shell, but by salvage divers removing a condenser. The wreck is accessible and is a deep dive for recreational divers.

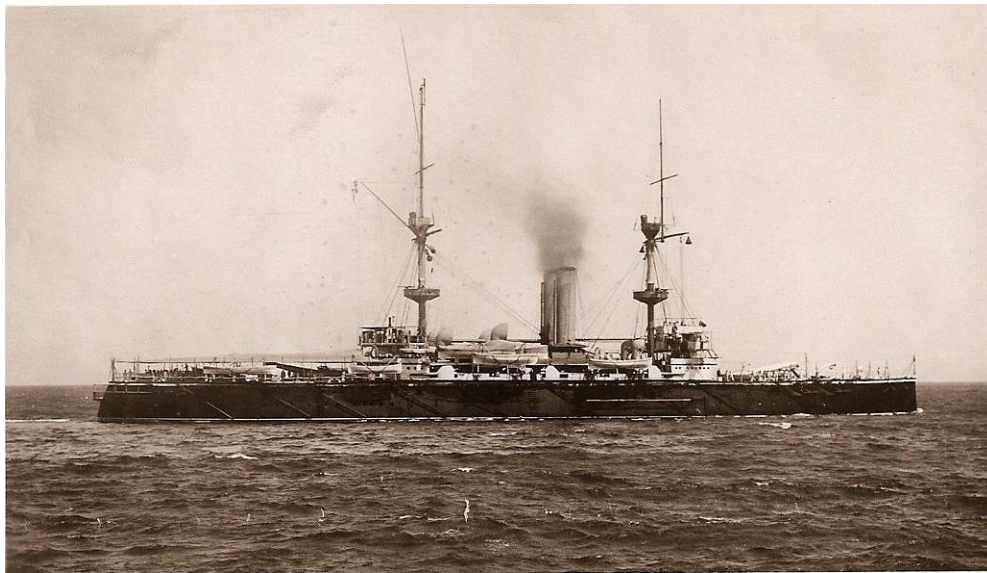
Details of the firing are given in the table below.

Ship firing	Type of ship	Range	Firing order	Ammunition	Fired	Hits
<i>Liverpool</i> .	Light cruiser	4,750 yd (4,340 m)	First	6-inch High Ex shell	16	7
				4-inch (102 mm) HEx shell	66	22
<i>Thunderer</i> . <i>Orion</i> .	Dreadnought battleship	9,800 yds (9,000 m)	Second	13.5-inch common shell	40	17
			Second	12-inch common shell	16	5

		<i>King Edward VII.</i>	Pre-dreadnought battleship	9,800 yds (9,000 m)		9-2-inch (234 mm) common shell	18	7
						6-inch common shell	27	5
		<i>Neptune. King George V. Thunderer. Vanguard.</i>	Dreadnought battleships	8,000–10,000 yds (7,300–9,100 m)	Third	13-5-inch and 12-inch common shell	95	22
<b>The <i>Empress of India</i> was sunk as target 1913, by friendly fire.</b>								

**28<sup>th</sup> Aug. 1891 Walter Stewart, C.B., A.D.C., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

226.	<b><i>Repulse</i></b>	Battleship. <b>Royal Sovereign-class</b> pre-dreadnought battleship. First Class.	14. + 7 x 18-inch torpedo tubes.	Steel.	1 Jan 1890.	27 Feb 1892.	She was laid-down on the No. 1. Slipway. She was completed 21 Apr 1894, at a cost of £915,302. Commissioned Apr 1894. She was a sister of <i>Empress of India</i> (see item 225, above). HMS <b><i>Repulse</i></b> was constructed under the Naval Defence Act of 1889. 1890 She was under construction at Pembroke Royal Dockyard. HMS <b><i>Repulse</i></b> was one of seven <i>Royal Sovereign class</i> pre-dreadnought battleships built for the Royal Navy in the 1890's, (see table above). .....
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..... 25 Apr 1894–10 Oct 1895 She was commanded by Capt. Burges Watson.  
The ***Repulse*** was assigned to the Channel Fleet, where she often served as a flagship, after commissioning in 1894, the ship participated in a series of annual manoeuvres, and the Queen Victoria's Diamond Jubilee Fleet Review during the rest of the decade. ***Repulse*** was transferred to the Mediterranean Fleet in 1902 and remained there until December 1903, when she returned home for an extensive refit. After its completion in 1905, ***Repulse*** was assigned to the Reserve Fleet until she was sold for scrap in 1911.  
The design of the Royal Sovereign-class ships was derived from that of the *Admiral-class* ironclad battleships, greatly enlarged to improve seakeeping and to provide space for a secondary armament as in the preceding *Trafalgar-class* ironclad battleships.

The displacement of ***Repulse*** was 14,150 tons. Length: 380 feet with a Beam of 75 feet and a Draught: 27 feet 6-inches. Her Horse power was 3,312, giving her a speed of 18 knots. Her armament was four 67- ton main guns in armoured barbets. Her armour: 18-inch thick. She carried a complement of 712 men and officers.  
The *Royal Sovereign class* battleships, and the ***Repulse***, were designed by Sir William White and were the most potent battleships in the world when they were commissioned, and they were front-line ships until HMS *Dreadnought* rendered them obsolete overnight in 1906.



In their day, the *Royal Sovereigns class* embodied revolutionary improvements in firepower, armour, and speed. The main armament of four 13.5-inch (343-mm) guns was housed in two barbets, rather than turrets, at either end of the ship which allowed a high freeboard, greatly increasing their capacity for fighting in rough weather; however, they tended to roll heavily in certain conditions, and after Resolution rolled badly in heavy seas in 1893, the Royal Sovereign class was nicknamed the "Rolling Resses". While fitting out, the **Repulse** was fitted experimentally with bilge keels, which solved the rolling problem; bilge keels were installed on the other ships of the class, but the nickname stuck. The secondary armament was designed to provide potent, quick-firing support for the main battery.

Despite their greatly increased weight, thanks to a main armour belt which ran for two thirds of their length, they were the fastest capital ships in the world in their time.

The **Repulse** displaced 14,150 long tons (14,380 tonnes) at normal load and 15,580 long tons (15,830 tonnes) at deep load. They had a length between perpendiculars of 380 feet (115.8 m) and were 410 feet 6-inches (125.1 m) long overall, a beam of 75 feet (22.9 m), and a draught of 27 feet 6-inches (8.4 m). As a flagship, the crew of **Repulse** consisted of 670 officers and men in 1903.

Repulse was powered by a pair of three-cylinder, vertical triple-expansion steam engines, each driving one shaft. Her Humphrys & Tennant engines were designed to produce a total of 11,000 indicated horsepower (8,200 kW) and a maximum speed of 17.5 knots (32.4 km/h; 20.1 mph) using steam provided by 8 x cylindrical boilers with forced draught. The ship reached a speed of 17.8 knots (33.0 km/h; 20.5 mph) during her sea trials. The *Royal Sovereign class* ships carried a maximum of 1,420 long tons (1,443 tonnes) of coal which gave them a range of 4,720 nautical miles (8,740 km; 5,430 mi) at a speed of 10 knots (19 km/h; 12 mph).

Their main armament consisted of four breech-loading (B.L.) 13.5-inch (343 mm) guns mounted in two twin-barbette mountings, one each fore and aft of the superstructure. Each gun was provided with 80 rounds of ammunition. Their secondary armament consisted of ten quick-firing (Q.F.) 6-inch (152 mm) guns. 200 rounds per gun were carried by the ships. Sixteen Q.F. 6-pounder (2.2-inch (57 mm)) guns of an unknown type and 12 Q.F. 3-pounder (1.9-inch (47 mm)) Hotchkiss guns were fitted for defence against torpedo boats. The two 3-pounders in the upper fighting top were removed by 1902 and

all of the remaining light guns from the lower fighting tops and main deck followed in 1905–09. The **Repulse** carried seven 18-inch (356 mm) torpedo tubes, although four were removed in 1902.

The armour scheme of the *Royal Sovereigns'* was similar to that of the *Trafalgar class*, as the waterline belt of compound armour only protected the area between the barbets. The 14–18-inch (356–457 mm) belt and transverse bulkheads 14–16 inches (356–406 mm) thick closed off the ends of the belt. Above the belt was a strake of 4-inch (102 mm) nickel-steel armour closed off by 3-inch (76 mm) transverse bulkheads. The barbets were protected by compound armour, ranging in thickness from 11-17 inches (279-432 mm) and the casemates for the 6-inch guns had a thickness equal to their diameter. The thicknesses of the armour deck ranged from 2.5 to 3 inches (64-76 mm). The walls of the forward conning tower were 12–14 inches (305–356 mm) thick and the aft conning tower was protected by 3-inch plates.

The **Repulse** was the 10<sup>th</sup>-ship of her name to serve in the Royal Navy. She was ordered under the Naval Defence Act Programme of 1889 and laid down on 1 Jan 1890 at the Pembroke Royal Dockyard on the No. 1 Slipway. The ship was launched on 27 Feb 1892 by Lady Philipps, wife of Sir Charles Philipps, Bt, Lord Lieutenant of Haverfordwest. The ship was transferred to Portsmouth Dockyard on 5 Dec, where she was completed on 21 Apr 1894, at a cost of £915,302.

The Repulse was commissioned there, commanded by Captain Burges Watson, (another Capt. Supt of the Pembroke Yard) four days later to relieve the ironclad battleship Rodney in the Channel Fleet. She participated in annual manoeuvres in the Irish Sea and Atlantic Ocean in August as a unit of the "Blue Fleet." From 19-24 June 1895, the ship was part of the squadron that visited Germany for the opening of the Kaiser Wilhelm Canal. In Jul–Aug 1895, Repulse again took part in the annual manoeuvres and Capt. Burges Watson was relieved by Captain Ernest Rolfe on 10 Oct. The ship participated in the manoeuvres again in Jul 1896, when they were held in the Southwest Approaches and the ship was

a unit of "Fleet A." *Repulse* accidentally collided with her sister ship *Resolution* on 18 Jul, but sustained no significant damage. On 23 Dec, there was an explosion in one of her coal bunkers that injured nine men.

On 26 Jun 1897, the ship was present at the Fleet Review at Spithead for the Diamond Jubilee of Queen Victoria. The following month, ***Repulse*** took part in the annual manoeuvres, this time held off the coast of Ireland.

10 Oct 1895–21 Dec 1897 She was commanded by Capt. Ernest N. Rolfe.

21 Dec 1897 She was commanded by Capt. Robert L. Groome.

On 21 Dec, Captain Robert Groome assumed command of the ship; he was relieved by Capt. Randolph Foote on 28 Jun 1899. In July and August, when the annual manoeuvres were held in the Atlantic, she participated as a unit of "Fleet A".

28 Jun 1899–1900 She was commanded by Capt. Randolph F. O. Foote.

1899 HMS ***Repulse*** acquired her first rangefinder, a 4.5-foot model mounted at the back of the bridge, but lacking any ready means of transmitting its cuts.

18 Sep 1900–31 Dec 1903 She was commanded by Capt. Spencer H. M. Login.

The ***Repulse*** suffered a mishap on 4 Feb 1900 when a strong tide forced her to collide with an anchored barge as she departed from Sheerness. In Aug 1900, she again was involved in annual manoeuvre in the Atlantic, this time as a unit of "Fleet A1". The following month, Foote was replaced by Capt. Spencer on the 18th. On 27 Oct 1901, she ran aground in mud while under tow to her moorings, but was re-floated undamaged two hours later.

1901 while ***Repulse*** was serving as in the Channel Squadron, she was slated to receive a "1 to 52" W/T set.

The ***Repulse*** departed England on 5 Apr 1902 for service with the Mediterranean Fleet, and arrived at Malta two weeks later. In the Mediterranean, she took part in combined exercises of the Mediterranean Fleet, Channel Fleet, and the Cruiser Squadron off Cephalonia (the largest of the Ionian Islands in western Greece) and Morea (the peninsula in southern Greece) between 29 Sep and 6 Oct 1902. Completing her Mediterranean service, she departed Malta on 29 Nov 1903, arriving at Plymouth on 10 Dec 1903. She then paid off at Chatham Dockyard on 5 Feb 1904 for an extensive refit.

3 Jan 1905–1 Mar 1905 She was commanded by Capt. Henry L. Tottenham.

With the refit complete, the ***Repulse*** recommissioned at Chatham, under the command of Captain Henry Tottenham, on 3 Jan 1905 for service in reserve with a nucleus crew.

1905-06 she was operating in Home Waters.

27 Feb 1905–20 Mar 1906 She was commanded by Capt. Herbert L. Heath.

Captain Herbert Heath relieved Tottenham shortly afterwards on 27 Feb and the ship took part in Reserve Fleet manoeuvres in July.

19 Mar 1906–3 Dec 1906 She was commanded by Capt. Sackville H. Carden.

She transferred that crew to the pre-dreadnought battleship *Irresistible* on 27 Nov 1906 and received new crew.

1906 the Royal Sovereign class of vessels, like every other battleship in the world, were made obsolete with the launch of the revolutionary HMS *Dreadnought*, the first all-big-gun battleship.

On the 25 Feb 1907, the ***Repulse*** departed Chatham for Devonport, to serve there as a special service vessel.

8 May 1907–25 May 1908 She was commanded by Capt. Charles E. Kingsmill.

23 May 1908–11 Jul 1908 She was commanded by Capt. Arthur T. Stuart, (and in command of Battleship Division and Special Service Vessel at Devonport. He died of heart disease).

11 Aug 1908–15 Jan 1909 She was commanded by Capt. John P. Rolleston, (and for command of a Battleship Division in Special Reserve at Devonport).

16 Jan 1909–24 May 1910 She was commanded by Capt. George B. Hutton, (and for command of a Battleship Division in Special Reserve at Devonport).  
 The pre-dreadnought battleship HMS *Majestic* relieved the ship of this duty on 2 Aug 1910. In Dec Repulse moved to Portsmouth, where she was taken out of service in Feb 1911.  
 Feb 1911 HMS *Repulse* was decommissioned  
**She was sold for scrap on 11 Jul 1911 to Thomas W Ward for £33,500, and arrived at Morecambe for to be Broken-Up on 27 July.**

**28<sup>th</sup> Jan. 1893. Charles Cooper Penrose Fitzgerald, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

227.	<b><i>Cambrian.</i></b>	2nd Class Cruiser. <b><i>Astraea-class</i></b> cruiser.	14.	Steel.	1891.	30 Jan 1893.	H.M.S. <b><i>Cambrian</i></b> was one of eight <i>Astraea class</i> cruisers completed for the Royal Navy between 1894 and 1896. She was sister to Flora (see item 228, below). The <i>Astraea Class</i> consisted of the following vessels: - <i>Astraea</i> (1893), from the Devonport Royal Dockyard; <i>Bonaventure</i> (1892), from the Devonport Royal Dockyard; <b><i>Cambrian</i> (1893), from the Pembroke Royal Dockyard;</b> <i>Charybdis</i> (1893) from the Sheerness Royal Dockyard; Flora (1893), from the Pembroke Royal Dockyard; .....
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..... Forte (1893), from the Chatham Royal Dockyard; Fox (1893), from Portsmouth Royal Dockyard; and Hermione (1893), the Devonport Royal Dockyard.  
 HMS ***Cambrian*** was a 2<sup>nd</sup>-class protected cruiser, of the Royal Navy, built at the Pembroke Royal Dockyard and launched on 30 Jan 1893. She was the last flagship of the Australia Station.  
***Cambrian*** was 320 feet in length with a beam of 49 feet 6-inches. She had a draught of 19 feet. She had a displacement of 4,360 tons  
 Her engines provided 7,500 i.h.p. which gave her a Speed: 18 - 19.5 knots. She carried a complement of 318 men and officers. Her armament consisted of Two 6 in quick firing Q.F. guns, eight 4.7 in quick firing guns, ten 6 pounder quick firers Q.F. guns, one 3 pounder quick firer Q.F. and four 18-inch torpedo tubes. The four 18-in tubes arranged as follows: - Two fixed tubes at bow and stern; Two Mark V D.2. tubes on deck, trainable from 15 degrees abaft to 65 degrees ahead of the beam.

16 Oct 1894–10 May, 1897 She was commended by Capt. H. S. H. Prince Louis of Battenberg.  
 Prince Louis of Battenberg, later First Sea Lord, captained *Cambrian* in the Mediterranean Fleet from Oct 1894-May 1897.  
 8 Apr 1897–13 Jan 1898 She was commended by Capt. Robert A. J. Montgomerie.  
 11 Jul 1899–22 Aug 1899 She was commended by Capt. Arthur J. Horsley, (for manoeuvres).  
 31 Oct 1899–3 Sep 1900 She was commended by Capt. Robert K. McAlpine.  
 5 Mar 1901–18 Apr 1901 She was commended by Capt. Frederick S. Pelham.  
 In March 1901 she was commissioned at HMNB Devonport by Captain Frederick Sidney Pelham, with a crew of 345, to become senior officer's ship on the South East Coast of America Station.

From May 1901 she was commanded by Commodore Robert Leonard Groome, when Captain Pelham had transferred to a different vessel. Captain Frank Finnis was appointed Commodore, 2nd class in command of the South East American Station based on the Cambrian in June 1902, and arrived to take up the command the following month.

20 Jun 1902–26 May 1904 She was commended by Commodore, (2<sup>nd</sup> Class) Frank Finnis, (as Commodore, South Coast of America).

6 May 1904–2 Jul 1904 She was commended by Capt. Edward G. Shortland.

By the middle of Aug 1902, Commander Edward Stafford Fitzherbert was in command of the ship, when she visited Montevideo and Santos, Brazil. She continued to Rio de Janeiro the following month.

1907 she was on the Mediterranean Station.

She commenced service on the Australia Station on 3 Oct 1905 under the command of Captain E.F. Gaunt arriving in Sydney in December.

10 Oct 1907 She re-commissioned at Colombo, Sri Lanka on her voyage and was later attached to the Australia Station.

3 Oct 1905–3 Nov 1907 She was commended by Capt. Ernest F. A. Gaunt.

3 Sep 1907–7 Sep 1909 She was commended by Capt. Price V. Lewes.

7 Sep 1909–5 Sep 1911 She was commended by Capt. Edward W. E. Wemyss,

16 September, 1911 She was commended by Capt. John E. Drummond.

She left the Australia Station after the arrival of the Australian Navy Fleet and returned to England on 13 Oct 1913. Upon arrival in England she was paid off.

She arrived at Melbourne under the command of John Edmund Drummond and flying the flag of Admiral Sir George Fowler King-Hall, Commander-in-Chief, Australia on 30 July, 1913. She would serve as King-Hall's flagship on the station.

1914 whilst at Devonport she was reported as being obsolete and placed on the sale list - removed from the sale list with the outbreak of war.

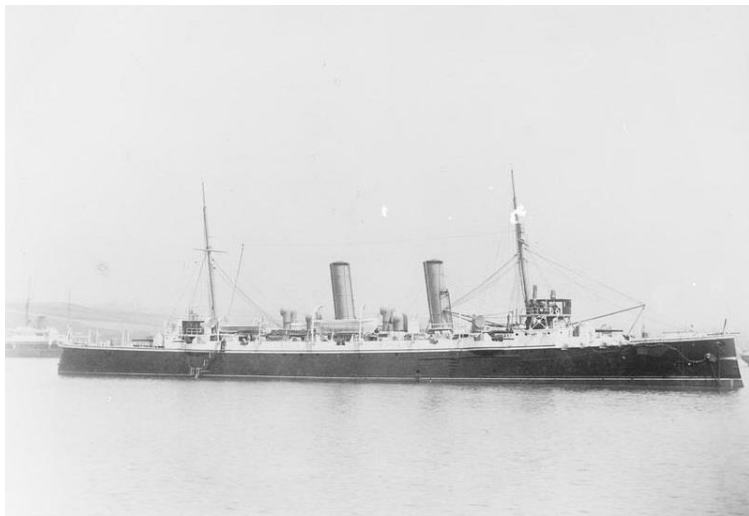
Mar 1916 She was converted into a base ship or Depot Ship and renamed HMS *Harlech* (or HMS *Harlich*, dependant on source) and attached to the Royal Naval Barracks, Devonport, for training Stokers, Second Class.

Sep 1921 She was again renamed HMS *Vivid* and became a nominal ship for Royal Navy Barracks, Devonport.

**21 Feb 1923 HMS *Cambrian* was sold to Young & Co of Southerland and Broken-Up.**

228.	<b>Flora.</b>	2nd Class Cruiser. <b>Astraea-class</b> cruiser.	14..	Steel.	1891..	21 Nov 1893.	HMS <i>Flora</i> was a sister of <i>Cambrian</i> , (see item 227, above). Shen was commissioned 24 Jul 1895. HMS <i>Flora</i> was an <i>Astraea-class</i> cruiser of the Royal Navy launched on 21 Nov 1893. She was constructed under the Naval Defence Act .....
<p>..... 1889 along with several other <i>Astraea-class</i> cruisers. The <i>Astræa Class</i> consisted of the following vessels: - <i>Astræa</i> (1893), from the Devonport Royal Dockyard; <i>Bonaventure</i> (1892), from the Devonport Royal Dockyard; <i>Cambrian</i> (1893), from the Pembroke Royal Dockyard; <i>Charybdis</i> (1893) from the Sheerness Royal Dockyard; <i>Flora</i> (1893), from the Pembroke Royal Dockyard; <b>Forte (1893), from the Chatham Royal Dockyard</b>; <i>Fox</i> (1893), from Portsmouth Royal Dockyard; and <i>Hermione</i> (1893), the Devonport Royal Dockyard.</p> <p>24 July, 1895 She was commanded by Capt. Vernon A. Tisdall, (for Annual Manoeuvres of 1895).</p> <p>12 Dec 1895–4 Feb 1896 She was commanded by Capt. Arthur W. E. Prothero.</p> <p>15 Sep 1896–21 Oct 1897 She was commanded by Capt. Frederick Hutchinson.</p> <p>14 Feb 1898–20 Jun 1899 She was commanded by Commodore, (2<sup>nd</sup> Class) Charles J. Norcock.</p> <p>20 Jun 1899 She was commanded by Commodore, (2<sup>nd</sup> Class) Robert L. Groome.</p> <p>HMS <i>Flora</i> served a commission, under the command of Commodore Robert Leonard Groome and later of Captain Frederick Sidney Pelham, as senior officer's ship on the South East Coast of America Station until June 1901, when she returned to Devonport to be paid off.</p>							

19 Apr 1901–7 Jun 1901 She was commanded by Capt. Frederick S. Pelham.



She was recommissioned at Devonport on 11 Nov 1902 by Captain Casper Joseph Baker for service on the Pacific Station.

11 Nov 1902–16 Jan 1905 She was commanded by Capt. Casper J. Baker. HMS *Flora* was the subject of a famous salvage operation after running aground in 1903.

17 Jan 1905–22 Aug 1907 She was commanded by Capt. Hubert Grant-Dalton.

23 Aug 1907–7 Sep 1909 She was commanded by Capt. Rowland Nugent.

27 Jul 1909–16 Sep 1911 She was commanded by Capt. John Nicholas.

1 Aug 1911–19 Dec 1913 She was commanded by Capt. Charles F. Corbett.

16 Sep 1911 HMS *Flora* recommissioned at Colombo, Sri Lanka.

mid-1913, she was serving on the China Station.

Jan 1914, she was in Devonport and marked "to be sold".

In 1914, just prior to the 1<sup>st</sup> World War (WWI), HMS *Flora* was placed on the sale list and remained on harbour service for the majority of the conflict.

Apr 1915 Training Ship TS "*Indus II*", and became a training ship.

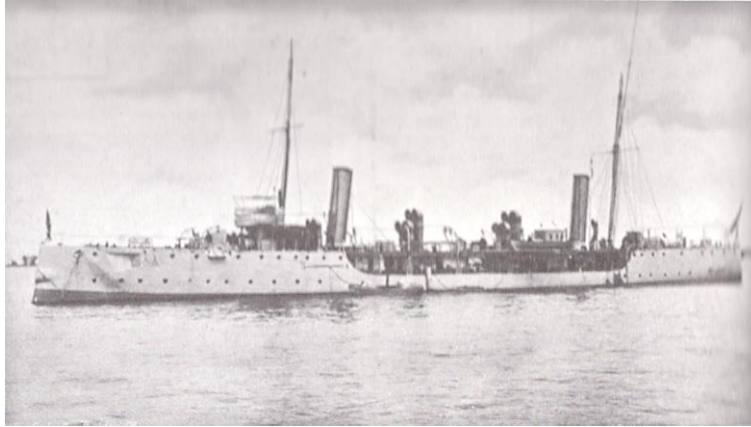
Mar 1922 HMS *Flora* was decommissioned.

**12 Dec 1922 she was sold out of the service, for Breaking-Up at Dover.**

**N.B.** 1923, the former gunboat HMS *Griper* (see item 196, above) (of the *Ant* class), was renamed HMS *Flora* when the HMS *Griper* became a base ship at Simonstown, South Africa.

229.	<b>Hazard.</b>	Torpedo Gunboat. <b>Dryad-class.</b>	7.	Steel.	1 Dec 1892.	14 Feb 1894.	HMS <b>Hazard</b> was the first torpedo boat destroyer. H.M.S. <b>Hazard</b> was commissioned and completed on the 24 Jul 1895, as a torpedo gunboat (destroyer). .....
<p>The HMS <b>Hazard</b> was the 6<sup>th</sup> vessel to carry the name.</p> <p>The <b>Hazard</b> was ordered under the Naval Defence Act of 1889, which established the "Two-Power Standard", the class was contemporary with the HMS <b>Hazard</b> was a <i>Dryad-class</i> torpedo gunboat. She was launched in 1894 and was converted into the world's first submarine depot ship in 1901. She collided with the submarine A.3. on 2 Feb 1912, killing 14 men, and was herself sunk in collision with S.S. Western Australia on 28 Jan 1918. [<i>The "Two-Power Standard" marked the end of the age of naval dominance at low cost was ended by increased naval competition from old rivals, such as France, and new ones such as Imperial Germany and Japan. These challenges were reflected by the Naval Defence Act 1889, which received the Royal Assent on 31 May 1889, to increase the United Kingdom's naval strength and formally adopt the country's "two-power standard". The standard called for the Royal Navy to be as strong as the world's next two largest navies combined (at that point, France and Russia) by maintaining a number of battleships at least equal to their combined strength</i>]. This led to a new ship building programme, which authorised ten new battleships, 38 cruisers, and additional vessels. Alfred Thayer Mahan's books and his visit to Europe in the 1890's heightened interest even more. When Prime Minister William Ewart Gladstone held out against another large programme of naval construction in 1894, he found himself alone, and so resigned.</p> <p>HMS <b>Hazard</b> had a length overall of 262 feet 6-inches (80.01 m), and a beam of 30 feet 6-inches (9.30 m). She had a displacement of 1,070 tons, these torpedo gunboats were not small ships by the standard of the time; they were larger than the majority of World War I destroyers. The <b>Hazard</b> was fitted with engines from Fairfield &amp; Co. with two sets of vertical triple-expansion steam engines, two locomotive-type boilers, and</p>							

twin screws. This layout produced 3,500 indicated horsepower (2,600 kW), giving her a speed of 18.2 knots (33.7 km/h). She carried between 100 and 160 tons of coal. She carried a complement of 120 men and officers.



Her armament when built comprised of two Q.F. 4.7-inch (119 mm) guns, 4 x 6-pounder guns and a single 5-barrelled Nordenfelt machine gun. Her primary weapon was 5 x 18-inch (450-mm) torpedo tubes, with two reloads. [British "18-inch" torpedoes were actually 17.72 inches (450 mm) in diameter]. On conversion to a minesweeper in 1914 two of her the five torpedoes were removed.

24 Jul 1895 HMS **Hazard** was commended by Commander the Hon. Gerald F. Digby, (for Annual Manoeuvres of 1895).

8 Jul 1896 HMS **Hazard** was commended by Lieutenant & Commander Ernest C. T. Troubridge, (for Annual Manoeuvres of 1896).

15 Jun 1897 HMS **Hazard** was commended by Commander Frederick T. Hamilton, (for Naval Review at Spithead).

26 Jun 1897 HMS **Hazard** was commended by Commander F. T. Hamilton.

On 26 Jun 1897 **Hazard** was present at the Fleet Review at Spithead in celebration of Queen Victoria's Diamond Jubilee.

HMS **Hazard** was deployed to Crete in 1897 and 1898 to operate as part of the International Squadron, a multinational force made up of ships of the Austro-Hungarian Navy, French Navy, Imperial German Navy, Italian Royal Navy (Regia Marina), Imperial Russian Navy, and Royal Navy that intervened in the Feb 1897-Dec 1898 Greek Christian uprising against the Ottoman Empire's rule on the island.

19 Aug 1897–2 Oct 1900 HMS **Hazard** was commended by Lieutenant & Commander P. Vaughan Lewes.

1898 HMS **Hazard** operating in the Mediterranean and Red Sea Fleet.

Whilst in Crete, the International Squadron's, senior admirals formed an international "Admirals Council" to govern Crete during the intervention, and in early Sep 1898 they ordered that the customs house at Candia (now Heraklion) be turned over to the British in order to initiate a system of export duties to fund administration of the island. On 6 Sep 1898, a well-armed Cretan Turkish mob attacked the small force of British soldiers and sailors at the customs house and at the British camp and hospital to the west at the other end of the town. The mob also massacred hundreds of Cretan Christian residents of the town. The only ship of the International Squadron on the scene, HMS **Hazard** put reinforcements ashore and opened fire on the town with her 4.7-inch (119-mm) guns when Ottoman Army troops charged with keeping order did little to assist the British or Cretan Christian civilians or to restore order. HMS **Hazard** actually lost four seamen killed and several wounded; Lieutenant Lewes, the commanding officer of **Hazard**, was promoted to Commander as a direct result of the action, and Surgeon William Job Maillard was awarded the Victoria Cross. A monument to the seamen killed was erected in the Upper Barracca at Malta.

1899 HMS **Hazard** was still operating in the Mediterranean and Red Sea Fleet.

1900 HMS **Hazard** operating in the Mediterranean and Red Sea Fleet.

In 1901 **Hazard** was converted into the world's first submarine depot ship, the only ship of her class to be so converted.

20 Aug 1901–1 Jan 1903 HMS **Hazard** was commended by Capt. Reginald H. S. Bacon.

She was recommissioned 20 Aug 1901 with a complement of 94 officers and men, her first captain in the new role was Captain Reginald Bacon, who held the post of ..."Inspecting Captain of submarine boats". ... She was despatched to Barrow-in-Furness to take up her new task. In the summer of 1902 Hazard led a group consisting of HM Submarines Holland No.2., and No.3., and Torpedo Boat No.42., to Portsmouth, where,

together with submarines, Holland No.1, No.4 and No.5, they formed the First Submarine Flotilla. She took part in the fleet review held at Spithead on 16 Aug 1902 for the Coronation of King Edward VII.



Her Holland submarines were No.1; (below) No.2; (above) No.3; (below)No.4 (below)and No.5, (unidentified) together forming the First Submarine Flotilla.

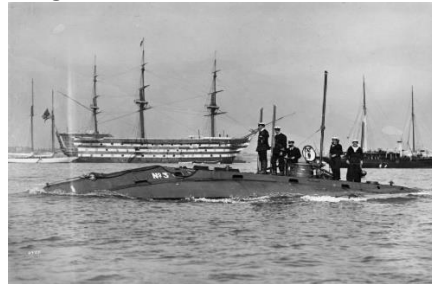
16 Aug 1902 She was commanded by Capt. R.H.S. Bacon in Command.  
1 Jan 1903–1904 HMS **Hazard** was commended by Commander Edgar Lees, (and for duty in River Thames)

28 Jul 1904–May 1905 HMS **Hazard** was commended by Commander Sydney S. Hall.

May 1905–18 Apr 1906 HMS **Hazard** was commended by Commander Robert W. Johnson.

Jun 1906 having returned to the UK she was bases at Portsmouth.

Jun 1906 - Commander Frederick L. Attenborough in Command.



1 Jan 1906–12 Nov 1906 HMS **Hazard** was commended by Commander Frederick L. Attenborough,

22 Jun 1906 HMS **Hazard** posted to. and arrived Queenstown, Ireland.

12 Nov 1906–20 Nov 1907 HMS **Hazard** was commended by Lieutenant & Commander Albert P. Addison, (and for duty with Submarines).

20 Nov 1907–26 Oct 1909 HMS **Hazard** was commended by Commander Algernon H. C. Candy, (for duty with Submarines).

Apr 1909 – She was appointed as Depo Ship, 3rd Division, Home Fleet.

26 Oct 1909–4 Apr 1911 HMS **Hazard** was commended by Lieutenant & Commander Apsley D. M. Cherry, (and for duty with Submarines).

12 Jun 1909 HMS **Hazard** was at the Fleet Review at Spithead.

17 Jul 1909 HMS **Hazard** took part in the Thames Review.

4 Apr 1911–23 Nov 1911 HMS **Hazard** was commended by Lieutenant & Commander Alexander R. Palmer, (and for duty with Submarines).

23 Nov 1911–3 Aug 1914 HMS **Hazard** was commended by Lieutenant & Commander Charles J. C. Little, (and in command of Fourth Submarine Flotilla from 1 January, 1913).

On 2 Feb 1912 **Hazard**, under the command of Lieutenant Charles J C Little, collided with the submerged submarine A.3. (9 Mar 1903) from Vickers, Sons & Maxim Ltd., Barrow-in-Furness, England. The submarine was in the process of surfacing during exercises when she was struck; the stricken submarine sank with the loss of all 14 personnel on board. [Since, the Submarine was raised and the bodies of the crew recovered. They were buried, later, in the Haslar Royal Naval Cemetery. When it was examined the submarine in dock, they found a large block of wood jamming the propeller. Had it not been there she might have been able to go astern and clear the **Hazard**. Commander A R Palmer, who was in

charge of the manoeuvres and on board the **Hazard** on Feb 2nd, said there was a sufficient and proper lookout kept on the **Hazard**. The baulk of timber jamming the submarine's propeller put the vessel out of control, but she could have come to the surface. The Coroner in summed up, the foreman of the jury said they could come to no other decision than that the deaths were due to accidental collision and they attached no blame to anyone. They expressed sympathy with the relatives of the deceased, and thanked the officers for their lucid evidence.

1912-13 She was converted to serve as a submarine depot ship before the Great War, (WW1.).



3 Aug 1914–31 Oct 1914 HMS **Hazard** was commended by Commander Nicholas E. Archdale, (and for Duty with Submarines).

1914 She was also converted to a minesweeper and two of the five of her torpedoes were removed. This was in addition to her submarine duties.

In Aug 1914 **Hazard** was serving as the depot for the Fourth Submarine Flotilla.

1914-1918 She served from Dover throughout the First World War (WW1).

31 Oct 1914–30 Aug 1917 HMS **Hazard** was commended by Lieutenant-Commander Lionel A. D. Sturdee, (and for duty with Submarines in Third Submarine Flotilla and Fourth Submarine Flotilla).

1915 HMS **Hazard** was recommissioned still as a submarine depot ship.

31 Aug 1917 HMS **Hazard** was commended by Commander Frederick J. Thompson.

Dec 1917-28 Jan 1918 HMS **Hazard** was commended by Lieutenant Charles E. Finlay

R.N.R., (Royal Naval Volunteers), (he lost his life when the vessel lost under his command), (see below).

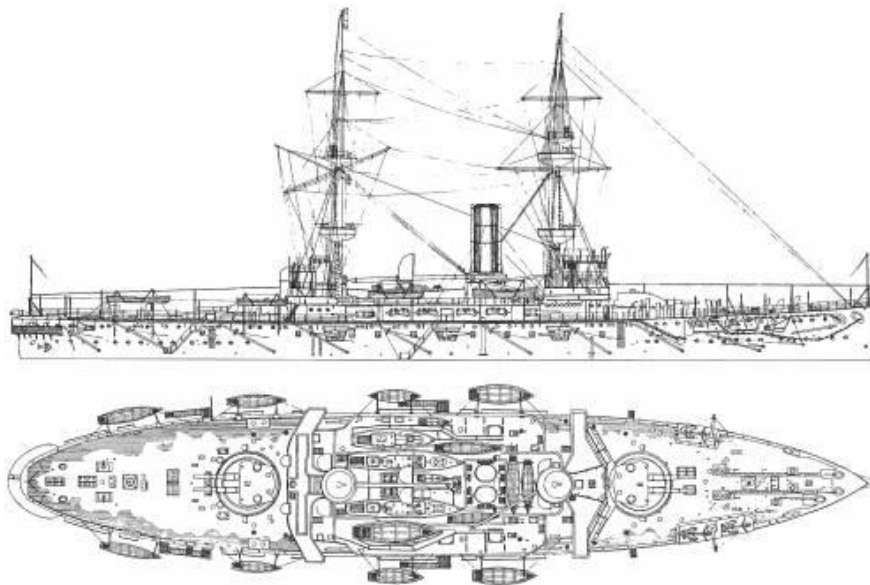
Jan 1918 She was lost after colliding and in collision with the S.S. Western Australia on 28 Jan 1918.

**28 Jan 1918 HMS Hazard was cut in two by the hospital ship S.S. Western Australia in thick fog in the eastern Solent about half a mile east of the Warner buoy, and sank with the loss of four crew.** The wreck sat upside down in two parts in 30 m of water; various parts are missing having been salvaged. The wreck's location in a busy shipping channel, together with poor visibility, makes it an unpopular target for divers. [Both Dittmer and J. J. Colledge erroneously list her as being sold in August 1924.]

**Feb 1895. William Henry Hall, R.N.** appointed as Captain Superintendent of the Pembroke Royal Dockyard. However, he died in the Royal Edinburgh Hotel Pembroke Dock, before actually taking-up his position. As a result, **Charles Cooper Penrose Fitzgerald, R.N.** continued until 23<sup>rd</sup>

230.	<b>Renown.</b>	Battleship. Pre-dreadnought battleship. 2 <sup>nd</sup> -class.	38. + 5 × 18-inch (450 mm) torpedo tubes.	Steel.	1 Feb 1893.  Laid down as <b>Renown</b> .	8 May 1895.	1893 <b>Renown</b> under construction at Pembroke Royal Dockyard - designed by Lord George Hamilton. Officers born in <i>Nankin</i> . Completed Jan 1897. Her nickname was "The Battleship Yacht". Fitted out at Devonport. Commissioned Jan 1897. HMS <b>Renown</b> was a 2 <sup>nd</sup> -class pre-dreadnought battleship built for the Royal Navy in the early 1890's. Intended to command cruiser .....
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..... squadrons operating on foreign stations, the ship served as the flagship of the North America and West Indies Stations and the Mediterranean Fleet early in her career. Becoming obsolete as cruiser speeds increased, Renown became a royal yacht and had all of her secondary armament removed to make her more suitable for such duties. She became a stoker's training ship in 1909 and was listed for disposal in 1913. The ship was sold for scrap in early 1914. The production of a new 12-inch gun was behind schedule and the three battleships planned for the 1892 Naval Programme that were intended to use the new gun had to be delayed. In their stead, an improved *Centurion class* battleship design was chosen to keep the workers at Pembroke Royal Dockyard fully employed. No formal requirement for a second-class battleship suitable for use as the flagship on foreign stations or to reinforce cruiser squadrons existed at the time, but the decision to build the ship was strongly influenced by the views of the Controller of the Navy, Rear Admiral John A. "Jacky" Fisher (who had trained and commanded many ships from Pembroke Dock), and the Director of Naval Intelligence,

(who was founder, had died at Pembroke Dock prior to taking up his position (see W. H. Hall)), Capt. Cyprian Bridge who favoured smaller ships with a smaller main armament and large secondary armament. They pressed for additional ships of this type as substitutes for the two other battleships originally programmed, but this was rejected by the Admiralty as there was no demand for additional second-class battleships. The Director of Naval Construction, William Henry White, submitted three designs in early April 1892 and the smallest one was chosen on 11 April. The design was quite innovative in several different ways. It was the first battleship to use Harvey armour, a type of steel armour developed in the early 1890's in which the front surfaces of the plates were case hardened, (the method for doing this was known as the Harvey process, and was invented by the American engineer Hayward Augustus Harvey), which allowed the secondary casemates to be armoured, the first to use a sloping armour deck and the first to provide armoured shields over the main armament.

The **Renown** had an overall length of 412 feet 3-inches (125.7 m), a beam of 72 feet 4-inches (22.0 m), and a draught of 27 feet 3-inches (8.3 m) at deep load. She displaced 11,690 long tons (11,880 tonnes) at normal load and 12,865 long tons (13,071 tonnes) at deep load. The ship had a metacentric height of 3.75 feet (1.1 m) at deep load.

In 1903, the crew compliment was between 651 and 674 officers and enlisted men. She was considered to handle well by her captains and was a good sea-boat. In view of her intended duties abroad, her bottom was coppered to reduce biofouling.

The **Renown** was powered by a pair of three-cylinder vertical triple-expansion steam engines, each driving a single propeller. Steam for the engines was provided by 8 x cylindrical boilers at a working pressure of 155 psi (1,069 kPa; 11 kgf/cm<sup>2</sup>). The engines were designed to produce a total of 10,000 indicated horsepower (7,500 kW) which was intended to allow her to reach a speed of 17 knots (31 km/h; 20 mph). The engines proved to be more powerful than anticipated and **Renown** reached 18.75 knots (34.73 km/h; 21.58 mph) during sea trials under forced draught. The ship carried a maximum of 1,890 long tons (1,920 tonnes) of coal, enough to steam 6,400 nautical miles (11,900 km; 7,400 miles) at 10 knots (19 km/h; 12 mph).

She was armed with four 32-calibre, breech-loading 10-inch Mk III (B.L.) guns in two twin-gun barbets, one forward and one aft.

**Main Battery:** Each barbette had five electrical motors ammunition hoisting (though steam worked half this path) and gun elevation. The 6-hp electrical shot hoist could lift the 400-pound cage which could hold one shell and 2 charges or two shells through 25.5 feet in the forward barbette and 21.5 feet in the aft barbette. The forward one could do this in 14 seconds.



The guns could only be electrically elevated by their 1.5-h.p. motors from the outboard sighting positions initially, though this may have been changed after 1896. The control was a spring-bolt centred handle rotated between 11 resistances for motion up or down, the centre one being "stop". One defect of this system was that the slow elevation speeds could only be selected after moving the handle from the centre to either of the high-speed ranges.

Each gun was provided with 105 shells of ammunition.

Her secondary armament consisted of ten 40-calibre quick-firing (Q.F.) 6-inch Mk II guns. Half a dozen of these guns were mounted in casemates on the sides of the hull and the remaining guns were mounted on the upper deck in casemates in the superstructure.

**Secondary Battery:** 10 x 6-in Q.F. Mark II guns. In early 1905, it was approved that the 6-in guns in Majestics and later battleships should have "A" class cross connected sights, with one V.P. 7 to 21 scope and

one 3 power illuminated scope in a body enlarged to V.P. size.

Defence against torpedo boats was provided by 12 x Q.F. 12-pounder 12-cwt guns.

Eight of these were mounted on the upper deck amidships. They fired 3-inch (76 mm), 12.5-pound (5.7 kg) shells at a muzzle velocity of 2,548 ft/s (777 m/s). 200 rounds of ammunition per gun were carried by each ship. The **Renown** also carried eight Q.F. 3-pounder Hotchkiss guns. Each gun was provided with 500 rounds of ammunition. She had five 18-inch torpedo tubes, one in the stern above water and two on each broadside underwater.

**Torpedoes:** There were originally 5 x 18-in tubes: -one stern above water tube two submerged broadside tubes forward, depressed 1 degree and angled directly abeam; axis of tube was 10 foot 7 inches below load water line and 2 foot 5 inches above the deck; two submerged broadside tubes aft, depressed 1 degree and angled 20 degrees abaft the beam; axis of tube was 10 foot 7-inches below load water line and 2 foot 5-inches above the deck.

**Renown** fired torpedoes successfully during her trials while at high speed at 85-95 revolutions. The torpedoes from the forward tubes experienced 5 degrees deflection and the aft submerged tubes none at all. Even the above-water stern tube's fire was not drawn into the wake when under helm, as was commonly the case.

In Oct-Dec 1898, the ship became one of the first in the Royal Navy to receive torpedoes fitted for gyroscopes, drawn from the Portsmouth Depot. It is not entirely clear whether she received four or six torpedoes, but she only received two gyroscopes:

two (or four, less likely) 18-in Mark IV torpedoes, with Side Lugs, in Oct, half of which were manufactured by Whitehead two 14-in Mark IX torpedoes fitted with Side Lugs, in Dec.

In 1904, in a competition to investigate how rapidly submerged tubes could be fired four times sequentially, starting with the tube loaded and the bar out, the ship's crew did three trials, turning in times of 2:48, 5:05 and 2:37. The best time was achieved by *Cressy* at 50.75 seconds, though 2:30 was more typical.



**Torpedo Control:** Radio. By 1901, she has a Marconi W/T set.

**Armour:** The ship's protection was generally composed of Harvey armour (see description above) and her waterline main belt was 6–8 inches (152–203 mm) thick. It was 210 feet (64.0 m) long amidships and 7.5 feet (2.3 m) high of which 5 feet (1.5 m) was below the waterline at normal load. Fore and aft oblique bulkheads, 10-inches (254.0 mm) and 6-inches (152 mm) thick, connected the belt armour to the barbets. The upper strake of six-inch armour was 180 feet (54.9 m) long and 6.75 feet (2.1 m) high. It covered the ship's side between the rear of the barbets up to the level of the main deck. Oblique bulkheads 6-inches thick connected the upper armour to the barbets.

The *Renown* was the first British battleship to be built with a sloped armoured deck behind the main belt as was commonly used on British protected cruisers. The top of the protective deck was even with the top of the main armoured belt and sloped down at 45° angle to meet the bottom of the belt. It was 2-inches (51 mm) thick on the flat and 3-inches (76 mm) on the slope and ran between the barbets. Outside the barbets, the lower deck was three inches thick and ran towards the ends of the ship.

**Fire Control:** Though it may have little relevance given the age difference, the general system of wiring between the T.S.es in ships prior to *Lord Nelson* class is illustrated in "Handbook for Fire Control Instruments, 1914".

**Rangefinders:** Evershed Bearing Indicators. It is unlikely that this equipment was ever provided.

**Directors:** These ships never received directors for main or secondary batteries.

**Gunnery Control:** Local Control in Turrets. There was no provision in these ships for local turret control wherein the receivers in the turret could be driven by transmitters in the officer's position at the back of each turret.

**Transmitting Stations:** Dreyer Table. These ships never received Dreyer tables.

**Fire Control Instruments:** In 1906, it was planned to equip *Renown* with Siemens Mark II equipment throughout, and she may have received this equipment during or before 1909. It is possible that her details might be similar to those of *Glory*, adjusted for differences in armament and number of control positions.

The barbettes were protected by 10-inch (254 mm) armour plates. The gun turrets that protected the main armament were 6-inches thick on their face, with three-inch sides and a 1-inch (25 mm) roof. They were initially built without a rear plate because of weight distribution problems with the turrets. The upper deck casemates were protected by 4-inch (102 mm) plates on the front and sides, but the main deck casemates had six-inch faces and sides. The stern torpedo tube was protected by a mantlet 3-6-inches thick. The sides of the forward conning tower were 9-



inches (229 mm) thick while those of the rear conning tower were only 3-inches in thickness.

HMS **Renown** was laid down at Pembroke Royal Dockyard on 1 Feb 1893 and launched on 8 May 1895, by Mrs. Balfour, wife of the Captain Superintendent of Pembroke Royal Dockyard, Captain Charles J. Balfour. Her main propulsion machinery was provided by Messrs. Maudsley, Sons, and Field of Lambeth.

She was completed in Jan 1897 at a cost of £751,206, but then underwent lengthy sea trials that included the changing of her propeller blades that lasted until June.

She was commissioned at Devonport on 8 Jun 1897, by Captain Arthur W. Moore, with a complement of 699 officers and men.

8 Jun 1897–3 Aug 1897 **Renown** was commanded by Capt. Arthur W. Moore.

HMS **Renown** flew the flag of Admiral Sir Nowell Salmon, VC., Commander-in-Chief, Portsmouth, on 26 Jun for the Fleet Review commemorating Queen Victoria's Diamond Jubilee, which he commanded, with the Prince of Wales aboard.

3 Aug 1897–19 Mar 1900 **Renown** was commanded by Capt. Daniel McNab Riddell. Captain Daniel McNab Riddell superseded Moore on 3 Aug, and at Portsmouth on 24 Aug Vice-Admiral Sir John (Jackie) A. Fisher hoisted his flag as Commander-in-Chief on the North America and West Indies Stations.

Assistant Director of Naval Intelligence for Mobilisation, Captain Prince Louis of Battenberg, wrote to Fisher's Chief of the Staff, Captain George F. King-Hall on 15 Apr, 1900: ..."As to Renown she should not be the flagship; in fact, she ought to be in China. We want the biggest and best in Mediterranean; J. F. of course, won't part with his 'yacht', but it is quite wrong".

She was briefly attached to the 1st Division, of the Channel Squadron, from 7-12 Jul for manoeuvres off the south coast of Ireland. On 24 Aug, **Renown** became Fisher's flagship, relieving the protected cruiser *Crescent* as flagship of the North America and West Indies Stations. The ship continued as such until beginning a refit in May 1899.

Upon completion of her refit in July, she transferred to the Mediterranean Fleet, once again becoming Fisher's flagship. A strong proponent of the design of **Renown**, Fisher also found her highly desirable for the hosting of the social events required of a flagship in peacetime. Captain Hugh Tyrwhitt was appointed in command on 19 Mar 1900.

19 Mar 1900–20 May 1902 **Renown** was commanded by Capt. the Hon. Hugh Tyrwhitt.

The **Renown** also underwent a special refit at Malta from Feb-May 1900 to meet Fisher's requirements for her. This included the transfer of the main deck 12-pounders to the superstructure.

20 May 1902–15 Apr 1904 **Renown** was commanded by Capt. Arthur M. Farquhar.

The ship recommissioned on 19 Nov 1900, and served as flagship until Fisher ended his tour as Commander-in-Chief on 4 Jun 1902, after which she continued to serve in the Mediterranean Fleet technically as a private ship (a ship without title or rank) under a new captain, Arthur Murray Farquhar. The **Renown** participated in combined manoeuvres off Cephalonia and Morea, Greece, between 29 Sep-6 Oct 1902.

After the manoeuvres ended, she was detached from the Mediterranean Fleet and returned to the United Kingdom to be specially fitted out at Portsmouth to carry the Duke and Duchess of Connaught on a royal tour of India. These modifications included removal of the main deck six-



inch guns. After the modifications, she was nicknamed the "Battleship Yacht." **Renown** carried the Duke and Duchess on their royal tour of India from Nov 1902-Mar 1903. The ship re-joined the Mediterranean Fleet in April. In August, she relieved *Venerable* as flagship of the fleet so that the latter ship could undergo a refit. From 5-9 Aug 1903, **Renown** participated in manoeuvres off the coast of Portugal.

HMS **Renown** was placed into reserve at Devonport on 15 May 1904, although she participated in manoeuvres the following month. On 21 Feb 1905, the ship began a special refit at Portsmouth to configure her as a royal yacht.

18 July, 1904 **Renown** was commanded by Capt. Thomas B. S. Adair, (for Annual Manoeuvres of 1904).

15 Sep 1905–1 Jun 1906 **Renown** was commanded by Capt. Thomas D. L. Sheppard.

During the refit, the remainder of her secondary armament was removed to increase her accommodations.

On 8 Oct, **Renown** left Portsmouth bound for Genoa, Italy. At Genoa, the Prince and Princess of Wales—the future King George V and Queen Mary—embarked

for a royal tour of India. The first-class protected cruiser *Terrible* escorted the ship during the tour. At the conclusion of the tour, **Renown** departed Karachi on 23 Mar 1906 and arrived at Portsmouth on 7 May. She was placed into reserve on 31 May.

In May 1907, HMS **Renown** was attached to the Home Fleet as a "subsidiary yacht".

15 Oct 1907–17 Dec 1907 **Renown** was commanded by Capt. the Most Hon. The Marquess of Bristol.

18 Dec 1907–14 Jan 1908 **Renown** was commanded by Capt. Henry W. Grant.

Between Oct-Dec 1907, **Renown** carried King Alfonso XIII and Queen Victoria Eugenia of Spain on an official trip to and from the United Kingdom. The ship was transferred to the 4th Division, Home Fleet, at Portsmouth on 1 Apr 1909. Five months later, on the 25 Sep, she began a refit in Portsmouth Dockyard to convert her for use as a stoker's training ship.

14 Jan 1908–21 Oct 1908 **Renown** was commanded by Commander Richard Sullivan,

2 Nov 1908–1 Jul 1909 **Renown** was commanded by Commander Herbert W. James.

HMS **Renown** briefly served as a tender to HMS *Victory* in Oct before her refit was completed in November.

Oct 1909–14 Jun 1912 **Renown** was commanded by Commander William N. England.

During the Coronation Review at Spithead on 24 Jun 1911 for King George V, the ship was used as an accommodation ship. She was slightly damaged when water tanker *Aid* rammed her on 26 Nov 1911.

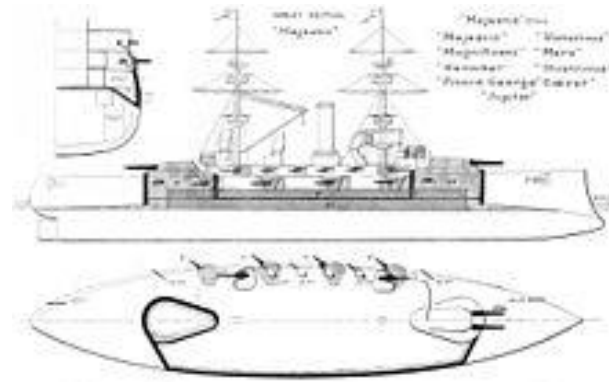
14 Jun 1912–Jan 1913 **Renown** was commanded by Commander Charles Tibbits.

HMS *Renown* was offered for sale on 31 Jan 1913 and partially dismantled. In Dec 1913, she was moored at the Motherbank, (a shallow sandbar off the northeast coast of the Isle of Wight in England, lying in the Solent between Cowes and Ryde), awaiting disposal. **On 1 Apr 1914 she was sold at auction to Hughes Bolckow & Co, for scrap at a price of £39,000. She was broken up at Blyth, Northumberland.**

**21<sup>st</sup> Mar 1895 Charles John Balfour, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

231.	<b><i>Hannibal.</i></b>	Battleship.  <b><i>Majestic-class</i></b> pre-dreadnought battleship	44. + 5 × 18"-inch (450-mm) torpedo tubes	Steel.	1 May 1895.	28 Apr 1896.	<b>Last Pembroke battleship.</b> She was completed and commissioned Apr 1898. She was named after the Carthaginian general <b><i>Hannibal</i></b> . HMS <b><i>Hannibal</i></b> was a <i>Majestic-class</i> pre-dreadnought battleship built for the Royal Navy, and the 6th-ship to bear the name HMS <b><i>Hannibal</i></b> . The ship was laid down at the Pembroke Royal Dock in May 1894, she was launched in Apr 1896, and commissioned .....
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into the fleet in Apr 1898. She was armed with a main battery of four 12-inch (305 mm) guns and a secondary battery of twelve 6-inch (150 mm) guns. The ship had a top speed of 16 knots (30 km/h; 18 mph).



HMS ***Hannibal*** served with the Channel Fleet (later reorganised to the Atlantic Fleet) after commissioning in 1898. In 1906 she underwent a refit, which included a conversion from a coal burner to using oil. She was placed in reserve from 1907, only to be mobilised in Jul 1914 as a precautionary measure prior to the outbreak of the World War I. From Aug 1914 to Feb 1915 Hannibal was a Guard ship at Scapa Flow. Later that year, her main armament was removed and she was converted to a troopship, serving in this capacity during the Dardanelles campaign. From Nov 1915 to the end of the war, she served as a depot ship based in Alexandria, Egypt. She was disposed of in 1920 and scrapped later that year. HMS ***Hannibal*** was 421 feet (128 m) long overall and had a beam of 75 feet (23 m) and a draft of 27 feet (8.2 m). She displaced up to 16,060 tonnes (15,810 long tons; 17,700 short tons) at full combat load. Her propulsion system consisted of two 3-cylinder vertical triple-expansion steam engines powered by 8 x coal-fired cylindrical boilers. By 1907–08, her boilers were replaced with oil-fired models. Her engines provided a top speed of 16 knots (30 km/h; 18 mph) at 10,000 indicated horsepower (7,500 kW). The *Majestic class* were considered good sea-boats with an easy roll and good steamers, although they suffered from high fuel consumption. She had a crew of 672 officers and men.

HMS ***Hannibal*** was armed with four B.L. 12-inch Mk VIII guns in twin-gun turrets, one forward and one aft. The turrets were placed on pear-shaped barbets; six of her sisters had the same arrangement, but her sisters *Caesar* and *Illustrious* and all future British battleship classes had circular barbets. Hannibal also carried 12 x Q.F. 6-inch, 40 calibre guns. They were mounted in casemates in two-gun decks amidships. She also carried 16 x Q.F. 12-pounder guns and twelve Q.F. 2-pounder guns. She was also equipped with 5 x 18-inch (450-mm) torpedo tubes, four of which were submerged in the ship's hull, with the last in a deck-mounted launcher.

The ***Hannibal*** and the other ships of her class had 9 inches (229 mm) of Harvey armour, (a type of steel armour developed in the early 1890's in which the front surfaces of the plates were case hardened. The method for doing this was known as the Harvey process, and was invented by the American engineer Hayward Augustus Harvey), which allowed equal protection with less cost in weight compared to previous types of armour. This allowed Hannibal and her sisters to have a deeper and

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lighter belt than previous battleships without any loss in protection. The barbettes for the main battery were protected with 14-inches (360 mm) of armour, and the conning tower had the same thickness of steel on the sides. The ship's armoured deck was 2-5-4-5-inches (64-114 mm) thick. The keel for HMS Hannibal was laid down at the Pembroke Royal Dockyard on 1 May 1894. Her completed hull was launched on 28 Apr 1896, by Mrs. Laurie, the wife of General John W. Laurie, the Member of Parliament for Pembroke and Haverfordwest.

She went into the commissioned reserve upon completion in Apr 1898. On 10 May 1898 she went into full commission to serve in the Portsmouth division of the Channel Fleet, under the command of Captain Sir Baldwin Wake Walker.

10 May, 1898–April, 1900 HMS **Hannibal** was commanded by Capt. Sir Baldwin Wake Walker, Bart.



1899 She was part of the Channel Squadron.

1900 She was part of the Channel Squadron.

1 Apr 1900 HMS **Hannibal** was appointed to the Channel Squadron (WDP).

26 Apr 1900 She arrived at Holyhead.

26 Apr 1900 She sailed from Holyhead for Milford Haven.

27 April, 1900–10 May, 1902 HMS **Hannibal** was commanded by Capt. Gerald W. Russell.

26 Apr 1900 She sailed for Kingstown Harbour escorting Queen Victoria.

5 Jul 1900 She sailed from Portsmouth for Portland.

7 Jul 1900 HMS **Hannibal** participated in the Summer Fleet Manoeuvres.

She was part of a huge fleet of ships present in the Solent for the passage of the body of Queen Victoria from Cowes to Portsmouth on 2 Feb 1901.

1901 She was part of the Channel Squadron.

23 Jul 1901 She arrived St. Peter Port.

By the end of 1901, she was fitted or due to receive a "1 to 52" W/T radio set.

1902 She was part of the Channel Squadron.

10 May, 1902–1903 HMS **Hannibal** was commanded by Capt. George A. Giffard.

Captain George Augustus Giffard was appointed in command on 10 May 1902, and she was present at the Coronation Fleet Review for King Edward VII on 16 Aug 1902.

16 Aug 1902 She was commanded by Capt. G. Giffard.

16 Aug 1902 She was part of the Coronation Review at Spithead.

Earlier the same month, two officers and a seaman of the **Hannibal** drowned whilst on a fishing excursion outside Berehaven, South Ireland. In Sep 1902 she was part of a squadron visiting Nauplia and Souda Bay at Crete in the Mediterranean Sea.

1903 She was part of the Channel Squadron.

1903 She commenced Fleet Manoeuvres.

5 Aug 1903 The **Hannibal** was on Fleet Manoeuvres.

1 Oct 1903–28 Feb 1905 HMS **Hannibal** was commanded by Capt. F. Alban A. G. Tate.

On 17 Oct 1903 she collided with and badly damaged her sister ship HMS *Prince George* off Ferrol, Spain.

In 1904, in a competition to investigate how rapidly submerged tubes could be fired four times sequentially, starting with the tube loaded and the bar out, the ship's crew was able to do this in 6 minutes, 59 seconds. The best time was achieved by *Cressy* at 50.75 seconds, though times of 3-5 minutes were more typical.



1904 She was part of the Channel Fleet.

9 Aug 1904 he arrived at Carrickfergus Roads.

31 Oct 1904 She sailed for Gibraltar.

When a fleet reorganisation led to the Channel Fleet being re-designated the Atlantic Fleet on 1 Jan 1905, HMS **Hannibal** became an Atlantic Fleet unit.

28 Feb 1905–3 Aug 1905 HMS **Hannibal** was commanded by Capt. Herbert A. Warren.

The **Hannibal** transferred to the new Channel Fleet (formerly the Home Fleet) on 28 Feb 1905. This service ended on 3 Aug 1905, when she paid off into reserve at Devonport.

HMS **Hannibal** underwent a refit in 1906 in which she was converted to burn oil fuel and received fire control for her main battery. In October the ship was to be given two Pattern 1582 Electric Radiators to warm cabins whose stoves could not be used for heating them. She then recommissioned in reserve on 20 Oct 1906.

20 Oct 1906–10 Aug 1908 HMS **Hannibal** was commanded by Capt. John P. Rolleston.

In Jan 1907, **Hannibal** went into full commission as a temporary

replacement for battleship HMS *Ocean* in the Channel Fleet while *Ocean* underwent a refit. When *Ocean* returned to service, **Hannibal** remained in Channel Fleet service as a temporary replacement for battleship HMS *Dominion* while *Dominion* was undergoing refit. When *Dominion* returned to service in May 1907, **Hannibal** went back into the commissioned reserve, becoming a part of the Portsmouth Division of the new Home Fleet in July 1907.

3 Aug 1907 She was part of the Fleet review Spithead.

5 Nov 1907 HMS **Hannibal** took part in Fire practice on the Nore.

11 Aug 1908–15 Aug 1910 HMS **Hannibal** was commanded by Capt. Henry V. W. Elliott.

Apr 1909 She was part of the 3rd Division, Home Fleet at Plymouth.

While in commissioned reserve at Portsmouth, **Hannibal** suffered two significant mishaps. On 19 Aug 1909 she struck a reef in Babbacombe Bay, damaging her bottom.

On 29 Oct 1909 **Hannibal** collided with torpedo boat T.B. 105, (1889) from J. Samuel White, which was severely damaging the torpedo boat. HMS **Hannibal**, suffered no damage herself.

6 Jun 1911 She was recommissioned at Devonport.

She underwent a refit at Devonport from Nov 1911-Mar 1912.

27 July 1910 HMS **Hannibal** sailed from Torquay for Naval Review.

27 July 1910 HMS **Hannibal** arrived back at Torquay after Naval Review.



16 Aug 1910–5 Jun 1911 HMS **Hannibal** was commanded by Capt. Arthur Hayes-Sadler.  
 6 Jun 1911–22 Oct 1913 HMS **Hannibal** was commanded by Capt. Harold Christian.  
 13 Jun 1911– 1 Aug 1911 HMS **Hannibal** was commanded by Capt. Charles F. Corbett, (for manoeuvres).  
 2 Jul 1912 HMS **Hannibal** was commanded by Capt. Cecil I. Prowse, (for manoeuvres)  
 9 July 1912 HMS **Hannibal** took part in the Spithead Review.  
 6 Dec 1913–26 Jan 1914 HMS **Hannibal** was commanded by Commander Bernhard A. Pratt-Barlow.  
 6 Dec 1913 Commander B. A. Pratt-Barlow in temporary Command  
 Jul 1914 HMS **Hannibal** was commanded by Capt. Ernest K. Loring, (for Test Mobilisation).  
 1914 HMS **Hannibal** Pennant Number was **D.36**.

28 Jul 1914–Jan 1915 HMS **Hannibal** was commanded by Capt. John F. Grant-Dalton.  
 The Royal Navy began a precautionary mobilisation in Jul 1914 when war appeared increasingly likely. As part of this, **Hannibal** and her sister ships HMS *Mars*, HMS *Magnificent*, and HMS *Victorious* formed the 9th Battle Squadron, together with two *Cressy* class cruisers. on 27 Jul 1914, stationed at the Humber to defend the British coast.

Her crew was to be transferred to *Goliath*.

HMS **Hannibal** was serving as a Guard ship on the Humber when the First World War began in Aug 1914.

Aug 1914 She was part of the Third Fleet - The Humber – as the Parent ship.

The 9th Battle Squadron was dissolved on 7 Aug 1914, and Hannibal was transferred to Scapa Flow, where she served as a Guard ship until relieved by the first-class protected cruiser HMS *Royal Arthur* on 20 Feb 1915. **Hannibal** then paid off at Dalmuir, on the western side of Clydebank, in West Dunbartonshire, Scotland.

8 Aug 1914 HMS **Hannibal** attached to the 9th Battle Squadron as. Guardship on the Humber River.



HMS **Hannibal** arrived at Scapa Flow in company with *Magnificent* for local defence at 4 p.m. on 10 Aug. Rear-Admiral Francis S. Miller hoisted his flag in her that day, with charge of the local defences and administration of the base.

The *Majestic-class* ships were by then the oldest and least effective battleships in service in the Royal Navy. While inactive at Dalmuir,

**Hannibal** was disarmed between Mar and Apr 1915 except for four 6-inch (152-mm) guns and some lighter guns. Her 12-inch (305-mm) guns were taken for use aboard the new *Lord Clive class* monitors HMS *Prince Eugene* and HMS *Sir John Moore*. (see two pictures to the left for a Monitor vessel). After she was disarmed, she was laid up at Scapa Flow and Loch Goil, a small sea loch forming part of the coast of the Cowal peninsula in Argyll and Bute, Scotland, until Sep 1915.

8 Sep 1915–26 Aug 1918 HMS **Hannibal** was commanded by Capt. Philip Streatfeild.

Sep 1915 HMS **Hannibal** Pennant Number was **P.45**.

HMS **Hannibal** recommissioned at Greenock on 9 September 1915 to serve as a troopship in the Dardanelles campaign. She arrived at Mudros, a town and a former a municipality on the island of Lemnos, North Aegean, Greece, in this capacity on 7 Oct 1915. In Nov 1915, Hannibal became a depot ship for auxiliary patrol craft at Alexandria, Egypt, supporting both forces operating from Egypt and those



in the Red Sea until Jun 1919, leaving Egypt for Malta on 9 Sep.

1918 The Pennant Number of HMS **Hannibal** was **N.54**.

11 Sep 1918–30 May 1919 HMS *Hannibal* was commanded by Acting Commander Charles L. Brendon.  
 1919 HMS *Hannibal* became a Harbour Depot Ship.  
 Jan 1920 HMS *Hannibal* was decommissioned.  
**HMS Hannibal was paid off for disposal at Malta on 25 Oct 1919, was sold for scrapping on the 28 Jan 1920, and was broken up in Italy.**

232.	<p><b><i>Andromeda.</i></b></p> <p>Renamed <b><i>Powerful II.</i></b> 23 Sep 1913.</p> <p>Renamed <b><i>Impregnable II.</i></b> Nov 1919.</p> <p>Renamed <b><i>Defiance.</i></b> 20 Jan 1931.</p>	<p>1st Class Protected Cruiser.  <b><i>Diadem-class.</i></b></p>	<p>33.        + 2 × 18"-inch (450 mm) torpedo tubes.</p>	<p>Steel.</p>	<p>2 Dec 1895.</p>	<p>30 Apr 1897.</p>	<p>She was ordered under the 1895-96 Naval Programme. Completed 5 Sep 1899. She was commissioned 5 Sep 1899.</p> <p>HMS <i>Andromeda</i> was one of eight <i>Diadem class</i> protected cruisers built for the Royal Navy in the 1890's. Upon completion in 1899, the ship was assigned to the Mediterranean Fleet where she helped to escort a royal yacht during its cruise through the Mediterranean Sea. After a refit, she was assigned to the China Station in 1904 and returned home three years later to be reduced to reserve.</p> <p><i>Andromeda</i> was converted into a training ship in 1913 and remained in that role under various names until 1956. That year she was sold for scrap and broken up in Belgium, the <u>last Pembroke-built ship still afloat.</u> .....</p>
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..... The *Diadem class* was designed to protect British merchant shipping from fast cruisers like the Russian *Rurik* and were smaller versions of the *Powerful class*. The ships had a length between perpendiculars of 435 feet (132.6 m), a beam of 69 feet (21.0 m) and a draught of 25 feet 6-inches (7.8 m). They displaced 11,000 long tons (11,000 tonnes). The first batch of *Diadem class* vessels were powered by a pair of four-cylinder triple-expansion steam engines, each driving one shaft, which were designed to produce a total of 16,500 indicated horsepower (12,300 kW) and a maximum speed of 20.5 knots (38.0 km/h; 23.6 mph) using steam provided by 30 x *Belleville* boilers. They carried a maximum of 1,900 long tons (1,930 tonnes) of coal and their hulls were sheathed with copper to reduce biofouling. Their complement numbered 677 officers and ratings.

The main armament of the *Diadem-class* ships consisted of 16 x quick-firing (Q.F.) Q.F. 6-inch (152 mm) guns. Four of these were on the forecastle and in the stern, all protected by gun shields. The remaining dozen guns were in armoured casemates on each broadside. The ships carried 200 rounds of ammunition per gun. Protection against torpedo boats was provided by 12 x Q.F. 12 pounder 3-inch (76 mm), 12-cwt guns, for which 300 rounds of ammunition per gun was provided, and 3 x Q.F. 3-pounder 1.9-inch (47 mm) Hotchkiss guns. In addition, the ships carried a pair of Ordnance Q.F. 12-pounder 8-cwt landing guns for use ashore. The ships were also armed with a pair of submerged 18-inch (450 mm) torpedo tubes.

The sloped armoured deck ranged in thickness from 2.5-4-inches (64 to 102 mm) on the flat and slopes, respectively. The casemates were protected by 6-inches of *Harvey armour*, (a type of steel armour developed in the early 1890's in which the front surfaces of the plates were case hardened. The method for doing this was known as the *Harvey process*, and was invented by the American engineer *Hayward Augustus Harvey*),

while the gun shields had 2-4-5-inches (51 to 114 mm) of armour. The conning towers were protected by 12-inch (305 mm) walls and their roofs were 2 inches thick. The tubes protecting the ammunition hoists were also 2-inches thick.

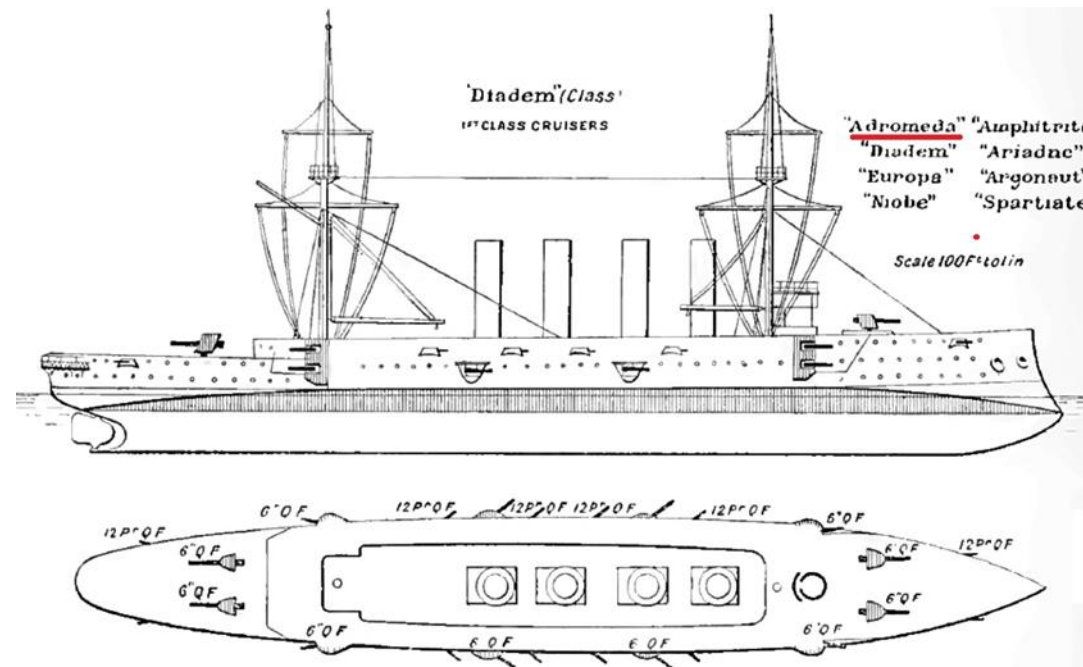
HMS *Andromeda* was the 5<sup>th</sup>-ship of her name to serve in the Royal Navy and was laid down on 2 Dec 1895 by Pembroke Royal Dockyard. The ship was launched on 30 Apr 1897 by Lady Scourfield, wife of Sir Owen Scourfield Bt. She was fitted out at Pembroke Dock until 5 Sep 1898 and sailed later that month to Portsmouth Dockyard for final completion.

Upon completion on 5 Sep 1899, she was assigned to the Mediterranean Fleet under the command of Captain John Burr.

11 July, 1899 ***Andromeda*** was commanded by Capt. John L. Burr, (for manoeuvres).

5 Sep 1899–12 Mar 1901 ***Andromeda*** was commanded by Capt. John L. Burr.

In Mar 1900 she did a month's cruise of Italian and Spanish ports. Captain Francis Foley was appointed in command on 12 Mar 1901.



12 Mar 1901–14 Apr 1902 ***Andromeda*** was commanded by Capt. Francis J. Foley.

That month the ship was one of two cruisers tasked to escort the ocean liner HMS *Ophir*, commissioned as a royal yacht for the world tour of the Duke and Duchess of Cornwall and York (later King George and Queen Mary), from Gibraltar to Malta, and then to Port Said.

Captain Christopher Cradock was appointed in command on 24 Mar 1902, and from 11 Jun that year ***Andromeda*** served as flagship to Rear-Admiral Sir Baldwin Wake Walker, commander of the Cruiser Division of the Mediterranean Fleet.

24 Mar 1902–1903 ***Andromeda*** was commanded by Capt. Christopher G. F. M. Cradock, (and as Flag Captain to a Rear Admiral).

In May 1902 she visited Palermo to attend festivities in connection with the opening of an Agricultural Exhibition by King Victor Emmanuel,

and the following month the ship was in Gibraltar for a coronation fête. ***Andromeda*** and other ships of the division visited Argostoli, (a town and a former municipality on the island of Kefalonia, Ionian Islands, Greece), in early October 1902.

20 Dec 1902–10 Feb 1903 ***Andromeda*** was commanded by Capt. Frederic E. E. Brock.

***Andromeda*** returned home later that year and began a lengthy refit.

She was assigned to the China Station in 1904 and returned home three years later.

1 Mar 1904–16 Jul 1906 ***Andromeda*** was commanded by Capt. Robert N. Ommanney.

17 Jul 1906–20 May 1907 ***Andromeda*** was commanded by Capt. Harry H. Stileman.

20 May 1907–19 Dec 1907 ***Andromeda*** was commanded by Capt. Morgan Singer.

6 Aug 1908 She was recommissioned at Devonport.

The ship was reduced to reserve at Chatham Dockyard upon her return, but transferred to Devonport Dockyard shortly afterwards.

**Overview - Diadem-class of 8 vessels**

<i>Name HMS</i>	<i>Builder</i>	<i>Laid Down</i>	<i>Launched</i>	<i>Completed</i>	<i>Fate</i>
<b>Amphitrite</b>	Vickers, Barrow	8 Dec 1896	5 Jan 1898	17 Sep 1901	Sold 12 Apr 1920
<b>Andromeda</b>	Pembroke Royal Dockyard	2 Dec 1895	30 Apr 1897	5 Sep 1899	Sold Aug 1956
<b>Argonaut</b>	Fairfield Shipbuilding and Engineering Company, Govan	23 Nov 1896	24 Jan 1898	19 Apr 1900	Sold 18 May 1920
<b>Ariadne</b>	J. & G. Thomson, Clydebank	29 Oct 1896	22 Apr 1898	5 Jun 1902	Torpedoed 26 Jul 1917
<b>Diadem</b>	Fairfield Shipbuilding and Engineering Company, Govan	23 Jan 1896	21 Oct 1896	19 Jul, 1898	Sold 9 May 1921
<b>Europa</b>	J. & G. Thomson, Clydebank	10 Jan 1896	20 Mar 1897	23 Nov 1899	Sold 15 Sep 1920
<b>Niobe</b>	Vickers, Barrow	16 Dec 1895	20 Feb 1897	6 Dec 1898	Broken up 1922
<b>Spartiate</b>	Pembroke Royal Dockyard	10 May 1897	27 Oct 1898	17 Mar 1903	Sold Jul 1932

29 Jan 1909-27 May 1909 **Andromeda** was commanded by Capt. Guy R. A. Gaunt, (utilised for the transportation of Troops).

17 Jun 1909 **Andromeda** was commanded by Capt. Crawford Mac Lachlan, (for manoeuvres).

26 Jan 1910–April 1910 **Andromeda** was commanded by Capt. Edwin V. Underhill, (utilised for the transportation of Troops).

19 Jun 1910–26 Nov 1910 **Andromeda** was commanded by Capt. Herbert J. Savill, (and in charge of group of ships of 4th Division, Home Fleet).

26 Nov 1910–10 May 1912 **Andromeda** was commanded by Capt. Herbert A. S. Fyler, (and in charge of group of ships of 4th Division, Home Fleet).

**Andromeda** was assigned to the 9th Cruiser Squadron of the new reserve Third Fleet in 1912.

10 May 1912–29 Jun 1912 **Andromeda** was commanded by Commander William G. A. Kennedy.

The following year 1912 the ship was converted to a boys' training ship and **renamed Powerful II** on 23 Sep 1913.

23 Sep 1913 Reclassified as a training ship.

She was later renamed **Impregnable II** in Nov 1919 and finally, HMS **Defiance** on 20 Jan 1931, when she became part of the torpedo school. **The ship was sold for scrap in 1956 and arrived at Burgt, Belgium, on 14 Aug to begin her demolition.**

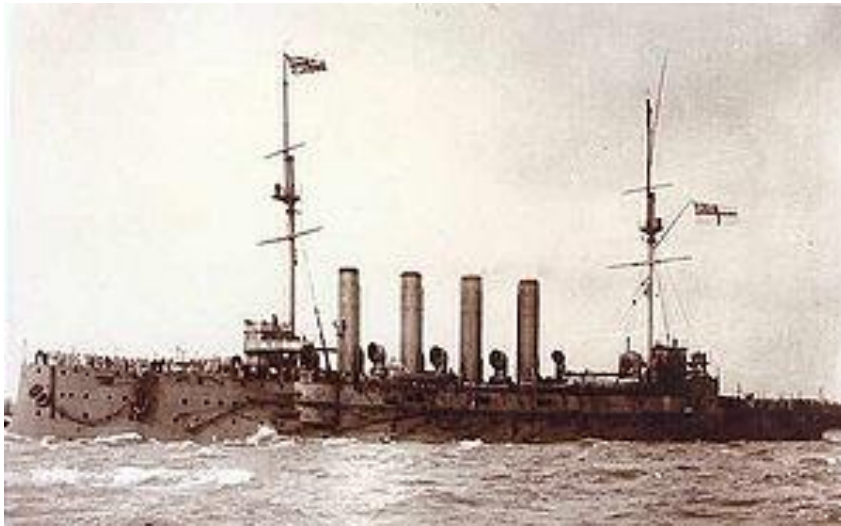
1956 HMS **Andromeda** was sold for scrap.

233.	<b>Spartiate.</b>  She was renamed <b>Fisgard.</b> June 1915	1st Class Protected Cruiser. <b>Diadem-class</b> cruiser	33. + 2 × 18"-inch (450 mm) torpedo tubes. .	Steel.	10 May 1897.	27 Oct 1898.	Completed 17 Mar 1903. She was sister of item 232, above. She was ordered as part of the 1896-97 Naval Programme. She was commissioned at Portsmouth 17 Mar 1903, delayed by machinery problems. HMS <b>Spartiate</b> was a ship of the <i>Diadem class</i> protected cruisers in the Royal Navy. She was built at Pembroke Royal Dockyard and launched on 27 Oct 1898. She was a stokers' training ship at Portsmouth in 1914 and .....
was renamed HMS <b>Fisgard</b> in Jun 1915. She survived the First World War and was sold in July 1932. She returned to Pembroke Dock to be only to be broken up, by private enterprise.							

***Spartiate*** was laid down at Pembroke Royal Dockyard, and launched on 27 Oct 1898, when she was christened by Mrs. Burges Watson, wife of Captain Burges Watson, Captain Superintendent of the Royal Pembroke yard.

Similar to her sister HMS ***Andromeda*** (item 323, above). Her length was 435 feet (133 m), (462 feet 6-inches (140.97 m) overall. She had a beam of 69 feet (21 m) with a draught of 25 feet 6-inches (7.77 m). She had a displacement of 11,000 tons. Her propulsion was from 2 shaft triple expansion engines producing 16,500-18,000 hp. These gave her a speed of 20–20.5 knots (37.0–38.0 km/h; 23.0–23.6 mph). She had a compliment of 760 men and officers.

Her armament was as follows: - 16 × single Q.F. 6-inch (152 mm) guns; 14 × single Q.F. 12-pounder (76 mm) 12-cwt guns; 3 × single Q.F. 3-pounder (47 mm) guns; and 2 × 18-inch (450 mm) torpedo tubes. Her armour was as follows: - 6 inches on all casemates; and 4.5-2-inches on all decks.



She was delivered at Portsmouth from Pembroke Royal Dockyard in Apr 1900, and in the following winter went on her trials. Sand in the condensers led to friction in her machinery, and her engines had to be re-constructed. Investigations and an inquiry were held but failed to identify the source of the sand and debris in the condensers. New trials the following year ended with her condenser tubes leaking so badly they had to be replaced with new ones before she could be made ready. A third attempt at trials in Apr 1902 was also abandoned, but she finally completed her trials in July that year, and was ready for sea in Mar 1903.

Jan 1903–1 Oct 1903 ***Spartiate*** was commanded by Capt. F. Alban A. G. Tate.

HMS ***Spartiate*** was commissioned in 1903 for service in home waters.

The previous year she had been mentioned as a possible flagship for the [Australia Station](#), but this never happened (possibly due to the delay in her trials).

3 Jan 1905–11 Jul 1905 ***Spartiate*** was commanded by Capt. Francis G. Eyre.

9 Jan 1905–5 Feb 1912 ***Spartiate*** was commanded by Commander James R. P. Hawksley.

18 Jun 1907–19 Aug 1907 ***Spartiate*** was commanded by Capt. the Hon. George A. Hardinge.

14 July, 1905–15 Jun 1907 ***Spartiate*** was commanded by Capt. Cresswell J. Eyres.

1 April 1909 ***Spartiate*** was recommissioned at Portsmouth.

Aug 1914 she was at Portsmouth. Tender to *Victory*.

6 Apr 1909–16 Jun 1909 ***Spartiate*** was commanded by Commander Carlton V. de M. Cowper.

16 Jun 1909–4 Jan 1910 ***Spartiate*** was commanded by Commander Ernest Henslowe.

17 Jun 1909 ***Spartiate*** was commanded by Capt. Charles E. Le Mesurier, (for manoeuvres).

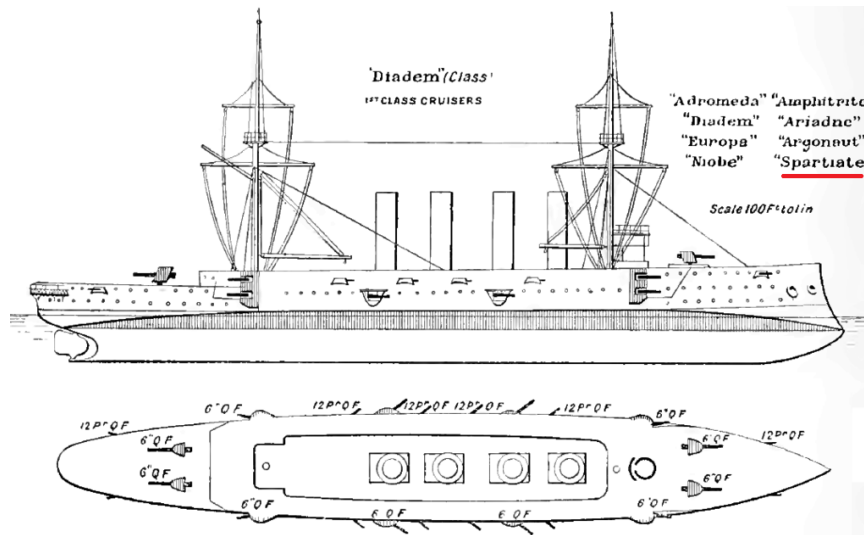
Jan 1910 ***Spartiate*** was commanded by Capt. George P. E. Hunt, (lent for torpedo trials).

4 Feb 1910–2 Aug 1910 ***Spartiate*** was commanded by Capt. Ernest K. Loring,

24 June, 1910– 29 Jul 1910 ***Spartiate*** was commanded by Capt. Edward G. Lowther-Crofton, (for manoeuvres).

4 Jan 1911–9 Jan 1912 ***Spartiate*** was commanded by Capt. Thomas D. Pratt.

4 Apr 1912–11 Jul 1912 *Spartiate* was commanded by Capt. Sidney R. Drury-Lowe.  
 5 Feb 1912–17 Mar 1913 *Spartiate* was commanded by Commander Alldin U. Moore.



14 Apr 1913–30 Jun 1913 *Spartiate* was commanded by Commander Hugh Gaultier-Coghill Somerville.

30 June, 1913–1913 *Spartiate* was commanded by Commander Charles Tibbits.

June 1915 HMS *Spartiate* was renamed *Fisgard*, as the new training establishment at Portsmouth, and subsequently at Scapa Flow, Scotland.

[The old [central battery ironclad](#) HMS *Audacious* [(27 Feb 1869), from Robert Napier, Govan], which had become *Fisgard* in 1904. This training centre was named HMS *Fisgard* in 1904, in recognition of the previous engineer training establishment at Woolwich. The old *Audacious*, renamed *Fisgard*, left the training establishment at in 1914 to serve as a repair workshop at Portsmouth and subsequently later at Scapa Flow, having been renamed HMS *Imperieuse*. HMS *Invincible* also left in 1914 for the same purpose but sank on route whilst under tow. HMS *Audacious* was replaced as *Fisgard* by HMS

*Spartiate* which took the name on 17 July 1915. HMS *Invincible* was replaced as *Fisgard II* by [HMS Hercules](#) which also took the name on 17 July 1915. They were joined in 1919 by [HMS Terrible](#), and when HMS *Hindostan* left in 1920 HMS *Terrible* became *Fisgard III* in her place]. July 1932 HMS *Fisgard* (the ex HMS *Spartiate*) was sold for Breaking to Thomas Ward & Co. at Pembroke Dock. In the vessel same yard where ship was constructed.

234. **Victoria and Albert III.**

Royal Yacht.

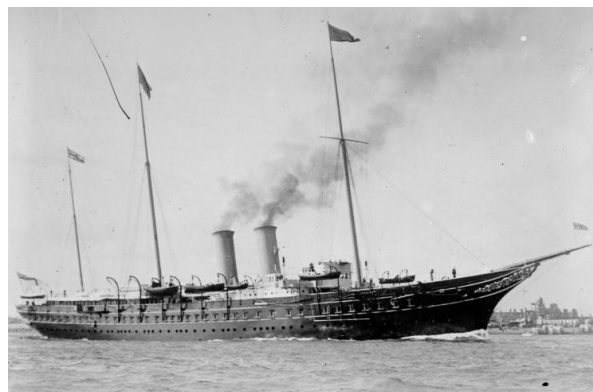
Steel.

1898.

1899.

Commissioned 23 Jul 1901.

The namesake of the vessel was the (then) Queen Victoria & Albert, Prince Consort. ....



..... Pembroke Royal Dock built a 3<sup>rd</sup> *Victoria and Albert III*, launching the first screw-driven royal yacht on 9 May 1899. The ship was considered as carrying too much weight on her top side – including a huge traditional capstan so that the Queen could be entertained by watching sailors at work - and when sitting in the dry dock at Pembroke Dock, she suddenly heeled over.

In an effort to discover what was wrong the *Victoria and Albert III* was towed out to a buoy on the Dockyard Bank, in the middle of the haven and 400+ dockyard workers and mates were made to run from one side of the ship to the other. Dangerous work, indeed.

Queen Victoria did not much like the look of her new yacht under construction. However, she was destined never to sail on her as she was not ready for use until late 1901 – and by then Victoria had already died. The yacht did serve four other sovereigns and served as an accommodation vessel during World War 2 before being broken up.

H.M.Y. **Victoria and Albert III** was a Royal yacht of the Royal Navy of the United Kingdom. The yacht was designed by the Chief Constructor of the Royal Navy Sir William White, launched in 1899 and ready for service in 1901. This was the 3<sup>rd</sup> yacht to be named **Victoria and Albert**, (hence, III). Her general characteristics were as follows: - Length 380 feet (120 m) with a beam of 40 feet (12 m). She was fitted with steam engines from Humphrys, Tennant and Co., which were fired by Belleville water-tube boilers. She had a weight of 4700 g.r.t. (gross registered tonnage).



She served four sovereigns, and was decommissioned as royal yacht in 1939, served in the Second World War (WW2), and was broken up in 1954.

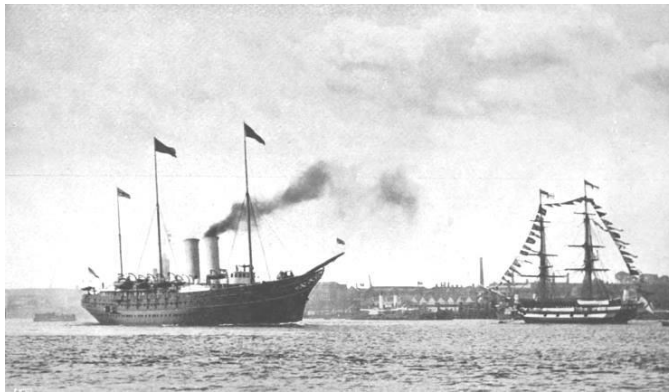
Queen Victoria had lobbied Parliament for many years for a more modern yacht – H.M.Y *Victoria and Albert II* dated from 1855, (see item 126, above) and won this expenditure after pointing out that both the Russian Tsar and the German Kaiser had larger and more modern yachts than Great Britain. She was constructed at the Pembroke Royal Dockyard and launched in 1899, she was completed in the summer 1901, actually 7 months after the death of Queen Victoria.

When complete the total cost of the ship was £572,000, 5\7<sup>th</sup> the cost of the battleship HMS *Renown*, (Item 230, above). During fitting-out the yacht had significant extra weight added including concrete ballast and even a large traditional capstan so the Queen could be entertained by watching the sailors work. This extra weight proved to be beyond the original design parameters and resulted in the ship tipping over when the dock was flooded – causing significant damage to the ship. Designer Sir William White was exonerated from direct responsibility, but lost

confidence and resigned his role as Chief Constructor shortly afterwards.

1 April, 1901 **Victoria and Albert III** was commanded by Capt. The Hon. Hedworth Lambton, (as Commodore, Second Class).

The **Victoria and Albert III** was commissioned at Portsmouth 23 Jul 1901 by Commodore the Hon. Hedworth Lambton, who hoisted his broad pennant. Nearly all the ship's company of 230 men of the old *H.M.Y. Victoria and Albert II* were transferred to the new yacht, which with an additional 100 men had a total ship's company of 336.



King Edward VII and Queen Alexandra visited their new yacht in early August 1901, and used it for the first time when crossing the English Channel on 9 Aug 1901 to attend the funeral in Germany of the King's sister, Empress Frederick. She was the base for the royal couple during the fleet review held at Spithead on 16 Aug 1902 for the Coronation of King Edward VII. Following the review, the royal couple toured the West Coast of Scotland and visited the Isle of Man, before the *Victoria and Albert* took Queen Alexandra to Copenhagen for her annual autumn visit. In late 1902 she was docked for several months to be fitted with telescopic masts.

23 Apr 1903 **Victoria and Albert III** was commanded by Capt. Sir. Archibald Berkeley Milne, Bart., (as Commodore, Second Class).

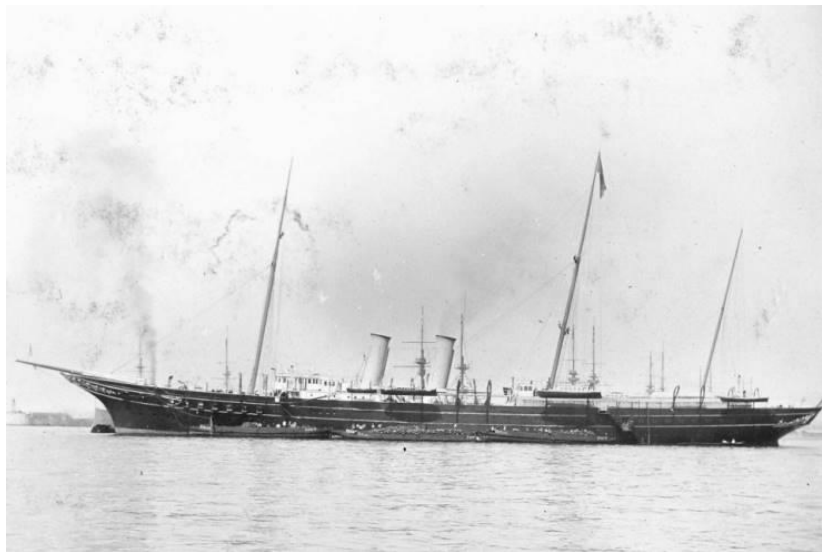
King Edward later used the yacht for summer cruises most years of his reign, visiting

various countries in Europe.

4 Aug 1905–11 Aug 1909 **Victoria and Albert III** was commanded by Rear-Admiral Colin R. Keppel, (and in command of all H. M. Yachts).

11 Aug 1909–16 Dec 1913 **Victoria and Albert III** was commanded by Capt. Norman C. Palmer, (as Commodore, Second Class).

16 Dec 1913–7 Aug 1914 **Victoria and Albert III** was commanded by Capt. Douglas R. L. Nicholson, (as Commodore, Second Class).  
 25 Sep 1914 **Victoria and Albert III** was commanded by **Victoria and Albert III** was commanded by Engineer Lieutenant (retired) Thomas Killick, (for charge of machinery, also of HMS Alexandra).



1 May 1919 **Victoria and Albert III** was commanded by Rear-Admiral Hubert G. Brand, (and in command of all other H. M. Yachts).  
 17 Jun 1919 **Victoria and Albert III** was recommissioned at Portsmouth.  
 29 Jun 1921–1 Jan 1924 **Victoria and Albert III** was commanded by Capt. Richard H. L. Bevan.  
 1 April, 1922 **Victoria and Albert III** was commanded by Rear-Admiral Henry T. Buller, (and in command of all H. M. Yachts).  
 1 Apr 1931 **Victoria and Albert III** was commanded by Vice-Admiral the Hon. Sir Herbert Meade, (and in command of all H. M. Yachts).  
 15 Dec 1934 **Victoria and Albert III** was commanded by Vice-Admiral (A.I.Gr.) Sir Dudley B. N. North, (and in command of all H. M. Yachts).  
 Victoria and Albert III later served King George V, King Edward VIII and King George VI, and took part in two fleet reviews (in 1935 and the Coronation Review of the Fleet, 1937), but was withdrawn after the latter and decommissioned in 1939. She served as a depot ship during

the Second World War (WW2), as an accommodation ship to HMS Excellent, and was broken up in 1954.  
 During 1947, while moored alongside at Whale Island, a small island in Portsmouth Harbour, close by Portsea Island, her caretaker was Mr J.G. "Tom" Cox B.E.M., RN. He was responsible for the care of her contents, some of which were selected for eventual use in H.M.Y. *Britannia*.  
 Although there were plans for a new yacht to be built these were suspended due to the outbreak of the Second World War (WW2). Eventually H.M.Y. *Britannia* replaced *Victoria and Albert III* in 1954.  
 1939 **Victoria and Albert III** was decommissioned.  
**1954 Victoria and Albert III was Broken-Up.**

235.	<b>Drake.</b>	Armoured Cruiser. <b>Drake-class.</b> armoured cruiser	33. + 2 × single 18-inch (450 mm) torpedo tubes.	Steel.	24 Apr 1899.	5 Mar 1901.	Her namesake was Sir Francis Drake (1540–28 Jan 1596). HMS Drake was the lead ship of her class of armoured cruisers built for the Royal Navy around 1900. She was assigned to several different cruiser squadrons in home waters upon completion, sometimes as flagship, until 1911 when she became the flagship of the Australia Station. Upon her return home, she was assigned to the 6th Cruiser Squadron of the 2nd Fleet and became the squadron's flagship .....  when the fleet was incorporated into the Grand Fleet upon the outbreak of the First World War (WW1). She remained with the Grand Fleet until refitted in late 1915, when she was transferred to the North America and West Indies Station for convoy escort duties. In 1916 she participated in the unsuccessful search for the German commerce raider SMS <i>Möwe</i> . In late 1917 Drake was torpedoed by a German submarine S.M.S. U.79. off Northern Ireland and sank in shallow water with the loss of eighteen lives. The wreck was partly salvaged, beginning in 1920; a fishing trawler collided with the remainder of the wreck in 1962 and sank the next day. The wrecks of the
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two ships were demolished during the 1970's, but their remnants remain a popular dive site. Since June 2017, Drake's wreck has been a scheduled historic monument. Diving is still permitted but avoid contact with the wreck and do not remove anything from it. The *Drake class* ships were designed as faster and larger versions of the preceding Cressy class with a slightly more powerful armament. They displaced 14,100 long tons (14,300 tonnes), over 2,000 long tons (2,032 tonnes) more than the earlier ships. The *Drake class* had an overall length of 553 feet 6-inches (168.7 m), a beam of 71 feet 4-inches (21.7 m) and a deep draught of 26 feet 9-inches (8.2 m). They were powered by two 4-cylinder triple-expansion steam engines, each driving one shaft, which produced a total of 30,000 indicated horsepower (22,000 kW) and gave a maximum speed of 23 knots (43 km/h; 26 mph) using steam provided by 43 x Belleville boilers. On her sea trials, the **Drake** reached a speed of 24.11 knots (44.65 km/h; 27.75 mph). She carried a maximum of 2,500 long tons (2,500 tonnes) of coal and her complement consisted of 900 officers and men.



The main armament of the *Drake class* consisted of two breech-loading (B.L.) 9.2-inch (234 mm) Mk X guns in single turrets, one each fore and aft of the superstructure. Her secondary armament of 16 x B.L. 6-inch (152 mm) Mk VII guns was arranged in casemates amidships. Eight of these were mounted on the lower deck and were only usable in calm weather. A dozen quick-firing (Q.F.) 12-pounder (76 mm) 12-cwt guns were fitted for defence against torpedo boats. Two additional 12-pounder 8-cwt guns could be dismantled for service ashore. The ships also carried three 3-pounder (47 mm) Hotchkiss guns and two submerged 18-inch (450 mm) torpedo tubes.

By February 1916, all of the lower casemates for her six-inch guns had been plated over and six of them had been remounted on the upper deck so they could be used in heavy weather. Several twelve-pounders had to be removed to make room for the six-inch guns.

The ship's waterline armour belt had a maximum thickness of 6-inches and was closed off by 5-inch (127 mm) transverse bulkheads. The armour of the gun turrets and their barbets was 6-inches thick while that of the casemates was 5-inches thick. The protective deck armour ranged in thickness from 1–2.5 inches (25–64 mm) and the conning tower was protected by 12-inches (305 mm) of armour.

HMS **Drake**, named after the Elizabethan adventurer Sir Francis Drake, was laid down at the Pembroke Royal Dockyard on 24 Apr 1899, and launched on 5 Mar 1901, when she was christened and launched by Mrs. Lort Philips, wife of local landowner, Mr. F. Lort, of Lawrenny Park, Pembrokeshire.

Based at Portsmouth for her gun, torpedo and circle trials in late 1902, there was also trials with a new type of propeller.

13 Jan 1903–12 Aug 1903 **Drake** was commanded by Capt. Francis C. B. Bridgeman.

13 Jan 1903 She was commissioned at Portsmouth for service and assigned to the Cruiser Squadron of the Channel Fleet, under the command of the future First Sea Lord, Captain Francis Bridgeman.

12 Aug 1903–14 Nov 1904 **Drake** was commanded by Capt. John R. Jellicoe.

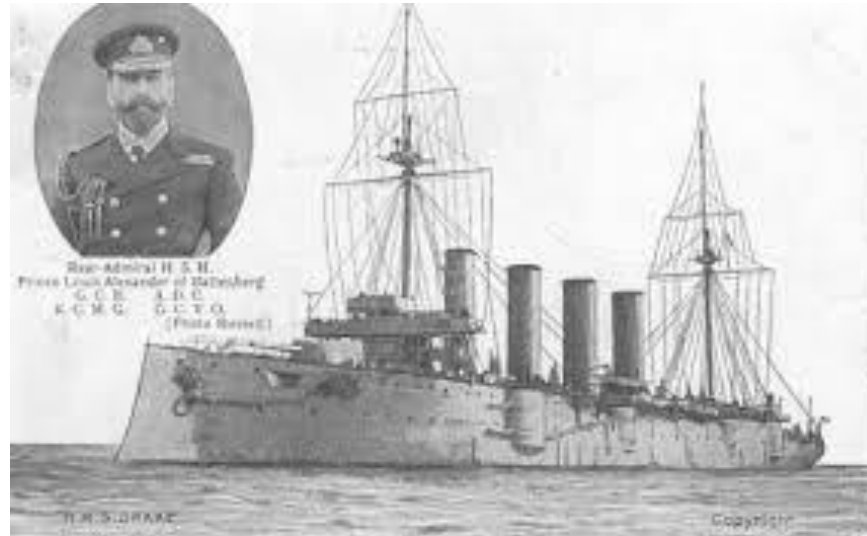
John Jellicoe, (also a future First Sea Lord and commander of the Grand Fleet), was her next captain in 1903–04.

1 Feb 1905–15 Feb 1907 **Drake** was commanded by Capt. Mark E. F. Kerr, (and as Flag Captain to Rear-Admiral Battenberg in Second Cruiser Squadron). She was one of the fastest cruisers in the world when she was built. She became the flagship of Read Admiral Battenburg in 1905.

22 Nov 1904–30 Jan 1905 **Drake** was commanded by Capt. Frederick C. D. Sturdee.

15 Feb 1907–24 Feb 1909 **Drake** was commanded by Capt. Arthur Hayes-Sadler, (and as Flag Captain of Second Cruiser Squadron).

In 1907 the ship was commanded by Captain Arthur Hayes-Sadler and serving as the flagship of the 2nd Cruiser Squadron under the command of Rear Admiral Charles Henry Adair.



1908 the ship was one of just nine equipped with the "C" Tune Gear, capable of transmitting (only?) on "S", "U" and "W" tunes. (It was to receive a Service Mark II set in 1909).

24 Feb 1909–26 Jul 1909 **Drake** was commanded by Capt. Charles Bartolomé, (and as Flag Captain).

27 Jul 1909–7 Feb 1911 **Drake** was commanded by Capt. The Hon. Hubert G. Brand.

In 1909, **Drake** became the flagship of 1st Cruiser Squadron of the Channel Fleet (attending the Hudson–Fulton Celebrations, [*held from 25 Sep-9 Oct, 1909 in New York and New Jersey was an elaborate commemoration of the 300th anniversary of Henry Hudson's discovery of the Hudson River and the 100th anniversary of Robert Fulton's first successful commercial application of the paddle steamer. The maritime achievements of Hudson and Fulton foreshadowed the importance of the river to New York's progress and identity. Organizers used the event not only to display the success of*

*the two men, but also the status of New York City as a world city and the achievements of its citizens.*], during this time) and then was assigned to the 5th Cruiser Squadron of the Atlantic Fleet of the Channel Fleet from 1910–11.

1910 **Drake** was the best gunnery ship of the 11 tested of the Atlantic Fleet and Fifth Cruiser Squadron, scoring 67.27 – well ahead of the average 41.303.

30 Nov 1911–Jan 1912 **Drake** was commanded by Capt. Charles D. Johnson, (for the voyage to Australia).

Jan 1912–12 Mar 1913 **Drake** was commanded by Capt. Edward F. Bruen.

She served as the flagship of the Australia Station from 1911–13 before returning home and joined the 6th Cruiser Squadron of the 2nd Fleet in reserve.

13 Mar 1913–27 Nov 1914 **Drake** was commanded by Capt. Henry C. R. Brocklebank.

13 Mar 1913 **Drake** was recommissioned at Portsmouth.

15 Jul 1913 **Drake** was commanded by Capt. Theobald W. B. Kennedy, (for manoeuvres).

1914–1915 She was part of the Grand Fleet, operating in the Mediterranean.

1914 She was at Portsmouth; part of the Sixth Cruiser Squadron - Home Fleet; Third Fleet for Administrative Purposes.

1914 She carried the Pennant Number **P.09**.

That fleet was merged into the Grand Fleet upon mobilization in mid-1914 and **Drake** became flagship of Rear Admiral William Grant,



commander of the squadron. The squadron was briefly deployed at the beginning of the war to blockade the northern exit from the North Sea.

15 Jul 1914–26 Mar 1915 **Drake** was commanded by Capt. Aubrey C. H. Smith.

1 August 1914 At the outset of the war (28 July 1914), Rear-Admiral William Grant hoisted his flag in **Drake** as flagship of the Sixth Cruiser Squadron.

Oct 1914, the ship was to be given 24 Pattern 1582 Electric Radiators to warm cabins whose stoves could not be used for heating them.

Oct 1914, under the command of Aubrey Smith, the ship was used to carry Russian bullion worth (£) eight million pounds to Britain; on arrival, **Drake** lay thirty miles off Archangel, and the gold was brought to her at night.

26 Mar 1915–31 Mar 1915 **Drake** was commanded by Capt. Lionel F. Maitland-Kirwan, (temporary only).

2 Apr 1915–27 Jul 1915 **Drake** was commanded by Commander (retired) Arthur H. Fanshawe, (temporary only).

1915-1917 She was operating on the North America and West Indies Stations.

The ship was refitted in Oct 1915 and then transferred to the North America and West Indies Station for convoy escort duties.

21 Feb 1916–31 May 1916 **Drake** was commanded by Capt. William G. E. Ruck-Keene.

31 May 1916–5 May 1917 **Drake** was commanded by Capt. Fawcet Wray.

She participated in the unsuccessful search in the West Indies for the German commerce raider SMS Möwe in Dec 1916.

5 May 1917–2 Oct 1917 **Drake** was commanded by Capt. Stephen H. Radcliffe, (the ship was lost under his command – see below).

2 Oct 1917, having dispersed Convoy H.H.24 off the North coast of Ireland, for its several destinations. HMS **Drake** was torpedoed by an unseen German submarine U.-79, commanded by Kapitänleutnant Otto Rohrbeck. The ship was about five miles (8·0 km) off Rathlin Island at the tip of Northern Ireland when she was hit. The torpedo struck the No. 2 Boiler Room and caused two of her engine rooms and the boiler room to flood, killing 18 crewmen. These gave HMS **Drake** “a serious list”, and completely knocked out her steam-powered steering. Captain Radcliffe decided to make and steam for Rathlin Island, and signalled for the just-released destroyer escort from Convoy H.H.24.

A division of the Second Destroyer Flotilla intercepted the signal, and within an hour eight destroyers formed an anti-submarine screen around **Drake**, followed by four sloops. Here **Drake** collided with the merchant ship S.S. Mendip Range, before she dropped anchor. The collision did not damage **Drake** much, but Mendip Range was forced to beach herself lest she sink.

While entering Rathlin Sound the destroyer *Brisk* struck a mine and had to be towed into Lough Foyle by two trawlers. By noon **Drake** was anchored in Church Bay, but began to heel rapidly. She was abandoned and her crew taken off by the *Martin* and the *Delphinium*, and in the



afternoon, she capsized at anchor. At the court-martial which followed, Radcliffe was found to be justified in proceeding unescorted after the convoy had been dispersed, but considered that an escort should have been provided.

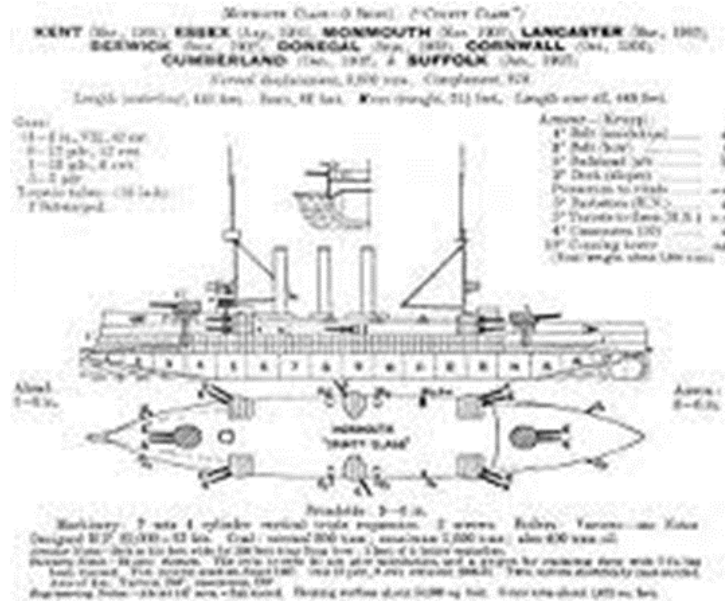
**The crew of the Drake were taken off before she capsized later that afternoon.**

Her wreck at [Coordinates: [55°17.1084'N 06°12.5136'W](#)], in Church Bay is a favourite site for divers because the wreck is only at a depth between 15–19 metres (49–62 feet) and generally has good visibility. Salvage of the wreck began in 1920 and continued for several years. On the night of 3 Nov 1962, the steam trawler Ella Hewett struck the wreck and subsequently sank almost atop of the **Drake**. Ammunition and ordnance were salvaged during the 1970's and the wrecks were demolished with depth charges to reduce the chance of any other ships coming to grief on the wrecks. In 1978, the remaining fuel oil was salvaged to reduce pollution from leaking oil.

The above resulted in ADM 1/8500/223 Court Martial - collision of HMS **DRAKE** and SS MENDIP RANGE after being torpedoed 1917.

236.	<b>Essex.</b>	Armoured Cruiser. <b>Monmouth-class</b> armoured cruiser.	25. + 2 × single 18- inch (450 mm) torpedo tubes.	Steel.	1 Jan 1900.	29 Aug 1901.	Completed 22 Mar 1904. H.M.S. <b>Essex</b> was one of ten armoured cruisers of the Monmouth Class completed between 1903 and 1904. She was constructed as part of the 1898-99 Naval Programme. She was commissioned 22 Mar 1904. HMS <b>Essex</b> was one of 10 x <i>Monmouth class</i> armoured cruisers built for the Royal Navy in the first decade of the 20th century. ....
<p>..... Upon completion in 1904 she was assigned to the 2nd Cruiser Squadron of the Channel Fleet. The ship was placed in reserve in Mar 1906 and recommissioned in 1909 for service with the 4th Cruiser Squadron on the North America and West Indies Stations. In 1912, HMS <b>Essex</b> returned home and was assigned to the Training Squadron of the Home Fleet. After a refit the following year, she re-joined the 4th Cruiser Squadron in early 1914.</p> <p>After the beginning of World War, I (WW1 -Jul Aug 1914) in August, the ship captured a German merchantman the following month. HMS <b>Essex</b> spent most of the first half of the war in the Atlantic Ocean, escorting convoys and searching for German commerce raiders. The ship captured another German merchantman in mid-1916 and was reduced to second-line roles such as depot ship and accommodation ship a few months later. She was paid-off in 1919 and sold for scrap two years later.</p>							

The *Monmouth class* were intended to protect British merchant shipping from fast cruisers like the French Guichen, Châteaurenault or the Duplex class. The ships were designed to displace 9,800 long tons (10,000 tonnes). They had an overall length of 463 feet 6-inches (141.3 m), a beam of 66 feet (20.1 m) and a deep draught of 25 feet (7.6 m). They were powered by two 4-cylinder triple-expansion steam engines, each driving one shaft, which produced a total of 22,000 indicated horsepower (16,000 kW) designed to give a maximum speed of 23 knots (43 km/h; 26 mph). The *Essex*, however, was one of three of the *Monmouth class* that failed to meet her designed speed. The engines were powered by 31 x Belleville boilers. She carried a maximum of 1,600 long tons (1,600 tonnes) of coal. Her complement consisted of 678 officers and ratings.



The *Monmouth class* ships' main armament consisted of fourteen breech-loading (B.L.) 6-inch Mk VII guns. Four of these guns were mounted in two twin-gun turrets, one each fore and aft of the superstructure, and the others were positioned in casemates amidships. Six of these were mounted on the main deck and were only usable in calm weather. They had a maximum range of approximately 12,200 yards (11,200 m) with their 100-pound (45 kg) shells. Ten quick-firing (Q.F.) 12-pounder 3-inch (76 mm) 12-cwt guns were fitted for defence against torpedo boats. HMS *Essex* also carried three 3-pounder 1.9-inch (47 mm) Hotchkiss guns and two submerged 18-inch (450 mm) torpedo tubes.

Beginning in 1915, the main deck six-inch guns of the *Monmouth class* ships were moved to the upper deck and given gun shields. Their casemates were plated over to improve seakeeping. The twelve-pounder guns displaced by the transfer were repositioned elsewhere. At some point in the war, a pair of three-pounder anti-aircraft guns were installed on the upper deck.

Some of the *Monmouth class* were originally fitted with 2 x 11-inch howitzers, but these were replaced with 6-inch., 45 cal. The ship's waterline armour belt was four inches (102 mm) thick amidships and two-inch (51 mm) forward. The armour of the gun turrets, their barbettes and the casemates were four inches thick. The protective deck armour ranged in thickness from 0.75–2-inches (19–51 mm) and the conning tower was protected by 10-inches (254 mm) of armour.

The *Essex* was named to commemorate the English county, was laid down at the Pembroke Royal Dockyard, Wales, on 2 Jan 1900 and launched on 29 Aug 1901, when she was christened by Mrs. Charles Barlow, wife of the Captain-Superintendent of the dockyard. There was no dry dock at Pembroke large enough to accommodate the *Essex*, and she was therefore sent to Devonport Dockyard in late 1902 for further fitting-out. Her torpedo tubes were manufactured at Devonport and thus not installed until she arrived there.

22 Mar 1904 HMS *Essex* was commanded by Capt. John E. Bearcroft.

The ship was completed on 22 Mar 1904 and was initially assigned to the 2nd Cruiser Squadron of the Channel Fleet.

14 Sep 1904 HMS *Essex* was commanded by Capt. Richard B. Farquhar.

1905 She was part of the 2nd Cruiser Squadron, part of the Atlantic Fleet.

20 Sep 1905 She was posted into the 2nd Cruiser Squadron.

20 Sep 1905 She arrived Halifax, Nova Scotia, Canada.

**Monmouth Class Vessels:**

Ship HMS	Builder	Engine Maker	Date of:			Cost according to Brassey's Annuals	
			Laid Down	Launch	Completion	(BNA.1905)	(BNA.1906)
<b>Monmouth</b>	London and Glasgow Shipping Company	London & Glasgow Shipping Company	29 Aug 1899	13 Nov 1901	2 Dec 1903	£709,085	£979,591
<b>Bedford</b>	Fairfield, Govan	Fairfield	19 Feb 1900	31 Aug 1901	11 Nov 1903	£734,330	£706,020
<b>Essex</b>	Pembroke Dockyard	J Brown	1 Jan 1900	29 Aug 1901	22 Mar 1903	£770,325	£736,557
<b>Kent</b>	Portsmouth Dockyard	Hawthorn	12 Feb 1900	6 Mar 1901	1 Oct 1903	£733,940	£700,283
<b>Berwick</b>	W. Beardmore & Company	Humphrys	19 Apr 1901	20 Sep 1902	9 Dec 1903	£776,868	£750,984
<b>Cornwall</b>	Pembroke Dockyard	Hawthorn	11 Mar 1901	29 Oct 1902	1 Dec 1904	£789,421	£756,274
<b>Cumberland</b>	London & Glasgow Shipping Company, Glasgow	London & Glasgow Shipping Company	19 Feb 1901	16 Dec 1902	1 Dec 1904	£751,508	£718,168
<b>Donegal</b>	Fairfield, Govan	Fairfield	14 Feb 1901	4 Sep 1902	5 Nov 1903	£752,964	£715,947
<b>Lancaster</b>	Armstrongs, Elswick	Hawthorn	4 Mar 1901	22 Mar 1903	5 Apr 1904	£763,084	£732,858
<b>Suffolk</b>	Portsmouth Dockyard	Humphrys	25 Mar 1901	15 Jan 1903	21 May 1904	£783,054	£722,681



20 Sep 1905 In Canada, Capt. R.B. Farquhar was in Command of HMS **Essex**.

10 Nov 1905 She arrived in New York.

The **Essex** was placed in reserve in Mar 1906 and suffered a six-inch gun explosion in July while training.

1906 She was posted into the 2nd Cruiser Squadron, part of the Atlantic Fleet.

20 Mar 1906–1 Mar 1907 HMS **Essex** was commanded by Capt. Claud A. W. Hamilton.

June 1906 HMS **Essex** was in commission, In Reserve, at Portsmouth.

1 Mar 1907–25 Jan 1908 HMS **Essex** was commanded by Capt. Robert J. Prendergast.

3 Aug 1907 She took part in the Fleet review at Spithead.

27 Oct 1907 She arrived at the Little Nore, and then sailed to Portsmouth.

27 Oct 1907 Capt. R.J. Prendergast was in Command of HMS **Essex**.

Apr 1909 She was posted into the 3rd Division, of the Home Fleet at Portsmouth.

25 Jan 1908–30 May 1908 HMS **Essex** was commanded by Capt. Robert F. Scott.

30 May 1908–24 Mar 1909 HMS **Essex** was commanded by Capt. Herbert J. O. Millar.

Sep 1909 She was recommissioned in and assigned to the 4th Cruiser Squadron on the North America and West Indies Stations.

An artificer recalled his time in HMS **Essex**, apparently in 1909-11, as one marked by an unfortunate stigma: ..." She was a hot-bed of sodomy. When we used to go ashore up Queen's Street, if a Seaman or a Stoker went along with **Essex** on his cap, the harlots used to put their aprons over their sterns as a sign of disgust". ....

24 Mar 1909–26 Sep 1911 HMS **Essex** was commanded by Capt. The Hon. Victor A. Stanley.



17 Jul 1910 She took part in Naval exercises at Berehaven, Southern Ireland.

27 Jul 1910 She sailed from Torquay for Naval Review.

27 Jul 1910 She arrived back at Torquay after Naval Review.

23 Jun 1911 She was at the Spithead for the Fleet Review.

26 Sep 1911–2 Oct 1912 HMS **Essex** was commanded by Capt. John F. E. Green.

She was transferred to the Home Fleet Training Squadron in 1912 and refitted the following year. 9

Jul 1912 She was at Spithead for the Naval Review.

17 Nov 1913–31 Dec 1914 HMS **Essex** was commanded by Capt. Hugh J. Tweedie.

1914 Pennant Number of HMS **Essex** was 51.

1 Jan 1914–21 May 1916 HMS **Essex** was commanded by Capt. Hugh D. R. Watson.

1914 She was part of the Fourth Cruiser Squadron - Home Fleet.

HMS **Essex** re-joined the 4th Cruiser Squadron in Jan 1914 with Commander Hugh Tweedie in command.

19 Jan 1914 She sailed from Madeira for Jamaica.

19 Jan 1914 She was under the command of Commander H. J. Tweedie in Command.

Aug 1914 She was posted and attached to the 4th Cruiser Squadron.

Aug 1914 She was on the North America Station at (Jamaica).

After visiting Madeira and Jamaica, the ship arrived in Veracruz, Mexico, on 9 Feb to relieve her sister ship, *Suffolk*, and protect British interests during the ongoing Mexican Revolution. Two weeks later, she visited Galveston, Texas, before heading for Tampico, Mexico where she arrived on 11 Mar. HMS **Essex** only spent a few days there before returning to Veracruz on 13 March. She was in Tampico when Mexican soldiers briefly detained American sailors buying gasoline for their ship on 9 Apr (the Tampico Affair), (the Tampico Affair began as a minor incident involving U.S. sailors and Mexican land forces loyal to Mexican dictator General Victoriano Huerta during the Guerra de las facciones), (faction wars) phase of the Mexican Revolution. And returned to Veracruz 10-days later, two days before the Americans began landing there on 21 Apr. They were not satisfied by the Mexican apologies and U.S. President Woodrow Wilson ordered the city occupied in retribution and to forestall a major arms delivery to Victoriano Huerta's forces. The Mexicans resisted and stray bullets hit the **Essex** the next day, wounding one man who was shot in both feet. Tweedie, escorted by two ratings, was sent to take dispatches for the British Minister in

Mexico City on the 26th and returned two days later. Rear-Admiral Christopher Craddock inspected the ship and her crew on 5–6 May. HMS *Essex* sailed for Tampico on 10 May before leaving Mexican waters on the 14th. A month later, the ship was in Quebec City when she was visited by the Canadian Minister of Marine and Fisheries on 16 June. The following month, HMS *Essex* ferried the Governor General of Canada, Prince Arthur, Duke of Connaught and Strathearn, to Newfoundland and Labrador before returning to Quebec City on 20 July.

When Rear-Admiral Craddock received the preliminary war warning on 27 Jul, he ordered the *Essex* to join her sister Lancaster in Bermuda, which she reached three days later. The ship was ordered to patrol the area north and northwest to protect British shipping and destroy any German commerce raiders. As the Germans appeared to be concentrating their efforts in the Caribbean, Craddock ordered HMS *Essex* south to reinforce his forces there in early September. On 7 September, she captured the tender, S.S. Bethania, for the armed merchant cruiser S.S. Kaiser Wilhelm der Grosse, on route from Halifax, Canada to Jamaica. The ship continued to patrol the sea-lanes from the Caribbean Sea to Canadian waters until the end of Feb 1915, when she escorted a troop convoy from Halifax to Queenstown, Ireland. HMS *Essex* then sailed to Barrow-in-Furness where she began a refit that lasted until 29 April. Now assigned to the 7th Cruiser Squadron of the Grand Fleet, she spent the next several weeks in Avonmouth or Scapa Flow before being transferred to Cruiser Force I and began patrolling the area between the Azores, Madeira, Cape Verde and Gibraltar on 8 June. Rear-Admiral Archibald Moore, commander of the 9th Cruiser Squadron, hoisted his flag aboard the ship on 4 Sep and pulled it down on the 29th. HMS *Essex* began a brief refit at Gibraltar on 1 October that lasted until the 26th and then resumed



patrolling the Central Atlantic. She captured a German merchantman, S.S. Telde, on 3 May 1916 in the Canary Islands.

21 May 1916–23 Aug 1916 HMS *Essex* was commanded by Capt. Richard Hyde.

The ship resumed patrolling until her arrival in Devonport on 17 Aug; HMS *Essex* was paid off days later.

15 Mar 1917–26 Nov 1918 HMS *Essex* was commanded by Commander (retired) Pieter G. V. Van der Byl.

Later in the year, she was recommissioned and served as a destroyer depot ship at Devonport.

Jan 1918 HMS *Essex* Pennant Number was **62**.

Apr 1918 HMS *Essex* Pennant Number was **N.38**.

By Apr 1918, HMS *Essex* was reduced to an accommodation ship there. As of 1 Dec, she was serving as a training ship, but she reverted to her previous role as an accommodation ship by 1 May 1919. **HMS *Essex* was paid off again by Oct 1919 and was later sold to Slough T. C. & Co, for scrap on 8 Nov 1921 and broken up in Germany.**

**1<sup>st</sup> Oct. 1902. Gerald Walter Russell, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

237.	<b>Cornwall.</b>	Armoured Cruiser. <b>Monmouth-class</b>	25. + 2 × single 18- inch (450	Steel.	11 Mar 1901.	29 Oct 1902.	Completed 1 Dec 1904. She was constructed as part of the 1900-01 Naval Programme. She was commissioned on the 1 Dec, 1904. HMS <b>Cornwall</b> was one of 10 x <i>Monmouth-class</i> armoured cruisers built for the Royal Navy in the first decade of the 20th century. She
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armoured  
cruiser.

mm)  
torpedo  
tubes.

was assigned to the 2nd Cruiser Squadron of the Channel Fleet on completion in 1904. The ship was refitted in 1907 in .....



..... preparation for service as a training ship for naval cadets with the 4th Cruiser Squadron on the North America and West Indies Stations, beginning in 1908.

In 1909 she toured the Mediterranean and the Baltic, where she entertained the Kaiser who visited on his yacht the Hohenzollern at Kiel, lying approximately 90 kilometres (56 miles) north of Hamburg, Germany, on the 24 June.

HMS **Cornwall** ran aground in 1911 while trying to free another cruiser, but was successfully re-floated and repaired.

HMS **Cornwall** captured a German merchant ship days after the beginning of World War I (WW1) in Aug 1914 and was then sent to the Central Atlantic to search for German commerce raiders. Later that year, the ship was assigned to the squadron that destroyed the German East Asia Squadron at the Battle of the Falklands, where she helped to sink a German light cruiser. HMS **Cornwall** briefly blockaded a German cruiser in East Africa in early 1915 before she was sent to participate in the Dardanelles Campaign only a month later. The ship was then transferred to the China Station late in the year and remained there until the end of 1916. She was then

transferred to the North America Station that year for convoy escort duties and remained on that duty for the rest of the war. HMS Cornwall became a training ship in 1919 before she was paid-off later that year. The ship was sold for scrap in 1920.

The *Monmouth class* were designed to protect British merchant shipping from fast cruisers like the French Guichen, Châteaurenault or the Duplex class. The ships were designed to displace 9,800 long tons (10,000 tonnes). They had an overall length of 463 feet 6-inches (141.3 m), a beam of 66 feet (20.1 m) and a deep draught of 25 feet (7.6 m). The **Cornwall** was powered by two 4-cylinder triple-expansion steam engines, each driving one shaft, which produced a total of 22,000 indicated horsepower (16,000 kW) and gave a maximum speed of 23 knots (43 km/h; 26

mph). The engines were built by Hawthorn Leslie, and used steam provided by 31 x Babcock & Wilcox boilers. The ships carried a maximum of 1,600 long tons (1,600 tonnes) of coal. They carried a complement consisted of 678 officers and ratings.



The *Monmouth class* ships' main armament consisted of fourteen breech-loading (B.L.) 6-inch Mk VII guns. Four of these guns were mounted in two twin-gun turrets, one each fore and aft of the superstructure, and the others were positioned in casemates amidships. Six of these were mounted on the main deck and were only usable in calm weather. They had a maximum range of approximately 12,200 yards (11,200 m) with their 100-pound (45 kg) shells. Ten quick-firing (Q.F.) 12-pounder 3-inch (76 mm) 12-cwt guns were fitted for defence against torpedo boats. HMS **Cornwall** also carried 3 x 3-pounder 1.9-inch (47 mm) Hotchkiss guns and two submerged 18-inch (450 mm) torpedo tubes. Some of the *Monmouth class* were originally fitted with 2 x 11-inch howitzers, but these were replaced with 6-inch, 45 calibre guns.

Beginning in 1915, the main deck 6-inch guns of the *Monmouth-class* ships were moved to the upper deck and given gun shields; their casemates were plated over to improve the ships' sea-keeping. The 12-pounder guns displaced by the transfer were repositioned elsewhere. At some point in the war, three 3-pounder anti-aircraft guns were installed on the upper deck.

The ship's waterline armour belt was 4-inches (102 mm) thick amidships and two-inch (51 mm) forward. The armour of the gun turrets, their barbettes and the casemates were 4-inches thick. The protective deck armour ranged in thickness from 0.75–2 inches (19–51 mm) and the conning tower was protected by 10-inches (254 mm) of armour.

HMS **Cornwall** was named to commemorate the English county, was laid down at the Pembroke Royal Dockyard, Wales, on 11 Mar 1901, and launched on 29 Oct 1902. She was completed on 1 Dec 1904 and was initially assigned to the 2nd Cruiser Squadron of the Channel Fleet.

29 Oct 1902 She carried the Pennant Number **56**.

1 Dec 1904–8 Mar 1906 HMS **Cornwall** was commanded by Capt. Charles H. Robertson.

1905 HMS **Cornwall** was appointed and posted into the 2nd Cruiser Squadron, of the Atlantic Fleet.

10 Nov 1905 HMS **Cornwall** arrived at New York.

9 Mar 1906–24 Jan 1907 HMS **Cornwall** was commanded by Capt. Herbert Lyon.

1906 HMS **Cornwall** was still in the 2nd Cruiser Squadron, of the Atlantic Fleet.

Jun 1906 HMS **Cornwall** was still in the Atlantic Fleet. 2nd Cruiser Squadron.

In December 1906 the ship began a refit that lasted through 1907.

12 Jan 1907–27 May 1907 HMS **Cornwall** was commanded by Capt. Archibald P. Stoddart.

28 May 1907–10 Dec 1907 HMS **Cornwall** was commanded by Capt. Herbert C. C. Da Costa.

3 Aug 1907 HMS **Cornwall** was present at the Fleet review held at Spithead.

10 Dec 1907–8 Dec 1909 HMS **Cornwall** was commanded by Capt. W. Reginald Hall.

1909 HMS **Cornwall** was attached on Special Service duties.

Apr 1909 HMS **Cornwall** was still attached on Special Service.

8 Dec 1909–1911 HMS **Cornwall** was commanded by Capt. James C. Ley.



She became a cadet training ship in January 1908 and was assigned to the 4th Cruiser Squadron on the North America and West Indies Station.

13 Feb 1911 HMS **Cornwall** arrived at Malta.

20 Feb 1911 HMS **Cornwall** sailed from Malta.

23 Feb 1911 HMS **Cornwall** arrived at Gibraltar.

27 Feb 1911 She sailed from Gibraltar.

1 Mar 1911 HMS **Cornwall** arrived Arosa Bay.

12 Mar 1911 HMS **Cornwall** sailed from Arosa Bay.

14 Mar 1911 She arrived at Plymouth.

14 Mar 1911 HMS **Cornwall** arrived at Plymouth.

On 6 Aug 1911 HMS **Cornwall** ran aground on Pinnacle Rock, off Cape Sable Island in Nova Scotia, Canada, while assisting the protected cruiser HMCS *Niobe*, which had also run aground. Both cruisers were re-floated and HMS Cornwall was repaired at His Majesty's Canadian Dockyard, Halifax.

8 Dec 1911–8 Jan 1914 HMS **Cornwall** was commanded by Capt. Michael H. Hodges.

9 Jul 1912 HMS **Cornwall** was present at the Spithead Review.

Mid-1913, she was a training ship for naval cadets.

In Dec 1913, the ship was refitting in Devonport and resumed her training duties after it was completed in Jan 1914.

1914 The Pennant Number of HMS **Cornwall** was **D.31**.

8 Jan 1914 HMS **Cornwall** was commanded by Capt. Walter M. Ellerton, (in command at the Battle of the Falkland Islands).

Over the next six months, she visited ports ranging from Malta to São Vicente, Cape Verde to Trondheim, Norway. HMS **Cornwall** participated in the July 1914 Fleet review held at Spithead and was given a short refit at the end of the month. Upon its completion, she was assigned to the 5th Cruiser Squadron which was tasked with trade protection between the Azores, the Canary Islands and Gibraltar.

2 Aug 1914 HMS **Cornwall** steamed south for Gibraltar looking out for British merchant ships to warn of the strained relations between Germany and Great Britain - see p. 176 [www.naval-review.org/issues/1917.pdf](http://www.naval-review.org/issues/1917.pdf).

Aug 1914 HMS **Cornwall** was on the Africa Station (Cape Verde Station).

Aug 1914 HMS **Cornwall** was still attached to the 5th Cruiser Squadron.

4 Aug 1914 a telegram was received from the Admiralty with information that war would be declared against Germany at midnight.

5 Aug 1914 HMS **Cornwall** stopped and boarded the German vessel S.S. *Syra*, who was unaware that war had been declared; sent a prize crew on board to take her into Gibraltar.

6 Aug 1914 HMS **Cornwall** was instructed to proceed to Casablanca to escort French transport.

14 Aug 1914 HMS **Cornwall** was Patrolling outside Las Palmas.

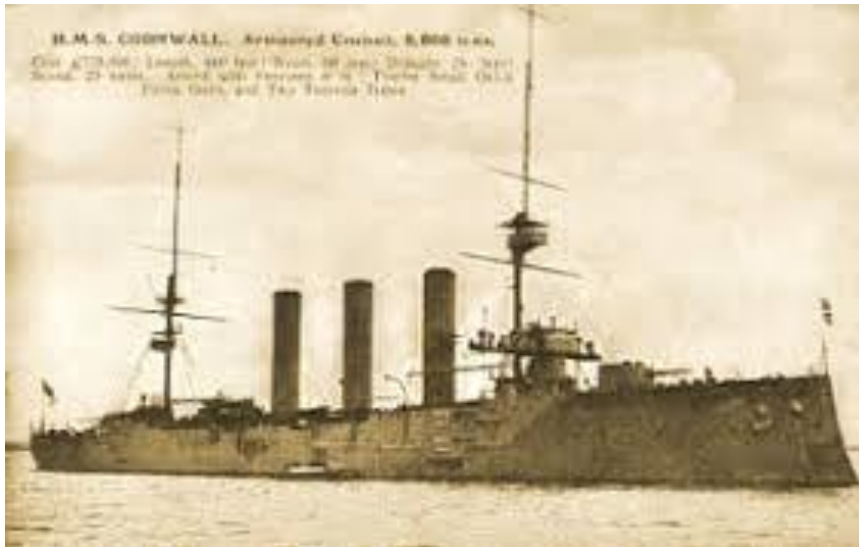
21 Aug 1914 Highflyer supplied the HMS **Cornwall** with fresh meat and a few papers.

26 Aug 1914 HMS **Cornwall** was at St. Vincent and coaled. She left the next day and met the *Macedonia* an armed P&O liner off St. Nicholas Island and received some provisions.

30 Aug 1914 HMS **Cornwall** was sent to St. Paul's Rocks, a small island close to the Equator, as the Hamburg-American liner Cap Trafalgar was expected there.

10 Sep 1914 HMS **Cornwall** was at Pernambuco - victualled and coaled and received intelligence from the local Consul.

24 Sep 1914 HMS **Cornwall** arrived Rio and departed the following day for the Trinidad Islands - see also p. 149 [www.naval-review.org/issues/1923-1.pdf](http://www.naval-review.org/issues/1923-1.pdf).



Sep-Nov 1914 HMS **Cornwall** was in search of the Karlsruhe off the Atlantic coast of S. America - see [www.naval-review.org/issues/1915-2.pdf](http://www.naval-review.org/issues/1915-2.pdf).

5 Nov 1914 She arrived Abrolhos Rocks from Rio de Janeiro - coaled and departed for Monte Video.

On route to the latter, The **Cornwall** captured the German collier S.S. Syra on 5 Aug 1914 and was transferred to patrol the Brazilian coast in Sep as part of the 4th Cruiser Squadron under Vice-Admiral Christopher Craddock. The ship was later assigned to a new squadron intended to patrol the River Plate area and did not join Craddock's ships as they searched for the German East Asia Squadron off the Chilean coast. After Craddock's squadron was destroyed in the Battle of Coronel on 1 Nov 1914, HMS **Cornwall** then proceeded to the Falkland Islands with the squadron commanded by Vice-Admiral Doveton Sturdee.

7 Dec 1914 She had arrived at Port William, Falkland Islands - see p.

143 [www.naval-review.org/issues/1915-1.pdf](http://www.naval-review.org/issues/1915-1.pdf) and p. 337-> [www.naval-review.org/issues/1923-2.pdf](http://www.naval-review.org/issues/1923-2.pdf).

8 Dec 1914 HMS **Cornwall** engaged Von Spee's squadron at the battle of the Falkland Islands.

Dec 1914 - Mar 1915 HMS **Cornwall** was employed in search of the Dresden until sunk by the *Kent* and *Glasgow* on 14 Mar.

9 Dec 1914 She returned to the Falkland Islands.

Upon arrival at Port Stanley on 7 Dec 1914, Sturdee gave permission for the Cornwall to put out her fires to clean her boilers and repair one engine. He planned to re-coal the entire squadron the following day from the two available colliers and to begin the search for the East Asia Squadron the day after. Vice-Admiral Maximilian von Spee, commander of the German squadron, had other plans and intended to destroy the radio station at Port Stanley on the morning of 8 Dec 1914. The appearance of two German ships at 07:30 caught Sturdee's ships by surprise although they were driven off by 12-inch (305 mm) shells fired by the pre-dreadnought battleship *Canopus* when they came within range around 09:20. This gave time for HMS **Cornwall** to reassemble her engine and raise steam, although she had not even started to re-coal. The squadron cleared the harbour by 10:30 and Sturdee ordered, "general chase". His two battlecruisers were the fastest ships present and inexorably began to close on the German cruisers. They opened fire at 12:55 and began to straddle the light cruiser Leipzig, the rear ship in the German formation. It was clear to Spee that his ships could not outrun the battlecruisers and that the only hope for any of his ships to survive was to scatter. So, he turned his two armoured cruisers around to buy time by engaging the battlecruisers and ordered his three light cruisers to disperse at 13:20. In accordance with Sturdee's plans, The **Cornwall**, her sister ship, *Kent*, and the light cruiser *Glasgow* immediately set off in

pursuit while the battlecruisers and the slow armoured cruiser *Carnarvon* dealt with the German armoured cruisers. At 14:45 Glasgow, the fastest of the British cruisers, was close enough to the Leipzig to open fire and the two ships exchanged salvos and scoring the occasional hit. An hour later, the Germans scattered in different directions; the Cornwall and Glasgow pursued the Leipzig, while Kent went after S.M.S. Nürnberg. HMS Cornwall closed on the German ship at full speed, trusting to her armour to keep out the 105-millimetre (4.1 inch) shells, while the unarmoured *Glasgow* manoeuvred at a distance. The range from the **Cornwall** was 7,000 yards (6,400 m) at 18:00 and her shells set Leipzig on fire. Five minutes later, the German ship had ceased firing and the British ships closed to 5,000 yards (4,600 m) to see if she would surrender. One last gun fired and Leipzig did not strike her colours, (as a sign of surrender), so the British fired several additional salvos at 19:25. The German captain had mustered his surviving crewmen on deck preparatory to abandoning ship, but the ship's flag could not be reached because it was surrounded by flames, and the British shells wrought havoc on the assembled crew. The Leipzig fired two green flares at 20:12 and the British ships closed to within 500 yards (460 m) and lowered boats to rescue the Germans at 20:45. Their ship capsized at 21:32 but only a total of 18 men were rescued in the darkness. The Leipzig had hit the **Cornwall** 18 times, but she did not lose a single man. The British ship rescued one officer and three ratings from Leipzig. HMS Cornwall spent much of the rest of the month searching for the German ships that had not yet been captured or destroyed before departing for home on 3 January 1915.

Aug 1915 HMS **Cornwall** was at Gallipoli.

Sep 1915 The Pennant Number of HMS **Cornwall** was **P.04**.



HMS **Cornwall** arrived at Devonport on 11 Feb and spent the next month and a half refitting there and at Avonmouth before departing for South Africa on 23 March. The ship arrived at Kibondo Island off the German East African coast on 27 April to blockade the light cruiser Königsberg in the Rufiji River. Several weeks later HMS Cornwall was called north to reinforce the British forces involved in the Dardanelles Campaign on 10 May. By the end of the year, she was on route to the China Station. The ship arrived at Singapore on 17 Feb 1916 and began a lengthy refit that lasted until 6 May.

She then patrolled the area of the Dutch East Indies until returning to Singapore for the next several months. HMS **Cornwall** departed for French Indochina on 21 July and the Governor-General of French Indochina visited the ship on 26 July while she was docked at Saigon. After her return to

Singapore, she was inspected by the Commander-in-Chief of the China Station, Vice-Admiral William Grant, on 21 August. HMS **Cornwall** resumed patrolling in the East Indies shortly afterwards and continued until Grant hoisted his flag aboard the ship on 22 Oct as he and his staff was ferried to Hong Kong.

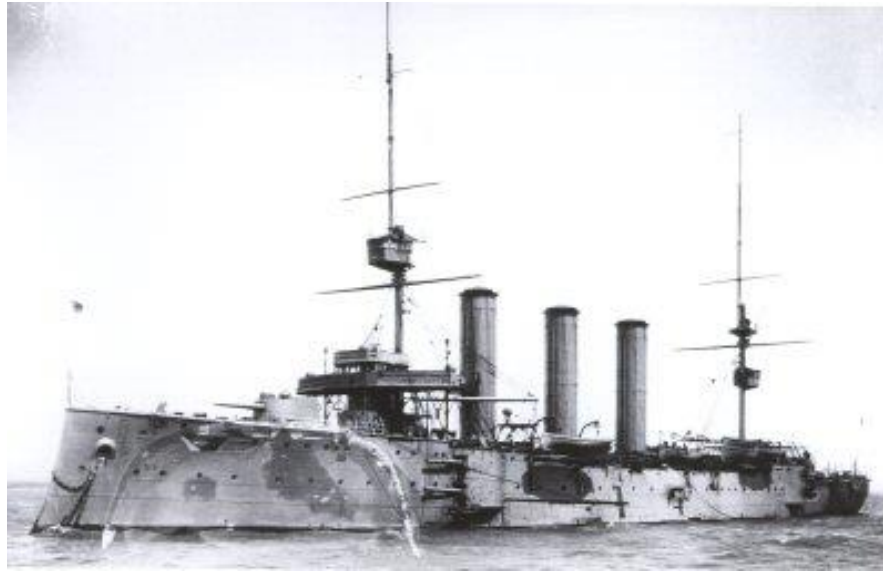
17 Nov 1916 HMS **Cornwall** was commanded by Capt. Charles E. W. Pyddoke.

Upon arrival five days later, Grant lowered his flag as he transferred ashore. The ship patrolled off the Chinese coast for most of Nov and returned to Singapore on 11 Dec. HMS Cornwall departed the city on 20 Dec bound for South Africa. On 16 Jan 1917, the ship was escorting a convoy of six troopships when she narrowly missed encountering the German commerce raider S.M.S. Wolf off of Saldanha Bay.

5 Jul 1917–1 Jan 1919 HMS **Cornwall** was commanded by Capt. Herbert A. Adam.

Jan 1918 The Pennant Number of HMS **Cornwall** was **P.84**.

A few days after arriving in Freetown, Sierra Leone, on 29 January, HMS **Cornwall** dismantled four of her 12-pounder guns; two of the guns were



transferred to troopships in her convoy. She led the convoy back to sea on 2 Feb, bound for Devonport where they arrived on 17 Feb 1918. The ship then sailed to Liverpool to begin a lengthy refit and was paid-off there on 7 March. She recommissioned on 4 Aug and spent the next two weeks preparing to go back to sea. HMS **Cornwall** departed Liverpool on 17 August and escorted at least one troopship to Halifax, Nova Scotia, arriving there a week later. She was now assigned to the North Atlantic and West Indies Station and began escorting convoys between North America and Britain on 19 September. HMS Cornwall continued in this role for the next year and escorted her last convoy when she arrived in Bermuda on 18 Oct 1918.

She departed the island on 14 Dec and arrived at Devonport 8-days later. The ship resumed her pre-war role as a cadet training ship on 25 Jan 1919.

1 Jan 1919–Sep 1919 HMS **Cornwall** was commanded by Capt. Henry K. Kitson.

24 Jun 1919 HMS **Cornwall** arrived St. Georges Bay.

12 Jul 1919 HMS **Cornwall** sailed St. John's (Newfoundland) for the White Bear River.

20 Aug 1919–19 Feb 1920 HMS **Cornwall** was commanded by Capt. Francis W. Caulfield, (and in command of *Berwick*, *Devonshire* and *Suffolk*).

Aug 1919, she was one of four cruisers placed under the command of Captain Francis Wade Caulfeild under the oversight of the Rear-Admiral commanding the Devonport Reserve.

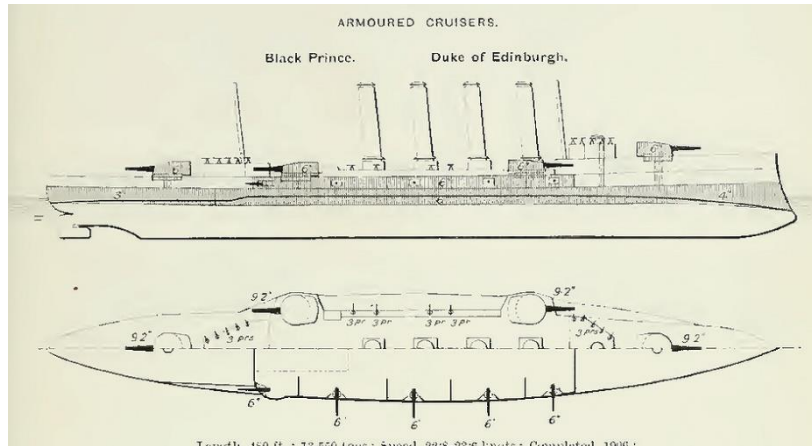
Vice-Admiral Morgan Singer, Commander-in-Chief, America and West Indies Station, inspected the ship on 9 May while she was berthed in Bermuda. HMS Cornwall returned to Devonport on 31 July and was paid off on 21 Aug.

**7 June 1920 HMS Cornwall was sold for scrap to Ward & Co, breaking started in July 1920.**

In 1922, Mount Cornwall in the Canadian Rockies was named in tribute to the ship.

In 1934 her bell was offered for sale to naval officers and others who might be interested, at the price of £5. Interested parties were to write the Director of Stores and were urged to include any special information which might convey the importance they attach to the bell, in light of the Admiralty's understanding that such items carry great sentimental value. (Its current location is unknown).

238.	<b>Duke of Edinburgh.</b>	Armoured Cruiser. <b>Duke of Edinburgh-class</b> armoured cruiser.	32. + 3 × single 17.72 -inch (450 mm) torpedo tubes.	Steel.	11 Feb 1903.	14 Jun 1904.	Completed 20 Jan 1906. She was ordered under the 1902-03 Naval Programme. She was Commissioned on the 20 Jan, 1906. They were designed by Philip Watts, the naval historian Oscar Parkes described them as ...."cruiser editions of the King Edward VII-class battleships"... In his first design, he perpetuated the worst feature of the designs by his predecessor, Sir William White, by placing the secondary .....
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Ottoman waters, the ship was sent to the Red Sea in mid-August to protect troop convoys arriving from India. Duke of Edinburgh was transferred to the Grand Fleet in Dec 1914 and participated in the Battle of Jutland in May 1916. She was not damaged during the battle and was the only ship of her squadron to survive. She was eventually transferred to the Atlantic Ocean in Aug 1917 for convoy escort duties. The ship



was sold for scrap in 1920. The Duke of Edinburgh displaced 12,590 long tons (12,790 tonnes) as built and 13,965 long tons (14,189 tonnes) fully loaded. The ship had an overall length of 505 feet 6-inches (154.1 m), with a beam of 73 feet 6-inches (22.4 m) and a draught of 27 feet (8.2 m). She was powered by four-cylinder triple-expansion steam engines, driving two shafts, which produced a total of 23,000 indicated horsepower (17,150 kW) and gave a maximum speed of 23 knots (43 km/h; 26 mph). The engines were powered by 20 x Babcock & Wilcox water-tube boilers and 6 x cylindrical boilers. The ship carried a maximum of 2,150 long tons (2,180 tonnes) of coal and an additional 600 long tons (610 t) of fuel oil that was sprayed on the coal to increase its burn rate. At full capacity, she could steam for 8,130 nautical miles (15,060 km; 9,360 miles) at a speed of 10 knots (19 km/h; 12 mph). The ship's complement was 789 officers and enlisted men. Her main armament consisted of six B.L. 9.2-inch (234 mm) Mark X guns in single turrets. The guns were distributed in two centreline turrets (one each fore and one aft) and four turrets disposed in the corners about the funnels. Her secondary armament of 10 x B.L. 6-inch Mk XI guns was arranged in single casemates. They were mounted amidships on the main deck and were only usable in calm weather. Twenty Vickers quick-firing (Q.F.) three-pounders were fitted, six on turret roofs and fourteen in the superstructure. The ship also mounted three submerged 17.72-inch (450 mm) torpedo tubes.

..... armament of six-inch (150 mm) guns in embrasures a deck below the main armament which meant that the guns were inoperable in anything more than a dead calm sea. A solution for this problem was offered after construction began when Phillip Watts learned that the ships would be lighter than expected and that weight would be available to replace the six-inch guns with 7.5-inch (190 mm) guns raised to the same deck as the main armament. The change would have cost a total of £398,000 for the two ships, far too expensive for the Board of Admiralty, so it was rejected on 30 Mar 1904.

HMS **Duke of Edinburgh** was the lead ship of the *Duke of Edinburgh-class* armoured cruisers built for the Royal Navy in the mid-1900's. She was stationed in the Mediterranean when the First World War (WW1) began and participated in the pursuit of the German battlecruiser S.M.S.

Goeben and light cruiser S.M.S. Breslau. After the German ships reached Ottoman waters, the ship was sent to the Red Sea in mid-August to protect troop convoys arriving from India. Duke of Edinburgh was transferred to the Grand Fleet in Dec 1914 and participated in the Battle of Jutland in May 1916. She was not damaged during the battle and was the only ship of her squadron to survive. She was eventually transferred to the Atlantic Ocean in Aug 1917 for convoy escort duties. The ship was sold for scrap in 1920.

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The **Duke of Edinburgh** was ordered under the 1902/1903 naval construction programme as the lead ship of her class. She was laid down on 11 Feb 1903 at Pembroke Royal Dockyard in Wales. She was launched on 14 Jun 1904 and completed on 20 Jan 1906 at a cost of £1,193,414. Duke of Edinburgh was named after Alfred, Duke of Edinburgh, one of Queen Victoria's sons.

1 Jan 1906–9 Jan 1908 HMS **Duke of Edinburgh** was commanded by Capt. Arthur H. Christian.

Jun 1906 **Duke of Edinburgh** posted and attached to the Atlantic Fleet. 2nd Cruiser Squadron.



The ship was assigned to the 5th Cruiser Squadron from 1906 to 1908 and was then transferred to the 1st Cruiser Squadron of the Channel Fleet.

1907 **Duke of Edinburgh** part of the 2nd Cruiser Squadron, Atlantic Fleet.

3 Aug 1907 **Duke of Edinburgh** was present at the Fleet Review Spithead.

12 Nov 1907 **Duke of Edinburgh** was commanded by Capt. Arthur H. Christian.

12 Nov 1907 **Duke of Edinburgh** attended the Channel Fleet Review at Spithead.

1908 **Duke of Edinburgh** posted and attached to the 1st Cruiser Squadron, of the Channel Fleet.

9 Jan 1908–29 Apr 1909 HMS **Duke of Edinburgh** was commanded by Capt. Harry H. Stileman.

11 Feb -21 Mar 1908 As part of the Channel Fleet, she underwent a refit.

29 Apr 1909–18 May 1911 HMS **Duke of Edinburgh** was commanded by Capt. The Hon. Robert F. Boyle.

1909 **Duke of Edinburgh** was still part of the 1st Cruiser Squadron, Channel Fleet.

When the Royal Navy's cruiser squadrons were reorganized in 1909, **Duke of Edinburgh** re-joined the 5th Cruiser Squadron of the Atlantic Fleet.

Apr 1909 **Duke of Edinburgh** was posted to the 5th Cruiser Squadron.

12 Jun 1909 **Duke of Edinburgh** was present at the Fleet Review at Spithead.

17 July 1909 **Duke of Edinburgh** attended the Thames Naval Review.

8 Nov 1909 **Duke of Edinburgh** sailed for New York.

27 Jul 1910 **Duke of Edinburgh** sailed from Torquay for the Naval Review.

27 Jul 1910 She arrived back at Torquay after Naval Review.

On 13 Aug 1910 the **Duke of Edinburgh** ran aground on Atherfield Ledge, Isle of Wight. She was successfully re-floated, but in the resulting Court-martial to investigate the incident, the then ship's Captain and Navigating Officer were severely reprimanded and the latter dismissed from the ship. She helped to rescue the survivors of the S.S. Delhi which ran aground off the coast of Morocco in Dec 1911. From 1913 to 1914 she served with the 1st Cruiser Squadron of the Mediterranean Fleet.

2 May 1911–2 May 1913 HMS **Duke of Edinburgh** was commanded by Capt. Thomas W. Kemp.



16 Feb 1912 **Duke of Edinburgh** assisted in picking up survivors from the S.S. Delhi off of Morocco.

19 Mar 1912 HMS **Duke of Edinburgh** was recommissioned at Portsmouth.

**Overview of the Duke of Edinburgh-class cruisers.**

Ship HMS	Builder	Engine builder	Laid down	Launch date	Completed	Cost (including armament)
<b>Duke of Edinburgh</b>	Pembroke Royal Dockyard.	Hawthorn Leslie	11 Feb 1903	14 Jun 1904	20 Jan 1906	£1,201,687
<b>Black Prince</b>	Thames Ironworks, Blackwall.	Thames Ironworks	3 Jun 1903	8 Nov 1904	17 Mar 1906	£1,193,414

26 Jan 1913 **Duke of Edinburgh** sailed Port Said for Beirut.

5 Feb 1913 **Duke of Edinburgh** sailed from Tripoli for Alexandretta.

23 Feb 1913 **Duke of Edinburgh** sailed from Alexandretta for Beirut.

2 May 1913–Aug 1914 HMS **Duke of Edinburgh** was commanded by Capt. Cecil I. Prowse.

6 May 1912 **Duke of Edinburgh** arrived at Torbay for a Fleet review by The King.

Jul 1912 **Duke of Edinburgh** sent to the Mediterranean with HMS *Warrior* to take the place of HMS *Good Hope* and HMS *Lancaster* and will remain until the end of January 1913.

9 Jul 1912 **Duke of Edinburgh** sailed to Spithead with the Home Fleet for manoeuvres.

9th Jul 1912 **Duke of Edinburgh** was present at the Spithead Review.

In Mid-1913, she was operating with the First Cruiser Squadron in the Mediterranean.

3 Mar 1914 HMS **Duke of Edinburgh** was recommissioned at Portsmouth.

When the British began to prepare for war in July 1914, the ship was refitting at Malta. Her refit was cut short and she joined the rest of her squadron in the southern approaches to the Adriatic. She was involved in the pursuit of the German battlecruiser Goeben and light cruiser Breslau at the outbreak of World War I, (WW1), but was ordered not to engage them.

Aug 1914–Sep 1916 HMS **Duke of Edinburgh** was commanded by Capt. Henry Blakett.

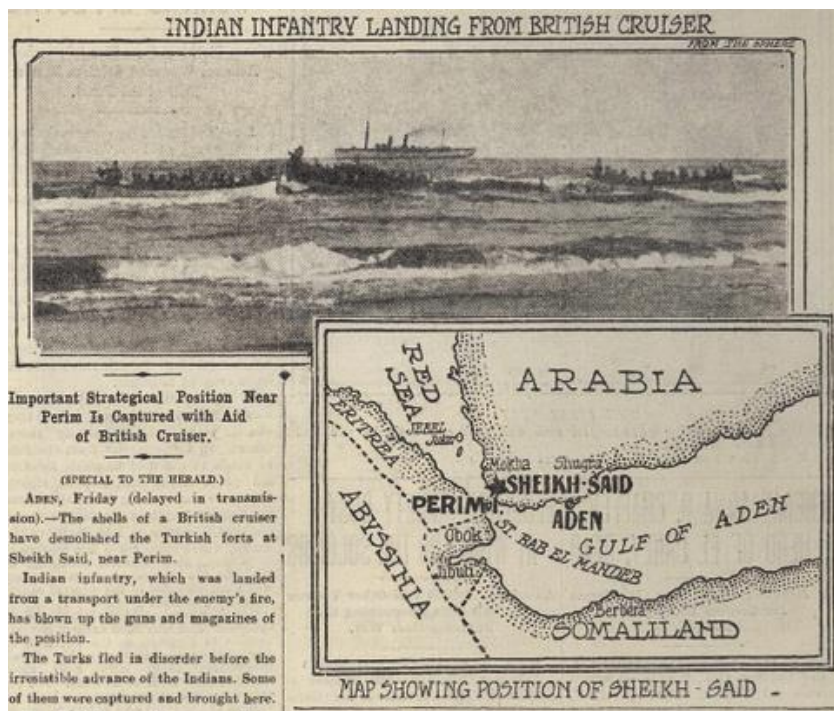
3 Aug 1914 At 0615 hours She altered course to north-westerly, for Straits of Messina - see p. 514 [www.naval-review.org/issues/1919-4.pdf](http://www.naval-review.org/issues/1919-4.pdf).

8 Aug 1914 She was posted and attached to the 1st Cruiser Squadron.

8 Aug 1914 **Duke of Edinburgh** was in the Mediterranean at the outbreak of WWI stationed at Malta.

On 10 Aug **Duke of Edinburgh** and her sister ship HMS *Black Prince* were ordered to the Red Sea to protect troop convoys arriving from India.

While on that duty the ship captured the German merchantman Altair of 3,200 tons G.R.T., (Gross register tonnage), on 15 Aug. While escorting a troop convoy from India to France in Nov 1914, **Duke of Edinburgh** provided cover to three battalions of infantry that seized the Turkish fort at Cheikh Saïd at the entrance to the Red Sea. The ship then landed a demolition party, which blew the fort up on 10 Nov; she then re-joined the convoy.



The **Duke of Edinburgh** re-joined the 1st Cruiser Squadron, which had been transferred to the Grand Fleet in the meantime, in Dec 1914. 1914 **HMS Duke of Edinburgh** carried the pennant **15**.

1915 An order for a design for a director system for **Duke of Edinburgh** was likely issued in early 1915, but priorities for director fittings were such that it was only installed in October 1918.

In Mar 1916 the ship had her main deck 6-inch guns removed and the openings plated over. Six of the guns were remounted on the upper deck, three on each side, between the wing turrets, protected by gun shields.

31 May 1916 **Duke of Edinburgh** Capt. H. Blackett in Command.

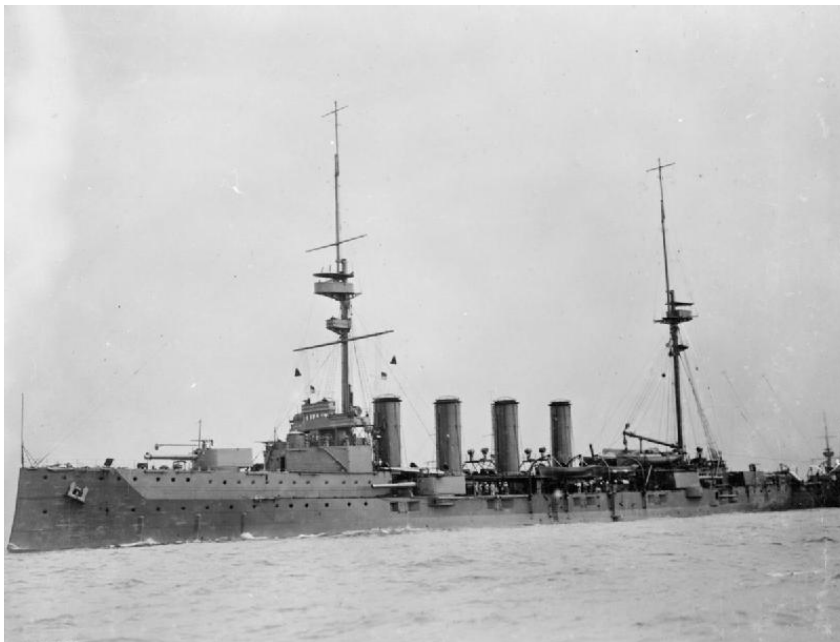
31 May 1916 **Duke of Edinburgh** took part in the Battle of Jutland.

At the Battle of Jutland on 31 May 1916, the 1st Cruiser Squadron was in front of the Grand Fleet, on the right side. At 5:47 p.m. The two leading ships of the squadron, the flagship, HMS *Defence*, and HMS *Warrior*, spotted the German II Scouting Group and opened fire. Their shells felt short and the two ships turned to port in pursuit, cutting in front of the battlecruiser HMS *Lion*, which was forced to turn away to avoid a collision. **Duke of Edinburgh** could not follow the first two ships and turned to port (northeast). The ship spotted the disabled German light cruiser S.M.S. *Wiesbaden* at 6:08 and fired twenty rounds at her.

By about 6:30 she had steamed to a position off the starboard bow of HMS *King George V*, the leading ship of the 2nd Battle Squadron, where her funnel smoke obscured the German ships from the foremost dreadnoughts of the 2nd Battle Squadron. A torpedo attack by German destroyers on Admiral Beatty's battlecruisers, failed, but forced the **Duke of Edinburgh** to evade one torpedo at 6:47. The ship reported a submarine sighting at 7:01, although no German submarines were operating in the area. She fired at another false submarine contact between 7:45 and 8:15.

After the battle, **Duke of Edinburgh** was attached to the 2nd Cruiser Squadron and remained at sea until 2 June, searching for disabled ships. She arrived in Scapa Flow, Scotland, on the afternoon of 3 Jun. On the evening of 18 Aug 1916, the Grand Fleet, including **Duke of Edinburgh**, put to sea in response to a deciphered message that the High Seas Fleet, minus the II Battle Squadron, would be leaving harbour that night. The Germans planned to bombard the port of Sunderland on 19 Aug, with extensive reconnaissance provided by airships and submarines. The Germans broke off their planned attack

to pursue a lone British battle squadron reported by an airship, which was in fact the Harwich Force under Commodore Tyrwhitt. Realising their



mistake, the Germans then set course for home. After Jutland the 2nd Cruiser Squadron, now including the **Duke of Edinburgh**, was ordered to reinforce the patrols north of the Shetland Islands against German blockade runners and commerce raiders. The ship's foremast was converted to a tripod to support the weight of a fire-control director in May 1917, but when the director was actually fitted is not known. Two more 6-inch guns were added in embrasures on the forecastle deck during that same refit. She was transferred to the North America and West Indies Stations in Aug 1917 for convoy escort duties, where she remained for the duration of the war.

Sep 1916–8 Aug 1918 HMS **Duke of Edinburgh** was commanded by Capt. Richard Hyde.

Jun 1916 HMS **Duke of Edinburgh** was posted and attached to the 2nd Cruiser Squadron.

Sep 1917 **Duke of Edinburgh** was transferred to N.A.W.I.

Jan 1918 **HMS Duke of Edinburgh** carried the pennant **58**.

Apr 1918 **HMS Duke of Edinburgh** carried **No** pennant.

Jun 1918 **HMS Duke of Edinburgh** carried the pennant **N.33**.

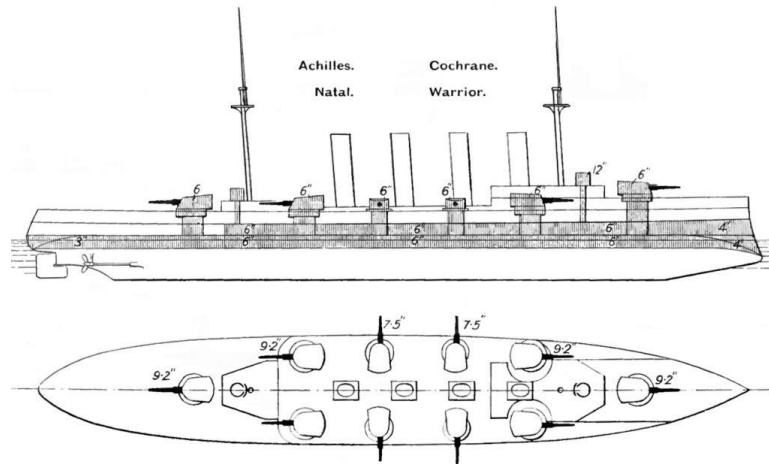
3 Aug 1918 HMS **Duke of Edinburgh** was paid off at Portsmouth

Upon her return, the **Duke of Edinburgh** was stationed in the Humber, before she was sold to Hughes Bolckow & Co, for scrap on 12 Apr 1920 and Broken-Up at Blyth in Northumberland.

**1<sup>st</sup> Oct. 1904. John Denison, D.S.O., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

239.	<b>Warrior.</b>	Armoured Cruiser. <b>Warrior-class</b> armoured cruiser	36. + 3 × submerged 18-inch (450 mm) torpedo tubes.	Steel.	5 Nov 1903.	25 Nov 1905.	Commissioned 12 Jun 1907. Unfortunately, this vessel is totally overshadowed by HMS <i>Warrior</i> (1860) from Blackwall, that was utilised as an oil jetty at the Llanion Oil depot, Pembroke Dock, prior to her rescue, refurbishment (1979) and is now exhibited at Portsmouth .....
<p>..... HMS <b>Warrior</b> was a Warrior class armoured cruiser built for the Royal Navy in the first decade of the 20th century. She was stationed in the Mediterranean when the First World War began (Aug 1914) and participated in the pursuit of the German battlecruiser S.M.S. Goeben and light cruiser S.M.S. Breslau. The <b>Warrior</b> was transferred to the Grand Fleet in Dec 1914 and remained there for the rest of her career. She was heavily damaged during the Battle of Jutland in 1916, after which she withdrew and was later abandoned and sank in a rising sea  HMS <b>Warrior</b> displaced 13,550 long tons (13,770 tonnes) as built and 14,500 long tons (14,700 tonnes) fully loaded. The ship had an overall length of 505 feet 4-inches (154.0 m), a beam of 73 feet 6-inches (22.4 m) and a draught of 27 feet 6-inches (8.4 m). She was powered by four-cylinder triple-expansion steam engines, driving two shafts, which developed a total of 23,650 indicated horsepower (17,640 kW) and gave a maximum speed of 23.3 knots (43.2 km/h; 26.8 mph). The engines were powered by 19 x Yarrow water-tube boilers and 6 x cylindrical boilers.</p>							

The ship carried a maximum of 2,050 long tons (2,080 tonnes) of coal and an additional 600 long tons (610 tonnes) of fuel oil that was sprayed on the coal to increase its burn rate. At full capacity, she could steam for 7,960 nautical



Length, 480 ft. ; 13,550 tons ; Speed, 22·3-23·3 knots ; Completed, 1906-1907 ;  
Armament, 6-9·2 in., 4-7·5 in., 1-12 pr., 31 small.

miles (14,740 km; 9,160 miles) at a speed of 10 knots (19 km/h; 12 mph). Her main armament consisted of six B.L. 9·2-inch Mk X guns in single Mk V turrets; two on the centreline (one each fore and aft) and four in the corners about the funnels. Her secondary armament of four B.L. 7·5-inch Mk II or Mk V guns in single Mk II turrets was carried amidships, between the wing 9·2-inch guns. Twenty-six Vickers Q.F. 3-pounders were fitted, ten on turret roofs and eight each on the forward and aft superstructures. The last four ships of the *Duke of Edinburgh class* cruisers had a secondary armament of turreted 7·5-inch guns rather than the 6-inch (152 mm) guns in casemates of the first two ships; these latter four were sometimes referred to as the *Warrior class*. Because of the extra topweight of the turrets in comparison to their half-sisters their stability was reduced which made them very good sea boats and steady gun platforms. The ship also mounted three submerged 17·7-inch (450 mm) torpedo tubes, one of which was mounted in the stern.

The **Warrior** was ordered as part of the 1903–04 Naval construction programme as the first of four armoured cruisers. She was laid down on 5 Nov 1903 at the Pembroke Royal Dockyard, launched on 25 Nov 1905 and completed on 12 Dec 1906.

29 Nov 1906–15 Feb 1909 HMS **Warrior** was commanded by Capt. Arthur W. Waymouth.

16 Feb 1909–5 Apr 1911 HMS **Warrior** was commanded by Capt. Owen F. Gillett.

Ship HMS	Builder	Engine builder	Laid down	Launch date	Completed	Cost (including armament)
<b>Warrior</b>	Pembroke Royal Dockyard.	Wallsend Slipway and Engineering	5 Nov 1903	25 Nov 1905	12 Dec 1906	£1,186,395
<b>Cochrane</b>	Fairfield Shipping and Engineering, Govan	Fairfield Shipping and Engineering	24 Mar 1904	20 May 1905	18 Feb 1907	£1,193,121
<b>Achilles</b>	Armstrong Whitworth, Elswick	Hawthorn Leslie	22 Feb 1904	17 Jun 1905	22 Apr 1907	£1,191,103
<b>Natal</b>	Vickers, Barrow-in-Furness	Vickers	6 Jan 1904	30 Sep 1905	5 Mar 1907	£1,218,244

1 Jun 1907 The name ship for her class of four armoured cruisers, H.M.S. *Warrior* was commissioned by Captain Waymouth at Pembroke.

On completion, the **Warrior** was assigned to the 5th Cruiser

Squadron in the Channel Fleet until 1909, when she was transferred to the 2nd Cruiser Squadron. On 15 Sep 1909 one of the **Warrior's** boiler tubes failed during firing practice, and she was repaired at Devonport Dockyard.

5 Apr 1911–1 Dec 1911 HMS **Warrior** was commanded by Capt. Charles L. Vaughan-Lee.

1 Dec 1911–25 Aug 1913 HMS **Warrior** was commanded by Capt. James A. Fergusson.

1913 the ship was transferred to the 1st Cruiser Squadron of the Mediterranean Fleet.

In early 1913 HMS **Warrior** was serving in the Second Cruiser Squadron.

1 Jul 1913 She recommissioned at Devonport.

In Mid-1913, it was decided to purchase a Type 9 Cruiser Auxiliary radio set for her.

25 Aug 1913–16 Dec 1915 HMS **Warrior** was commanded by Capt. George H. Borrett.

1914 the Pennant Number of HMS **Warrior** was **18**.

Jul 1914 HMS **Warrior** was at Alexandria having completed a cruise, which included visits to Phalerum Bay (Athens), Armarice, Larnaka, Alexandretta, Beirut, etc.



28 Jul 1914 HMS **Warrior** departed for Malta - see p. 460 [www.naval-review.org/issues/1915-3.pdf](http://www.naval-review.org/issues/1915-3.pdf).

3 Aug 1914 HMS **Warrior** at 0615 hours She altered course to north-westerly, for Straits of Messina - see p. 514 [www.naval-review.org/issues/1919-4.pdf](http://www.naval-review.org/issues/1919-4.pdf).

16 Dec 1915–1 Jun 1916 HMS **Warrior** was commanded by Capt. Vincent B. Molteno, (until She was lost under his command following the Battle of Jutland – see below).

She was involved in the pursuit of the German battlecruiser Goeben and light cruiser Breslau at the outbreak of World War I, but was ordered not to engage them. The Warrior participated in the Allied sweep which led to the sinking of the Austro-Hungarian light cruiser S.M.S. Zenta during the Battle of Antivari in August 1914. A few days later she was ordered to Suez to defend the Suez Canal against any Turkish attack and remained there until 6 Nov when she was ordered to Gibraltar to join a squadron of French and British ship to search for German warships still at sea off the African coast. This was cancelled

On 19 Nov after the location of the German East Asia Squadron was revealed by survivors of the Battle of Coronel.

HMS **Warrior** joined the Grand Fleet in December 1914 and was assigned to the 1st Cruiser Squadron under Rear-Admiral Sir Robert Keith Arbuthnot. At the Battle of Jutland on 31 May 1916, the 1st Cruiser Squadron was in front of the Grand Fleet, on the right side. At 5:47 p.m., the squadron flagship, HMS *Defence*, and the Warrior spotted the German II Scouting Group and opened fire. Their shells felt short and the two ships turned to port in pursuit, cutting in front of the battlecruiser HMS *Lion*, which was forced to turn away to avoid a collision. Shortly afterwards they spotted the disabled German light cruiser S.M.S. Wiesbaden and closed to engage. When the two ships reached a range of 5,500 yards (5,000 m) from Wiesbaden they were spotted in turn at 6:05 hours by the German battlecruiser S.M.S. Derfflinger and four battleships who were less than 8,000 yards (7,300 m) away. The fire from the German ships was heavy and *Defence* blew-up at 6:20 hours. HMS *Warrior* was hit by at least fifteen 28-centimetre (11-inch) and six 15-centimetre (5.9 inch) shells, but was saved when the German ships switched their fire to the battleship HMS *Warspite* when its steering jammed and caused *Warspite* to make two complete circles within sight of much of the High Seas Fleet.

HMS **Warrior** was heavily damaged by the German shells, which caused large fires and heavy flooding, although the engine room crew - of whom only three survived - kept the engines running for long enough to allow her to withdraw to the west. She was taken in tow by the seaplane tender HMS *Engadine* who took off her surviving crew of 743.



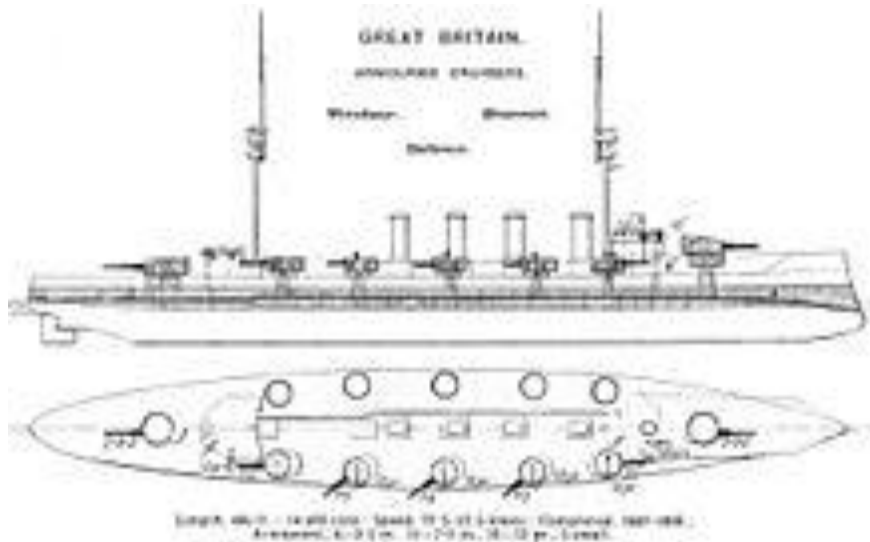
**HMS Warrior** She was abandoned in a rising sea at 8:25 a.m. on 1 June 1916, after the Battle of Jutland, when her upper deck was only 4 feet (1.2 m) above the water, and subsequently foundered.

On 8 Sep 2016 Dr Innes McCartney of Bournemouth University announced that he and a team from the Sea War Museum Jutland had discovered the wreck of the HMS Warrior. The wreck was discovered in a search on 24 Aug 2016. The ship lies completely upside down, at a depth of 80 meters in an area of soft sea bed, up to the level of the upper deck. The ship appears to be largely intact, with no sign of the illegal metal salvage that has occurred on other Jutland wrecks. The Warrior is the last of the 25 ships sunk at the Battle of Jutland to be located. There are concerns that the wreck may be exploited by illegal metal scavengers, despite the wreck being protected by the Protection of Military Remains Act 1986.



**1<sup>st</sup> Oct. 1906. Henry Coare Kingsford, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

240.	<b>Defence.</b>	Armoured Cruiser. <b>Minotaur-class</b> armoured cruiser	30. + 5 × 18-inch (450 mm) torpedo tubes.	Steel.	25 Feb 1905.	24 Apr 1907.	Commissioned on the 9 Feb 1909. HMS <b>Defence</b> was a <i>Minotaur class</i> armoured cruiser built for the Royal Navy in the first decade of the 20th century, the last armoured cruiser built for the Royal Navy. She was stationed in the Mediterranean when the First World War (WW1) began and participated in the pursuit of the German battlecruiser S.M.S. ....
<p>..... Goeben and light cruiser S.M.S. Breslau. The ship was transferred to the Grand Fleet in Jan 1915 and remained there for the rest of her career.</p> <p>HMS <b>Defence</b> was sunk on 31 May 1916 during the Battle of Jutland, the largest naval battle of the war. Escorting the main body of the Grand Fleet, the ship was fired upon by one German battlecruiser and four dreadnoughts as she attempted to engage a disabled German light cruiser. She was struck by two salvos from the German ships that detonated her rear magazine. The fire from that explosion spread to the ship's secondary magazines, which exploded in turn.</p> <p>The only known survivor was Govan man Richard Creath.</p>							



armament of 10 x B.L. 7.5-inch Mark II guns were mounted amidships in single turrets. Anti-torpedo boat defence was provided by 16 x Q.F. 12-pounder (three-inch) 18-cwt guns. HMS **Defence** also mounted five submerged 17.7-inch torpedo tubes, one of which was mounted in the stern. The waterline armour belt consisted of 6-inches (152 mm) of Krupp cemented armour roughly between the fore and aft 7.5-inch gun turrets, but was reduced in steps to three inches to the ends of the ship. The gun turrets and barbettes were protected by 6–8-inches (152–203 mm) of armour. The thickness of the lower deck was 1.5–2-inches (38–51 mm). The armour of the conning tower was 10 inches (254 mm) thick.

The **Defence** was ordered as part of the 1904–05 naval construction programme as the last of three *Minotaur class* armoured cruisers. She was laid down on 22 Feb 1905 at the Royal Dockyard in Pembroke Dock, Wales. She was christened on 27 April 1907 by Lady Cawdor and commissioned on 3 Feb 1909 at the cost of £1,362,970.

26 Aug 1908–5 Oct 1908 HMS **Defence** was commanded by Capt. Thomas W. Kemp, (for sea trials).

16 Nov 1908–12 Jan 1911 HMS **Defence** was commanded by Capt. Cecil F. Dampier.

9 Feb 1909 HMS **Defence** commissioned at Devonport on, for service in the Fifth Cruiser Squadron at the Nore.

9 Feb 1909–31 Dec 1913 including time during 1909 with the Home Fleet and 1910–12 China Station.

12 Jan 1911–6 Jan 1913 HMS **Defence** was commanded by Capt. Henry H. Bruce.

14 Feb 1911 She recommissioned at Devonport.

The **Defence** displaced 14,600 long tons (14,800 tonnes) as built and 16,630 long tons (16,900 tonnes) at deep load. The ship had an overall length of 519 feet (158.2 m), a beam of 74 feet 6-inches (22.7 m) and a mean draught of 26 feet (7.9 m). She was powered by a pair of four-cylinder triple-expansion steam engines, each driving one shaft, which developed a total of 27,000 indicated horsepower (20,000 kW) and gave a maximum speed of 23 knots (43 km/h; 26 mph). The engines were powered by 24 x Yarrow water-tube boilers. The ship carried a maximum of 2,060 long tons (2,090 tonnes) of coal and an additional 750 long tons (760 tonnes) of fuel oil that was sprayed on the coal to increase its burn rate. At full capacity, she could steam for 8,150 nautical miles (15,090 km; 9,380 miles) at a speed of 10 knots (19 km/h; 12 mph). HMS **Defence** was designed to carry 779 officers and men.

The ship's main armament consisted of four B.L. 9.2-inch Mark X guns in two twin-gun turrets, one each fore and aft. Her secondary



Auxiliary radio set for her.

1 Jan 1914 HMS **Defence** Refit.

Late July 1914, she received one of five Waymouth-Cooke Rangefinders purchased for evaluation, possibly of a new model.

30 Jul 1914 HMS **Defence** re-joined Mediterranean squadron on the morning - see p. 460

[www.naval-review.org/issues/1915-3.pdf](http://www.naval-review.org/issues/1915-3.pdf).

3 Aug 1914 HMS **Defence** at 06:15 hours She altered course to north-westerly, for Straits of Messina - see p. 514 [www.naval-review.org/issues/1919-4.pdf](http://www.naval-review.org/issues/1919-4.pdf).

25 Aug 1914 HMS **Defence** was recommissioned.

Aug 1914 HMS **Defence** was on the Mediterranean Station. Flag Ship of Rear Admiral Commanding First Cruiser Squadron, Mediterranean Fleet. Following German ships Goeben and Breslau to Constantinople.

She was then deployed to the South Atlantic to support Rear Admiral Cradock, but would have arrived too late for the Battle of Coronel, and was recalled.

10 Nov 1914 HMS **Defence** at Monte Video - see [www.naval-review.org/issues/1915-2.pdf](http://www.naval-review.org/issues/1915-2.pdf).

12 Nov 1914 HMS **Defence** departed for the Abrolhos Rocks, arriving on the 16th.

26 Nov 1914 HMS **Defence** sent to St Helena to join the Cape Station.

7 Dec 1914 HMS **Defence** proceeded to Luderitz Bay with the Minotaur (now flying flag of C-in-C Cape Station), Albion, Weymouth, Hyacinth and Astraea - see p. 608 [www.naval-review.org/issues/1915-4.pdf](http://www.naval-review.org/issues/1915-4.pdf).

The ship was briefly assigned to the 5th Cruiser Squadron of the Home Fleet until she was transferred to the 2nd Cruiser Squadron when the Home Fleet reorganised on 23 Mar 1909. Three months later the **Defence** was reassigned to the 1st Cruiser Squadron. She escorted the ocean liner R.M.S. Medina in 1911–1912 while the latter ship served as the royal yacht for the newly crowned King George V's trip to India to attend the Delhi Durbar.

After the ship returned to Plymouth in early 1912, HMS **Defence** was transferred to the China Station, where she remained until Dec 1912, when she was ordered to re-join the 1st Cruiser Squadron in the Mediterranean as flagship.

6 Jan 1913–Oct 1914 HMS **Defence** was commanded by Capt. Captain Fawcet Wray, (as Flag Captain).

Mid-1913 HMS **Defence** was serving as flagship of the First Cruiser Squadron in the Mediterranean.

Mid-1913, it was decided to purchase a Type 9 Cruiser





10 Dec 1914 HMS *Defence* departed Luderitz Bay in a nor<sup>l</sup>-westerly direction.



1914 HMS *Defence*, her pennant Number was **05**.

At the start of the First World War (WW1-Aug 1914), she was involved in the pursuit of the German warships Goeben and Breslau, but Rear-Admiral Ernest Troubridge decided not to engage Goeben due to the latter's more powerful guns, heavier armour and faster speed. She then blockaded the German ships inside the Dardanelles until the ship was ordered on 10 Sep 1914 to the South Atlantic to take part in the hunt for Admiral Graf von Spee's East Asia Squadron. The order was cancelled on 14 Sep 1914 when it became clear that the German squadron was still in the Eastern Pacific and HMS *Defence* returned to the Dardanelles. The Admiralty again ordered the ship to the South Atlantic in October to join Rear-Admiral Christopher Cradock's squadron searching for the German ships.

Oct 1914–15 Jan 1916 HMS *Defence* was commanded by Capt. Eustace La T. Leatham.

15 Jan 1916–31 May 1916 HMS *Defence* was commanded by Capt. Stanley V. Ellis, (who was killed when ship lost under his command at the Battle of Jutland).

<b>Overview of Minotaur-class cruisers</b>						
<b>Ship HMS</b>	<b>Builder</b>	<b>Date of</b>			<b>Fate</b>	<b>Cost</b>
		<b>Laid down</b>	<b>Launched</b>	<b>Completion</b>		
<b>Minotaur</b>	Devonport Dockyard	2 Jan 1905	6 Jun 1906	1 Apr 1908	Sold for scrap, 1920	£1,410,356
<b>Shannon</b>	Chatham Dockyard	2 Jan 1905	20 Sep 1906	10 Mar 1908		£1,415,135
<b>Defence</b>	Pembroke Royal Dockyard	22 Feb 1905	24 Apr 1907	9 Feb 1909	Sunk at the Battle of Jutland, 31 May 1916	£1,362,970

HMS *Defence*, however, had only reached Montevideo, Uruguay by 3 Nov 1914 when she received word that most of Admiral Cradock's squadron had been destroyed two days previously at the Battle of Coronel. The ship rendezvoused with the battlecruisers HMS *Inflexible* and HMS *Invincible* later that month and transferred her long-range radio equipment to *Invincible* before sailing to South Africa to escort a troop convoy to Great Britain. HMS *Defence* departed Table Bay, Cape Town on 8 Dec and re-joined the 1st Cruiser Squadron of the Grand Fleet as its flagship upon her arrival.

HMS *Defence* received a Q.F. 12-pounder (3-inch) 12 cwt anti-aircraft (AA) gun and a Q.F. 3-pounder (47 mm) AA gun in 1915–16. The 12-pounder gun was mounted on the aft superstructure and the 3-pounder on the quarterdeck at the extreme rear.

During the Battle of Jutland on 31 May 1916, she was the flagship of Rear-Admiral Sir Robert Arbuthnot, leading the First Cruiser Squadron. The squadron formed the starboard flank of the cruiser screen, ahead of the main body of the Grand Fleet. The *Defence* was just to the right of the centre of the line. At 5:47 p.m., HMS *Defence*, and HMS *Warrior*, the leading two ships of the squadron, spotted the German II Scouting Group and opened fire. Their shells fell short and the two



ships turned to port in pursuit, cutting in front of the battlecruiser HMS *Lion*, which was forced to turn away to avoid a collision. Shortly afterwards, they spotted the disabled German light cruiser S.M.S. Wiesbaden and closed to engage. When the two ships reached a range of 5,500 yards (5,000 m) from Wiesbaden they were spotted in turn at 6:05 by the German battlecruiser S.M.S. Derfflinger and four battleships who were less than 8,000 yards (7,300 m) away. The fire from the German ships was heavy and the Defence was hit by two salvos from the German ships that caused the aft 9.2-inch magazine to explode. **The resulting fire spread via the ammunition passages to the adjacent 7.5-inch magazines which detonated in turn. The ship exploded at 6:20 with the loss of all men on board; between 893 and 903 men were killed.**

At the time, it was believed that HMS Defence had been reduced to fragments by the explosion, but the wreck was discovered in mid-1984 by Clive Cussler and a NUMA survey of the North Sea and English Channel at coordinates 56°58'02" N 05°49'50" E. It

was dived upon in 2001 by a team led by nautical archaeologist Innes McCartney and found to be largely intact, despite the violence of her sinking. HMS *Defence*, along with the other Jutland wrecks, was belatedly declared a protected place under the Protection of Military Remains Act 1986, to discourage further damage to the resting place of approximately 900 men.

241.	<b><i>Boadicea.</i></b>	Light Cruiser. <b><i>Boadicea-class</i></b> scout cruiser	10. + 2 × 21-inch (533 mm) torpedo tubes.	Steel	1 Jun 1907.	14 May 1908.	Completed Jun 1909. HMS <b><i>Boadicea</i></b> was the lead ship of her class of scout cruisers built for the Royal Navy in the first decade of the 20th century. She led the 1st Destroyer Flotilla from completion until the ship was transferred to the 3rd Destroyer Flotilla in mid-1912. ....
<p>..... A year later HMS <b><i>Boadicea</i></b> was reassigned to the 2nd Battle Squadron and she spent the bulk of World War I (WW1) with that squadron. The ship was present at, but did not fight in, the Battle of Jutland in mid-1916. HMS <b><i>Boadicea</i></b> was converted into a minelayer at the end of 1917 and made three sorties to lay her mines before the end of the war. She was placed in reserve after the war and taken out of service in 1920. The ship was used for harbour service at Dartmouth until she was sold for scrap in 1926.</p> <p>Designed to provide destroyer flotillas with a command ship capable of outclassing enemy destroyers with her six four-inch (102 mm) guns, the <i>Boadicea</i> proved too slow in service from the start of her career. Her 25-knot (46 km/h; 29 mph) speed was barely capable of matching the speeds of the River-class destroyers she led in her flotilla in 1909 and proved inadequate to match the speed of later destroyers.</p> <p>Displacing 3,350 long tons (3,400 tonnes), the ship had an</p>							

overall length of 405 feet (123.4 m), a beam of 41 feet 6-inches (12.6 m) and a deep draught of 14 feet (4.3 m). She was powered by two Parsons steam turbine sets, each driving two shafts. The turbines produced a total of 18,000 indicated horsepower (13,000 kW), using steam produced by 12 x Yarrow boilers that burned both fuel oil and coal, and gave a maximum speed of 25 knots (46 km/h; 29 mph). She carried a maximum of 780 long tons (790 tonnes) of coal and 189 long tons (192 tonnes) of fuel oil. Her crew consisted of 317 officers and enlisted men.



Her main armament consisted of six breech-loading (B.L.) four-inch (102 mm) Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, the middle pair were amidships, one on each broadside, and the two remaining guns were on the centreline of the quarterdeck, one ahead of the other. The guns fired their 31-pound (14 kg) shells to a range of about 11,400 yards (10,400 m). Her secondary armament was four quick-firing (Q.F.) three-pounder 47 mm (1.9 in) Vickers Mk I guns and two submerged 21-inch (533 mm) torpedo tubes. During the war, four additional four-inch guns were added amidships to increase her firepower. A Q.F. three-inch 20 cwt anti-

aircraft gun was also added. In 1918 it was replaced by a four-inch gun.

As a scout cruiser, the ship was only lightly protected to maximise her speed. She had a curved protective deck that was one inch (25 mm) thick on the slope and 0.5 inches (13 mm) on the flat. Her conning tower was protected by four inches of armour.

She was the 4<sup>th</sup>-ship to bear her name in the Royal Navy, *Boadicea* was laid down at the Pembroke Royal Dockyard on 1 Jun 1907 and launched on 14 May 1908 by Lady Kensington. She was the first turbine-powered cruiser in the Royal Navy and was completed in Jun 1909, she was one of seven scout cruisers in her class (see table).



1909 HMS *Boadicea* was ordered in to replace HMS *Topaze* as flag ship of Commodore in Charge of First Destroyer Flotilla.

14 May 1909–27 Jul 1909 H.M.S. *Boadicea* was commanded by Commander Francis M. Leake, (temporary post only).

27 Jul 1909–5 Dec 1910 H.M.S. *Boadicea* was commanded by Capt. Edward F. B. Charlton, (and also as Captain (D), First Destroyer Flotilla), and the ship became the flotilla leader of the 1st Destroyer Flotilla.

6 Dec 1910 *H.M.S. Boadicea* was commanded by Commodore, Second Class Robert K. Arbuthnot, (and also as Captain (D), First Destroyer Flotilla).

Captain Vernon Haggard assumed command of the ship on 27 Oct 1911 and he was relieved by Captain Ernest Carey when the ship was transferred to the 3rd Destroyer Flotilla on 31 Jul 1912.



6 Jun 1911–17 Oct 1911 H.M.S. **Boadicea** was commanded by Commander William F. Benwell.

6 Jun 1911 She recommissioned at Chatham.

17 Oct 1911–31 Jul 1912 H.M.S. **Boadicea** was commanded by Capt. Vernon H. S. Haggard.

In Nov 1911, she was serving as flotilla cruiser for the First Destroyer Flotilla, leading a mix of *Beagle* class and *Tribal* class vessels.

1912 HMS **Boadicea** during the period, from 1910 had served as flagship of the Third Destroyer Flotilla, under the flag of Robert Arbuthnot and others.

In early 1913, she was flotilla cruiser of Third Destroyer Flotilla, but was to be re-commissioned on 5 July at Sheerness to serve with the Second Battle Squadron.

31 Jul 1912–3 Apr 1913 H.M.S. **Boadicea** was commanded by Capt. Ernest S. Carey, (and also as Captain (D) of Third Destroyer Flotilla).

Carey was only in command until 3 April 1913 when Captain Cecil Fox replaced him.

3 Apr 1913–5 Jul 1913 H.M.S. **Boadicea** was commanded by Capt. Cecil H. Fox, (and also as Captain (D), Third Destroyer Flotilla).

HMS **Boadicea** was transferred to the 2nd Battle Squadron on 5 July 1913 and Fox was relieved by Captain Louis Woolcombe.

5 Jul 1913–8 Sep 1916 H.M.S. **Boadicea** was commanded by Capt. **H.M.S. Boadicea** was commanded by Capt. Louis C. S. Woolcombe, (and in command at Battle of Jutland).

late 1913 **H.M.S. Boadicea** was one of seven ships which tested the Willis and Robinson Electric Revolution Telegraphs; all the other ships were much larger than she. Testing was completed. (no details as to its suitability are available).

1914 The Pennant Number of H.M.S. **Boadicea** was **4C**.

On 31 July 1914, H.M.S. **Boadicea** she took Vice-Admiral John (Jackie) Jellicoe from Wick to Scapa Flow to assume command of the Grand Fleet.

#### **Boadicea-class cruisers**

<i>Builder</i>	<i>Laid down</i>	<i>Launched</i>	<i>Completed</i>	<i>Completed</i>
HMS Boadicea	Pembroke Royal	1 June 1907	14 May 1908	June 1909
HMS Bellona	Dockyard	5 June 1908	23 March 1909	February 1910

Aug 1914 H.M.S. **Boadicea** was attached to Second Battle Squadron.

She was one of four scout cruisers attached to the Grand Fleet at the Battle of Jutland, 31 May-1 Jun 1916, still under the command of Captain Woolcombe.

She was assigned and attached to the Second Battle Squadron of the Grand Fleet in Scapa Flow at the start of the war.

Sep 1914 HMS **Boadicea** was still attached to Second Battle Squadron, under the command of Captain Woolcombe.

On 15 Dec 1914 her bridge and several crewmen were lost overboard due to severe weather in the Pentland Firth, (a strait which separates the Orkney Islands from Caithness in the north of Scotland), as the squadron sortied to intercept German ships bombarding ports in Yorkshire. HMS **Boadicea** had to return to port for repairs.

She was at the Battle of Jutland on 31 May-1 Jun 1916, but was assigned to a position at the rear of the squadron and did not fire her guns. She actually spotted the German fleet the night after the battle, but her report was not passed to Jellicoe for fear of giving away the position of the Grand Fleet.

8 Sep 1916–6 Feb 1917 H.M.S. **Boadicea** was commanded by Capt. Algernon H. C. Candy.

6 Feb 1917–30 Aug 1917 H.M.S. **Boadicea** was commanded by Capt. Arthur G. Craufurd.

The ship was relieved in the squadron by her sister ship *Bellona* (see item 242, below) in Oct 1917 and was on detached duties, probably in preparation for her conversion into a minelayer in Dec 1917.

Nov 1917–27 Mar 1919 H.M.S. **Boadicea** was commanded by Capt. Edwin H. Edwards.

Dec 1917 H.M.S. **Boadicea** was attached to the Home Fleet.



Dec 1917 She was refit to be a minelayer, laying 184 mines in three operations. In this configuration, she could carry 66 mines and

conduct six laying operations per month to a radius of 2120 miles.

Jan 1918 The Pennant Number of H.M.S. **Boadicea** was **19**.

HMS **Boadicea** was assigned to the 4th Battle Squadron in Jan 1918 and she laid mines at the entrance to the Kattegat (a 30,000 km<sup>2</sup> (12,000 sq. miles) sea area bounded by the Jutlandic peninsula in the west, the Danish Straits islands of Denmark to the south and the provinces of Västergötland, Scania, Halland and Bohuslän in Sweden, where the Baltic flows into the Atlantic), in the east, on the nights of 18/19 and 24/25 Feb 1918, part of her total of 184 mines laid in three missions. The ship remained with the 4th Battle Squadron for the rest of the war.

Apr 1918 The Pennant Number of H.M.S. **Boadicea** was **11**.

After end of the war in November, the ship was relieved of her assignment with the 4th Battle Squadron and assigned to the Nore in Feb 1919 and placed in reserve there the following month.

27 Mar 1919–10 Mar 1920 H.M.S. **Boadicea** was commanded by Capt. Harry W. C. Hughes.

Jan 1921 H.M.S. **Boadicea** was converted as a minelayer sweeper and placed into Harbour Service

1921 H.M.S. **Boadicea** was to have been renamed "Pomone", but for whatever reason this failed to take place.

**She was paid-off on 18 Feb 1920, put out of active service, at Chatham Dockyard and was used for harbour service at Dartmouth until she was sold for scrap on 13 July 1926 to be broken up at Alloa, Rosyth, Scotland.**

**5<sup>th</sup> Dec. 1908. Godfrey Harry Brydges Mundy, C.B., D.S.O., M.V.O., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

242.	<b>Bellona.</b>	Light Cruiser. <b>Boadicea-class</b> scout cruiser	10. + 2 × 21-inch (533 mm)	Steel	5 Jun 1908	20 Mar 1909.	She was completed Feb 1910. H.M.S. <b>Bellona</b> was one of seven scout cruisers of the <i>Boadicea</i> class. (see table below).
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torpedo tubes.

HMS **Bellona** was one of two Boadicea-class (see item 241, above) scout cruisers built for the Royal Navy in the first decade of the 20th century. ....



..... The ship served as the flotilla leader for the 2nd Destroyer Flotilla from her completion in 1910 until 1913 when she was transferred to the 1st Battle Squadron. HMS **Bellona** spent the bulk of World War I (WW1) with that squadron. She was present at, but did not fight in, the Battle of Jutland in mid-1916. The ship was converted into a minelayer in mid-1917 and made four sorties to lay her mines before the end of the war. HMS **Bellona** was reduced to reserve in 1919 and sold to be Broken-Up for scrap in 1921.

Designed to provide destroyer flotillas with a command ship, HMS **Bellona** proved (like her sister) too slow in service from the start of her career. Her 25-knot (46 km/h; 29 mph) speed was barely capable of matching the speeds of the River-class destroyers she led in her flotilla in 1909 and proved inadequate to match the speed of later destroyers.

She displaced 3,350 long tons (3,400 tonnes), the ship had an overall length of 405 feet (123.4 m), a beam of 41 feet 6-inches (12.6 m) and a deep draught of 14 feet (4.3 m). She was powered by two sets of Parsons steam turbines, each driving two shafts. The turbines produced a total of

18,000 indicated horsepower (13,000 kW), using steam produced by 12 x Yarrow boilers that burned both fuel oil and coal, and gave a maximum

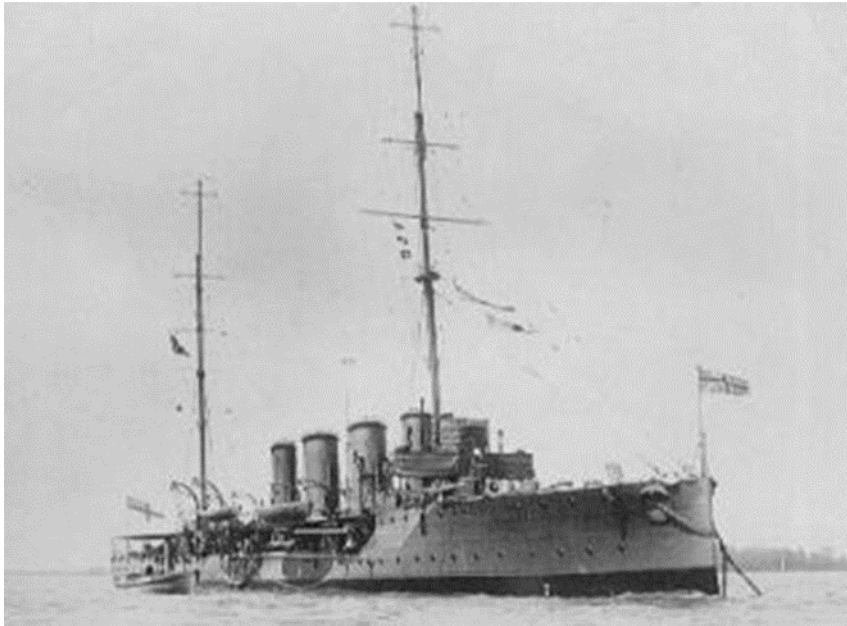
speed of 25 knots (46 km/h; 29 mph). She carried a maximum of 780 long tons (790 tonnes) of coal and 189 long tons (192 tonnes) of fuel oil. Her crew compliment consisted of 317 officers and enlisted men.

Her main armament consisted of six breech-loading (B.L.) four-inch (102 mm) Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, the middle pair were amidships, one on each broadside, and the two remaining guns were on the centreline of the quarterdeck, one ahead of the other. The guns fired their 31-pound (14 kg) shells to a range of about 11,400 yards (10,400 m). Her secondary armament consisted of four quick-firing (Q.F.) three-pounder 1.9 inches (47 mm) Vickers Mk I guns and two submerged 21-inch (533 mm) torpedo tubes. During the war, four additional four-inch guns were added amidships to increase her firepower. A Q.F. three-inch (76 mm) 20-cwt anti-aircraft (AA) gun was also



added. In 1918 it was replaced by a four-inch gun.

As a scout cruiser, the ship was only lightly protected to maximise her speed. She had a curved protective deck that was 1 inch (25 mm) thick on the slope and 0.5 inches (13 mm) on the flat. Her conning tower was protected by 4-inches of armour.



HMS **Bellona**, the 6<sup>th</sup>-ship of that name, was ordered as part of the 1907 Naval Programme and was laid down on No. 5 Slipway at the Pembroke Royal Dockyard on 15 Jun 1908 by Mrs. Kingsford, wife of the Captain-Superintendent of the dockyard, Rear-Admiral Henry Kingsford.

8 Feb 1910–7 Feb 1911 HMS **Bellona** was commanded by Capt. Edwyn S. Alexander-Sinclair, (and also as Captain (D), Second Destroyer Flotilla).

HMS **Bellona** the ship was launched on 20 March 1909 by Lady Leonora, wife of John Philips, Baron St David's. HMS **Bellona** was completed in Feb 1910 under the command of Captain Edwyn Alexander-Sinclair, commander of the 2nd Destroyer Flotilla.

7 Feb 1911–10 Aug 1912 HMS **Bellona** was commanded by Capt. the Hon. Hubert G. Brand, (and also as Captain (D), Second Destroyer Flotilla).

10 Aug 1912–5 Jul 1913 HMS **Bellona** was commanded by Capt. Reginald Y. Tyrwhitt, (and also as Captain (D) of Second Destroyer Flotilla).

HMS **Bellona** was transferred to the 1st Battle Squadron as of 18 Jun 1913.

1913 it was approved, by the Admiralty that as part of a general reallocation of 18-in torpedoes, to replace the torpedoes on HMS **Bellona** with Mark VII\*\* torpedoes. It seems this did not extend to *Boadicea* (item 241, above).

5 Jul 1913–24 Apr 1916 HMS **Bellona** was commanded by Capt. Percy M. R. Royds.

1 July 1913 HMS **Bellona** was ordered to transfer to the First Battle Squadron from her present role as flagship of the Second Destroyer Flotilla. She served much of the war attached to the First Battle Squadron, and was one of four scout cruisers attached to the Grand Fleet at the Battle of Jutland, 31 May-1 Jun 1916, under the command of Captain Dutton.

Aug 1913 Portsmouth Royal Dockyard supplied head rests for this ship's 4-in guns, they were fitted in the dockyard when and as the opportunity arose. HMS **Boadicea** seems to have been skipped in this regard.

1914 the Pennant Number of HMS **Bellona** was **1C**.

On 17 Dec 1914, HMS **Bellona** collided with the destroyer leader HMS *Broke*, although both ships were seriously damaged, no lives were lost.

24 Apr 1916–28 Aug 1916 HMS **Bellona** was commanded by Capt. Arthur B. S. Dutton.

28 Aug 1916–Feb 1917 HMS **Bellona** was commanded by Capt. Claud H. Sinclair.

Captain Arthur Dutton relieved Royds on 24 Apr 1916. HMS **Bellona** was at the Battle of Jutland, 31 May-1 Jun 1916, but was assigned to a position at the rear of the squadron and did not fire her guns. Dutton was relieved in his turn by Captain Claud Sinclair on 28 Aug and was replaced by Captain Ernest Denison on 1 Feb 1917.

1 Feb 1917–13 Nov 1918 HMS **Bellona** was commanded by Capt. Ernest W. Denison.

April 1917, the steadfast service of HMS **Bellona** to First Battle Squadron ended, as she was detached. In June when she was listed as being in "Home Water or on detached service," as she completed a refit to be a minelayer, capable of carrying 66 mines. She laid 306 mines in four operations.



She was still assigned to the 1st Battle Squadron of the Grand Fleet in Scapa Flow at the start of World War I (WW1).  
 4 Apr 1918 the Pennant Number of HMS **Bellona** was **87**.  
 Aug 1914 HMS Bellona was attached to First Battle Squadron - of the Home Fleet.

HMS **Bellona** was on detached duty by May, probably for her conversion to a minelayer the following month, and was briefly assigned to the 4th Battle Squadron by July before re-joining the 1st Battle Squadron in August. HMS **Bellona**'s stay was destined to short-lived as the ship was transferred to the 2nd Battle Squadron by Oct.

Jan 1918 the Pennant Number of HMS **Bellona** was **12**.  
 HMS **Bellona** together with her sister HMS **Boadicea** (item 241, above), laid mines at the entrance to the Kattegat, (a 30,000 km<sup>2</sup> (12,000 sq. miles) sea area bounded by the Jutlandic peninsula in the west, the Danish Straits islands of Denmark to the south and the provinces of Västergötland, Scania, Halland and Bohuslän in Sweden. in the east. The Baltic Sea drains into

the Kattegat through the Danish Straits.), on the nights of 18/19 and 24/25 Feb 1918, part of her total of 306 mines laid in four missions.

15 Nov 1918–1 Mar 1920 HMS **Bellona** was commanded by Capt. Theodore E. J. Bigg.

Captain Theodore Bigg relieved Denison on 15 Nov. After the war, the ship was relieved of her assignment with the 2nd Battle Squadron and assigned to Devonport Dockyard in Feb 1919 and placed in reserve there the following month. From this point on, she was to resume her old job, but with a variety of Battle Squadrons.

In July, she was back with the Grand Fleet, but with the Fourth Battle Squadron for a month.

Aug she was back with the First Battle Squadron.

In Oct she moved to a longstanding stint with the Second Battle Squadron, staying with them through January 1919.

In Feb 1919, she was based with other light cruisers out of Devonport, being relegated to reserve status the following month. In July, she was still there with a reserve complement, and designated as part of Group I of the Devonport Reserve under flagship HMS **Colossus**.

**By 18 Dec 1919, HMS **Bellona** was decommissioned and she had been listed for sale and sold for scrap on 9 May 1921 to Thomas W Ward at Lelant, (a village in west Cornwall, England. It is on the west side of the Hayle Estuary, about 2½ miles (4.0 km) southeast of St Ives and one-mile (1.6 km) west of Hayle, Cornwall).**

243.	<b>Blanche.</b>	Light Cruiser. <b>Blonde-class</b> scout cruiser	14. 2 × single 21- inch (530 mm)	Steel.	12 Apr 1909.	25 Nov 1909.	HMS <b>Blanche</b> was completed in Nov 1910. HMS <b>Blanche</b> (like here sisters was ordered as part of the 1909 Naval Programme.
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torpedo tubes.

HMS *Blanche* was the second of two *Blonde class* scout cruisers built for the Royal Navy in the first decade of the 20th century. She led the 1st Destroyer Flotilla from completion until 1912

and was then briefly transferred to the 4th Destroyer Flotilla before the ship was assigned to the 3rd Battle Squadron in 1913. During World War I, HMS *Blanche* was assigned to several different battleship squadrons of the Grand Fleet. She was present at, but did not fight in, the Battle of Jutland in mid-1916. The ship was converted into a minelayer in early 1917 and made 16 sorties to lay mines during the war. HMS *Blanche* was paid-off in 1919 and sold for scrap in 1921

Designed to provide destroyer flotillas with a command ship capable of outclassing enemy destroyers with her 10 x four-inch (102 mm) guns,



HMS *Blanche* (not unlike her sisters) proved too slow in service from the start of her career. Her 25-knots (46 km/h; 29 mph) speed was inadequate to match the 27-30-knots (50-56 km/h; 31-35 mph) speeds of the destroyers she led in her flotilla.

HMS *Blanche* displaced 3,350 long tons (3,400 tonnes), the ship had an overall length of 406 feet (123.7 m), a beam of 41 feet 6-inches (12.6 m) and a deep draught of 14 feet 3-inches (4.3 m). She was powered by four Parsons steam turbines, each driving one shaft. The turbines produced a total of 18,000 indicated horsepower (13,000 kW), using steam produced by 12 x Yarrow boilers, and gave a maximum speed of 25 knots (46 km/h; 29 mph). She carried a maximum of 780 long tons (790 tonnes) of coal and 189 long tons (192 tonnes) of fuel oil. Her crew complement consisted of 314 officers and enlisted men.

Her main armament consisted of 10 x breech-loading (B.L.) four-inch Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, three pairs were port and starboard amidships, and the two remaining guns were on the centreline of the quarterdeck,

one ahead of the other. The guns fired their 31-pound (14 kg) shells to a range of about 11,400 yards (10,400 m). Her secondary armament was four quick-firing (Q.F.) three-pounder 47 mm (1.9 inch) Vickers Mk I guns and two submerged 21-inch (530 mm) torpedo tubes.

As a *scout cruiser*, the ship was only lightly protected to maximise her speed. She had a curved protective deck that was one inch (25 mm) thick on the slope and 0.5-inches (13 mm) on the flat. Her conning tower was protected by 4-inches of armour.

HMS *Blanche* was the 7<sup>th</sup>-ship of that name. She was laid down in No. 5 Slipway at the Pembroke Royal Dockyard by Mrs. Munday, wife of Captain Godfrey Mundy, Captain-Superintendent of the dockyard, on 12 Apr 1909. The ship was launched on 25 Nov 1909 by Lady Mai Philipps, wife of Sir Owen Philips, Member of Parliament for Pembroke and Haverfordwest. She was completed in Nov 1910

HMS *Blanche* commissioned at Pembroke Dock on 10 Nov 1910 under the command of Guy Montagu Marston and was assigned to the First Destroyer Flotilla.

10 Nov 1910–1 May, 1912 HMS *Blanche* was commanded by Commander Guy M. Marston.

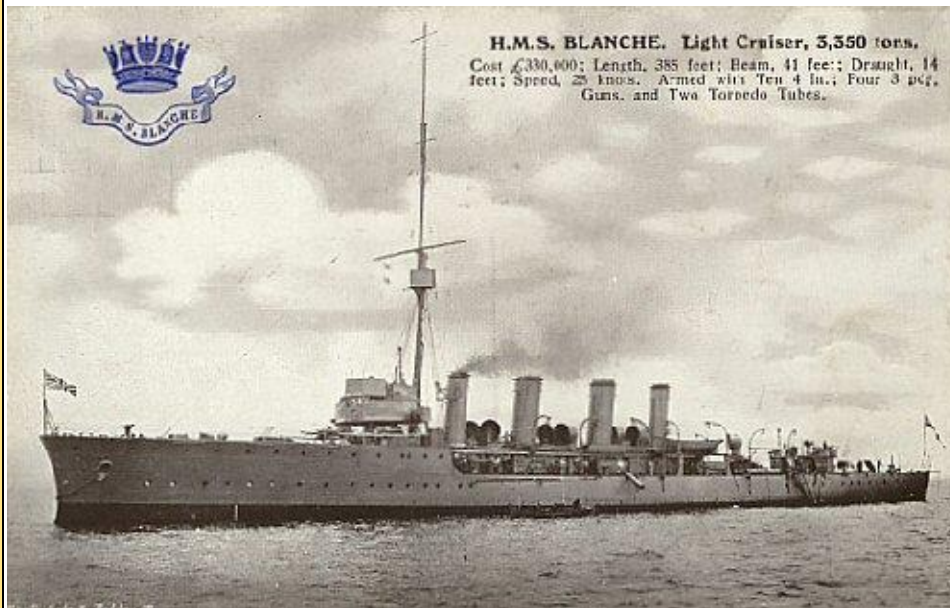
H.M.S. *Blanche* was a *scout cruiser* in the Royal Navy completed in 1910. Modern sources often treat her as a member of a two-vessel *Blonde class*, and as one of seven ships of the *Boadicea class*. The reader must remember that, both classes were developed in tandem and as such both classes are illustrated the tables contained here.

23 Jun 1911 HMS **Blanche** was present at the Spithead, Fleet Review.

At 01:30 on 3 October 1911, the ship struck a rock on the Pentland Skerries, (a group of four uninhabited islands lying in the Pentland Firth, northeast of Duncansby Head and south of South Ronaldsay in Scotland), and suffered damage to her bow and stern.

Nov 1911, HMS **Blanche** was still serving as a flotilla leader in the First Destroyer Flotilla.

1912 HMS **Blanche** served as the flotilla leader of the 1st Destroyer Flotilla.



1 May 1912 HMS **Blanche** was posted and attached to the 4th Destroyer Flotilla (at Portland).

1 May 1912–5 Jul 1913 HMS **Blanche** was commanded by Capt. Wilfred Henderson, (he was also and as Captain (D), Fourth Destroyer Flotilla).

9 Jul 1912 HMS **Blanche** was present at the Spithead Review. HMS **Blanche** was recommissioned at Chatham on 23 Jan 1913, joining the Fourth Destroyer Flotilla as flagship.

5 Jul 1913–21 May 1916 HMS **Blanche** was commanded by Capt. Richard Hyde.

18 Jun 1913 HMS **Blanche** was transferred to the 3rd Battle Squadron.

Early 1914 HMS **Blanche** patrolled off the Irish coast in, during the Home Rule Crisis.

1914 HMS **Blanche** carried the Pennant Number of **6C**.

15 Apr 1914 HMS **Blanche** sailed from Sheerness for Loch Ewe, Scotland.

1 July, HMS **Blanche** was to transfer to the Third Battle

Squadron.

She was attached to the Grand Fleet at the Battle of Jutland, under the command of Captain Casement.

8 Aug 1914 HMS **Blanche** was posted and attached to the 3rd Battle Squadron in Home Waters.

Aug 1914 Attached to Third Battle Squadron - Home Fleet.

She was still assigned to the 3rd Battle Squadron of the Grand Fleet in Scapa Flow, Scotland, at the start of World War I (WW1). On 15 Dec the ship was badly damaged due to severe weather in the Pentland Firth (see above for location), as she sortied to intercept German ships bombarding ports in Yorkshire and had to return to port for repairs. HMS **Blanche** was transferred to the 4th Battle Squadron, joining her sister ship, HMS **Blonde**, (see 244, below) in Jan 1916.

28 Feb 1916 she was one of three cruisers dispatched to patrol off the Norwegian coast during the hunt for the German raider S.M.S. Greif, although she did not come into contact with the German ship before she was sunk.

21 May 1916–26 Dec 1916 HMS **Blanche** was commanded by Capt. John M. Casement, (who was also in command at Battle of Jutland).

During the Battle of Jutland, 31 May-1 Jun 1916, she was assigned to a position at the rear of the squadron during the battle and did not fire her guns.

31 May 1916 HMS **Blanche** was posted and attached to the 4th Battleship Squadron.

31 May 1916 HMS **Blanche** took part in the Battle of Jutland.

15 Jan 1917–Apr 1918 HMS **Blanche** was commanded by Capt. Reginald A. R. Plunkett-Ernle-Erle-Drax.  
 By Jan 1917, HMS **Blanche** was detached from the Grand Fleet, presumably to be converted into a minelayer.  
 17 Feb 1917 HMS **Blanche** was recommissioned.  
 Mar 1917, she was refit to act as a minelayer capable of carrying sixty-six mines. She undertook sixteen minelaying operations and sowed a total of 1,238 mines.  
 The ship had been assigned to the 5th Battle Squadron by April.  
 Jan 1918 HMS **Blanche** carried the Pennant Number of **17**.  
 HMS **Blanche** laid mines at the entrance to the Kattegat, (a 30,000 km<sup>2</sup> (12,000 sq. miles) sea area bounded by the Jutlandic peninsula in the west, the Danish Straits islands of Denmark to the south and the provinces of Västergötland, Scania, Halland and Bohuslän in Sweden in the east. The Baltic Sea drains into the Kattegat through the Danish Straits), on the nights of 18/19 and 24/25 February 1918, part of her total of 1,238 mines laid during 16 sorties during the war. [similar to her sister's items 241 & 242, above].  
 Apr 1918 HMS **Blanche** carried the Pennant Number of **84**.  
 5 Apr 1918–8 Jan 1919 HMS **Blanche** was commanded by Capt. Francis A. W. Buller.  
 7 Jan 1919–27 Mar 1919 HMS **Blanche** was commanded by Capt. Charles A. W. Wrightson.  
 14 Mar 1919 HMS **Blanche** arrived Sheerness.  
 The ship was still assigned to the 5th Battle Squadron in Feb 1919, but had been assigned to the Nore Reserve by 1 May, together with HMS **Blonde**, (see item 244, below).  
 1919 HMS **Blanche** was decommissioned.  
 12 Feb 1920 HMS **Blanche** was commanded by Lieutenant J. W. D. W. Easterbrook.  
 12 Feb 1920 HMS **Blanche** was Paid-off at Sheerness.  
**The sisters were listed for sale by 18 March 1920 and HMS Blanche was sold to Fryer & Co. for scrap on 27 Jul 1921 and broken up at Sunderland, north east England.**

244.	<b>Blonde.</b>	Light Cruiser. <b>Blonde class</b> scout cruiser	14. 2 × single 21- inch (530 mm) torpedo tubes.	Steel.	6 Dec 1909.	22 Jul 1910.	<p>HMS <b>Blonde</b> was completed in May 1911.          HMS <b>Blonde</b> was the lead ship of her class of <i>scout cruisers</i> built for the Royal Navy in the first decade of the 20th century. She led the 7th Destroyer Flotilla in the Mediterranean Fleet from completion until 1912. The ship was temporarily assigned to the 1st Destroyer Flotilla before she joined the 4th Battle Squadron in 1913. ....</p> <p>..... During the First World War, HMS <b>Blonde</b> was assigned to various battleship squadrons of the Grand Fleet. The ship was converted into a minelayer in 1917, but never actually laid any mines. She was reduced to the reserve in 1919 and sold for scrap in 1920.          HMS <b>Blonde</b>, (like her sisters, see attached table), were designed to provide destroyer flotillas with a command ship capable of outclassing enemy destroyers with her 10 x 4-inch (102 mm) guns, HMS <b>Blonde</b> (again like her sisters) proved too slow in service from the start of her career. Her 25-knots (46 km/h; 29 mph) speed was inadequate to match the 27-30-knots (50-56 km/h; 31-35 mph) speeds of the destroyers she led in her flotilla.          HMS <b>Blonde</b> displaced 3,350 long tons (3,400 tonnes), the ship had an overall length of 406 feet (123.7 m), with a beam of 41 feet 6-inches (12.6 m) and a deep draught of 14 feet 3-inches (4.3 m). She was powered by four Parsons steam turbines, each driving one shaft. The turbines produced a total of 18,000 indicated horsepower (13,000 kW), using steam produced by 12 x Yarrow boilers, and gave a maximum speed of 25</p>
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knots (46 km/h; 29 mph). She carried a maximum of 780 long tons (790 tonnes) of coal and 189 long tons (192 tonnes) of fuel oil. Her crew complement consisted of 314 officers and enlisted men.

Her main armament consisted of 10 x breech-loading (B.L.) 4-inch Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, three pairs were port and starboard amidships, and the two remaining guns were on the centreline of the quarterdeck, one ahead of the other. The guns fired their 31-pound (14 kg) shells to a range of about 11,400 yards (10,400 m). Her secondary armament was 4 x quick-firing (Q.F.) three-pounder 47 mm (1.9 inch) Vickers Mk I guns and two submerged 21-inch (530 mm) torpedo tubes. As a scout cruiser, the ship was only lightly protected to maximize her speed. She had a curved protective deck that was one inch (25 mm) thick on the slope and 0.5 inches (13 mm) on the flat. Her conning tower was protected by 4-inches of armour.

HMS *Blonde* was the 8th and last ship of that name, was laid-down on No. 5 Slipway at the Pembroke Royal Dockyard, on 6 Dec 1909 and launched on 22 Jul 1910 by Lady Frances Williams, wife of Sir Osmond Williams, 1st Baronet.

H.M.S. ***Blonde*** was a *scout cruiser* in the Royal Navy completed in 1911. Some modern sources often treat her as the name ship of a two-vessel class, but as will be seen from the attached table she was actually one of seven ships of the *Boadicea* class. Vessels of this class were normally constructed in pairs, which gave rise to the sub-classes



H.M.S. ***Blonde*** was commissioned at Pembroke Dock on the 17 May 1911. Soon thereafter, she became the flagship cruiser of First Destroyer Flotilla. 28 Apr 1911–14 Nov 1911 HMS ***Blonde*** was commanded by Capt. Thomas P. Bonham.

She was completed in May 1911 and became the leader of the 7th Destroyer Flotilla in the Mediterranean through to 1912.

23 June 1911 HMS ***Blonde*** attended the Fleet Review held at Spithead. 21 Nov 1911–1 May 1912 HMS ***Blonde*** was commanded by Commander Colin Mackenzie.

1 May 1912 HMS ***Blonde*** was posted and attached to the 1st Destroyer Flotilla (at Rosyth).

10 May 1912–12 Jan 1913 HMS ***Blonde*** was commanded by Capt. Arthur R. Hulbert, (and also commanding the First Destroyer Flotilla).

Captain Arthur Hulbert assumed command of the ship and the 1st Destroyer Flotilla of the First Fleet. He was lost at sea on 12 Jan 1913

9 July 1912 HMS ***Blonde*** attended the Spithead Review.

20 Jan 1913 HMS ***Blonde*** was commanded by Capt. Thomas L. Shelford,

(also commanding the First Destroyer Flotilla).

25 Apr 1913–5 Jul 1913 HMS ***Blonde*** was commanded by Capt. William F. Blunt, (also commanding the First Destroyer Flotilla).

25 April 1913 Captain William Blunt when relieved was posted and transferred to the *scout cruiser*, *Fearless*, when that ship was assigned to the flotilla.

5 July, 1913 HMS ***Blonde*** was commanded by Capt. Albert C. Scott.

29 Nov 1913 HMS ***Blonde*** sailed from Corcubion, (or Corcubiom in the AGAL orthography of the Galician language, a municipality of north western Spain in the Province of A Coruña, in the community of Galicia.)

1 Dec 1913 HMS ***Blonde*** arrived at Plymouth from Gibraltar.

The ship was still assigned to the 4th Battle Squadron of the Grand Fleet in Scapa Flow at the start of the war in Aug 1914.

1914 HMS **Blonde** carried the Pennant Number of **C7**.

8 Aug 1914 HMS **Blonde** was posted and attached to the 4th Battle Squadron in Home Waters.

11 Jan 1916 HMS **Blonde** and the Flotilla leader *Broke* were on patrol east of Scapa Flow when a depth charge carried by HMS **Blonde** accidentally exploded, damaging her upper deck and killing two of her crew. The accident resulted in the type of depth charge carried by HMS **Blonde**, the Egerton Depth Charge, being withdrawn from use by the Grand Fleet.

20 Mar 1916–21 May 1916 HMS **Blonde** was commanded by Capt. John M. Casement.

Apr 1916 HMS **Blonde** was undergoing a refit and repair, so She missed the Battle of Jutland on 31 May–1 June 1916.



27 Jul 1916–29 Aug 1916 HMS **Blonde** was commanded by Capt. Basil V. Brooke.

HMS **Blonde** was still detached in Aug 1916. By Oct 1916, she had re-joined the 4th Battle Squadron, with Captain Basil Brooke in command, but had been transferred to the 1st Battle Squadron by Apr 1917.

27 Oct 1916–15 Feb 1917 HMS **Blonde** was commanded by Capt. Basil V. Brooke.

Feb 1917 HMS **Blonde** was commanded by Capt. the Hon. Arthur L. O. Forbes-Sempill.

1 Jun 1917 HMS **Blonde** was commanded by Commander Theodore J. Hallett.

Sep 1917 H.M.S. **Blonde** was refitted to be a minelayer in. In this configuration, she could carry 66 mines and conduct six laying operations per month to a radius of 2120 miles. Although, converted

into a minelayer, H.M.S. **Blonde** never laid any mines in combat.

18 Nov 1917 HMS **Blonde** was off the Danish coast.

30 Dec 1917–11 Jan 1919 HMS **Blonde** was commanded by Capt. Gregory G. C. Wood-Martin.

Jan 1918 HMS **Blonde** carried the Pennant Number of **18**.

Apr 1918 HMS **Blonde** carried the Pennant Number of **64**.

10 Jan 1919–14 Apr 1919 HMS **Blonde** was commanded by Capt. Maurice D. Evans.

17 Apr 1919–24 Sep 1919 HMS **Blonde** was commanded by Lieutenant-Commander Valentine D. English.

24 Sep 1919–14 Apr 1920 HMS **Blonde** was commanded by Lieutenant-Commander Vaughan A. E. Hanning-Lee.

HMS **Blonde** was in reserve by Feb 1920 and had been assigned to the Nore Reserve Fleet by 1 May, together with her sister ship HMS *Blanche* (see item 243, above). **The sisters were listed for sale by 18 March 1920 and Blonde was sold for scrap on 6 May to T. C. Pas & Co, and was broken up in the Netherlands.**

245.	<b>Active.</b>	Light Cruiser. <b>Active-class</b> scout cruiser	14. 2 × single 18- inch (450 mm)	Steel.	27 Jul 1910.	14 Mar 1911.	HMS <b>Active</b> was commissioned in Dec 1911. HMS <b>Active</b> was the name ship of her class of three <i>scout cruisers</i> built for the Royal Navy in the 1910's. Completed in 1911, she was briefly
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torpedo tubes.

assigned to several different units until the ship became the flotilla leader of the 2nd Destroyer Flotilla (D.F.) in 1914.

When the First World War began in August of that year, the 2nd Destroyer Flotilla (D.F.) was assigned to the Grand Fleet where their primary task was to protect the fleet from submarines.

By the beginning of 1916, HMS **Active** was assigned to the Grand Fleet and played a minor role in the Battle of Jutland, 31 May–1 Jun 1916, later in the year. Shortly afterwards, she was briefly assigned as the flotilla leader of the 4th Destroyer Flotilla and escorted the main body of the Grand Fleet during the Action of 19 August, (the "*Action of 19 August 1916*" was one of two attempts in 1916 by the German High Seas Fleet to engage elements of the British Royal Navy, following the mixed results of the Battle of Jutland, in the First World War (WW1)). By the end of the year, the ship was assigned to the Dover Patrol and was present during two battles with German destroyers, but was not engaged in



either. HMS **Active** was based in Ireland by the beginning of 1918, but was soon transferred to the Mediterranean Fleet and based in Gibraltar for the rest of the war. The ship was reduced to the reserve in 1919 and was sold for scrap the following year 1920.

The *Active* class ships were the last class of turbine-powered scout cruisers ordered by the Admiralty. These ships were intended to work with destroyer flotillas, leading their torpedo attacks and backing them up when attacked by other destroyers, although they quickly became less useful as destroyer speeds increased before the First World War. HMS **Active** had a length between perpendiculars of 405 feet (123.4 m), with a beam of 41 feet (12.5 m) and a draught of 14 feet 6-inches (4.4 m). HMS **Active** displaced 3,340 long tons (3,394 tonnes) at normal load and 3,945 long tons (4,008 tonnes) at deep load. Her crew compliment consisted of 289 officers and other ranks.

The main armament of the Active class consisted of 10 x breech-loading (B.L.) 4-inch Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, six were amidships, three on each broadside, and the two remaining guns were on the centreline of the quarterdeck, one ahead of the other. The guns fired their 31-pound (14 kg) shells to a range of about 11,400 yards (10,400 m). Her secondary armament was four quick-firing (Q.F.) three-pounder 47 mm (1.9 in) Vickers Mk I guns and two submerged 18-inch (450 mm) torpedo tubes. In 1918, two 4-inch guns were removed from HMS **Active** and HMS *Fearless*, (item 247 below). A Q.F. 3-inch 20 cwt anti-aircraft (AA) gun was added to HMS **Active** in 1916.

As *scout cruisers*, the ships were only lightly protected to maximise their speed. They had a curved protective deck that was 1-inch (25 mm) thick on the slope and 0.5-inches (13 mm) on the flat. Their conning tower was protected by 4-inches of armour.

HMS **Active** was ordered as part of the 1910 Naval Programme. HMS **Active** was the 10th-ship of her name to serve in the Royal Navy. She was laid-down at the Pembroke Royal Dockyard, No. 5 Slipway on 27 Jul 1910 by Mrs. Mundy, wife of the dockyard's Captain-Superintendent, Captain Geoffrey Mundy and launched on 14 Mar 1911 by Lady Herbert, wife of Major-general Ivor Herbert, MP.

30 Dec 1911 commissioned at Pembroke Dock.

She was completed in Dec 1911. at Pembroke Dock

H.M.S. **Active** was a *scout cruiser* in the Royal Navy completed in 1911. Some sources often treat her as the name ship of a three-vessel class, the *Active class*. She was actually one of seven ships of the *Boadicea class*. The *Boadicea class* vessels were normally constructed in pairs, it was only towards the end of their construction that the last three vessels were grouped together. A table is included to illustrate this.

HMS **Active** was attached to Chatham. She was temporarily detached for service on the Southeast Coast of America and the West Coast of Africa.

30 Dec 1911–30 Dec 1913 HMS **Active** was commanded by Capt. George Trewby.

HMS **Active** was assigned to the 4th Battle Squadron of the First Fleet by 18 Feb 1913, but had been transferred to the 1st Light Cruiser Squadron as of 18 Jun 1913.



Mar 1913 HMS **Active** was attached to Devonport. Attached to Fourth Battle Squadron.

6 Jan 1914–Dec 1914 HMS **Active** was commanded by Capt. James R. P. Hawksley, (and also as Captain (D) of Second Destroyer Flotilla).

HMS **Active** remained with the squadron for less than a year and was serving as the flotilla leader of the 2nd Destroyer Flotilla (DF) by 18 Mar 1914.

At the beginning of World War I, in August, HMS **Active** and her flotilla were assigned to the Grand Fleet. On 1 Sep 1914, a submarine was spotted inside Scapa Flow and the 2nd Destroyer Flotilla (DF) was detailed to hunt down the imaginary submarine while the rest of the Grand Fleet put to sea. When not escorting the capital ships of the Grand Fleet, the flotilla spent much time on anti-submarine patrol off the entrances to Scapa Flow.

Oct 1914, the ship was to be given 6 Pattern 1582 Electric Radiators to warm cabins whose stoves could not be used for heating them. HMS **Active** was also equipped with Vickers F.T.P. Mark III equipment (Fire Control Instruments), for sending range and deflection to the guns. It is not certain that her sister ships were so equipped.

Dec 1914–11 Jan 1915 HMS **Active** was commanded by Capt. Thomas D. Pratt.

14 Jan 1915–29 Jan 1915 HMS **Active** was commanded by Commander George B. W. Young.

29 Jan 1915–10 Feb 1915 HMS **Active** was commanded by Capt. Hugh J. Tweedie.

10 Feb 1915–1915 HMS **Active** was commanded by Capt. James R. P. Hawksley, (and also as Captain (D) of Second Destroyer Flotilla).

In mid-October 1915, multiple reports of submarines in the Minch, (a strait in north-west Scotland, separating the north-west Highlands and the northern Inner Hebrides from Lewis and Harris in the Outer Hebrides), caused Admiral Sir John Jellicoe, commander of the Grand Fleet, to send HMS **Active** and some of her destroyers there to hunt them down, but nothing was found. After their search was concluded, they joined a large

part of the Grand Fleet at Lough Swilly, Ireland, (is a glacial fjord - sea inlet lying between the western side of the Inishowen Peninsula and the Fanad Peninsula, in County Donegal), on 22 Oct 1915.

Sometime between Oct 1915 and Jan 1916, the cruiser was relieved of her assignment with the 2nd Destroyer Flotilla (DF) and she was on detached service with the Grand Fleet in Jan.

3 Apr 1916–Dec 1916 HMS **Active** was commanded by Capt. Percy Withers, (in command at Battle of Jutland, Captain (D) of Fourth Destroyer Flotilla from 6 July, 1916).

By May 1916, HMS **Active** was attached to the Grand Fleet flagship, the HMS *Iron Duke*. She played a minor role in the Battle of Jutland (31 May–1 June 1916), as she ordered to screen the left flank of the Grand Fleet as it approached the High Seas Fleet.

After Jellicoe ordered the Fleet to deploy to port just before it encountered the German fleet, that placed her behind the battleships, unable to engage any German ships. She only fired eight 4-inch rounds during the entire battle.

HMS **Active** was one of four **scout cruisers** attached to the Grand Fleet at the Battle of Jutland, (on 31 May–1 Jun 1916), under the command of Captain Percy Withers, who issued this report on 9 June that his ship struck a submerged obstacle as did many others that night.

..... H.M.S. "Active,"

9th June, 1916.

SIR,

I HAVE the honour to report that at about 11.15 p.m. on May 31st H.M. Ship under my command was felt to strike something. No damage was apparent from the inside of the ship, and no leak developed.

On June 8th divers were sent down, and it was found that some 15 feet of the Starboard Bilge Keel had been torn back, and was projecting about 4 feet from the ship's side.

A sketch is attached showing the extent of the damage. It is submitted, that as a temporary measure, the Bilge Keel be cut, as shown by the dotted red line in the sketch, and any ragged edges removed from the fracture.

The ship's approximate position at 11.15 p.m. May 31st was Lat. 56° 1' N., Long, 5° 55' E., Course South, Speed 17 knots, following astern of the 2nd Battle Squadron.

I have the honour to be,

Sir,

Your obedient Servant,

PERCY WITHERS,

Captain.

The Vice Admiral Commanding

1st Battle Squadron,

H.M.S. "Royal Oak."

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His more general report on the action was issued on the 10th.

..... H.M.S. "Active,"

10th June, 1916.

SIR,

IN accordance with your signal 0800 of to-day's date,



I have the honour to report that: —

(1) H.M.S. "Active" during the advance was acting as linking ship in position "J."

(2) At about 6.0 p.m. an enemy Cruiser, apparently of the "Wiesbaden" class was sighted on the starboard bow, and engaged by H.M.S. "Shannon" and one other Cruiser, which were between "Active" and the enemy. As, owing to the mist weather, it was not possible to get an accurate range, two salvos were fired. These fell a long way short, and cease firing was sounded. The signal to deploy being then made, no opportunity of closing the vessel occurred.

(3) The Fifth Battle Squadron not being present, and not having the speed of the 4th L.C.S., I took station on the disengaged beam of the leading Battle Squadron, and repeated signals.

(4) When the Fleet formed up for the night, "Active" took station astern of 2nd Battle Squadron.

(5) At about 10.15 p.m. an action took place lasting for from 5 to 10 minutes, just abaft the starboard beam, about 3 miles distant.

(6) At about 11.0 p.m. a squadron of what appeared to be Light Cruisers opened fire from the starboard quarter at a ship about a mile astern of "Active." The After-Control Officer describes this vessel as having four funnels, and two masts, the mainmast having a large top, and having shown a red light over a green just before the action commenced. One funnel was apparently shot away during the action, which lasted about 10 minutes. The ship burst into flames and appeared to sink, the fires suddenly going out. Fire was not opened, as there were doubts as to which were hostile ships, in addition to which I did not feel justified in indicating the position of the Battle Fleet.

(7) At about 11.15 p.m. the ship was felt to bump something heavily, subsequent investigation revealing the fact that some 15 ft. of the Starboard Bilge Keel has been torn back. This has formed the subject of a separate report.

(8) Several actions subsequently took place, but so far astern, that only the flashes in the sky could be seen.

I have the honour to be,

Sir,

Your obedient Servant,

PERCY WITHERS,

Captain.

The Vice Admiral Commanding

1st Battle Squadron,

H.M.S. "Royal Oak."

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Shortly afterwards, HMS **Active** was assigned as the leader of the 4th Destroyer Flotilla (DF), based at Immingham in the Humber. On the evening of 18 August, the Grand Fleet put to sea in response to a message deciphered by Room 40, (also known as 40 O.B. (Old Building) (latterly N.I.D.25) was the cryptanalysis section of the British Admiralty during the First World War), that indicated that the High Seas Fleet would be leaving harbour that night. The German objective was to bombard Sunderland the following day, based on extensive reconnaissance conducted by Zeppelins and submarines.

Dec 1916–Mar 1917 HMS **Active** was commanded by Capt. Neston W. Diggle, (lent).

HMS **Active** and eight of her destroyers were summoned to rendezvous with the main body of the Grand Fleet and met up with them the following afternoon, but they did not encounter the High Seas Fleet. The cruiser did not remain there long and was assigned to the 6th

Destroyer Flotilla of the Dover Patrol by January 1917. HMS **Active** was present, but was not engaged, when German destroyers attacked the Dover Patrol on the nights of 25/25 Feb 1917 and 20/21 Apr 1917.

Mar 1917–30 Nov 1917 HMS **Active** was commanded by Commander Kerrison Kiddle.

12 Nov 1917–Apr 1918 HMS **Active** was commanded by Capt. Gordon Campbell, (and also as Flag Captain to C-in-C, Coast of Ireland).

By Jan 1918 she was at Queenstown, Ireland as the flagship of the Southern Division of the Coast of Ireland Station.

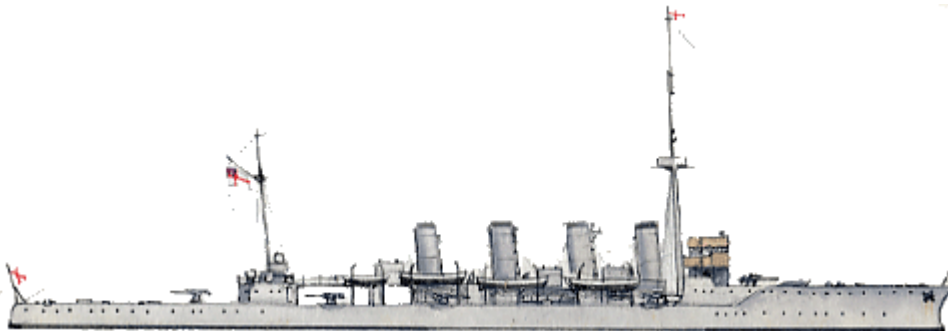
3 Apr 1918–2 Apr 1919 HMS **Active** was commanded by Capt. Edward R. G. R. Evans.

Several months later, she deployed to the Mediterranean and was based in Gibraltar by April. She survived the war and was still in Gibraltar on 1 Dec 1918, although the ship was in reserve at Devonport by 1 Feb 1919.

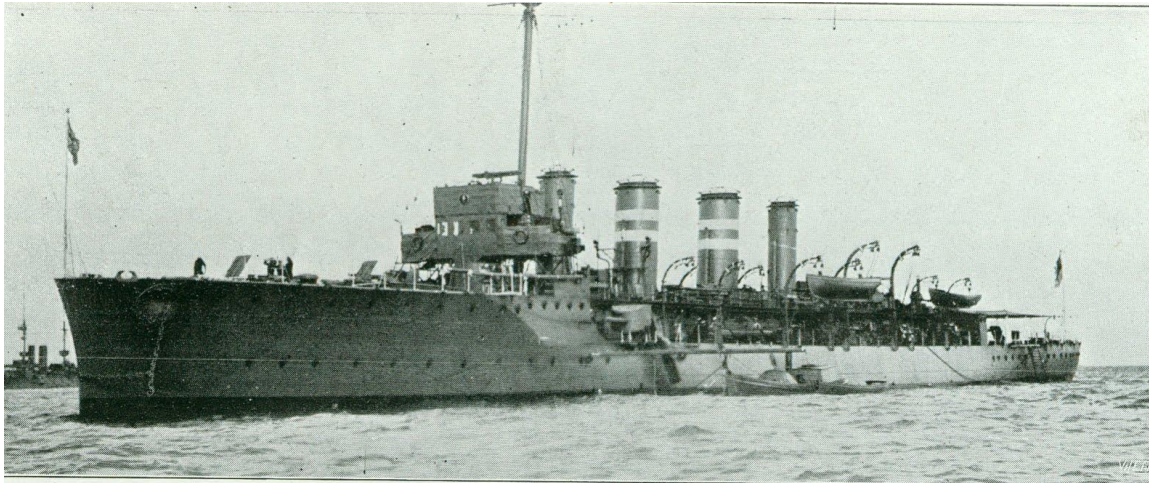
25 Apr 1919 HMS **Active** was commanded by Lieutenant-Commander (Supplementary List) James W. Fairlough.

**HMS Active was sold for scrap on 21 April/May 1920.**

246.	<b>Amphion.</b>	Light Cruiser. <b>Active-class.</b> Scout Cruiser.	14. 2 × single 18- inch (450 mm) torpedo tubes...	Steel.	15 Mar 1911.	4 Dec 1911.	<p>HMS <b>Amphion</b> was completed Mar 1913.</p> <p>HMS <b>Amphion</b> was an <i>Active class scout cruiser</i> built for the Royal Navy before the First World War. Completed in 1913, she was initially assigned to the First Fleet and became a destroyer flotilla leader in mid-1914. When the war began, her flotilla was assigned to the Harwich Force. ....</p>
<p>..... While patrolling on the first full day of the war, Amphion and her destroyers encountered and sank a German minelayer, S.M.S. Königin Luise, but not before she had laid many of her mines. While returning from patrolling the following morning HMS <b>Amphion</b> struck a mine on 6 Aug 1914 off the Thames Estuary and sank with the loss of 132 crewmen killed. She was the first ship of the Royal Navy to be sunk in the First World War (WW1). The wreck, HMS <b>Amphion</b>, site is protected and may not be dived upon without permission from the UK Ministry of Defence.</p> <p>The <i>Active class</i> ships were the last class of turbine-powered scout cruisers ordered by the Admiralty. These ships were intended to work with destroyer flotillas, leading their torpedo attacks and backing them up when attacked by other destroyers, although they quickly became less useful as destroyer speeds increased before the First World War (WW1). HMS <b>Amphion</b> had a length between perpendiculars of 405 feet (123.4 m), with a beam of 41 feet (12.5 m) and a draught of 14 feet 6-inches (4.4 m). She displaced 3,340 long tons (3,394 tonnes) at normal load and 3,945 long tons (4,008 tonnes) at deep load. Her crew compliment consisted of 289 officers and other ranks.</p>							



The main armament of the *Active class* consisted of 10 x breech-loading (B.L.) 4-inch (102 mm) Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, six guns were amidships, three on each broadside, and the two remaining guns were on the centreline of the quarterdeck, one ahead of the other. The guns fired their 31-pound (14 kg) shells to a range of about 11,400 yards (10,400 m). Her secondary armament was 4 x quick-firing (Q.F.) three-pounder 1.9-inch (47 mm) Vickers Mk I guns and two submerged 18-inch (450 mm) torpedo tubes.



As scout cruisers, the ships were only lightly protected to maximise their speed. They had a curved protective deck that was one inch (25 mm) thick on the slope and 0.5-inches (13 mm) on the flat. Their conning tower was protected by 4-inches of armour.

The ***Amphion*** was ordered as part of the 1910

Naval Programme, the ***Amphion*** was laid down at the Pembroke Royal Dockyard, No. 5 Slipway on 15 Mar 1911. She was launched on 4 Dec 1911 by Mrs. Mundy, wife of the dockyard's Captain-Superintendent, Captain Geoffrey Mundy.



1 Jan 1913–29 Sep 1913 HMS ***Amphion*** was under the command of Capt. Frederic C. Dreyer.

HMS ***Amphion*** was completed in March 1913 and her first commander was Captain Frederic Dreyer with Lieutenant John Tovey as his First Lieutenant. HMS ***Amphion*** was commissioned on 2 Apr 1913 and assigned to the 4th Battle Squadron of the First Fleet.

H.M.S. ***Amphion*** the Light cruiser, completed in 1913, was the first ship of the Royal Navy lost in the war. Some sources often treat her as the name ship of a three-vessel class, the *Active class*. She was actually one of seven ships of the *Boadicea class*. The *Boadicea class* vessels were normally constructed in pairs, it was only towards the end of their construction that the last three vessels were grouped together. (A series of tables is included to illustrate this).

A month later, the ship was assigned to the 1st Light Cruiser Squadron by 18 May 1913. She remained with the squadron for nearly a year and was serving as the flotilla leader of the 3rd Destroyer Flotilla by 18 Jun 1914.

1913 HMS ***Amphion*** was the best ship in the fleet in the heavy gun laying test (here meaning 4-inch or heavier), scoring 150.0 points and participating as part of the Fourth Battle Squadron.

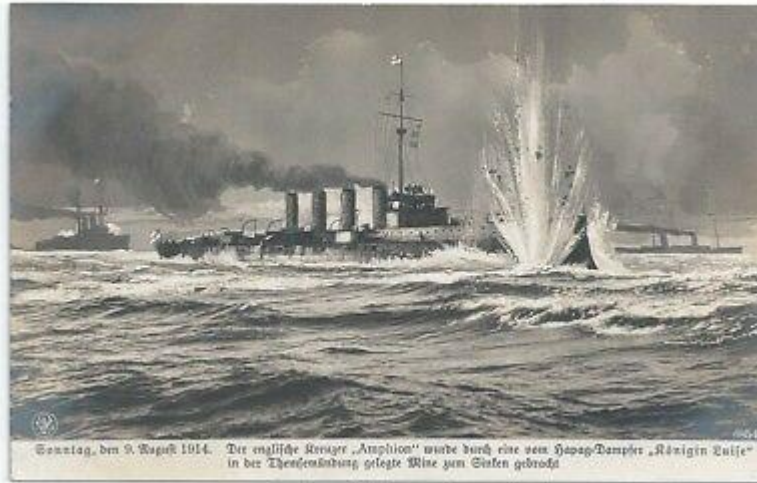
22 Oct 1913–13 Apr 1914 HMS ***Amphion*** was under the command of Capt. Thomas D. Pratt.

13 Dec 1913 HMS ***Amphion*** arrived at Toulon as part of the 1st Light Cruiser Squadron.

3 Apr 1914–6 Aug 1914 HMS **Amphion** was under the command of Capt. Cecil H. Fox, (and also as Captain (D), Third Destroyer Flotilla). By the start of the First World War in August 1914, HMS **Amphion** and her flotilla were assigned to the Harwich Force, defending the eastern approaches to the English Channel, under the command of Captain Cecil H. Fox.

5 Aug 1914 HMS **Amphion** left Harwich with 3rd Flotilla to carry out a search and sweep for enemy craft S.M.S. Königin Louise sunk - see p. 132 [www.naval-review.org/issues/1917.pdf](http://www.naval-review.org/issues/1917.pdf).

5 Aug 1914 HMS **Amphion** led the Third Destroyer Flotilla out of Harwich behind HMS **Fearless** and the Third Destroyer Flotilla, to search and engage any enemy vessels encountered. HMS **Amphion** and HMS **Lance** and HMS **Landrail** encountered the ferry-cum-minelayer S.M.S. Königin Luise. With HMS **Amphion** four miles behind, HMS **Lance** fired the first shots of the war. After a pursuit of 30 minutes, HMS **Amphion**, had closed her range and opened fire.



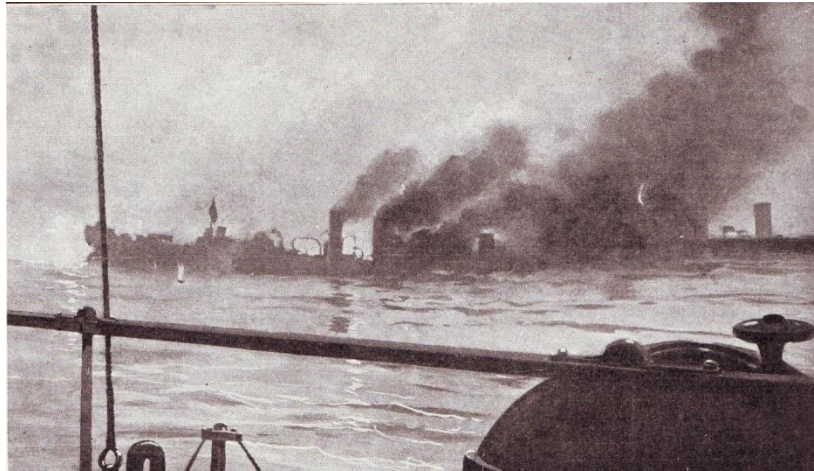
Captain Fox later reported on the gunnery which caused the enemy to soon start burning fiercely. (In the words of Capt. Fox: -  
“...When permission to open fire had been given, I commenced with salvos from the three foremost guns with 7,200 yards on the sights; the first salvo was short and badly out for deflection; I made a lucky correction for the latter and went up 500; one round of the next salvo hit the top of the Königin Luise 's foremast and exploded. This was too much for the guns' crews, whom I previously imagined to be drill perfect; they started off firing as fast as they could, and it was a good minute before by dint of throwing things at them that I could stop them; the sights were again corrected and the order given for rapid independent - "Fire three rounds." At least two out of the three shots hit consistently. This order I consider is most useful in a small ship and ensures not losing control or wasting ammunition, as if you are still hitting with the third round you have only to repeat the order. The gun layers fired beautifully with only a very small

spread; this was verified afterwards by reports from the C.O.'s of two of our destroyers, which were at right angles to the line of our fire.

During the chase and whilst closing, **Amphion** and T.B.D.'s kept well clear of the track of the Königin Luise to avoid any mines that might have been dropped. She was gradually headed off to the N. and N.W., in which direction she was heading when her engines stopped. At first she was flying two ensigns, after about 20 minutes one of these came down, whether shot away or struck on purpose I don't know; anyhow, the order "Cease fire" was given, but directly afterwards one of her guns opened fire, and as one or two of our destroyers were by then close to her, fire was again opened and continued until all her guns were silenced”...

In the morning of the 5 Aug 1914, HMS **Amphion** and the 3rd Flotilla sortied into the North Sea to patrol the area between Harwich and the Dutch island of Terschelling for possible German activity.

At 10:15 a ship in the black, buff, and yellow colours of the Great Eastern Railway's steamers that plied between Harwich and the Hook of Holland was spotted. Capt. Fox sent the destroyers *Lance* and *Landrail* to investigate and shortly afterwards another destroyer reported that an unknown trawler had seen a suspicious ship, .... 'throwing things overboard, presumably mines'.... HMS **Amphion** led the flotilla to investigate and observed that the fleeing ship was deploying mines even then. At 10:45, HMS *Lance* opened fire at a range of 4,400 yards (4,000 m).



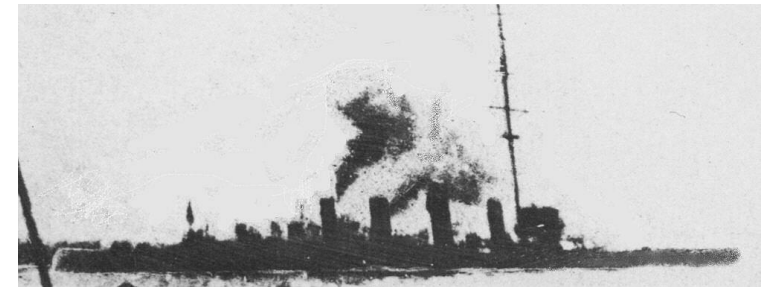
The target was S.M.S. Königin Luise, a former Hamburg-Heligoland excursion boat that had been converted to an auxiliary minelayer by the Germans. They had planned to mount a pair of 8-8-centimetre (3-5 inch) guns on board, but they did not have the time to do so; her only armament was a pair of lighter guns and 180 mines. On the night of 4 Aug 1914, she had departed Emden and headed into the North Sea to lay mines off the Thames Estuary, which she began to do at dawn. The fire from the destroyers was ineffective until HMS **Amphion** closed to a range of 7,000 yards (6,400 m) and began hitting the German ship at

about 11:15. By noon, Königin Luise was sinking and the three British ships rescued 5 officers and 70 ratings. The flotilla proceeded onwards with their patrol until they reached the Dutch coast around 21:00 and turned for home. Fox was uncertain as to the locations of the mines laid by Königin Luise and laid a course that was seven nautical miles (13 km; 8.1 miles) west of where he thought the mines were. He guessed wrongly and led his flotilla right over the danger area.

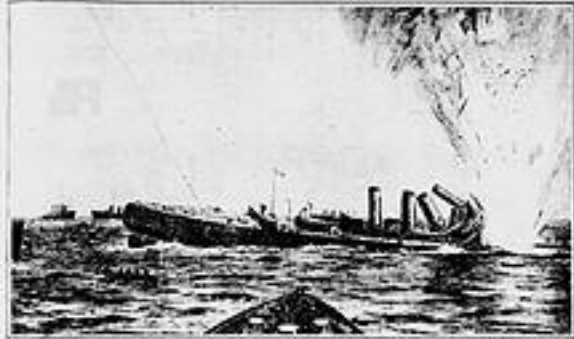
6 Aug 1914 HMS **Amphion** was sunk by a German mine probably laid by Königin Luise.

At 06:35, HMS **Amphion** struck a sea mine that detonated underneath her bridge. The explosion set her forecastle on fire and broke the ship's keel. The destroyer HMS *Linnet* attempted to tow the cruiser, but a deep crack across her upper deck showed that she was "hogging" badly (breaking her back) and Fox ordered his crew to abandon ship. Shortly afterwards, her forward magazine exploded, throwing one 4-inch gun into the air that narrowly missed HMS *Linnet*. One of HMS **Amphion**'s shells burst on the deck of the destroyer HMS *Lark*, killing two of her men and the only German prisoner rescued from the cruiser.

2 Oct 1914, the Admiralty inserted into its Weekly Orders a note of "Appreciation of Conduct of Officers and Crews of Ships recently destroyed", mentioning this ship as one of six whose men displayed "exemplary steadiness and coolness... in face of imminent death".



**HMS *Amphion* then rapidly sank within 15 minutes of the explosion losing 1 officer and 131 ratings killed in the sinking, plus an unknown number of the crew rescued from the *Königin Luise*.** The wreck is a protected site under the UK Protection of Military Remains Act 1986.



THE BRITISH CRUISER AMPHION GOING DOWN AFTER HITTING A GERMAN MINE

Capt. Cecil H. Fox having suffered the misfortune of losing HMS ***Amphion*** to an enemy sea mine on 6 August – the first Royal Navy warship to be lost in the war. Capt. Cecil H. Fox was badly burned in the sinking, and was admitted to Shotley Hospital. He mended well, and while doing so was placed on the books of H.M.S. Vivid for charge of the new flotilla leader HMS ***Faulknor***, which at the time was still being completed. On 29 Oct 1918 Capt. Cecil H. Fox was appointed to be Captain Superintendent, Clyde District and Senior Naval Officer, Clyde. He left the post when the depot closed down on 10 July, 1920. Capt. Cecil H. Fox retired with his pension and died in 1963.

**5<sup>th</sup> Dec. 1911. Alfred Ernest Albert Grant, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

247.	<b><i>Fearless.</i></b>	Light Cruiser. <b><i>Active-class.</i></b> Scout Cruiser.	14. 2 × single 18- inch (450 mm) torpedo tubes.	Steel.	15 Nov 1911.	12 Jun 1912.	HMS <b><i>Fearless</i></b> was commissioned and completed in Oct 1913. HMS <b><i>Fearless</i></b> was one of three <i>Active-class Scout cruisers</i> built for the Royal Navy shortly before the First World War. Upon completion in 1913, the ship was assigned to the 1st Light Cruiser Squadron (LCS) of the 1st Fleet. ....
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..... She became flotilla leader of the 1st Destroyer Flotilla (DF) shortly before the start of the war in August 1914 and was transferred to the Harwich Force shortly after it began. HMS ***Fearless*** participated in the Battle of Heligoland Bight, (the first naval battle of the First World War,



fought on 28 Aug 1914, between ships of the United Kingdom and Germany. The battle took place in the south-eastern North Sea, when the British attacked German patrols off the north-west German coast), and the Cuxhaven Raid, (a British ship-based air-raid on the German naval forces at Cuxhaven was mounted on Christmas Day, 1914. Aircraft of the Royal Naval Air Service were carried to within striking distance by seaplane tenders of the Royal Navy, supported by both surface ships and submarines. The aircraft flew over the Cuxhaven area and dropped their bombs, causing damage to shore installations). HMS ***Fearless*** was transferred to the Grand Fleet in early 1915 and played a minor role in the Battle of Jutland (on 31 May–1 June 1916) the following year. HMS ***Fearless*** was converted into a submarine depot ship shortly afterwards and briefly deployed to Russia later in the year. She later became the flotilla leader of the 12th Submarine Flotilla (S.F.), initially based in Scapa Flow, but later in Rosyth. In early 1918, she accidentally rammed and sank one submarine from a different flotilla as part of an incident that sardonically came to be known

as the Battle of May Island, (the name given to the series of accidents that occurred during Operation E.C.1., in 1918. Named after the Isle of May, a nearby island in the Firth of Forth, it was a disastrous series of accidents amongst Royal Navy ships on their way from Rosyth in Scotland to fleet exercises in the North Sea. On the misty night of 31 Jan-1 Feb 1918, five collisions occurred between eight vessels. Two submarines were lost and three other submarines and a light cruiser were damaged. 104 men died, all of them Royal Navy). HMS **Fearless** survived the war and was sold for scrap in 1921.

The *Active-class* ships were the last class of turbine-powered *scout cruisers* ordered by the Admiralty. These ships were intended to work with the destroyer flotillas, leading their torpedo attacks and backing them up when attacked by other destroyers, although they quickly became less useful as destroyer speeds increased before the First World War (WW1). HMS **Fearless** had a length between perpendiculars of 405 feet (123·4 m), with a beam of 41 feet (12·5 m) and a draught of 14 feet 6-inches (4·4 m). HMS **Fearless** displaced 3,340 long tons (3,394 tonnes) at normal load and 3,945 long tons (4,008 tonnes) at deep load. Her crew complement consisted of 289 officers and other ranks.

The main armament of the *Active class* consisted of 10 x breech-loading (B.L.) 4-inch (102 mm) Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, six were amidships, three on each broadside, and the two remaining guns were on the centreline of the quarterdeck, one ahead of the other. The guns fired their 31-pound (14 kg) shells to a range of about 11,400 yards (10,400 m). Her secondary armament was 4 x quick-firing (Q.F.) three-pounder 1·9-inch (47 mm) Vickers Mk I guns and two submerged 18-inch (450 mm) torpedo tubes. In 1918, two 4-inch guns were removed from the ship. A Q.F. 3-inch 20 cwt anti-aircraft gun (AA) was added to HMS **Fearless** that same year.

As *scout cruisers*, the ships were only lightly protected to maximise their speed, which was considered as slow. They had a curved protective deck that was one inch (25 mm) thick on the slope and 0·5-inches (13 mm) on the flat. Their conning tower was protected by 4-inches of armour. HMS **Fearless** was the 5<sup>th</sup>-ship of that name to serve in the Royal Navy, was laid-down at the Pembroke Royal Dockyard on 15 Nov 1911. She was launched on 12 Jun 1912 and was completed in October 1913.



H.M.S. **Fearless** was a *Scout cruiser* in the Royal Navy completed in 1913. Some sources often treat her as the name ship of a three-vessel class, the *Active class*. She was actually one of seven ships of the *Boadicea class*, together, all were *Scout cruisers*. The *Boadicea class*, *Blonde class* and *Fearless class* vessels were normally constructed in pairs, it was only towards the end of their construction that the last three vessels were grouped together. (A series of tables is included to illustrate this).

9 Aug 1913–1 Jan 1914 HMS **Fearless** was commanded by Capt. Mervyn H. Cobbe, (lent for completion of sea trials).

The ship was assigned to the 1st Light Cruiser Class (LCS) when she commissioned that same month.

13 Dec 1913 HMS **Fearless** arrived at Toulon, France, and was appointed to the 1st Light Cruiser Squadron (CS).

1914 HMS **Fearless** carried Pennant Number **46**.

1 Jan 1914–25 Apr 1915 HMS **Fearless** was commanded by Capt. William F. Blunt, (and also in command of First Destroyer Flotilla).

July 1914 she was the flotilla cruiser of First Destroyer Flotilla.

HMS **Fearless** was serving as the leader of the Destroyer Flotilla, as of 18 Jul 1914 and was transferred, together with her flotilla, to the Harwich Force after the start of the war.

5 Aug 1914 left Harwich with 1st Flotilla - see p. 132 [www.naval-review.org/issues/1917.pdf](http://www.naval-review.org/issues/1917.pdf).

On the morning of 4 Aug 1914, Commodore Reginald Tyrwhitt, commander of the Harwich Force, led the 1st and 3rd Destroyer Flotillas on a patrol southeast to the vicinity of Borkum, one of the East Frisian Islands, off the Dutch coast. HMS **Fearless** and her flotilla encountered nothing of note, but the 3rd Flotilla sank the German minelayer Königin Luise (see above vessels), although they accidentally sailed over the minefield that she'd just laid on the return voyage and HMS **Fearless's** sister ship HMS **Amphion** struck a sea mine and subsequently sank, on the 6 Aug 1914. On the morning of 17 Aug 1914, the 1st Destroyer Flotilla (DF) was at sea when some of its destroyers were attacked by the light cruiser S.M.S. Stralsund. They correctly identified the German ship, but HMS **Fearless's** lookouts misidentified her as an armoured cruiser and her Capt. William F. Blunt, ordered his ships to fall back and wait for assistance. After learning of the mistake, he ordered his ships to turn around and attack Stralsund, but it was too late and the Germans had turned for home after misidentifying a distant British ship as another cruiser.



The "Battle of Heligoland Bight", (28 Aug 1914) was a British attack on German forces patrolling the Heligoland Bight by the two destroyer flotillas of the Harwich Force on 28 Aug, supported by a submarine flotilla and the 1st Light Cruiser Squadron (LCS) and battlecruisers from the Grand Fleet. The Germans were taken by surprise and the leading 3rd Destroyer Flotilla (DF) damaged several torpedo boats before the light cruiser S.M.S. Stettin made an appearance around 08:00 hours; HMS **Fearless** hit her once about five minutes later and knocked out one of her guns before the German ship disappeared back into the fog. The Harwich Force turned west at 08:12 hours to disengage before any further German cruisers made an appearance, but HMS **Fearless** spotted the torpedo boat S.M.S. V-187 three minutes later and opened fire without visible effect and V-187 was able to briefly disengage before being spotted by two light cruisers from the 1st Light Cruiser

Squadron (LCS) and several British destroyers that sank her. In the meantime, Tyrwhitt's flagship, *Arethusa*, was badly damaged by S.M.S. Frauenlob and HMS **Fearless** rendezvoused with her at 08:55 hours to cover her withdrawal. Around 10:35 hours, S.M.S. Strassburg spotted *Arethusa* and opened fire, but was driven off by the fire from HMS **Fearless** and the combined destroyers of both flotillas. Shortly afterwards, Cöln made a brief appearance before disengaging in the face of the massed British ships.

The Strassburg, however, reappeared around 11:10 hours and opened fire on HMS *Arethusa* again. The repeated appearances by the German cruisers caused Tyrwhitt to ask for assistance from the ships detached from the Grand Fleet. Vice-Admiral David Beatty's battlecruisers turned south at 11:35, right after the 1st Destroyer Flotilla (DF) became embroiled with S.M.S. Mainz. Without HMS **Fearless** in close support, things looked bad for the British destroyers as they had expended many of their torpedoes earlier in the battle, but the 1st Light Cruiser Squadron (LCS) came into sight from the north at 11:50 hours and quickly began hitting the German cruiser.

Shortly afterwards, the Mainz was able to turn away into a fogbank, but that put her squarely in the path of HMS **Fearless** and the rest of the Harwich Force. HMS **Fearless** soon disabled the Mainz's rudder and she began slowly circling. The British ships ceased fire after her last gun ceased firing at 12:25 hours, just as the Cöln and Strassburg came into sight from the north. HMS **Fearless** and three destroyers turned north to engage the cruisers, just as the battlecruisers made an appearance. They drove off those two ships and were later able to sink the Cöln and



S.M.S. Ariadne as they showed through the mists. While this was happening, the Harwich Force resumed its withdrawal with HMS **Fearless** taking the crippled destroyer Laertes in tow.

The first attempt to bomb the Zeppelin sheds in the south of Cuxhaven, Germany was on 24 Oct 1914, but had to be cancelled because of bad weather. Another was made on 23 Nov 1914, but it was cancelled when intercepted radio signals revealed that a squadron of armoured cruisers was in their path.

Nov 1914 The ship may have been equipped with Vickers F.T.P. Mark III equipment (Fire Control Instruments) for sending range and deflection to the guns, as was her sister, HMS *Active*.

Her torpedo tubes, along with those in the "R" class destroyers, (a total of 62 destroyers of the "R" Class were completed in 1916-1917 as part of the War Emergency Programme.), may have been among the first A.W. tubes built with screw plugs to permit the alteration of range and depth and perhaps gyro angle to be adjusted, the stop and charging valve to be access, and the collision head to be filled while the torpedo was in the tube.

24 Nov 1914, HMS **Fearless** was replaced by HMS *Galatea* as leader of the First Destroyer Flotilla and went over to lead the Second Destroyer Flotilla, as that formation's leader was undergoing refit.

The loan to Second Destroyer Flotilla (DF) proved short-lived, as HMS *Fearless* returned to the First Destroyer Flotilla (DF) as soon as Jan 1915. The third attempt on Cuxhaven, began on 24 Dec 1914, (Christmas Day) with HMS **Fearless** and eight destroyers from the 1st Destroyer Flotilla (DF) providing close cover for the strike force. The Germans noticed the strike force about 07:30 hours on the 25 Dec 1914 after it had launched its seaplanes north the island of Heligoland. In response, the Germans launched their own aircraft and a Zeppelin to find and attack the British ships; another Zeppelin already airborne was diverted to search for them as well. The British were soon located, but the German attacks by two seaplanes and a Zeppelin were ineffective. Another seaplane attacked HMS **Fearless** and her half-flotilla without

effect and was driven off by the cruiser. After the ships had reached the rendezvous point to pick up the returning aircraft, they were attacked by another Zeppelin, again without much effect. About two weeks prior to the "Cuxhaven Raid", German radio traffic had alerted the Admiralty of a German attack on an English port on 15 Dec 1914. Without knowing the target, the Admiralty realised that it was impossible to intercept the attack, but that it could position forces to get between the High Seas Fleet and its bases. It therefore ordered HMS **Fearless** and the Harwich Force to patrol the southern North Sea and to shadow the German ships if they were spotted, but the Germans were too far north to intercept. In the aftermath of the Battle of Dogger Bank, (a naval engagement on 24 Jan 1915, near the Dogger Bank in the middle North Sea, during the First World War, between squadrons of the British Grand Fleet and the German High Seas Fleet.), the Admiralty believed further raids by battlecruisers would be the most likely course of action selected by the Germans, so



it reorganised the Grand Fleet to make better to respond to further raids. One part of this was to reinforce Beatty's new Battlecruiser Fleet with HMS **Fearless** and her flotilla on 21 Feb 1915, based at Rosyth, Scotland. Less than a month later, she was ordered to sea, together with nine destroyers, on 9 March 1915 to command the successful search for the recently spotted submarine U-12.

25 Jul 1915–6 Jul 1916 HMS ***Fearless*** was commanded by Capt. Charles D. Roper, (in command at Battle of Jutland). Six months later, two battlecruiser squadrons, escorted by HMS ***Fearless*** and most of the 1st Destroyer Flotilla (DF), covered the laying of minefields in the southern North Sea on 10 Sep 1915.

Nov 1915 HMS ***Fearless*** became the Submarine Flotilla Flagship.

At the **Battle of Jutland**, HMS ***Fearless*** led the nine *Acheron class* destroyers of the First Destroyer Flotilla, as she had done since the start of the war, being attached to the Battle Cruiser Force at the Battle of Jutland, (on 31 May–1 Jun 1916), with Capt. Charles D. Roper in Command. The Flotilla screened the Fifth Battle Squadron during the battle. HMS ***Fearless*** proved a poor candidate for such work, as she was utterly unable to keep up with her destroyers once the fight got going. She eventually took her leave of the flotilla and milled about on the disengaged side. As the Battlecruiser Fleet was cruising south searching for the German battlecruisers on 31 May 1916, HMS ***Fearless*** and her destroyers were screening the fast battleships of the 5th Battle Squadron (BS) which was trailing the two battlecruiser squadrons. When the British turned north after spotting the main body of the High Seas Fleet, the 1st Destroyer Flotilla (DF) fell in on the unengaged side of the 5th Battle Squadron (BS) so that their funnel smoke would not obscure the battleships' view of their German opposite numbers. As they got further north, the destroyers pushed forward to screen the battlecruisers while HMS ***Fearless*** was too slow to stay with them and remained on the unengaged side of the 5th Battle Squadron (BS), and later of the Grand Fleet after the two forces rendezvoused. As night fell, she found herself trailing the 1st Battle Squadron. That squadron's flagship, HMS *Marlborough*, had been torpedoed earlier, but by the middle of the night she was forced to reduce speed and turn for home. Vice-Admiral Cecil Burney, the squadron commander, summoned HMS ***Fearless*** to the flagship to transfer him and his staff to the battleship HMS *Revenge*. HMS ***Fearless*** was then ordered to escort HMS *Marlborough* home. The return voyage was rather eventful as the two ships engaged a Zeppelin without effect early on the morning of 1 June and HMS *Marlborough* was near-missed by S.M. U-46 at about 10:55 hours. Later that evening the weather worsened and the water was rising faster than it could be pumped out. At 00:47 hours on 2 June, the battleship warned HMS ***Fearless*** and her escorting destroyers that they should be prepared to come alongside and rescue her crew. This proved unnecessary as the pumps began to draw ahead of the incoming water and the destroyers laid an oil slick to moderate the waves ahead of HMS *Marlborough*. She reached the Humber at 08:00 hours and HMS ***Fearless*** departed for South Queensferry, (to the west of Edinburgh, Scotland), later that morning. She was undamaged during the battle and only fired three 4-inch rounds during the entire battle.

Sep 1916–4 Mar 1919 HMS ***Fearless*** was commanded by Capt. Charles J. C. Little, (and also as Captain (S), Twelfth (12<sup>th</sup>) Submarine Flotilla). HMS ***Fearless*** arrived at Belfast, Northern Ireland, on 19 Jul to begin a lengthy refit to convert her into a submarine depot ship that lasted until 4 Oct.

3 Oct 1916 HMS ***Fearless*** sailed from Scapa Flow for Alexandrowsk Russia.

Nine days later, HMS ***Fearless*** sailed for Murmansk, Russia, and arrived there on the 19th to serve as the depot ship for several British G-class submarines based there.

20 Oct 1916 HMS ***Fearless*** arrived Romanov (Murmansk), Russia

15 Nov 1916 HMS ***Fearless*** sailed from Alexandrowsk, Russia.

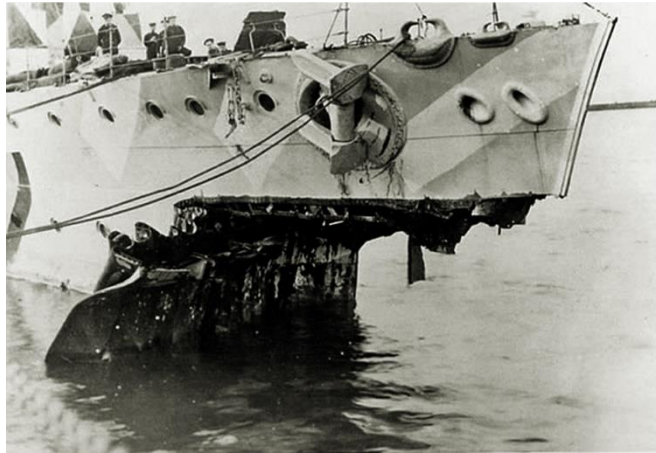
The ship sailed back to Britain on 15 Nov 1916, together with all three of her submarines.

Nov 1916 HMS ***Fearless*** arrived back at the Nore, Portsmouth.

20 Nov 1916 HMS ***Fearless*** arrived at Kirkwall, Scotland.

By Jan 1917 she was the leader of the 12th Submarine Flotilla of the Grand Fleet, made up of the notoriously accident-prone K-class steam-powered submarines, that was based at Scapa Flow.

From 3–17 Mar 1917, HMS ***Fearless*** was refitted at Invergordon, Scotland. On 17 July, she and her flotilla transferred to Rosyth, Scotland. HMS ***Fearless*** was placed in service as the flotilla cruiser for the newly established Twelfth (12<sup>th</sup>) Submarine Flotilla, a formation that would attempt to screen the Grand Fleet with ill-fated "K" class submarines, (the boats were seemingly cursed, with four of eighteen units being lost to accidents.). The formation would grow in size to as many as eight of these steam powered submarines, and two would be lost to collision during



the war. The suitability of the *scout cruiser* to this role seems strong enough, as she persists in the post through the end of the war and even through a fleet reorganization in March, 1919.

Jan 1918 HMS ***Fearless*** carried Pennant Number **64**.

On the evening of 31 Jan 1918, the Light Cruiser Force sortied from Rosyth to participate in a training exercise with elements of the Grand Fleet. The 12th and 13th Submarine Flotillas were sandwiched by squadrons of battlecruisers and battleships as the ships departed in poor visibility. Around 19:14 hours the steering gear of one of the 13th Submarine Flotilla (SF)'s submarines failed and she fell out of the formation. One of the trailing submarines did not see her in time and accidentally rammed her, badly damaging both boats. Commander William Leir commanded the 13th Submarine Flotilla (SF) and decided to turn his flotilla around to their aid after he was notified of the accident around 17:40 hours. In doing so, his ships crossed the path of the oncoming 12th Submarine Flotilla (SF) and HMS ***Fearless*** accidentally rammed and

sank the submarine HMS K.17. Captain Charles Little attempted to avoid her, but the cruiser was moving too fast to do so. She launched her boats in a failed attempt to rescue any survivors, but the few found were recovered by one of the other submarines. The bulkheads in HMS ***Fearless*** bow had to be shored up to prevent further flooding, but she was not in any danger of sinking and returned to Rosyth at a very slow speed.

Apr 1918 HMS ***Fearless*** carried Pennant Number **27**.

7 Mar 1919–25 Jul 1919 HMS ***Fearless*** was commanded by Capt. Ernest W. Leir, (and as Captain (S), Twelfth (12<sup>th</sup>) Submarine Flotilla).

1 Sep 1919 HMS ***Fearless*** arrived at Portland.

6 Sep 1919 HMS ***Fearless*** sailed from Portland, for Weston-Super-Mare.

7 Sep 1919 HMS ***Fearless*** arrived at Weston-Super-Mare.

11 Sep 1919 HMS ***Fearless*** sailed from Weston-Super-Mare, on route to Northern Ireland.

12 Sep 1919 HMS ***Fearless*** arrived in Belfast, Northern Ireland.

17 Sep 1919 HMS ***Fearless*** sailed from Belfast, heading north east, for Dunoon, Scotland.

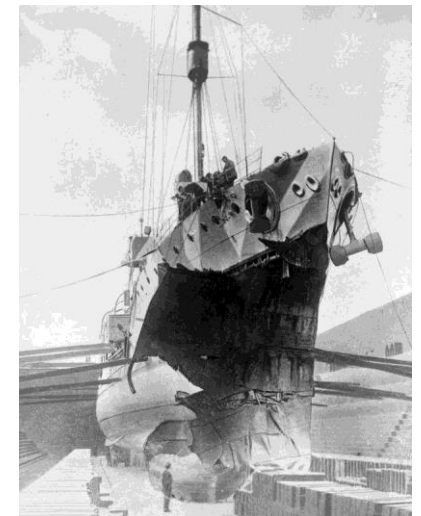
17 Sep 1919 HMS ***Fearless*** arrived at Dunoon, Scotland.

23 Sep 1919 - Sailed from Campbeltown, Argyll and Bute, Scotland. It lies by Campbeltown Loch on the Kintyre peninsula.

24 Sep 1919 HMS ***Fearless*** arrived at Oban, Western Scotland.

29 Sep 1919 HMS ***Fearless*** sailed from Oban, Western Scotland, heading north for the Orkney Islands.

30 Sep 1919 HMS ***Fearless*** arrived at Scapa Flow, (a body of water in the Orkney Islands, Scotland, sheltered by the islands of Mainland, Graemsay, Burray, South Ronaldsay and Hoy).



Nov 1921 HMS *Fearless* was sold for scrapping.  
**She was repaired and survived the war, but was sold for scrap in November 1921.**

248.	<b>Nottingham.</b>	Light Cruiser. <b>Town class.</b> <i>Or later known as the Birmingham class.</i>	9. 2 × single 21-inch (533 mm) torpedo tubes.	Steel.	13 Jun 1912.	18 Apr 1913.	HMS <b>Nottingham</b> was commissioned on the 4 Aug 1922. HMS <b>Nottingham</b> was a <i>Town class</i> light cruiser built for the Royal Navy just before World War I (WW1). She was one of 23 x ships of the <i>Birmingham sub-class</i> and was completed in early 1914. The ship was assigned to the 1st Light Cruiser Squadron (LCS) of the Home and Grand Fleets for her entire career. ....
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..... HMS **Nottingham** participated in most of the early fleet actions, including the Battles of Heligoland Bight, Dogger Bank, and Jutland, helping to sink several German ships during the battles. The ship was sunk by the German submarine U-52 during the Action of 19 August 1916.

The *Town class* cruisers were intended to protect British merchant shipping from attack by enemy cruisers. The *Birmingham class* were a slightly larger and improved version of the preceding *Chatham sub-class* with a more powerful armament. The ships were 457 feet (139.3 m) long overall, with a beam of 50 feet (15.2 m) and a mean draught of 16 feet (4.9 m). Their displacement was 5,440 long tons (5,530 tonnes) at normal and 6,040 long tons (6,140 tee) at deep load. They were powered by 4 x direct-drive Parsons steam turbines, each driving one propeller shaft, (4 in total), which produced a total of 25,000 indicated horsepower (19,000 kW). The turbines used steam generated by 12 x Yarrow boilers that used both coal and fuel oil which gave them a speed of 25 knots (46 km/h; 29 mph). During her sea trials, HMS **Nottingham** reached a speed of 25.43 knots (47.10 km/h; 29.26 mph) from 21,580 i.h.p. (16,090 kW). The *Birmingham class* had a range of 4,540 nautical miles (8,410 km; 5,220 miles) at 16 knots (30 km/h; 18 mph). The ships' crew compliment of 480 officers and other ranks.

Their main armament consisted of 9 x B.L. 6-inch (152 mm) Mk XII guns in single mounts. Two of these were mounted on the forward of the bridge, abreast of each other; six guns were positioned amidships, three on each broadside, and the last gun was fitted on the centreline. During 1915 a Q.F. 3-inch (76 mm) 20-cwt anti-aircraft (AA) gun was added aft of the rear funnel. The *Birmingham class* were also armed with a pair of submerged 21-inch (533 mm) torpedo tubes, one on each side, for which they carried a total of seven torpedoes. The ships were protected by a waterline belt amidships that ranged in thickness from 2–3 inches (51–76 mm) and a 0.375–1.5-inches (9.5–38.1 mm) deck. The walls of their conning tower were 4-inches (102 mm) thick.

HMS **Nottingham**, the 3rd-ship of her name to serve in the Royal Navy, was named after the eponymous city. She was laid down on 13 Jun 1912. HMS **Nottingham** was launched on 18 Apr 1913, christened by Miss Violet Asquith, daughter of the Prime Minister. The Premier and Mr. Churchill were also in attendance.

HMS **Nottingham** was commissioned at Pembroke on 3 April, 1914.

H.M.S. **Nottingham** was completed just before the start of the war and fought at the Battle of Jutland, screening the Battle Cruiser Fleet (BCF) as part of the Second Light Cruiser Squadron (SLCS).

HMS **Nottingham** was completed in Apr 1914.



9 Jul 1913–19 Aug 1916 HMS **Nottingham** was commanded by Capt. Charles B. Miller, (who was also in command at Battle of Jutland and later when HMS **Nottingham**, the ship, was lost).

She was to proceed to Cape Station in mid-1914 to relieve HMS *Astræa*, bearing two Target Pattern VI's to be supplied from Devonport Royal Dockyard.

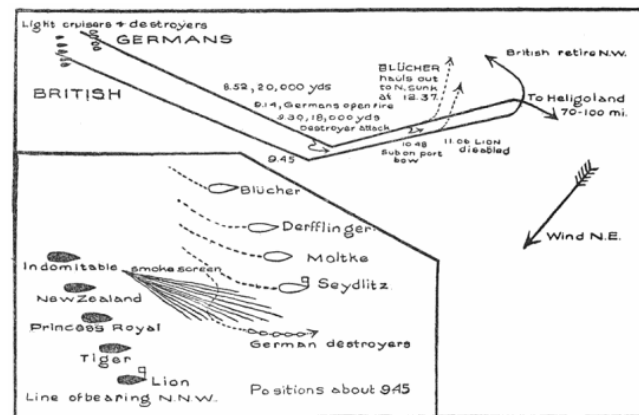
1914 The Pennant Number of HMS **Nottingham** was **35**.

Mar 1914 HMS **Nottingham** was to carry two red bands, as identification marks on first and third funnel.

Upon commissioning that same month, the ship was assigned to the 1st Light Cruiser Squadron (LCS), together with both of her sisters. On 24 Jun 1914, HMS **Nottingham** was one of seven warships from the Royal Navy present in Kiel, Germany, to celebrate the re-opening of the Kiel Canal.

A few weeks after the start of World War I (WW1) on 4 August 1914, the Admiralty decided to attack German patrols in the Heligoland Bight

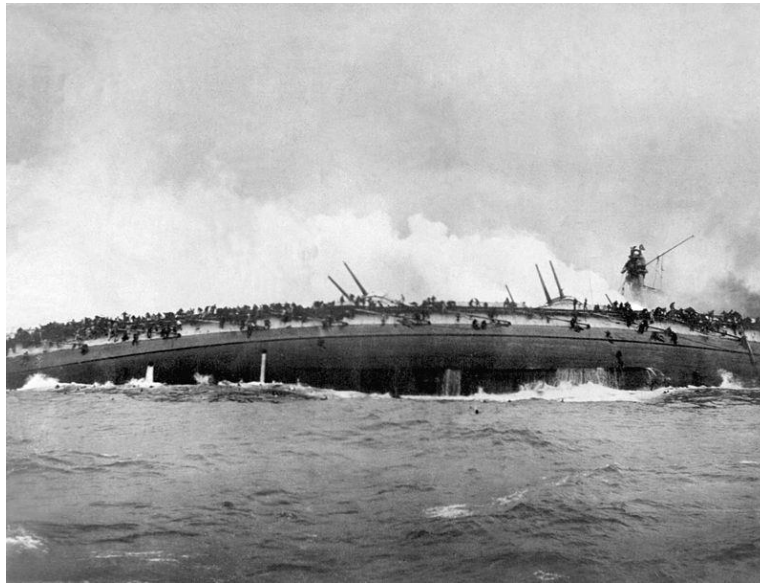
on 28 Aug 1914, (a bay which forms the southern part of the German Bight, itself a bay of the North Sea, located at the mouth of the Elbe river.



The Heligoland Bight extends from the mouth of the River Elbe to the islands of Heligoland and lies between the East Frisian island of Wangerooge and the North Frisian peninsula of Eiderstedt), with the destroyers and cruisers of the Harwich Force and a flotilla of submarines. Despite some confusion at the highest levels of the Admiralty, Admiral John Rushworth (Jackie) Jellicoe, commander of the Grand Fleet, dispatched the 1st Light Cruiser Squadron (LCS) and five of his battlecruisers to reinforce the Harwich Force. During the battle, Oct 1914 the ship was to be given four Pattern 1582 Electric Radiators to warm cabins whose stoves could not be used for heating them.

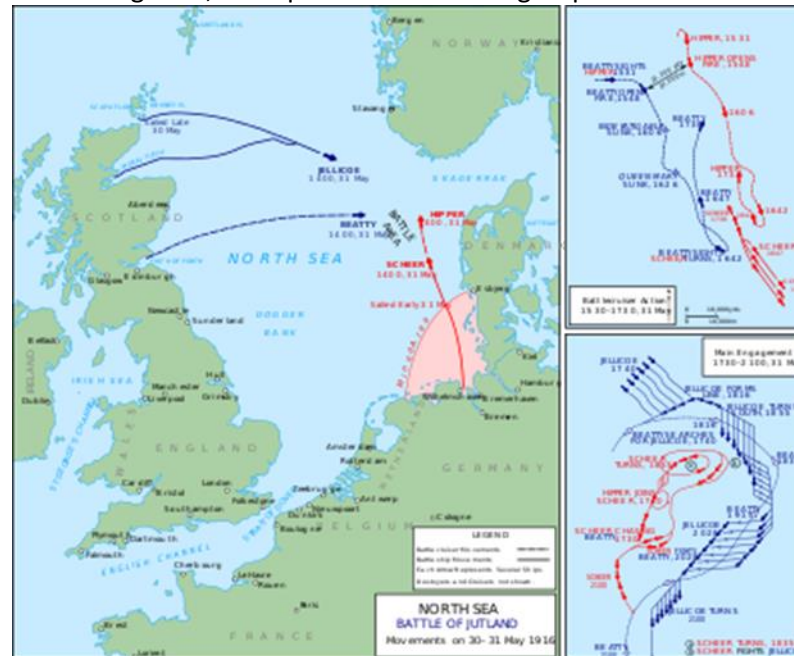
HMS **Nottingham** helped to sink the German light cruiser S.M.S. Mainz and was not damaged herself. Several months later, the Germans bombarded Scarborough, Hartlepool and Whitby on 16 Dec 1914 and the 1st Light Cruiser Squadron (LCS) was escorting Vice-Admiral David Beatty's battlecruisers in response when it encountered a

German light cruiser and a half-flotilla of torpedo boats. HMS **Nottingham** was not in range to engage before the squadron turned away to follow the battlecruisers. During the Battle of Dogger Bank, (24 Jan 1915), the ship helped to sink the German armoured cruiser S.M.S. Blücher on 23 Jan 1915 (see photo of her sinking, below). After the battle, the squadron helped to escort the crippled battlecruiser HMS *Lion* home. Shortly after the battle, HMS **Nottingham** and her sisters were transferred to the 2nd Light Cruiser Squadron by 18 March, although the squadron was also assigned to Beatty's battlecruisers. On 18 Jun 1915, the ship was detached to reinforce the 3rd Cruiser Squadron during a patrol across the North Sea. HMS **Nottingham** and the other ships were attacked several times by German submarines, and the armoured cruiser HMS *Roxburgh* was hit in the bow by a single torpedo from S.M.S. U-39 on 20 June, but managed to return to Rosyth under her own power.



they fired at the disabled torpedo boat S.M.S. V.48.

Around nightfall, the squadron attacked a group of three German torpedo boats without apparent effect at 20:52 hours, although one ship had a boiler knocked out. Less than two hours later, the squadron encountered the seven light cruisers of German 4th Scouting Group at very close range in the darkness. HMS *Nottingham* was not hit during the engagement, but the squadron flagship, her half-sister HMS *Southampton*, was extensively damaged and sank one of the opposing cruisers. The squadron returned home the next day without further excitement. HMS *Nottingham* was not hit during the battle and but did expended 136 six-inch shells and one torpedo.



Almost a year later, the ship participated in the Battle of Jutland on 31 May–1 June 1916. At the Battle of Jutland, she was part of the Second Light Cruiser Squadron, (SLCS) screening the battlecruisers under Capt. Charles B. Miller.

The 2nd Light Cruiser Squadron (LCS) screened the battlecruisers during the battle. HMS *Nottingham* helped to repel an attack by German torpedo boats around 16:26 hours during the first phase of the battle, the "Run to the South". After spotting the main German battlefleet at 16:30, the 2nd Light Cruiser Squadron (LCS) followed the Beatty's ships in a turn to the north fifteen minutes later. During the turn and afterwards, they were fired upon by eleven German battleships at very long range without significant effect. Their late turn meant that they now trailed Beatty's battlecruisers and were now even with the battleships of the attached 5th Battle Squadron by about 18:50 hours. About 10 minutes later, the 2nd Light Cruiser Squadron (LCS) engaged the crippled light cruiser S.M.S. Wiesbaden, but were forced to disengage by the German battleships and took up station at the rear of the Grand Fleet. About a half-hour later,

18 Aug 1916 HMS *Nottingham* departed with the Fleet on a cruise - see p. 74 [www.naval-review.org/issues/1920-1.pdf](http://www.naval-review.org/issues/1920-1.pdf).

On the evening of 18 Aug 1916, the Grand Fleet put to sea in response to a message deciphered by Room 40, (also known as 40 O.B. (Old Building) (latterly N.I.D. 25) (Naval Intelligence Department), was the cryptanalysis section of the British Admiralty during the First World War WW1), that indicated that the High Seas Fleet, minus II Squadron, would be leaving harbour that night. The German objective was to bombard Sunderland the following day, based on extensive reconnaissance conducted by Zeppelins and submarines. Part of the German plan was to draw the British ships through a series of submarine ambushes and HMS *Nottingham* fell victim to

one of the awaiting U-boats, U-52, about 06:00 hours, the following morning. The submarine was spotted about a half-hour prior despite the morning haze, but she was believed to be a small fishing boat and disregarded. U-52 initially hit the cruiser with two torpedoes that knocked out all power, but HMS **Nottingham** was not in danger of sinking until she was hit with another torpedo 25 minutes later. Her half-sister HMS *Dublin* had reported the first attack; in response, Beatty dispatched two destroyers to render assistance and they arrived about 10 minutes before 19 Aug 1916 HMS **Nottingham** was torpedoed about 0630 by German Submarine, she sank at 0715 hours. **She had been torpedoed three times by German submarine U-52 whilst in the North Sea and sunk with 38 dead.** HMS **Nottingham** was lost before she was ever fitted for a director or tripod mast.

**HMS Nottingham sank at 07:10 hours. The ship lost 38 crewmen in the attack.**

The Union Jack flag flown by the ship hangs at Jutland in St Mary's Church, Nottingham. It was presented by Admiral Sir William George Tennant. In Dec 1993, during a ceremony at Emden, Germany, Flottillen admiral Otto H. Ciliax of the Federal German Navy presented the commanding officer of the latest HMS **Nottingham** with a boat's badge and ensign from the cruiser sunk in 1916, as a gesture of goodwill and reconciliation. Admiral Ciliax's father, Otto Ciliax, was the executive officer of U-52; he recovered these items off a lifeboat from the ship while picking up survivors.

249.	<b>Oil Lighter.</b>	Lighter.	.	Steel.	.	1913.	Utilised for the collect and transportation of fuel oils locally.
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250.	<b>Trefoil.</b>	Oil Tanker (Royal Fleet Auxiliary).	None.	Steel	15 Jan 1913.	27 Oct 1913.	Official Number: 139085. Class: FIRST 2000-ton CLASS Harbour Tanker. Pennant No: N 93 / X 11 / X 73. ....
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..... Signal Letters; GVHC (1919).  
Laid down: 15 January 1913.  
Builder: H.M. Dockyard, Pembroke.  
Launched: 27 October 1913.  
Into Service: immediately.  
Out of service: 1935.  
Fate: at Bo'ness for demolition by P & W McClellan & Co after sale for £5,854. Aug 1935 demolition begun.

The five ships in this Class, although not sister ships, were similar and were all Admiralty-designed. Royal Fleet Auxiliary vessels: - *Mixol* and R.F.A. *Thermol* were both unsatisfactory as far as their stability went, and 200 tons of permanent ballast was always carried in Nos 1 and 3 tanks, which was never pumped out. R.F.A. **Trefoil** and R.F.A. *Turmoil* (1) were experimental ships which were mechanically unsatisfactory and they were little used.

27 October 1913 launched by HM Dockyard, Pembroke Dock as Yard Nr: 250 by Mrs E. J. Maginness, wife of the Chief Constructor at the Dockyard named TREFOIL, but was considerably delayed during construction as warships had priority.

**Press Report from the Times Newspaper 28 October 1913**  
“..... The Royal Fleet Auxiliary TREFOIL the first international combustion oil carrier for the Royal Navy, was successfully launched at Pembroke Dockyard yesterday by Mrs E. J. Maginness, wife of the Chief Constructor at the Dockyard. Captain A.E. A. Grant, Superintendent of the yard, Mrs Grant, and a number of naval and military and dockyard officers and their wives were present.  
The **Trefoil** which is 300 feet long with a 39 feet beam, has a draught of 18 feet and a displacement of 4,000 tons and an oil capacity of 2,000 tons. The propelling machinery is being constructed by Messrs. Vickers, of Barrow, and is of the internal combustion Diesel type of 1,500 h.p. The ship was laid down on January 15 last; she will be fitted with wireless and telegraphy plant.” .....



**Press Report from the 8 January 1914 the Western Morning News reported**

“... Instead of being termed “oil carrying vessels” the *Burma, Attendant, Carol Ferol, Olympica, Serviter, Trefoil* and *Turmoil* are to be known in the Royal Navy as “oilers.”  
.....

**Press Report from the 2 May 1914 the Cambria Leader newspaper reported ...**

“... The Admiralty have placed an order for another oil cargo ship at Pembroke Dockyard. Two such ships, each with a carrying capacity of 2,000 tons are now in hand at the yard – the *Trefoil* which was launched on October 27<sup>th</sup> last, and is now being completed, and the *Turmal* which is building. An oil lighter of 500 tons displacement is also in the completing stage at the yard. The new ship will therefore be the fourth fleet auxiliary vessel ordered at the yard within two years.” ....

8 Sep 1916 Engineer Lieutenant Charles McTaminey R.N.R.

appointed as Chief Engineer Officer

7 Mar 1917 her engine had been built by Vickers at Barrow and had already been installed in her. This engine had to be removed just before her builder’s trials. R.F.A. *Thermol* engine's, had been manufactured by J. Samuel White at Cowes to a M.A.N. of Ausburg, Germany design. Both of these sets of engines were requisitioned for use in the monitors HMS *Marshal Soult* and HMS *Marshal Ney*.

22 Mar 1917 HMS ***Trefoil*** arrived at Barrow-in-Furness from Pembroke Dock.

13 Jun 1917 Lieutenant Hermann R. Elsby R.N.R. appointed in command.

24 Jul 1917 HMS ***Trefoil*** conducted basin trials.

31 Jul 1917 HMS ***Trefoil*** sailed from Barrow-in-Furness for Liverpool running at full power.

9 Jan 1918 Lieutenant John Gow R.N.R. appointed in command.

5 Jun 1918 Able Seaman Cyril Chapman MMR 816636 discharged dead. He died in the Royal Infirmary, Liverpool. He had signed on 3 Aug 1917.

6 Aug 1918 Fireman Charles H. Gibbs MMR 897013 logged for deserting. He had signed on 21 Nov 1917.

9 Aug 1918 Able Seaman Samuel Clayton MMR 961046 logged for deserting. He had signed on 8 Jun 1918.

16 Aug 1918 Second Officer George E Wilson R.F.A. appeared before a court martial charged with being absent without leave. The accused pleaded guilty and was adjudged to be dismissed his ship and forfeit 6 months seniority. Junior Engineer Officer Charles H Mitchell R.F.A.

appeared before a court martial charged with being absent without leave. The accused pleaded guilty and was adjudged to be dismissed his ship and forfeit 3 months seniority.

24 Sep 1918 Fireman Francis McGuinness MMR 896106 logged for deserted. He had signed on 12 Aug 1918.

28 Nov 1918 HMS ***Trefoil*** sailed the River Clyde in ballast to sea.

7 Dec 1918 HMS ***Trefoil*** arrived at Glasgow from Liverpool in ballast.

9 Dec 1918 Engineer Sub Lieutenant Cyril Kay R.N.R. appointed as Engineer.



10 Jan 1919 HMS **Trefoil** arrived at Glasgow from Greenock in ballast.

24 May 1919 Engineer Sub Lieutenant Cyril Kay R.N.R. paid off at the end of his R.N.R. wartime service

9 Oct 1919 HMS **Trefoil** was off Rosyth Dockyard berthed alongside HMS *Galatea* to refuel her.

13 Nov 1919 Able Seaman Chas Millar MMR 993429 logged for deserting. He had signed on 28 Oct 1919.

14 Jan 1920 Captain John Gow R.F.A. appointed as Master of HMS **Trefoil**.

29 Jan 1920 HMS **Trefoil** was at Rosyth alongside HMS *Castor* refuelling her with 185 tons of F.F.O.

9 Feb 1920 Mr Henry Baker DSO R.F.A. appointed as Chief Engineer Officer.

9 Jul 1920 HMS **Trefoil** was berthed at Portsmouth Harbour.

19 Oct 1920 HMS **Trefoil** was berthed at Portsmouth Harbour.

19 Oct 1920 HMS **Trefoil** sailed from Portsmouth Harbour.

12 Nov 1920 Captain Richard D Williams R.F.A. appointed as Master.

7 Feb 1921 HMS **Trefoil** was berthed at Portsmouth Harbour.

18 Feb 1921 HMS **Trefoil** arrived at Arosa Bay, Villagarcia, Spain, to refuel units of the Royal Navy anchored there.

19 Feb 1921 HMS **Trefoil** was at Arosa Bay, Villagarcia, Spain berthed on HMS *Coventry* to refuel her.

23 Feb 1921 HMS **Trefoil** was berthed at Portsmouth Harbour.

29 Mar 1921 HMS **Trefoil** sailed from Portsmouth Harbour.

4 Jul 1921 HMS **Trefoil** was at Sheerness alongside HMS *Dunedin* which was at anchor to refuel her.

25 Jul 1921 Mr John Atchison R.F.A. appointed as Chief Engineer Officer.

25 Sep 1921 HMS **Trefoil** was berthed at Devonport from Portsmouth.

8 Oct 1921 HMS **Trefoil** was deployed from Devonport to attend on R.F.A. *British Lantern* which had been damaged in a collision in thick fog 150 miles west of Plymouth. The *British Lantern* made passage to Whitesands Bay where R.F.A. **Trefoil** berthed alongside intending to take 1,600 tons of F.F.O. from her. After 1,000 tons had been removed the *British Lantern* was able to make her way to Jennycliff Bay with her damaged plates being above water.

14 Nov 1921 HMS **Trefoil** was at Devonport alongside HMS *Durban* on No: 5 buoys to refuel her.

13 Jan 1922 HMS **Trefoil** sailed from Plymouth for Portsmouth Harbour.

13 Feb 1922 HMS **Trefoil** was berthed at Portsmouth Harbour.

3 Apr 1922 HMS **Trefoil** sailed from Portsmouth Harbour to adjust her compasses in Stokes Bay.

24 Aug 1922 arrived at Grangemouth in ballast. 6 Sep 1922 arrived at Grangemouth from Sheerness. 8 Sep 1922 sailed Grangemouth for Devonport.

9 Sep 1922 HMS **Trefoil** arrived at Plymouth from Grangemouth.

27 Apr 1922 HMS **Trefoil** passed the Lloyds Signal Station on the Lizard when on passage to Barry Roads, South Wales.

13 Sep 1922 HMS **Trefoil** sailed for Plymouth.

18 Sep 1922 HMS **Trefoil** arrived at Grangemouth from Devonport.

23 Sep 1922 HMS **Trefoil** berthed at Portsmouth Harbour.

27 Sep 1922 HMS **Trefoil** sailed from Portsmouth Harbour.

14 Feb 1923 HMS **Trefoil** arrived at Devonport from Gibraltar.

20 Feb 1923 HMS **Trefoil** sailed Plymouth for Grangemouth.

25 Feb 1923 HMS **Trefoil** was berthed at Portsmouth Harbour.

27 Feb 1923 HMS **Trefoil** sailed from Portsmouth Harbour for Plymouth arriving on the 1 March 1923.  
 3 Apr 1923 Chief Officer J Martin Smith DSC R.F.A. (Acting Lieutenant Commander R.N.R. (Retired) appointed as Acting Master.  
 7 Aug 1928 HMS **Trefoil** arrived at Grangemouth from Rosyth in ballast.  
 Jan 1929-May 1935 HMS **Trefoil** in Reserve at Rosyth as she was found to be mechanically unsatisfactory.  
 21 May 1935 R.F.A. **Trefoil** offered for sale by tender by the Admiralty in the Times of this day. Vessel lying at Rosyth  
 28 Jun 1935 HMS **Trefoil** arrived Bo'ness for demolition by P & W McClellan & Co after sale for £5,854.  
 Aug 1935 demolition begun.

251. **Cordelia.**

Light Cruiser.  
**C-class light cruiser.**  
**Caroline sub-class.**

11. 2 × twin 21-inch (533 mm) torpedo tubes.  
 But modified over her life.

Steel.

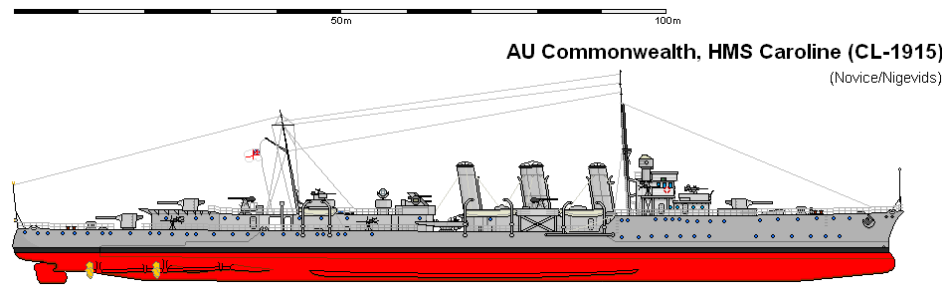
21 July 1913.

23 Feb 1914.

HMS **Cordelia** was commissioned and completed Jan 1915. HMS **Cordelia** was a *C-class light cruiser* built for the Royal Navy during World War I (WW1). She was one of six ships of the *Caroline sub-class* and was completed at the beginning of 1915. The ship was assigned to the 1st and 4th Light Cruiser Squadrons (LCS) of the Grand Fleet for the entire war and played a minor role in the Battle of Jutland in mid-1916. HMS **Cordelia** spent most of her time on uneventful patrols of the North Sea. She spent most of 1919 as a training ship before she was recommissioned for service with the Atlantic Fleet in 1920.

The ship was placed in reserve at the end of 1922 and was sold for scrap in mid-1923.

The Light cruiser H.M.S. **Cordelia** was one of six in the *Caroline class*, and fought at the Battle of Jutland as part of the First Light Cruiser Squadron.



tonnes) at deep load. HMS **Cordelia** was powered by 4 x direct-drive Brown-Curtis steam turbines, each driving one propeller shaft, (4 in total), which produced a total of 40,000 indicated horsepower (30,000 kW).

The turbines used steam generated by 8 x Yarrow boilers which gave her a speed of 28.5 knots (52.8 km/h; 32.8 mph). She carried 916 long tons (931 tonnes) of fuel oil. The ship carried a complement of 301 officers and other ranks.

The main armament of HMS **Cordelia** consisted of two B.L. 6-inch (152 mm) Mk XII guns that were mounted on the centreline in the stern, with one-gun super-firing over the rearmost gun. Her secondary armament consisted of 8 x Q.F. 4-inch (102 mm) Mk IV guns, four on each side, one pair forward of the bridge, another pair abaft it on the forecastle deck and the other two pairs one deck lower amidships. For anti-aircraft defence, she was fitted with one Q.F. 6-pounder 2.2-inch (57 mm) Hotchkiss gun. The ship also mounted 2 x twin, above-water, mounts for 21-

The *C-class cruisers* were intended to escort the fleet and defend it against enemy destroyers attempting to close within torpedo range. The **Cordelia** was ordered in Jul–Aug 1913 as part of the 1913–14 Naval Programme, the *Caroline class* were enlarged and improved versions of the preceding *Arethusa-class* cruisers. The ships were 446 feet (135.9 m) long overall, with a beam of 41 feet 6-inches (12.6 m) and a mean draught of 16 feet (4.9 m). Her displacement was 4,219 long tons (4,287 tonnes) at normal and 4,733 long tons (4,809

inch (533 mm) torpedoes, one on each broadside. The Caroline class were protected by a waterline belt amidships that ranged in thickness from 1–3-inches (25–76 mm) and a 1-inch (25 mm) deck. The walls of their conning tower were 6-inches thick.

In Aug 1915, her 6-pounder anti-aircraft (AA) gun was replaced by a Ordnance Q.F. 3-pounder 1.9 inch (47 mm) Vickers Mk II anti-aircraft (AA) gun. In Sep–Oct 1917 the ship's armament was extensively revised. Her forward pair of 4-inch guns were replaced by another 6-inch gun, her aft most 4-inch guns were replaced by another pair of 21-inch torpedo mounts and a Q.F. 4-inch Mk V gun replaced her 3-pounder AA gun. In addition, her pole foremast was replaced by a tripod mast that was fitted with a gunnery director. Her conning tower was replaced by a lighter one with thinner armour 0.75 inches (19 mm) and a flying-off platform installed over the forecastle. This was removed between Apr and Aug 1918, when an additional 6-inch gun was added abaft the funnels in lieu of her forward main-deck 4-inch guns. HMS **Cordelia**'s last 4-inch guns, including the Mk V AA gun, were replaced by a pair of Q.F. 3-inch (76 mm) 20-cwt AA guns abaft the bridge, where the 4-inch guns had originally been located. Sometime between 1919 and 1923, the ship received a pair of 2-pounder 1.6-inch (40 mm) Mk II "pom-pom" guns on single mounts. All of these changes adversely affected the ship's stability and the additional 21-inch torpedo tubes and the aft control position were removed by the end of 1921.

HMS **Cordelia** was the 3<sup>rd</sup>-ship of her name in the Royal Navy. **Cordelia**'s keel was laid-down on 21 Jul 1913, at Pembroke Royal Dockyard by Mrs. Grant, wife of the Captain Superintendent. She was launched on 23 Feb 1914, by the Honourable Venetia Stanley, daughter of Lord Sheffield. Construction had been hurried by overtime so that work could begin on another light cruiser, *Carysfort*, (See below) as quickly as possible. She was completed in Jan 1915.

Jan 1915 HMS **Cordelia** was appointed and posted to the 1st Light Cruiser Squadron Grand Fleet.

28 Jan 1915 HMS **Cordelia** had arrived recently at Gibraltar.

She was commissioned into service in the Royal Navy that same month, HMS Cordelia was assigned to the 1st Light Cruiser Squadron (LCS) of the Grand Fleet.



In early Aug 1914, HMS **Cordelia** and the rest of her squadron were among the ships dispatched to hunt for the German commerce raider S.M.S. Meteor, which was trying to return to Germany. Although the squadron did not find her, the German ship was forced to scuttle herself by other British cruisers on 9 Aug to avoid being captured.

31 Oct 1914–11 Mar 1915 HMS **Cordelia** was commanded by Capt. Arthur V. Vyvyan.

11 Mar 1915–1 Jun 1917 HMS **Cordelia** was commanded by Capt. Tufton P. H. Beamish, (who was in command at Battle of Jutland).

During the Battle of Jutland on 31 May-1 June 1916, the 1st LCS was assigned to screen Vice-Admiral David Beatty's battlecruisers and were the first British ships to spot and engage the ships of the German High Seas Fleet on the afternoon of 31 May. HMS Cordelia fired all of four rounds from her main armament at the light German cruiser Elbing, but they all fell short of the target. The ship was not heavily engaged during the battle and only fired a total of a dozen rounds from her 6-inch (152-mm) guns and three from her 4-inch (102-mm) guns. So far as is known, she did not hit anything, nor was she damaged herself.

1 Jun 1917 HMS **Cordelia** was commanded by Capt. The Hon. Arthur L. O. Forbes-Sempill.

By Oct 1917, she had been transferred to the 4th Light Cruiser Squadron.

Jan 1918 HMS **Cordelia** was fitted with a gun director. This alteration required her pole mast to be replaced with a tripod mast for greater rigidity.

HMS **Cordelia** remained with the 4th LCS through at least 1 Feb 1919. Later that month, she was reduced to reserve at Devonport.

1 May 1919–17 May 1921 HMS **Cordelia** was commanded by Capt. Norton A. Sullivan.

1919 HMS **Cordelia** was decommissioned as being surplus to Naval requirements.



Jan 1920 HMS **Cordelia** was recommissioned.

26 Jan 1920 She recommissioned on under Captain Norton Sullivan.

By 1 May 1919, however, she had been assigned to the Devonport Gunnery School, and by 18 Jan 1920 she had recommissioned for service in the 2nd Light Cruiser Squadron in the Atlantic Fleet, and remained there through 18 Dec 1920.

23 Feb 1921 HMS **Cordelia** sailed from Falmouth for Mounts Bay, Penzance, Cornwall.

25 Feb 1921 HMS **Cordelia** sailed from Penzance for Portsmouth.

17 May 1921–10 Aug 1922 HMS **Cordelia** was commanded by Capt. John C. H. Lindsay.

23 Nov 1921 HMS **Cordelia** arrived at Invergordon, (the Black Isle), on the north east of Scotland.

25 Nov 1921 HMS **Cordelia** sailed from Invergordon for Rosyth, in the Forth of Fourth.

26 Nov 1921 HMS **Cordelia** arrived Rosyth.

3 Dec 1921 HMS **Cordelia** sailed from Chatham for Plymouth.

5 Dec 1921 HMS **Cordelia** was paid off at Sheerness.

5 Dec 1921 - Recommissioned for service in the 2nd Light Cruiser Squadron Atlantic Fleet.

28 Aug 1922–11 Dec 1922 HMS **Cordelia** was commanded by Commander William G. Howard.

In 1921, HMS **Cordelia** joined the light cruisers *Caledon*, *Castor*, and *Curacoa* (see below) and the destroyers *Vanquisher*, *Vectis*, *Venetia*, *Viceroy*, *Violent*, *Viscount*, *Winchelsea*, and *Wolfhound* in a Baltic

cruise, departing the United Kingdom on 31 Aug 1921. The ships crossed the North Sea and transited the Kaiser Wilhelm Canal to enter the Baltic Sea, where they called at Gothenburg, Sweden; and Kristiania, Norway, before crossing the North Sea and ending the voyage at Port Edgar, Scotland, on 15 Oct 1921.

HMS **Cordelia** patrolled off the coast of Ireland in 1922 during the Irish Civil War.

1 Jul 1922 - 2nd Light Cruiser Squadron.

1 Jul 1922 HMS **Cordelia** was off the Kentish Knock for memorial service for HM *Drifter* and *Blue Sky*.

Dec 1922 HMS **Cordelia** was decommissioned for the 2<sup>nd</sup> time.

1 Dec 1922 HMS **Cordelia** was paid-off.

In Dec 1922, she was decommissioned and placed in the Nore Reserve. **She was sold for scrap in 23 Jul 1923.**

31 July 1923 HMS *Cordelia* had been sold and was being scrapped.

252.

**Carysfort.**

Light Cruiser.  
**C-class light cruiser.**  
**Caroline sub-class.**

11. 2 × twin 21-inch (533 mm) torpedo tubes.  
But modified over her life.

Steel.

25 Feb 1914.

14 Nov 1914.

Namesake of the vessel was the Earl of Carysfort. She was ordered Jul–Aug 1913. HMS **Carysfort** was completed Jun 1915. HMS **Carysfort** was a *C-class light cruiser* built for the Royal Navy during World War I (WW1). She was one of six ships of the Caroline sub-class and was completed in 1915. HMS **Carysfort** was assigned to the Grand Fleet, the Harwich Force, and the Dover Patrol during the war, the ship served as a flagship for part of the war. Her only known combat was a short battle against German torpedo boats in the English Channel, although she was .....

..... very active patrolling the North Sea and unsuccessfully searching for German ships. HMS **Carysfort** was assigned to the Home and Atlantic Fleets after the war and was sent to the Mediterranean Fleet during the Chanak Crisis of 1922–23 to support British interests in Turkey. In 1922, she patrolled off the Irish coast during the Irish Civil War. The ship was placed in reserve after returning home in 1923 and, aside from ferrying troops overseas, remained in reserve until she was sold for scrap in 1931.

The *C-class cruisers* were intended to escort the fleet and defend it against enemy destroyers attempting to close within torpedo range. Ordered

in Jul–Aug 1913 as part of the 1913–14 Naval Programme, the *Caroline class* were enlarged and improved versions of the preceding *Arethusa class* cruisers. The ships were 446 feet (135.9 m) long overall, with a beam of 41 feet 6-inches (12.6 m) and a mean draught of 16 feet (4.9 m). They displaced 4,219 long tons (4,287 tonnes) at normal load and 4,733 long tons (4,809 tonnes) at deep load. HMS **Carysfort** was powered by four direct-drive Brown-Curtis steam turbines, each driving one propeller shaft, (4 in total), which produced a total of 40,000 indicated horsepower (30,000 kW). The turbines used steam generated by 8 x Yarrow boilers which gave her a speed of 28.5 knots (52.8 km/h; 32.8 mph). She carried 916 long tons (931 tonnes) of fuel oil. The ship had a compliment crew of 301 officers and other ranks.



HMS **Carysfort's** main armament consisted of two B.L. 6-inch (152 mm) Mk XII guns that were mounted on the centreline in the stern, with one-gun super-firing over the rearmost gun. Her secondary armament consisted of 8 x Q.F. 4-inch (102 mm) Mk IV guns, four on each side, one pair forward of the bridge, another pair abaft it on the forecastle deck and the other two pairs one deck lower amidships. For anti-aircraft defence, she was fitted with one Q.F. 6-pounder 2.2-

inch (57 mm) Hotchkiss gun. The ship also mounted 2 x twin, above-water, mounts for 21-inch (533 mm) torpedoes, one on each broadside. The Caroline class were protected by a waterline armour belt amidships that ranged in thickness from 1–3 inches (25–76 mm) and a 1-inch (25 mm) deck. The walls of their conning tower were 6-inches thick.

inch (57 mm) Hotchkiss gun. The ship also mounted 2 x twin, above-water, mounts for 21-inch (533 mm) torpedoes, one on each broadside. The Caroline class were protected by a waterline armour belt amidships that ranged in thickness from 1–3 inches (25–76 mm) and a 1-inch (25 mm) deck. The walls of their conning tower were 6-inches thick.

A few weeks after completion, her 6-pounder anti-aircraft (AA) gun was replaced by an Ordnance Q.F. 3-pounder 1.9-inch (47 mm) Vickers Mk II anti-aircraft (AA) gun. Between Aug–Oct 1916, her forward pair of 4-inch guns were replaced by another 6-inch gun and a Q.F. 4-inch Mk V gun



replaced her 3-pounder AA gun. In 1917, her aft most 4-inch guns were replaced by another pair of 21-inch torpedo mounts. During 1917–18, her pole foremast was replaced by a tripod 20-cwt AA guns abaft the bridge, where the 4-inch guns had originally been located. An additional 6-inch gun was added abaft the funnels in mast that was fitted with a gunnery director. In Nov 1918 her AA gun and a pair of 4-inch guns was replaced by a pair of Q.F. 3-inch (76 mm) Mar–Apr 1919 in lieu of her last 4-inch guns. Sometime between 1919-1924 the ship received a pair of 2-pounder 1.6-inch (40 mm) Mk II "pom-pom" guns on single mounts. All of these changes adversely affected the ship's stability and the additional 21-inch torpedo tubes and the aft control position were removed by the end of 1921.

HMS Carysfort was the 4<sup>th</sup>-ship of her name in the Royal Navy. She was laid down at the Pembroke Royal Dockyard in Pembroke Dock,

Wales, on 25 Feb 1914.

8 Aug 1914 HMS **Carysfort** attached to the 7th Light Cruiser Squadron even before launch.

She was launched on 14 Nov 1914, and completed in Jun 1915. She was commissioned into service in that same month.

1914 HMS **Craysfort** carried the Pennant Number **88**.

21 Jan 1915–8 Feb 1915 HMS **Carysfort** was commanded by Capt. Arthur K. Waistell.

9 Feb 1915–Aug 1915 HMS **Carysfort** was commanded by Capt. Albert P. Addison.

Jun 1915 HMS **Carysfort** completed.

Jun 1915 HMS **Carysfort** nominated as Leader 4th Destroyer Flotilla Grand Fleet, by the Admiralty.

Aug 1915–26 Apr 1916 HMS **Carysfort** was commanded by Capt. Charles J. Wintour, (and also as Captain (D), Fourth Destroyer Flotilla).

HMS Carysfort was assigned to the 4th Light Cruiser Squadron (4th LCS) of the Grand Fleet in August 1915.

Early that month Aug 1915, the squadron was dispatched to patrol off the Norwegian coast in search of the German commerce raider Meteor which was trying to return to Germany. While the squadron did not find her, the German ship was forced to scuttle herself on 9 Aug 1915 by other British cruisers to avoid being captured.

In 1915-1916, she was given a Wise Pressure Telegraphy System Type B to trial for torpedo control. Based on this trial, in 1917, she likely received Chadburn's Torpedo Order Telegraphs and had her Wise gauges redone to indicate Torpedo Deflection only, as well as having Barr and Stroud instruments provided to acknowledge torpedo orders given via Wise and Chadburn.

26 Apr 1916 HMS **Carysfort** was commanded by Capt. Barry E. Domvile.

Mar 1916 HMS **Carysfort** was at Harwich as the Force Flagship.

Apr 1916 HMS **Carysfort** was a member of the 5th Light Cruiser Squadron, at Harwich.

In Apr 1916, she relieved her damaged sister HMS *Conquest* in the 5th Light Cruiser Squadron (5<sup>th</sup> LCS) in the Harwich Force, which operated in the North Sea to guard the eastern approaches to the Strait of Dover and English Channel, and so did not participate in the Battle of Jutland a month later.



31 May 1916 HMS ***Carysfort***, Commander C.F. Le Messurier in Command.

In May 1916 the ship participated in towing trials with the Coastal-class airship, *C 1*.

20 Jul 1916–Apr 1918 HMS ***Carysfort*** was commanded by Capt. Henry G. E. Lane.

On the evening of 22 Jul 1916, she was flagship of Commodore Reginald Tyrwhitt, commander of the Harwich Force, as he took HMS ***Carysfort***, her half-sister HMS *Canterbury*, and eight destroyers to sea to patrol the sea lanes between Felixstowe and the Dutch coast. He split his forces to cover the two routes involved and encountered three German torpedo boats on route to attack merchant shipping in that area around 01:15 hours of the following morning. Hampered by an inopportune rain squall and a German smoke screen, Tyrwhitt's ships were only able to engage the Germans for a short time before

they disengaged. Tyrwhitt then ordered HMS *Canterbury* and her escort to intercept the fleeing Germans; they spotted six torpedo boats about a half-hour later and opened fire at 02:02 hours. Visibility was poor because of another smoke screen laid by the Germans and the British ships were forced to disengage without inflicting any damage at 02:25 hours as they were approaching a minefield.

***Caroline Class Cruisers (1914)*** Overview of 6 vessels

<b><i>Name HMS</i></b>	<b><i>Builder</i></b>	<b><i>Laid Down</i></b>	<b><i>Launched</i></b>	<b><i>Completed</i></b>	<b><i>Fate</i></b>
<b><i>Caroline</i></b>	Cammell Laird	28 Jan 1914	29 Sep 1914	Dec 1914	Preserved
<b><i>Carysfort</i></b>	Pembroke Royal Dockyard	25 Feb 1914	14 Nov 1914	Jun 1915	Sold 1931
<b><i>Cleopatra</i></b>	Cammell Laird	26 Feb 1914	14 Jan 1915	Jun 1915	Sold 1931
<b><i>Comus</i></b>	Swan Hunter	3 Nov 1913	16 Dec 1914	Jan 1915	Sold 28 Jul 1934
<b><i>Conquest</i></b>	Chatham Royal Dockyard	3 Mar 1914	20 Jan 1915	Jun 1915	Sold 29 Aug 1930
<b><i>Cordelia</i></b>	Pembroke Royal Dockyard	21 Jul 1913	23 Feb 1914	Jan 1915	Sold 31 Jul 1923

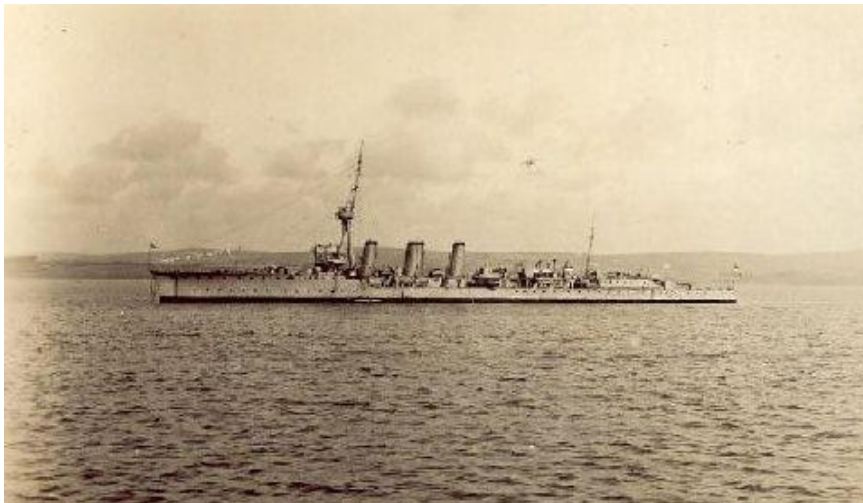
1917 HMS ***Carysfort*** was attached to the 7th Light Cruiser Squadron Grand Fleet.

On 19 Aug 1916, the Harwich Force sortied in an attempt to intercept a German raid on Sunderland. The British had decoded German radio messages and knew the High Seas Fleet had sailed, but not its target or purpose and failed to locate the Germans. In contrast, German reconnaissance Zeppelins spotted the Harwich Force several times, but reported it as a force of battleships and cruisers, when, in actuality, it consisted of cruisers and destroyers. These reports, however, did persuade Admiral Reinhard Scheer, commander of the High Seas Fleet, to

abandon his attack and turn for home. Losses to submarines and mines during the operation persuaded the British that it was too risky to deploy major forces in the southern part of the North Sea. This left the defence of the southern part of the English coast solely to local defence forces like the Harwich Force. This policy was tested when Scheer attempted another raid on 18–19 Oct 1916. Tyrwhitt's force was ordered to sea based on German radio signals, but did not locate the Germans. Scheer turned around after one of his cruisers was torpedoed by a British submarine and the High Seas Fleet never again made a sortie into the North Sea in force.

A few days later, the Harwich Force sortied on the night of 23–24 Oct 1916 in response to the German transfer of two flotillas of torpedo boats to Zeebrugge, in occupied Belgium, but failed to make contact with the German ships. The Admiralty ordered Tyrwhitt to detach HMS ***Carysfort*** and four destroyers to reinforce Vice-Admiral Reginald Bacon's Dover Patrol as they feared that the transfer was in preparation for a concerted attack on the shipping protected by the latter. Three nights later, the newly arrived German destroyers did exactly what the Admiralty feared and attacked. HMS ***Carysfort*** played no role in the resulting action, but was kept in reserve and helped to search for damaged vessels the following morning. German destroyers made another attack on the night of 20/21 April 1917 and were driven off, losing two destroyers, without the cruiser's intervention.

By Oct 1917 HMS ***Carysfort*** had re-joined the 5th Light Cruiser Squadron (5<sup>th</sup> LCS) and participated in the unsuccessful search for a pair of German light cruisers that destroyed a British convoy returning from Norway on 17 Oct 1917. In Dec 1917, HMS ***Carysfort*** collided with the merchant ship S.S. *Glentaise* in the North Sea off Orford Ness, Suffolk, England.



Jan 1918 HMS ***Carysfort*** carried the Pennant Number **31**.

Jan 1918 She was fitted with a director indicator. This alteration required her pole mast to be replaced with a tripod mast for greater rigidity.

Apr 1918 HMS ***Carysfort*** carried the Pennant Number **22**.

By May 1918, she was the flagship of the 7th Light Cruiser Squadron and remained with the squadron through the end of World War I (WW1) in Nov 1918 and through at least 1 Feb 1919.

Jun 1918 HMS ***Carysfort*** was one of just six light cruisers listed as having a Turret Control Table in her T.S. (Transmitting Station). If and when this was provided is uncertain.

16 Aug 1918–19 Apr 1919 HMS ***Carysfort*** was commanded by Capt. Aubrey Lambert.

19 May 1919–23 Jun 1920 HMS ***Carysfort*** was commanded by Capt. Ralph Collins.

28 May 1919 HMS ***Carysfort*** was recommissioned at Devonport.

1 Jun 1919 HMS ***Carysfort*** was a member of the 5th Light Cruiser Squadron, on the China Station.

14 Jul 1919 HMS ***Carysfort*** sailed from Rosyth for Southend.

By 18 Jul 1919 HMS ***Carysfort*** had been reassigned to the 2nd Light Cruiser Squadron of the Home Fleet. She remained with the squadron as the Home Fleet was merged into the Atlantic Fleet at least through 18 Dec 1920.

21 Jul 1919 - Capt. Ralph Collins in Command.

21 Jul 1919 HMS ***Carysfort*** attended and was present at the Peace Sea Pageant, held at Southend.

5 Dec 1919 HMS ***Carysfort*** arrived at Harwich.



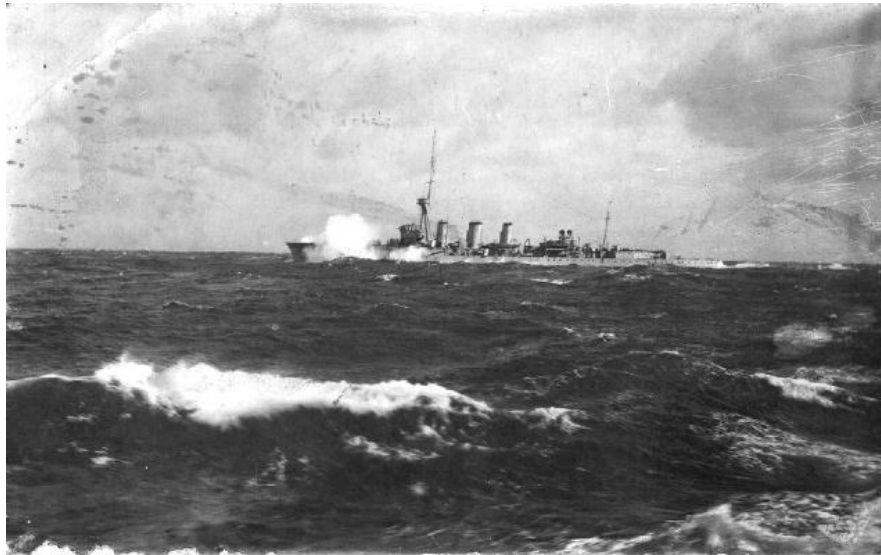
15 Jun 1920 HMS ***Carysfort*** sailed from Flensburg for Copenhagen.  
17 Jun 1920 HMS ***Carysfort*** arrived at Copenhagen.  
1 Oct 1920 HMS ***Carysfort*** arrived Portsmouth.



25 Oct 1920 HMS ***Carysfort*** was at Portsmouth.  
3 Jan 1921 HMS ***Carysfort*** sailed from Portsmouth for Portland.  
3 Jan 1921 HMS ***Carysfort*** arrived at Portland from Portsmouth.  
30 Jan 1921 HMS ***Carysfort*** arrived at Plymouth.  
30 Jan 1921 HMS ***Carysfort*** sailed from Portland for Plymouth.  
Mar 1921–5 Apr 1923 HMS ***Carysfort*** was commanded by Capt. Alfred F. B. Carpenter.  
12 Mar 1921 HMS ***Carysfort*** sailed from Plymouth for Harwich.  
13 Mar 1921 HMS ***Carysfort*** arrived at Harwich.  
21 Mar 1921 HMS ***Carysfort*** sailed from Harwich for Portland.  
3 Apr 1921 HMS ***Carysfort*** sailed from Portsmouth for Hamburg.  
5 April 1921 HMS ***Carysfort*** arrived in Hamburg, Germany.  
22 Aug 1921 HMS ***Carysfort*** arrived Plymouth.  
1 Jul 1922 HMS ***Carysfort*** was off the Kentish Knock for memorial service for HMs *Drifter* and *Blue Sky*.

1 Jul 1922 HMS ***Carysfort*** was reattached to the 2nd Light Cruiser Squadron.  
In 1922, she patrolled off the coast of Ireland during the Irish Civil War. She was detached to Turkish waters in September to support of British interests during the Chanak Crisis and remained there until Apr 1923.  
5 Apr 1923–23 Apr 1924 HMS ***Carysfort*** was commanded by Capt. Patrick E. Parker.  
23 Apr 1924–30 Apr 1925 HMS ***Carysfort*** was commanded by Capt. Edward C. Boyle.  
HMS ***Carysfort*** was decommissioned and placed in reserve at Devonport in Sep 1923.  
18 Jul 1923 HMS ***Carysfort*** sailed for Stockholm.  
20 Jul 1923 HMS ***Carysfort*** arrived Gothenburg.  
27 Jul 1923 HMS ***Carysfort*** sailed from Gothenburg.  
30 July 1923 HMS ***Carysfort*** arrived back in the UK.  
31 Aug 1923 HMS ***Carysfort*** was undergoing refitting at Chatham.  
Sep 1923 HMS ***Carysfort*** was decommissioned.  
3 Nov 1923 HMS ***Carysfort*** attended the Fleet Review at Spithead.  
13 Jun 1924 HMS ***Carysfort*** was at Reval, - see p. 747-> [www.naval-review.org/issues/1924-4.pdf](http://www.naval-review.org/issues/1924-4.pdf).  
13 Jun 1924 HMS ***Carysfort*** was at Reval, (the former German name of Tallinn, a seaport in and the capital of Estonia, on the Gulf of Finland).  
26 Jul 1924 HMS ***Carysfort*** was present at the Fleet Review at Spithead.  
Sep 1924 HMS ***Carysfort*** was recommissioned for service.  
In Sep 1924, HMS ***Carysfort*** was recommissioned for service transporting troops.  
1927 HMS ***Carysfort*** became the flagship of the Devonport Reserve.  
6 Jan 1925 HMS ***Carysfort*** was re-commissioned at Devonport.

30 Apr 1925–8 Sep 1925 HMS ***Carysfort*** was commanded by Capt. G. Frederick B. Edward-Collins.  
 16 Aug 1926–10 Jan 1927 HMS ***Carysfort*** was commanded by Capt. Herbert A. Buchanan-Wollaston.  
 29 Oct 1926 HMS ***Carysfort*** sailed for Singapore.  
 3 Nov 1926 HMS ***Carysfort*** arrived at Hong Kong.



20 Dec 1926 HMS ***Carysfort*** was paid off into the Reserve Fleet, Devonport.  
 early 1927–18 Apr 1927 HMS ***Carysfort*** was commanded by Commander Philip G. Wodehouse.  
 18 Apr 1927–25 Jul 1927 HMS ***Carysfort*** was commanded by Capt. George L. Massey.  
 25 Jul 1927–17 Apr 1928 HMS ***Carysfort*** was commanded by Capt. Herbert A. Buchanan-Wollaston, (and also as Senior Officer, Reserve Fleet, Devonport).  
 25 Jul 1927 HMS ***Carysfort*** was recommissioned at Devonport with a Reserve Complement.  
 17 Apr 1928–1 Feb 1929 HMS ***Carysfort*** was commanded by Capt. Aubrey T. Tillard.  
 Jan 1929 HMS ***Carysfort*** was commanded by Capt. Arnold Maitland-Dougall.  
 She carried troops to China from Feb to Jul 1929.  
 22 Oct 1929–5 Jan 1930 HMS ***Carysfort*** was commanded by

Commander Frederic A. H. Russel.  
 3 Nov 1929–4 May 1931 HMS ***Carysfort*** was commanded by Capt. Edward B. Cloete, (and also as Senior Officer, Reserve Fleet, Devonport).  
 6 Jan 1930–26 Apr 1931 HMS ***Carysfort*** was commanded by Commander James R. C. Cavendish.  
 14 Nov 1930 HMS ***Carysfort*** was Commander (D) Devonport [HMS ***Carysfort*** (for destroyers in reserve) (Reserve Fleet, Devonport).  
 28 April, 1931 HMS ***Carysfort*** was transferred to Dockyard Control at Devonport.  
 HMS ***Carysfort*** then again became flagship of the Devonport Reserve in Jan 1930, serving in that capacity until relieved by her sister *Comus* in Apr 1931.  
 Apr 1931 HMS ***Carysfort*** was decommissioned, again.  
 1931 HMS ***Carysfort*** was decommissioned again and placed under dockyard control at Devonport. **The ship was sold, Aug 1931, for scrap four months later and was broken-up.**

	<b><i>J.3.</i></b>	Submarine.		Steel		20 Aril 1915.	Ordered from the Pembroke Royal Dockyard - <b>CANCELLED</b> 20 April 1915.
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**16<sup>th</sup> Sept. 1915. Frederick Dundas Gilpin Brown, R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

253.	<b><i>J.3.</i></b>	Submarine. British <b><i>J class</i></b> submarine.	6 x 18 inch (450 mm) torpedo tubes	Steel.	1915. ( <b><i>ex J.7.</i></b> <b><i>renamed Apr</i></b> <b><i>1915).</i></b>	4 Dec 1915.	Laid down as <b><i>J.7.</i></b> but renamed HMS <b><i>J.3.</i></b> 20 Apr 1915 (later HMAS <b><i>J.3.</i></b> ) was a J-class submarine operated by the Royal Navy and later by the Royal Australian Navy.
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(ex *J.7.*  
renamed Apr  
1915).

(4 bow, 2  
beam);  
1 x 4-inch  
(102 mm)  
gun.

The *J class* were designed by the Royal Navy in response to reported German submarines with surface speeds over 18 knots (33 km/h; 21 mph). They had a displacement of 1,210 tons surfaced, and 1,820 tons submerged. Each submarine was 275 feet (84 m) in length overall, with a beam of 22 feet (6.7 m), and a draught of 14 feet (4.3 m). The propulsion system was built around three propeller shafts; the *J-class* were the only triple-screwed submarines ever built by the British.

Propulsion came from three 12-cylinder diesel motors when on the surface, and electric motors when submerged. Top speed was 19 knots (35 km/h; 22 mph) on the surface (the fastest submarines in the world at the time of construction), and 9.5 knots (17.6 km/h; 10.9 mph) underwater. Range was 4,000 nautical miles (7,400 km; 4,600 miles) at 12 knots (22 km/h; 14 mph). Her test depth was 300 feet (91 m) maximum.



The armament consisted of 6 x 18-inch (450 mm) torpedo tubes (four forward, one on each beam), plus a 4-inch deck gun. Originally, the gun was mounted on a breastwork fitted forward of the conning tower, but the breastwork was later extended to the bow and merged into the hull for streamlining, and the gun was relocated to a platform fitted to the front of the conning tower. A compliment of 44 personnel were aboard as crew.

*J.3.* was built for the Royal Navy by HM Royal Dockyard at Pembroke Dock in Wales and launched on 4 Dec 1915.

Her Pendant Number was *J.3.*

Towards the end of 1914, early in World War I (WW1), disturbing rumours began to circulate that the newest German submarines were capable of a much higher surface speed than British boats, one report giving their speed at about 22 knots. The rumours were sufficiently strong to force serious consideration of the matter by the Admiralty, and at the same time consideration was given to the idea that submarines should have a high enough surface speed to be able to work with the fleet. The reports concerning the speed of the German submarines proved to be spurious, but the idea of a British submarine with a high surface speed gained ground. The immediate result of this concern was the development of the *J Class*, which were unique with their 3 x shafts. Originally eight boats were planned but this was reduced to six and then increased to seven. As a result of these changes the boats originally intended to be *J.7.* and *J.8.* were renumbered in Apr 1915 as *J.3.* and *J.4.* respectively.

HMS *J.3.* commissioned in the Royal Navy on 27 Apr 1916 and was allocated to the 11th Submarine Flotilla based at Blyth, Northumberland.

5 Jul 1916–9 Jul 1917 HM Submarine *J.3* was commanded by Lieutenant-Commander Henry J. Hearn.

On 18 Aug 1916 a German signal was intercepted which made it clear that the German High Seas Fleet would be putting to sea that night. Again, the several submarine flotillas were involved in the British counter measures. By midnight 26 submarines were on the move including *J.1.*, *J.3.*, *J.5.* and *J.6.* sent to patrol areas off the Tyne. In the event only *E.23.* saw anything of the Germans.

19 Jul 1917–9 Sep 1918 HM Submarine *J.3* was commanded by Lieutenant-Commander George P. Thomson.

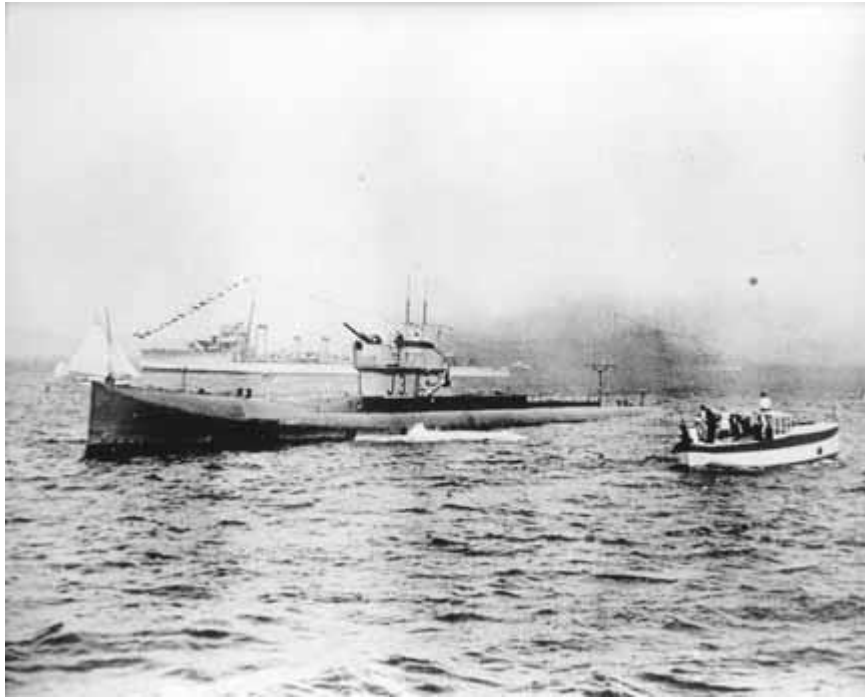
Following the conclusion of hostilities in World War I (WW1), the Admiralty in 1918 presented the six remaining boats of the *J Class* vessels to the Australian Government – *J.6.* had been sunk in error in 1918 by a British ship.

After the war 1918, the British Admiralty decided that the best way to protect the Pacific region was with a force of submarines and cruisers.

25 Mar 1919–20 Jun 1920 HM Submarine **J.3** was commanded by Lieutenant in Command Henry K. B. Mitchell.

H.M.S. J. 3. was one of seven submarines of the "J" class.

She and the other five surviving "J" class boats were commissioned in the Royal Australian Navy at Portsmouth on 25 Mar 1919.



To this end, they offered the six surviving submarines of the **J-class** to the Royal Australian Navy as gifts. *J.1.* and her sisters were commissioned into the Royal Australian Navy in Apr 1919, and sailed for Australia on 9 Apr 1919, in the company of the cruisers HMAS *Sydney* and HMAS *Brisbane*, and the tender HMAS *Platypus*.

All of the submarines commissioned into the Royal Australian Navy at Portsmouth on 25 Mar 1919, as tenders to the submarine depot ship HMAS *Platypus*, *J.7.* being the senior boat. The Commanding Officer of **J.3.** was Lieutenant Henry KB Mitchell R.N.

The beam tubes were removed from all six *J Class* submarines before they sailed for Australia. The tubes were despatched separately to Garden Island. The reasons given for the removal were that the beam tubes were not a success and that increased accommodation was required for their journey.

On 9 Apr 1919 HMAS *Platypus* and the submarines, escorted by the light cruiser HMAS *Sydney*, sailed from Portsmouth for Australia, their first two ports of call being Gibraltar and Valetta.

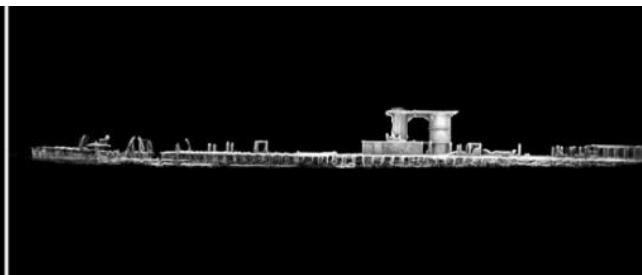
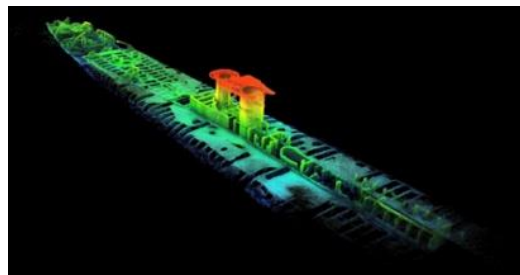
On the night of 28 Apr 1919, the night before the vessels arrived at Port Said, **J.3.**'s starboard main engine shaft snapped. Thus, handicapped she could not keep up with the others and

consequently on departure for Aden on 30 Apr 1919 **J.3.** was in tow of HMAS *Sydney*.

The vessels arrived at Aden on 5 May 1919. On the same day the light cruiser HMAS *Brisbane*, which had left Portsmouth on 17 Apr 1919, also arrived. On 7 May 1919 all the vessels sailed for Colombo. HMAS *Brisbane* took over the towing of **J.3.** while HMAS *Sydney* took **J.5.** in tow as that boat had also developed engine trouble. Three days after arrival at Colombo on 15 May 1919, HMAS *Brisbane* sailed with **J.5.** in tow, taking

her all the way to Sydney, where they arrived on 27 June 1919.

**J.3.** was taken in hand at Colombo for repairs. On 31 May 1919 HAMS *Sydney*, *J.1.*, *J.2.*, *J.4.* and *J.7.* sailed for Singapore, followed on 2 Jun 1919 by HMAS *Platypus* and **J.3.** The vessels were reunited at



Singapore from where all except HMAS *Sydney* sailed on 18 June. HMAS *Sydney* sailed for Australia a few days later but did not re-join the other vessels. On 29 Jun 1919 HMAS *Platypus* and the five submarines arrived at Thursday Island, although *J.7.* was three hours late because of trouble with her engine lubricating system. The last call before HMAS *Sydney* was Brisbane, Sydney being reached on 10 July 1919. Because of the submarines' poor condition after the long voyage, they were immediately taken out of service for refits, , the submarines were taken in hand at



Garden Island Dockyard for refitting. After her refit was completed **J.3.** sailed for the submarine base at Geelong, Victoria.

Apart from local exercises and a 1921 visit to Tasmania, the submarines saw little use, and by Jun 1922, the cost of maintaining the boats and deteriorating economic conditions saw the six submarines decommissioned and marked for disposal.

After uneventful service, little of which was spent at sea, **J.3.** and her five sisters paid off into Reserve at Westernport on 12 Jul 1922.

12 Jul 1922 All six submarines of the *J class* were paid off into reserve on at Westernport.

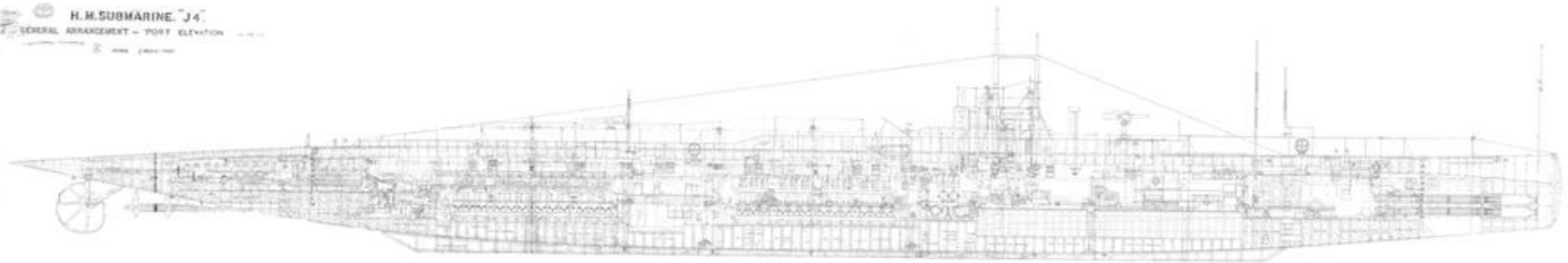
The boats had become victims of the worsening economic conditions of the time, coupled with their high cost of maintenance.

**J.3. was sold in Apr 1924, the J.3. was dismantled, scuttled and the hull sunk as a breakwater at Swan Island, Port Phillip Bay, in 1926. Her batteries were later used to power an electric trolley situated at the Mine Depot at Swan Island.**

**J.3. lies off Swan Island in Port Phillip, Australia at Coordinates 38.244075 S 144.70305 E, in 1926.**

	<b>J.4.</b>	Submarine.		Steel		20 April 1915.	Ordered from the Pembroke Royal Dockyard - <b>CANCELLED</b> 20 April 1915.
254.	<b>J.4.</b> <b>(ex J.8.</b> <b>renamed Apr</b> <b>1915).</b>	Submarine. British <b>J class</b> submarine.	6 x 18 inch (450 mm) torpedo tubes (4 bow, 2 beam); 1 x 4-inch (102 mm) gun.	Steel.	1915. <b>(ex J.8.</b> <b>renamed Apr</b> <b>1915).</b>	2 Feb 1916.	Laid down as <b>J.8.</b> but renamed HMS <b>J.4.</b> 20 Apr 1915 (later HMAS <b>J.4.</b> ) was a <i>J. class submarine</i> operated by the Royal Navy and the Royal Australian Navy. The <i>J. class</i> were designed by the Royal Navy in response to reported German submarines with surface speeds over 18 knots (33 km/h; 21 mph). They had a displacement of 1,210 tons surfaced, and 1,820 tons submerged. Each submarine was 275 feet (84 m) in length overall, with a beam of 22 feet (6.7 m), and a draught of 14 feet (4.3 m). The propulsion system was built around three propeller shafts; the <i>J. class</i> were the only triple-screwed (3), submarines .....
		..... ever built by the British. Propulsion came from three 12-cylinder diesel motors when on the surface, and electric motors when submerged. Top speed was 19 knots (35 km/h; 22 mph) on the surface (the fastest submarines in the world at the time of construction), and 9.5 knots (17.6 km/h; 10.9 mph) underwater. Range was 4,000 nautical miles (7,400 km; 4,600 miles) at 12 knots (22 km/h; 14 mph). Her armament consisted of 6 x 18-inch (450 mm) torpedo tubes (four forward, one on each beam), plus a 4-inch deck gun. Originally, the gun was mounted on a					

H.M. SUBMARINE "J4"  
GENERAL ARRANGEMENT - PORT ELEVATION



breastwork fitted forward of the conning tower, but the breastwork was later extended to the bow and merged into the hull for streamlining, and the gun was relocated to a platform fitted to the front of the conning tower. Her crew compliment was 44 personnel.

J.4. was built by HM Dockyard at the Pembroke Royal Dockyard in Wales. She was launched on 2 Feb 1916.

Her Pennant Number was **J.4.**

H.M.S. **J4.** was one of seven submarines of the "*J*" class.

Towards the end of 1914, early in World War I, disturbing rumours began to circulate that the newest German submarines were capable of a much higher surface speed than British boats, one report giving their speed at about 22 knots. The rumours were sufficiently strong to force serious consideration of the matter by the Admiralty, and at the same time consideration was given to the idea that submarines should have a high enough surface speed to be able to work with the fleet. The reports concerning the speed of the German submarines proved to be spurious, but the idea of a British submarine with a high surface speed gained ground. The immediate result of this concern was the

development of the *J. Class*, which were unique with their three shafts. Originally eight boats were planned but this was reduced to six and then increased to seven. As a result of these changes the boats originally intended to be J.7. and J.8. were renumbered in Apr 1915 as J.3. and **J.4.** respectively.

1 Apr 1916–16 Jan 1917 HM Submarine **J.4** was commanded by Lieutenant-Commander Martin E. Nasmith, (who was loaned to **J.2.** from 1 Jun 1916 to 5 Jul 1916).

16 Jun 1917–15 Aug 1918 HM Submarine **J.4** was commanded by Lieutenant-Commander Donald I. McGillevie.

HMS **J.4.** commissioned in the Royal Navy on 17 Jul 1916 under the command of Lieutenant Commander D.I. McGillevie R.N. and was allocated to the 11th Submarine Flotilla based at Blyth, Northumberland.

20 Aug 1916 **J.4.** was posted into the 11th Submarine Flotilla (at Blyth).

20 Aug 1916 **J.4.** Capt. Martin E. Nasmith, VC In Command.

In Jun 1917 it was decided to conduct a large-scale operation using both destroyers and

submarines to flush out enemy submarines either leaving for patrol or returning to their bases from the Atlantic. Known as Operation BB, it was planned to force enemy submarines to dive through certain areas heavily patrolled by destroyers so that they would be on the surface while passing through adjacent areas patrolled by British submarines. The British submarines employed included *J.1.*, *J.2.*, ***J.4.*** and *J.5.* During the ten days, 15-24 Jun 1916, 19 German submarines passed in or out of the North Sea; 12 homeward bound and seven outward bound. There were 26 sightings and 11 attacks made, eight by destroyers and three by submarines. ***J.4.*** saw nothing of the enemy.

15 Aug 1918–13 Jan 1919 HM Submarine **J.4** was commanded by Lieutenant-Commander Frederick H. Taylor.



AUSTRALIAN WAR MEMORIAL

FIGURE 200

On 23 Apr 1918, the German High Seas Fleet made its last sortie of the war into the North Sea in an attempt to intercept a British convoy sailing between Norway and Scotland. At that time four British submarines were patrolling the approaches to the Bight, including the **J.4.** and **J.6.** The



German ships were not sighted by **J.4.** and in the prevailing haze the Commanding Officer of **J.6.** thought that they were British. No attacks were made, and the timing of the German sortie was wrong for them to catch the convoy.

The submarine **J.4.**, was in refit at Chatham at the end of the war. Following the conclusion of hostilities in World War I (WW1), the Admiralty in 1918 presented the six remaining boats of the *J Class* to the Australian Government - **J.6.** had been sunk in error in 1918 by a British ship.

Nov 1918 **J.4.** was still part of the - 11th Submarine Flotilla, at Blyth.

The beam tubes were removed from all six *J Class* submarines before they sailed for Australia. The tubes were despatched separately to Garden Island. The reasons given for the removal were that the beam tubes were not a success and that increased accommodation was required.

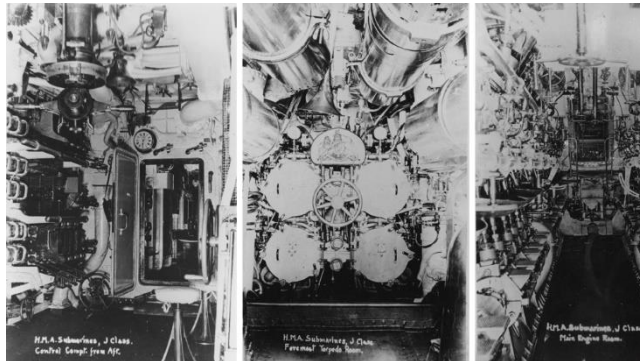
13 Jan 1919–27 Apr 1921 HM Submarine **J.4** was commanded by

Lieutenant-Commander Ambrose N. Lee, (who took the sub **J.4** into Australian hands).

25 Mar 1919 **J.4.** had been transferred to Royal Australian Navy.

25 March 1919 **J.4.** was commissioned into the Royal Australian Navy; Given by Britain as a gift.

All the submarines commissioned into the Royal Australian Navy at Portsmouth on 25 Mar 1919, as tenders to the submarine depot ship HMAS *Platypus*, **J.7.** being the senior boat.



25 Mar 1919 **J.4.** and the other five surviving "*J*" class boats were commissioned in the Royal Australian Navy at Portsmouth.

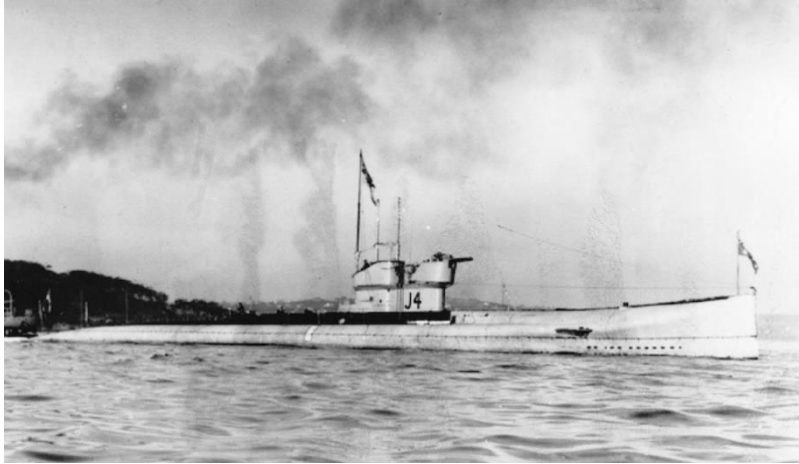
After the war, the British Admiralty decided that the best way to protect the Pacific region was with a force of submarines and cruisers. To this end, they offered the six surviving submarines of the *J. class* to the Royal Australian Navy as gifts. **J.1.** and her sisters were commissioned into the Royal Australian Navy in Apr 1919, and sailed for Australia on 9 April 1919, in the company of the cruisers HMAS *Sydney* and HMAS *Brisbane*, and the tender HMAS *Platypus*.

4 Apr 1919 **J.4.** Sailed from Chatham.

On 9 Apr 1919 HMAS *Platypus* and the submarines, escorted by the light cruiser HMAS *Sydney*, sailed from Portsmouth for Australia, their first two ports of call being Gibraltar and Valetta.

On the night of 28 Apr 1919, the night before the vessels arrived at Port Said, **J.3.**'s starboard main engine shaft snapped. Thus, handicapped she could not keep up with the others and consequently on departure for Aden on 30 April, **J.3.** was in tow of HMAS *Sydney*.

The vessels arrived at Aden on 5 May 1919. On the same day the light cruiser HMAS Brisbane, which had left Portsmouth on 17 Apr 1919, also arrived. On 7 May 1919 all the vessels sailed for Colombo. HMAS *Brisbane* took over the towing of J.3. while HMAS *Sydney* took J.5. in tow as that boat had also developed engine trouble. Three days after arrival at Colombo on 15 May 1919, HMAS *Brisbane* sailed with J.5. in tow, taking her all the way to Sydney, where they arrived on 27 June 1919.



J.3. was taken in hand at Colombo for repairs. On 31 May 1919 HMAS *Sydney*, J.1., J.2, J.4., and J.7. sailed for Singapore, followed on 2 Jun 1919 by HMAS *Platypus* and J.3. The vessels were reunited at Singapore from where all except HMAS *Sydney* sailed on 18 June. HMAS *Sydney* sailed for Australia a few days later but did not re-join the other vessels. On 29 Jun 1919 HMAS *Platypus* and the five submarines arrived at Thursday Island, although J.7. was three hours late because of trouble with her engine lubricating system.

5 Jul 1919 J.4. sailed from Thursday Island for Brisbane.

12 Jul 1919 J.4. arrived at Moreton Bay.

The last call before Sydney was Brisbane, Sydney being reached on 15 Jul 1919.

The flotilla reached Thursday Island on 29 Jun 1919 and Sydney on 10 July. Because of the submarines' condition after the long voyage, they were immediately taken out of service for refits.

J.1. and J.4., plus HMAS *Platypus*, sailed on 10 Feb 1920 for Geelong, (a port city located on Corio Bay and the Barwon River, in the state of Victoria, Australia), where a submarine base was established. Apart from local exercises and a 1921 visit to Tasmania, the submarines saw little

use, and by June 1922, the cost of maintaining the boats and deteriorating economic conditions saw the six submarines decommissioned and marked for disposal.

Having arrived in poor condition, the submarines were taken in hand at Garden Island Dockyard for refitting. After her refit was completed J.4., in company with J.1. and HMAS *Platypus*, sailed on 16 Feb 1920 for the submarine base at Geelong, Victoria.

12 Jul 1922 All six subs of the class were paid off into reserve on at Westernport.

On 26 Feb 1924 J.4. was sold to the Melbourne Salvage Syndicate. On 10 Jul 1924 she was sunk at Williamstown Dockyard wharf but was later raised and sunk outside Port Phillip Heads in 1927.

The submarine was paid off on 12 Jul 1922. J.4. was sold on 26 Feb 1924, but sank at her moorings at Williamstown, Victoria on 10 Jul



1924. She was raised and scuttled in ship graveyard off Port Phillip Heads. The J.4. wreck, also known as the "Shallow" or "90-foot Submarine", is submerged in 27 metres (89 feet) of water in the ship graveyard and is a popular dive site.



255.	<b>Cambrian.</b>	Light Cruiser. <b>C-class light cruiser.</b> <b>Sub class Cambrian class.</b>	.	Steel.	8 Dec 1914.	3 Mar 1916.	Ordered Sep 1914. HMS <b>Cambrian</b> Commissioned and completed May 1916. H.M.S. <b>Cambrian</b> was one of four <i>Cambrian class</i> light cruisers completed in 1915 and 1916. HMS <b>Cambrian</b> was a <i>C-class light cruiser</i> , of the <b>Cambrian sub class</b> , built for the Royal Navy during World War I (WW1). She was the name ship of her sub-class of four ships. ....
<p>Assigned to the Grand Fleet, the ship played only a small role during the war. HMS <i>Cambrian</i> was assigned to the Atlantic and Mediterranean Fleets during the 1920's and was sent to support British interests in Turkey during the Chanak Crisis of 1922–23. The ship was placed in reserve in late 1929. She was sold for scrap in 1934.</p> <p>The <i>C-class cruisers</i> were intended to escort the fleet and defend it against enemy destroyers attempting to close within torpedo range. All ordered as part of the 1914–15 Naval Programme, the <b>Cambrian sub-class</b> were a slightly larger and improved version of the preceding Calliope sub-class; HMS <b>Cambrian</b>, the last ship of her sub-class to be completed, differed from her sister ships as she had a more powerful armament. The ships were 446 feet (135.9 m) long overall, with a beam of 41 feet 6-inches (12.6 m) and a mean draught of 14 feet 10-inches (4.5 m). Her displacement was 4,320 long tons (4,390 tonnes) at normal and 4,799 long tons (4,876 tonnes) at deep load. HMS <b>Cambrian</b> was powered by four direct-drive Parsons steam turbines, each driving one propeller shaft, (4 total), which produced a total of 40,000 indicated horsepower (30,000 kW). The turbines used steam generated by 6 x Yarrow boilers which gave her a speed of 28.5 knots (52.8 km/h; 32.8 mph). She carried 841 long tons (854 tonnes) of fuel oil. The ship had a crew compliment of 368 officers and other ranks.</p> <p>HMS <b>Cambrian's</b> main armament consisted of three B.L. 6-inch (152 mm) Mk XII guns that were mounted on the centreline. One gun was forward of the bridge and the last two were in the stern, with one-gun super-firing over the rearmost gun. Her secondary armament consisted of 6 x Q.F. 4-inch (102 mm) Mk IV guns, three on each side, one pair abaft the bridge on the forecastle deck and the other two pairs one deck lower amidships. For anti-aircraft defence, she was fitted with one Q.F. 4-inch (102 mm) Mk V gun. The ship also mounted two submerged 21-inch (533 mm) torpedo tubes, one on each broadside. The armour on the <b>Cambrians</b> were protected by a waterline belt amidships that ranged in thickness from 1.5–3 inches (38–76 mm) with a 1-inch (25 mm) deck. The walls of the conning tower were 6-inches thick.</p> <p>During 1917–18, her pole foremast was replaced by a tripod mast that was fitted with a gunnery director. In Jan 1919, HMS <i>Cambrian</i> had her 4-inch guns removed and an additional 6-inch gun added abaft the funnels. At the same time, her AA gun was replaced by a pair of Q.F. 3-inch (76 mm) 20-cwt anti-aircraft guns. Sometime between 1919 and 1924 the ship received a pair of 2-pounder (40 mm) Mk II "pom-pom" (AA) guns on single mounts.</p> <p>HMS <b>Cambrian</b> was the 4th-ship of her name in the Royal Navy.  HMS <b>Cambrian</b> sister vessels making-up the <i>Cambrian Class</i> were HMS <i>Canterbury</i>; HMS <i>Castor</i> and HMS <i>Constance</i>.  HMS <b>Cambrian</b> was laid down at the Pembroke Royal Dockyard in Pembroke Dock, Wales, on 8 Dec 1914.  1914 The Pendant Number of HMS <b>Cambrian</b> was <b>A.3</b>.</p>							



She was launched on 3 Mar 1916, and completed in May 1916.

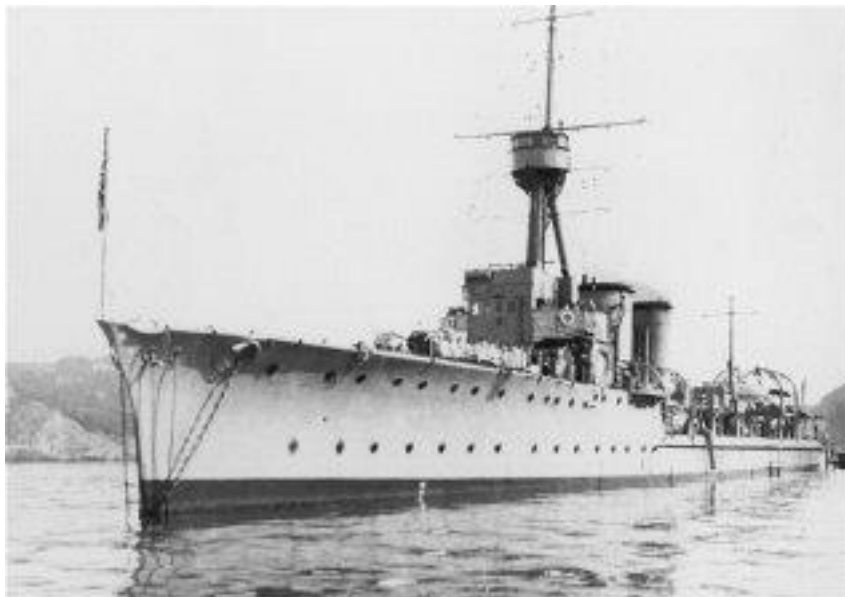
May 1916 HMS **Cambrian** was attached to the 4th Light Cruiser Squadron (LCS).

17 Jul 1916–18 Dec 1918 HMS **Cambrian** was commanded by Capt. Charles A. Fountaine.

Jan 1918 The Pendant Number of HMS **Cambrian** was **25**.

She was commissioned into service that same month and was assigned to the 4th Light Cruiser Squadron of the Grand Fleet in which she served through the end of World War I (WW1) and until 1919.

The squadron was generally tasked with screening the battleships of the Grand Fleet during the war. The ship did not participate in the inconclusive Action of 19 August 1916, (which was one of two attempts in 1916 by the German High Seas Fleet to engage elements of the British Royal Navy, following the mixed results of the Battle of Jutland, in the First World War (WW1)), with the rest of her squadron. The squadron was briefly detached from the Grand Fleet in Mar 1917 to fruitlessly patrol off the Norwegian coast when news of a blockade runner was received by the Admiralty.



Apr 1918 The Pendant Number of HMS **Cambrian** was **30**.

May, 1918 HMS **Cambrian** was fitted with a director antenna. This alteration required her pole mast to be replaced with a tripod mast for greater rigidity.

19 Dec 1918–13 Mar 1919 HMS **Cambrian** was commanded by Capt. Lockhart Leith.

20 Mar 1919–Feb 1921 HMS **Cambrian** was commanded by Capt. Gerard A. Wells.

Feb 1921–Aug 1922 HMS **Cambrian** was commanded by Capt. James D. D. Stewart.

10 May 1919 HMS **Cambrian** was recommissioned at Rosyth.

At the beginning of 1919, HMS **Cambrian** was refitted in Rosyth, before she sailed for Devonport where she was visited by the Edward, Prince of Wales on 13 Jun 1919.

1 Jun 1919 HMS **Cambrian** was attached to the 8th Light Cruiser Squadron, on the North America Station.

12 Jul 1919 HMS **Cambrian** arrived Ponta Delgada, in the Azores.

14 Jul 1919 HMS **Cambrian** sailed from Delgada for Trinidad and Tobago.

2 Aug 1919 HMS **Cambrian** arrived Jamaica.

6 Nov 1919 HMS **Cambrian** arrived Belize.

11 Dec 1919 HMS **Cambrian** arrived at Bermuda.

15 Dec 1919 HMS **Cambrian** sailed from Belize for Kingston.

20 Dec 1919 HMS **Cambrian** sailed from Jamaica for Bermuda.

The ship was assigned to the North American and West Indies Stations the following month, where she served until 1922. HMS **Cambrian's** crew spent several days in Aug 1919 trying to tow off the schooner "Bella Scott" after she had run aground near Kingston, Jamaica.

Mar-Apr 1920 HMS **Cambrian** received a brief refit in Bermuda.

On 25 Jan 1921 The Prince of Wales again visited the ship on 26 Sep 1920 in Dominica.

16 Apr 1920 HMS **Cambrian** arrived Tortola, the largest and most populated of the British Virgin Islands, a group of islands that form part of the archipelago of the Virgin Islands.

6 Jun 1920 HMS **Cambrian** sailed from Progreso, (a port city in the Mexican state of Yucatán, located on the Gulf of Mexico in the north-west of the state some 30 minutes north of state capital Mérida) for the Cayman Islands, (The Cayman Islands, an autonomous British Overseas Territory in the western Caribbean Sea. The 264-square-kilometre (102-square-mile) territory comprises the three islands of Grand Cayman, Cayman Brac and Little Cayman, which are located to the south of Cuba and northeast of Honduras, between Jamaica and Mexico's Yucatán Peninsula.

7 Jul 1920 HMS **Cambrian** sailed from Kingston, Jamaica.

5 Dec 1920 HMS **Cambrian** arrived at Tumaco, (a port city and municipality in the Nariño Department, Colombia, by the Pacific Ocean. It is located on the southwestern corner of Colombia, near the border with Ecuador).

3rd January 1921 - Arrived Punta Arenas, (the capital city of Chile's southernmost region, Magallanes and Antartica Chilena), and sailed for Panama.

30 Apr 1921 HMS **Cambrian** arrived at Bermuda.



HMS **Cambrian**.

7 Dec 1921 - Arrived Manta, Ecuador, (Manta possesses the largest seaport in Ecuador).

9 Dec 1921 HMS **Cambrian** sailed from Manta for Guayaquil (the second largest city in Ecuador).

10 Dec 1921 HMS **Cambrian** arrived Guayaquil.

19 Dec 1921 HMS **Cambrian** sailed from Guayaquil.

HMS **Cambrian** was inspected by Vice-Admiral Sir William Pakenham at Bermuda and again on 17 June 1921.

2 Aug 1921 HMS **Cambrian** arrived Plymouth, Massachusetts.

HMS **Cambrian** arrived at Plymouth, Massachusetts to participate in the Pilgrim Tercentenary celebrations on 30-31 July 1921.

9 Aug 1921 HMS **Cambrian** arrived at St. Andrews, (a town in Charlotte County, New Brunswick, Canada).

17 Aug 1921 HMS **Cambrian** arrived at St. John's, Newfoundland.

11 Nov 1921 HMS **Cambrian** sailed from Bermuda for Kingston, Jamaica.

30 Nov 1921 HMS **Cambrian** sailed from Kingston, Jamaica for Colon, (a city and sea port in Panama, beside the Caribbean Sea, lying near the Atlantic entrance to the Panama Canal. It is the capital of Panama's Colón Province and has traditionally been known as Panama's second city).

6 Dec 1921 Capt. J. D. D. Stewart was in Command of

22 Dec 1921 HMS **Cambrian** arrived at Panama.

4 Feb 1922 HMS **Cambrian** arrived at Bermuda.

9 Aug 1922 HMS **Cambrian** was commanded by Capt. Malcolm L. Goldsmith.

She was part of the 2nd Light Cruiser Squadron (LCS) of the Atlantic Fleet from Aug 1922-Jun 1924, and was detached to support British interests during the Chanak Crisis of 1922–23.

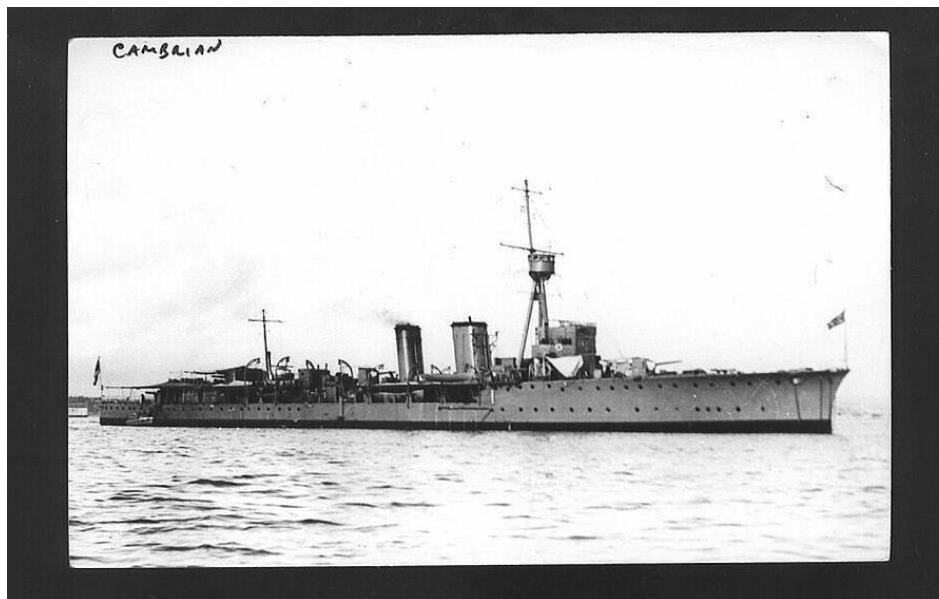
The Chanak Crisis, also called the Chanak Affair and the Chanak Incident, was a war scare in September 1922 between the United Kingdom and Turkey (the Grand National Assembly). Chanak refers to Çanakkale, a city at the Anatolian side of the Dardanelles Strait.

1923 reportedly, in the Press reported HMS **Cambrian** was sold to breakers. (obviously, this was not the case.)

18 Jul 1923 HMS **Cambrian** sailed for Stockholm.

20 Jul 1923 HMS **Cambrian** arrived at Gothenburg.

27 Jul 1923 HMS **Cambrian** sailed from Gothenburg.



30 Jul 1923 HMS **Cambrian** arrived back in UK waters.

31 Aug 1923 HMS **Cambrian** was refitting at Chatham.

HMS **Cambrian** escorted the seaplane carrier *Ark Royal* from the UK to Turkey from 27 Sep-8 Oct 1923 and was later Guard ship at Smyrna, (a Greek city founded in antiquity located at a central and strategic point on the Aegean coast of Anatolia. Since 1930, the modern city located there has been known as İzmir, Turkey, the Turkish rendering of the same name), in Dec 1923.

3 Nov 1923 HMS **Cambrian** was present at the Fleet Review at Spithead.

1926 HMS **Cambrian** was recommissioned.

12 Jun 1924 HMS **Cambrian** was paid off into dockyard control. The ship was decommissioned in Jun 1924 and began a refit that lasted into 1926, during which her aft control tower and searchlight platform was removed.

Jun 1924 HMS **Cambrian** was decommissioned.

11 Mar 1926–17 Aug 1926 HMS **Cambrian** was commanded by Commander Frederic A. H. Russel.

30 Jun 1926–22 Jul 1926 HMS **Cambrian** was commanded by Lieutenant-Commander Arthur Evans.

1 Mar 1927 HMS **Cambrian** was at Gibraltar for Naval Exercises.

11 Mar 1927 HMS **Cambrian** arrived back at Gibraltar after Exercises.

17 Aug 1926–15 Dec 1927 HMS **Cambrian** was commanded by Capt. Miles B. Birkett.

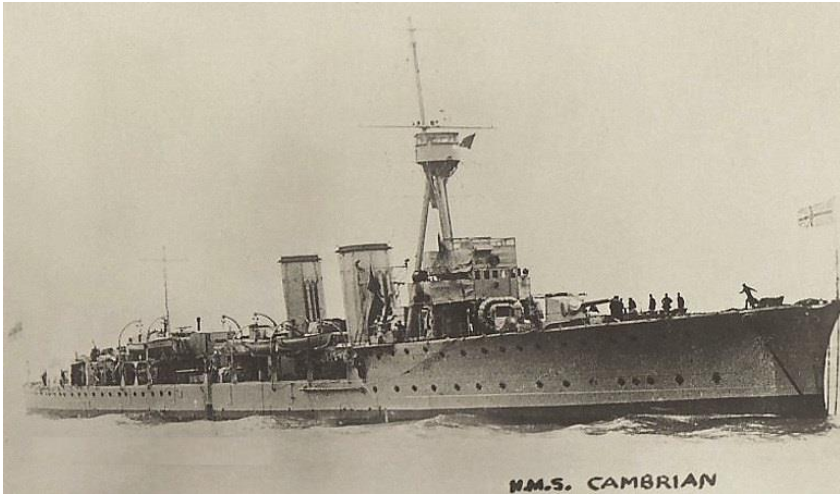
17 Aug 1926 HMS **Cambrian** was recommissioned at Chatham on for service with the Second Cruiser Squadron (SCS) in the Atlantic Fleet.

15 Dec 1927–9 Dec 1929 HMS **Cambrian** was commanded by Capt. Richard H. O. Lane-Poole.

31 Dec 1928 HMS **Cambrian** was recommissioned at Chatham on for duty with the Second Cruiser Squadron (SCS) in the Atlantic Fleet.

When she was recommissioned to serve in the 2nd Light Cruiser Squadron of the Mediterranean Fleet where she participated in a fleet exercise in March 1929.

10 Dec 1929–11 Jun 1930 HMS **Cambrian** was commanded by Commander Salisbury H. Simpson.  
 After transporting troops to China in 1929, she was decommissioned in Nov 1929 and assigned to the Nore Reserve.



Nov 1929 HMS **Cambrian** was decommissioned.  
 11 Jun 1930–14 Aug 1930 HMS **Cambrian** was commanded by Commander John G. Bower.  
 Aug 1930– 27 Jun 1931 HMS **Cambrian** was commanded by Capt. Cecil N. Reyne, (and also as Senior Officer, Reserve Fleet, Nore).  
 Mar 1931 HMS **Cambrian** was recommissioned as the flagship of the Nore Reserve.  
 18 Mar 1931 HMS **Cambrian** was re-commissioned at Chatham.  
 27 Jun 1931–17 Oct 1931 HMS **Cambrian** was commanded by Capt. Guy L. Coleridge, (and also as Senior Officer, Reserve Fleet, Nore).  
 17 Oct 1931–14 Jul 1933 HMS **Cambrian** was commanded by Capt. Claude C. Dobson, (and also as Senior Officer, Reserve Fleet, Nore).  
 14 July, 1933 HMS **Cambrian** was paid off into Dockyard Control at Sheerness.  
 1 Oct 1932 HMS **Cambrian** was placed into the Reserve, at The Nore,

with Capt. C. C. Dobson, VC, DSO in Command.

20 Jul 1933 HMS **Cambrian** was recommissioned, with Capt. C.A. Fontaine assuming command.

20 Jul 1933 HMS **Cambrian** was posted and attached to the 4th Light Cruiser Squadron, (4<sup>th</sup> LCS).

July 1933 HMS **Cambrian** was decommissioned yet again.

**HMS Cambrian was then decommissioned at Sheerness in 19 Jul 1933 and listed for sale. HMS Cambrian was sold for scrap on 28 Jul 1934.**

1934, her bell was offered for sale to naval officers and others who might be interested, at the price of £5. Interested parties were to write the Director of Stores and were urged to include any special information which might convey the importance they attach to the bell, in light of the Admiralty's understanding that such items carry great sentimental value. No information has been obtained as to its current location, or whether this bell was actually attributed to this HMS **Cambrian** or the earlier vessels carrying the name.

256.	<b>Turmoil.</b>	Oil Tanker (Royal Fleet Auxiliary).	None.	Steel	3 Nov 1913.	1917	Official Number: 140279 Class: First 2000-ton CLASS Harbour Tanker. Pennant No: X 12 / X 74. ....
..... Signal Letters: GVHD (1919) Laid down: 3 Nov 1913 Builder: Pembroke Royal Dockyard, Wales Launched: 7 Mar 1917. Into Service: 1917. Out of service: 1935. Fate: Broken up. (see below).							

Background Data: The five ships in this Class, although not sister ships, were similar and were all Admiralty-designed. R.F.A. Mixol and R.F.A. Thermol, were both unsatisfactory as far as their stability went, and 200 tons of permanent ballast was always carried in No's 1 and 3 tanks, which were never pumped out. R.F.A. Trefoil and R.F.A. Turmoil (1) were experimental ships which were mechanically unsatisfactory and they



were little used.

3 Nov 1913 Keel of HMS *Turmoil* laid down.

**8 Nov 1913 the Army & Navy Gazette reported.....**

“... The first keel plates of the Royal Fleet Auxiliary oil cargo steamer *Turmoil* were laid on Monday at Pembroke Dock, in the Royal Dockyard. The vessel is one of a class of ships specially designed for supplying fuels to oil burning warships, of which there are now over “100” in the Navy. She will be sister to *Trefoil*, recently launched at the Pembroke Royal Dockyard, and will have a cargo capacity of 2,000 tons. She will be propelled by internal combustion engines, her estimated speed being 12 knots”.

.....

**8 Jan 1914 the Western Morning News reported.....**

“... Instead of being termed “oil-carrying vessels,” the *Burma*, *Attendant*, *Carol*, *Ferol*, *Olympia*, *Serviter*, *Trefoil* and *Turmoil* are to known in the Royal Navy as “oilers.”

.....

**2 May 1914 the Cambria Leader Newspaper reported ....**

**“..... Oil Ship at Pembroke Dock.**

.... The Admiralty have placed an order for another oil cargo ship at the Pembroke Royal dockyard. Two such ships, each with a carrying capacity of 2,000 tons, are now in hand at the yard – the *Trefoil*, which was launched on Oct 27<sup>th</sup> last, and is now being completed and *Turmoil* which is building. An oil lighter of 500 tons displacement is also in the completing stage at the yard. The new ship will therefore be the fourth vessel ordered at the yard with about two years”. .....

7 March 1917 launched by HM Royal Dockyard, Pembroke Dock as Yard Nr: 256 named *Turmoil* (1) but was considerably delayed during construction as warships had priority. Her engines, had been manufactured by J. Samuel White at Cowes to a M.A.N. of Ausburg, Germany design. R.F.A. *Trefoil's* engines had been built by Vickers at Barrow and had already been installed in her. This engine had to be removed just before *Trefoil's* builder's trials. Both of these engines were requisitioned for use in the monitors HMS *Marshal Soult* and HMS *Marshal Ney*. 1917 HMS *Turmoil* was completed.

5 Jul 1917 HMS *Turmoil* was at Devonport HMS *Christopher* berthed alongside to be refuelled.

11 Jul 1917 HMS *Turmoil* was at Devonport HMS *Attack* alongside to be refuelled. 35 tons of FFO supplied.

21 Jul 1917 HMS *Turmoil* was at Plymouth Sound HMS *Christopher* alongside to be refuelled.

28 Jul 1917-29 Jul 1917 HMS *Turmoil* was at Plymouth Sound HMS *Christopher* alongside to be refuelled.

2 Aug 1917 HMS *Turmoil* was at Devonport HMS *Christopher* alongside to be refuelled.

6 Aug 1917 HMS *Turmoil* was at Devonport HMS *Christopher* alongside to be refuelled.

10 Aug 1917 HMS **Turmoil** was at Saltash HMS *Christopher* alongside to be refuelled.  
22 Aug 1917 HMS **Turmoil** was at Devonport HMS *Christopher* berthed alongside to be refuelled.  
28 Aug 1917 & 29 Aug 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
14 Sep 1917 HMS **Turmoil** was at Devonport HMS *Christopher* berthed alongside to be refuelled.  
18 Sep 1917 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
26 Sep 1917 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
28 Sep 1917 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
6 Oct 1917 & 7 Oct 1917 HMS **Turmoil** was at Plymouth Sound HMS *Christopher* alongside to be refuelled.  
13 Oct 1917 HMS **Turmoil** was at Plymouth Sound HMS *Christopher* alongside to be refuelled.  
16 Oct 1917 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
17 Dec 1917 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
24 Dec 1917 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
30 Dec 1917 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
1 Jan 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
11 Jan 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
11 Apr 1918 HMS **Turmoil** was at Plymouth Sound HMS *Christopher* alongside to be refuelled.  
28 Apr 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
7 May 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.  
27 May 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

**HMS Christopher is shown below: -**



1 Jun 1918 Lieutenant Alfred J Hinton R.N.R. appointed as Commanding Officer.

3 June 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled. HMS *Spitfire* also refuelled alongside receiving 242 tons of FFO.

5 Jun 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 158 tons of FFO.

11 Jun 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 50 tons of FFO.

14 Jun 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 176 tons of FFO.

20 Jun 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 200 tons of FFO.

26 Jun 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled. HMS *Spitfire* also refuelled alongside receiving 34 tons of FFO.

28 Jun 1918 HMS **Turmoil** was at Devonport HMS *Spitfire*

discharged 138 tons of FFO to HMS **Turmoil**.

1 Jul 1918 Engineer Lieutenant Henry C ETTY R.N.R. appointed as Chief Engineer Officer

2 Jul 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

19 Jul 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

22 Jul 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 72 tons of FFO.

23 Jul 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 6 tons of FFO.

26 Jul 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

28 Jul 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 180 tons of FFO.

30 Jul 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled receiving 20 tons of FFO.

10 Aug 1918 HMS **Turmoil** was at Devonport HMS *Christopher* and HMS *Spitfire* alongside to be refuelled.

15 Aug 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled.

16 Aug 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

17 Aug 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

18 Aug 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

3 Sep 1918 HMS **Turmoil** was at Plymouth HMS *Christopher* alongside to be refuelled.

4 Sep 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled.

8 Sep 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled.

10 Sep 1918 HMS **Turmoil** was at Plymouth HMS *Christopher* alongside to be refuelled.

15 Sep 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

19 Sep 1918 HMS **Turmoil** was at Devonport HMS *Spitfire* alongside to be refuelled.

22 Sep 1918 HMS **Turmoil** was at Plymouth HMS *Christopher* alongside to be refuelled.

27 Sep 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

5 Oct 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

13 Oct 1918 HMS **Turmoil** was at Devonport HMS *Christopher* alongside to be refuelled.

28 Feb 1919 HMS **Turmoil** was undocked at Devonport South Yard.

29 Mar 1919 Assistant Cook Patrick Flynn logged as deserting. He had signed on 28 Mar 1919.

5 Apr 1919 HMS **Turmoil** was arrived at Glasgow from Devonport in ballast.

30 Apr 1919 Greaser George A. Woodford logged as absent without leave. He was arrested at Exeter on 3 May 1919 and discharged at Devonport on 28 May 1919.

26 Jul 1919 HMS **Turmoil** was at Biorko Sound, Baltic Sea alongside HMS *Vindictive* refuelling her with 170 tons FFO.

3 Sep 1919 HMS **Turmoil** was at Biorko Sound, Baltic Sea alongside HMS *Vindictive*. R.F.A *Francol* also alongside at the same time.

29 Oct 1919 HMS **Turmoil** was at Biorko Sound, Baltic Sea alongside HMS *Vindictive* refuelling her with aviation spirit

1 November 1919 the crew all signed Board of Trade Articles.

1 Apr 1920 Captain Grahame G. A. Deuchar DSC R.F.A. appointed as Master of HMS **Turmoil**.

7 Jun 1920 HMS **Turmoil** ran aground on Brake Sands in the Channel off Deal, Kent, but managed to get re-floated. The Deal lifeboat and tugs from Richborough had stood by her overnight.

10 Dec 1920 HMS **Turmoil** was berthed at Portsmouth Harbour.

12 Jan 1921 HMS **Turmoil** sailed from Portsmouth Harbour.

14 Jan 1921 HMS **Turmoil** berthed at Portsmouth Harbour.



2 Feb 1921 Captain George H. Franklin R.F.A. appointed as Master of HMS **Turmoil**.

29 Mar 1921 at Portsmouth Dockyard berthed alongside HMS *Coventry* at South Railway Jetty.

31 Mar 1921 at Portsmouth Dockyard alongside HMS *Barham* to refuel her - 842 tons of FFO transferred also alongside HMS *Assistance*.

1 Apr 1921 at Portsmouth Dockyard cast off from alongside HMS *Assistance*.

6 Apr 1921 sailed Portsmouth Harbour to Spithead together with R.F.A. *Kimmerol* alongside HMS *Barham* to refuel her – HMS *Barham* the battleship, received a total of 1,887 tons of FFO from both tankers.

7 Apr 1921 HMS **Turmoil** was berthed at Portsmouth Harbour.

12 May 1921 HMS **Turmoil** sailed from Portsmouth Harbour.

13 May 1921 HMS **Turmoil** berthed at Portsmouth Harbour.

3 Jun 1921 HMS **Turmoil** was berthed at Kings Dock, Swansea.

6 Sep 1921 HMS **Turmoil** was berthed back at Portsmouth Harbour.

14 Nov 1921 Portsmouth Evening News reported that the crew of R.F.A. **Turmoil** had donated £1 4s. 0d towards their 'Goodwill Fund'.

2 Jan 1922 HMS **Turmoil** sailed from Portsmouth Dockyard.

5 Jan 1922 HMS **Turmoil** had returned and was berthed at Portsmouth Dockyard.

9 Jan 1922 HMS **Turmoil** sailed from Portsmouth Dockyard returning later the same day.

31 Mar 1922 HMS **Turmoil** sailed from Portsmouth Dockyard to adjust compasses.

Nov 1924 on Y.C. Agreement at Devonport.

1925-1935 HMS **Turmoil** was increasingly being found to be mechanically unsatisfactory and thus she was laid up in reserve at Rosyth for part of the time.

18 August 1928 berthed at Portsmouth Harbour.

3 Sep 1928 sailed from Portsmouth Harbour.

7 Dec 1928 berthed at Portsmouth Harbour.

21 May 1935 offered for sale by sealed Tender in the Times newspaper.

28 June 1935 arrived for breaking up at Bo'ness by P & W McClellan after sale for £4,905

30 July 1935 demolition began

6 Aug 1935 Press Cutting from the Dundee Courier reported as follows: -

**“..... Naval Oil Tankers Under the Hammer.  
Five Beached for Breaking-up.**

Five Admiralty auxiliary oil tankers, the *Trefoil*, **Turmoil**, *Attendant*, *Coral* and *Burmah*, have been beached at the ship breaking yard of Messrs. P. W. McLelland in the Forth, for breaking up.

The ships, which were towed from Rosyth Dockyard represent a total tonnage of 7,000 tons”. .....

**Turmoil** was replaced by R.F.A. **Turmoil (2)** as follows: -

Official Number: 181186.

Class: “Bustler” Class Fleet Tug

Pennant No: W.169./A.111.

Laid down: 14 July 1944.

Builder: Henry Robb, Leith, Scotland.

Launched: 11 May 1945.

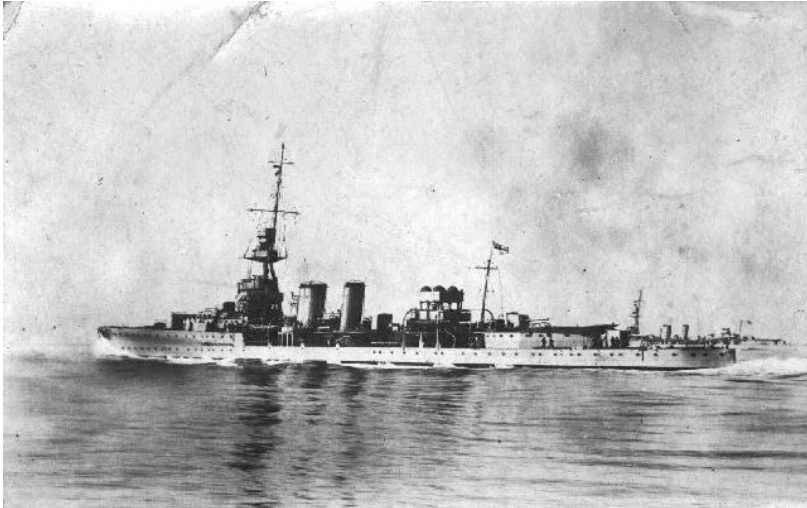
	<p>Into Service: August 1945.  <b>Out of service: 1963 Laid up Pembroke Dockyard.</b>  Fate: 1965 sold to Greek interests.  Subsequent name: Nisos Kerkyra Matsas.</p>
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257.	<b>Curacoa.</b>	Light Cruiser.	7. 4 × twin 21-inch (533 mm) torpedo tubes.	Steel.	Jul 1916.	5 May 1917.	<p>Her nickname was the “Cocoa Boat”. 18 Feb 1918. HMS <b>Curacoa</b> was a <i>C-class light cruiser</i> built for the Royal Navy during the First World War. She was one of the five ships (light cruisers) of the <i>Ceres sub-class</i> and spent much of her career as a flagship. Her name was so variously spelled that a small article was written in “The Warship 2012” to resolve the name as “<b>Curacoa</b>”. .....</p>
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..... The ship was assigned to the Harwich Force during the war, but saw little action as she was completed less than a year before the war ended.

Dec 1917 HMS **Curacoa** was part of the Harwich protection Force.

Briefly assigned to the Atlantic Fleet in early 1919, HMS **Curacoa** was deployed to the Baltic in May 1919 to support anti-Bolshevik forces during the British campaign in the Baltic during the Russian Civil War, (7 Nov 1917–25 Oct 1922). Shortly thereafter the ship struck a naval mine and had to return home for repairs.



After spending the rest of 1919 and 1920 in reserve, HMS **Curacoa** later re-joined the Atlantic Fleet and remained there until 1928, aside from a temporary transfer to the Mediterranean Fleet in 1922–1923 to support British interests in Turkey during the Chanak Crisis. HMS **Curacoa** was then transferred to the Mediterranean Fleet in 1929.

In 1933, she became a training ship and in July 1939, two months before the commencement of the Second World War, HMS **Curacoa** was converted into an anti-aircraft cruiser. She returned to service in Jan 1940 and, while providing escort in the Norwegian Campaign that April 1940, was damaged by German aircraft. After repairs were completed that year, she escorted convoys in and around the British Isles for two years. In late 1942, during escort duty, she was accidentally sliced in half and sunk by the ocean liner R.M.S. Queen Mary, with the loss of 337 men.

The *C-class cruisers* were intended to escort the fleet and defend it against enemy destroyers attempting to come within torpedo range. The *Ceres sub-class* was a slightly larger and improved version of the preceding Caledon sub-class. The ships were 450 feet 3-inches (137.2 m) long overall, with a beam of 43 feet 5-inches (13.2 m) and a mean draught of 14 feet 8-inches (4.5 m). HMS **Curacoa** had a displacement of 4,190 long tons (4,260 tonnes) at normal and 5,020 long tons (5,100 tonnes) at deep load.

HMS **Curacoa** was powered by two geared Parsons steam turbines, each driving one propeller shaft, which produced a total of 40,000 shaft horsepower (30,000 kW). The turbines used steam generated by 6 x Yarrow boilers which gave her a speed of about 29 knots (54 km/h; 33

mph). During her sea trials on 14 Feb 1918, HMS **Curacoa** reached her designed speed at 40,428 s.h.p. (30,147 kW). She carried 935 long tons (950 tonnes) of fuel oil. The ship had a crew compliment of about 460 officers and other ranks.

The main armament of the *Ceres-class* ships consisted of 5 x B.L. 6-inch (152 mm) Mk XII guns that were mounted on the centreline and designated '1' through '5' from front to rear. While identical in number to the Caledon class, the layout was considerably improved in a number of ways. The gun formerly between the bridge and fore funnel was moved to a super-firing position over the forward gun with wider firing arc than in its old position. The others were also moved, one aft of the rear funnel, and the last two were in the stern, with one-gun super-firing over the rearmost gun. The two Q.F. 3-inch (76 mm) 20-cwt anti-aircraft (AA) guns were positioned abreast the fore funnel. The torpedo armament of the *Ceres class* ships was identical to that of the Caledon class, with eight 21-inch (533 mm) torpedo tubes in four twin mounts, two on each broadside. The armour protective on the *Ceres class* was a waterline belt 1.5–3-inches (38–76 mm) thick and over the steering gear had a protective deck armour that was 1-inch (25 mm) thick. Unlike her sister ships, her conning tower was removed before she was completed.

The **Curacoa** was ordered in March–April 1916 as part of the Repeat War Programme. She was the 4th-ship of her name to serve in the Royal Navy and named to commemorate the capture of the Dutch island of Curaçao in 1807. The ship was laid down at the Pembroke Royal Dockyard in Jul 1916. She was launched on 5 May 1917 and completed on 18 Feb 1918.

HMS **Curacoa** was fitted with a director system when she commissioned in Feb 1918. She immediately went to Fifth Light Cruiser Squadron (5<sup>th</sup> LCS), becoming the flagship of Rear-Admiral, Harwich Force Tyrwhitt.



Jan 1918 the Pennant Number of HMS **Curacoa** was **A7**.

9 Jan 1918 HMS **Curacoa** was commanded by Capt. Barry E. Domvile.

Her first commander was Captain Barry Domvile. On commissioning, HMS **Curacoa** became flagship of the 5th Light Cruiser Squadron, (5<sup>th</sup> LCS) part of the Harwich Force, serving there for the rest of the war. In association with John Cyril Porte's [Lieutenant Colonel John Cyril Porte, CMG, FRAeS (26 Feb 1884–22 Oct 1919) who was a British flying-boat pioneer associated with the World War I (WW1) Seaplane Experimental Station at Felixstowe], birthday and a medal ceremony at R.N. Air Stn. Felixstowe, her crew was inspected by King George V at Harwich on 26 Feb 1919. From June onwards, HMS **Curacoa** participated in reconnaissance sweeps ordered by Rear-Admiral Reginald Tyrwhitt, commander of the Harwich Force. Sometime in 1918, a pair of 2-pounder (40 mm) Mk II "pom-pom" light AA guns were installed.

Apr 1918 the Pennant Number of HMS **Curacoa** was **62**.

In Apr 1919, HMS **Curacoa** joined the 1st Light Cruiser Squadron (1<sup>st</sup> LCS) of the newly established Atlantic Fleet. The following month, however, HMS **Curacoa** was deployed to the Baltic Sea as part of the British intervention in the Russian Civil War in support of the White Russians against the Bolsheviks. On 7 May 1919, Rear-Admiral Walter Cowan transferred his flag to the ship (HMS **Curacoa**) from her half-sister HMS *Caledon*. Ten days later, the HMS **Curacoa** was on route from Helsinki to Liepāja when she struck a mine with her stern, 70 miles (110 km) east of Reval (now Tallinn). One crewman was killed and three injured by the explosion. Admiral Walter Cowan, who was taking a bath at the time,

was dumped out of the bath, running to the bridge dressed only in an overcoat until clothing could be brought up from his "day cabin". HMS **Curacoa** was able to reach a speed of 9 knots (17 km/h; 10 mph) after some repairs and reached Reval, later that day. After temporary repairs there, she returned to the UK for permanent repairs at Sheerness Dockyard; her rudder fell off while passing "The Skaw" (Skagen is Denmark's northernmost town, on the east coast of the Skagen Odde peninsula in the far north of Jutland), and the ship (HMS **Curacoa**) could only be

steered with her engines for the last 500 miles (800 km) to the dockyard.

1 Jun 1919 HMS **Curacoa** was a member of the 1st Light Cruiser Squadron, (1<sup>st</sup> LCS), of the Atlantic Fleet.

11 Jun 1919 HMS **Curacoa** was paid-off at Chatham.

12 Jun 1919 HMS **Curacoa** was reduced to care and maintenance while in dockyard hands.

HMS **Curacoa** was under repair through Jul 1919 and was placed in reserve after the repairs were completed. She remained in reserve through Nov 1920, but later served as the flagship of the 2nd Light Cruiser Squadron (2<sup>nd</sup> LCS) of the Atlantic Fleet through 1928.

26 Aug 1921 HMS **Curacoa** was recommissioned at Chatham on for service with the Second Cruiser Squadron (2<sup>nd</sup> CS) of the Atlantic Fleet.

1 Sep 1921 HMS **Curacoa** was placed into the Nore Div. Fleet Reserve Group B.

Sep 1921–17 Apr 1922 HMS **Curacoa** was commanded by Capt. Rafe G. Rowley-Conwy.

17 Apr 1922–15 May 1923 HMS **Curacoa** was commanded by Capt. Hugh



C. Buckle, (and also as Flag Captain).

1 Jul 1922 HMS **Curacoa** was off the Kentish Knock for memorial service for HM *Drifter* and *Blue Sky*. HMS **Curacoa** was part of the 2nd Light Cruiser Squadron, 2<sup>nd</sup> LCS).

The ship was detached to the Mediterranean Fleet in Sep 1922 during the Chanak Crisis and arrived in Smyrna (now Izmir), Turkey, on 23 Sep 1922. While there her crew assisted with the evacuation of refugees from the city after much of the city was destroyed by fire, ("great fire of Smyrna" or the "catastrophe of Smyrna").

HMS **Curacoa** remained in the Mediterranean until at least Feb 1923. During the mid-1920's, her original 9-foot (2.7 m) rangefinders was exchanged for 12-foot (3.7 m) models.

12 May 1925 The cruiser HMS **Curacoa** was recommissioned at Portsmouth.

15 May 1923–15 May 1925 HMS **Curacoa** was commanded by Capt. Cecil N. Reyne, (and also as Flag Captain).

18 Jul 1923 HMS **Curacoa** was the Flagship of Rear-Admiral D. Gilbert. Under his flag HMS **Curacoa** sailed for Stockholm, (the capital city of Sweden).

20 Jul 1923 HMS **Curacoa** arrived at Gothenburg.

27 Jul 1923 HMS **Curacoa** sailed from Gothenburg for UK waters.

30 Jul 1923 HMS **Curacoa** arrived back in UK waters.

3 Nov 1923 HMS **Curacoa** was present at the Fleet Review at Spithead.

10 Jun 1924 HMS **Curacoa** was at Helsingfors, (the capital and largest city of Finland; located in southern Finland; a major port and commercial and cultural centre).

26 Jul 1924 HMS **Curacoa** was present at the Fleet Review at Spithead.

29 Aug 1924 HMS **Curacoa** was the Flagship of Rear-Admiral T.D. Gilbert.

15 May 1925 HMS **Curacoa** was commanded by Capt. Cecil B. Prickett.

1 Mar 1927 HMS **Curacoa** was at Gibraltar and sailed for Naval Exercises.

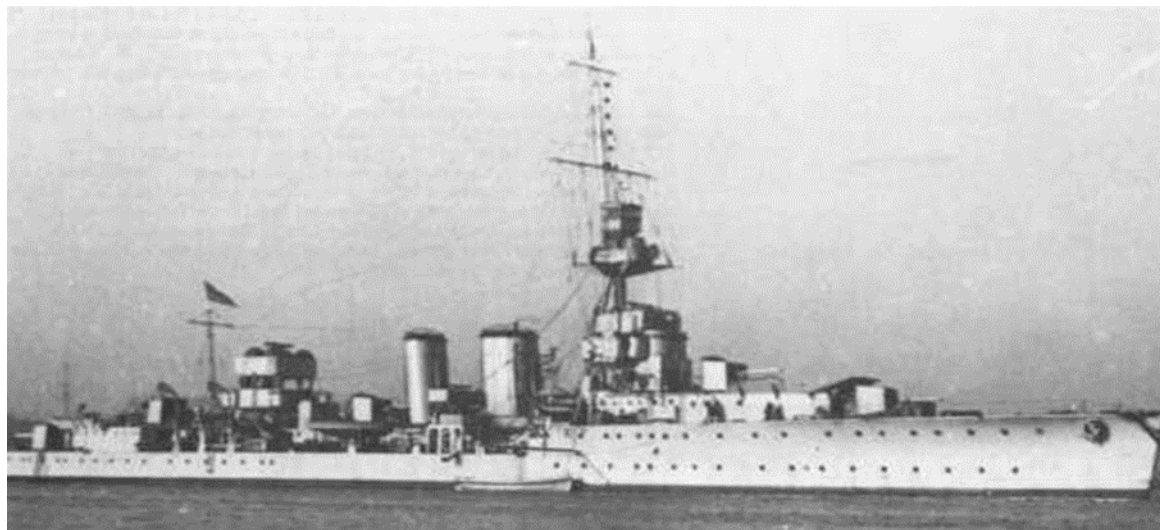
11 Mar 1927 HMS **Curacoa** arrived back at Gibraltar after Naval Exercises.

**Ceres Class Cruisers (1917-1918) Overview of 5 vessels**

Name HMS	Builder	Laid Down	Launched	Completed	Fate
Ceres	John Brown & Company	11 Jul 1916	24 Mar 1917	Jun 1917	Sold 5 Apr 1946
Cardiff	Fairfield Shipbuilding and Engineering Company	22 Jul 1916	12 Apr 1917	Jun 1917	Sold 23 Jan 1946
Coventry	Swan Hunter	4 Aug 1916	6 Jul 1917	Feb 1918	Sunk 14 Sep 1942
<b>Curacoa</b>	<b>Pembroke Royal Dockyard</b>	<b>Jul 1916</b>	<b>5 May 1917</b>	<b>Feb 1918</b>	<b>Sunk in Collision 2 Oct 1942</b>
Curlew	Vickers	21 Aug 1916	5 Jul 1917	Dec 1917	Sunk 26 May, 1940

16 May 1927–16 May 1929 HMS **Curacoa** was commanded by Capt. Sir Francis Thomas Butler. Tower. HMS **Curacoa** was part of the 2nd Cruiser Squadron (2<sup>nd</sup> CS) of the Atlantic Fleet.

mid-1927, HMS **Curacoa** was serving as flagship of the Second Cruiser Squadron (2<sup>nd</sup> CS).



21 Jul 1928 HMS **Curacoa** arrived at Portsmouth.

14 Aug 1928 HMS **Curacoa** sailed from Portsmouth for Chatham.

18 Aug 1928. HMS **Curacoa** was paid off into Dockyard Control at Chatham.

Aug 1928 Capt. Sir Francis Thomas Butler Tower Relinquished Command.

Jun 1929–9 Oct 1929 HMS **Curacoa** was commanded by Capt. Harold G. C. Franklin, (for period of sea trials, then took ship to Mediterranean).

4 Sep 1929 HMS **Curacoa** was recommissioned.

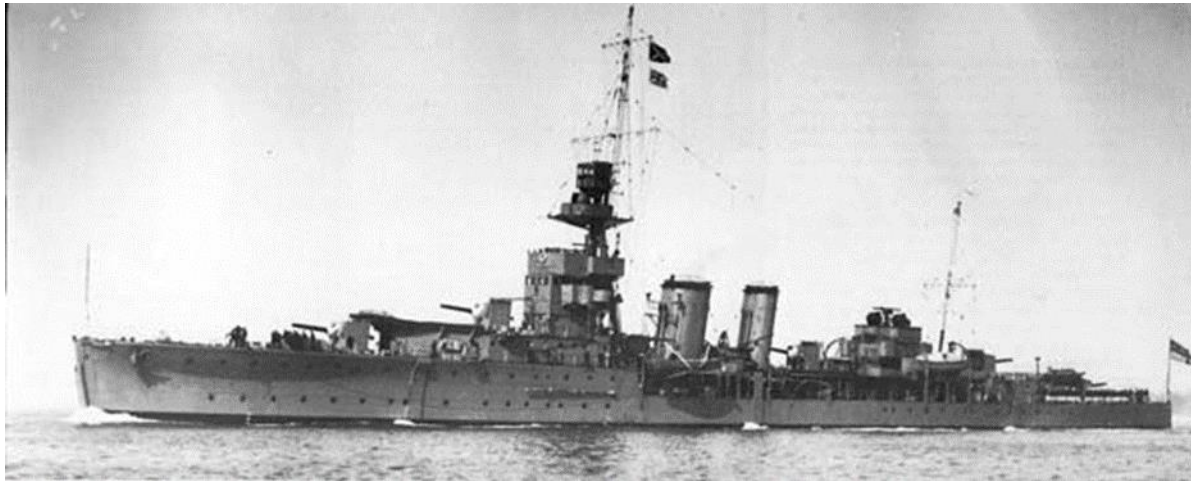
On 4 Sep 1929, the ship was transferred to the Mediterranean Fleet as the flagship of

the 3rd Cruiser Squadron, (3<sup>rd</sup> CS) which was commanded by her first captain, Barry Domville.

9 Oct 1929–Apr 1931 HMS **Curacoa** was commanded by Capt. Henry E. C. Blagrove, (and also as flag captain of Third Cruiser Squadron).

13 Mar 1931–12 Mar 1932 HMS **Curacoa** was commanded by Capt. Cosmo M. Graham, (and also as Flag Captain and Chief Staff Officer to R/A Domvile).

29 Jan 1932 HMS **Curacoa** arrived at Malta. Capt. Henry B. Rawlings in Command.



Mar 1932–Dec 1932 HMS **Curacoa** was commanded by Capt. Henry B. Rawlings.

15 Mar 1932 HMS **Curacoa** was recommissioned at Portsmouth.

HMS **Curacoa** remained in the Mediterranean until 1932.

26 Jul 1932 HMS **Curacoa** sailed from Portsmouth for Gibraltar.

1 Sep 1932 HMS **Curacoa** sailed for Malta.

3 Sep 1932 HMS **Curacoa** arrived Vatika Bay, Southern Greece.

6 Sep 1932 HMS **Curacoa** sailed from Vatika Bay, Southern Greece, for the Island of Skiathos, Southeast Greece.

7 Sep 1932 HMS **Curacoa** arrived at the Island of Skiathos, Southeast Greece.

15 Sep 1932 HMS **Curacoa** sailed from Skiathos for the Black Sea.

17 Sep 1932 HMS **Curacoa** arrived Varna, (Varna is a large city in Bulgaria and the largest city and seaside resort on the Bulgarian Black Sea Coast. Situated strategically in the Gulf of Varna, the city has been a major economic, social and cultural centre for almost three millennia. Varna, historically known as Odessa, grew from a Thracian seaside settlement to a major seaport on the Black Sea).

23 Sep 1932 HMS **Curacoa** sailed from Varna for Galatz.

24 Sep 1932 HMS **Curacoa** arrived Galatz (Galați) is the capital city of Galați County, in the historical region of Moldavia, eastern Romania. Galați is a port town on the Danube River.

1 Oct 1932 HMS **Curacoa** was the Flagship. Rear Admiral F. L. Tottenham, CBE.

1 Oct 1932 Capt. Henry B. Rawlings was in command of HMS **Curacoa**.

1 Oct 1932 HMS **Curacoa** was part of the 3rd Cruiser Squadron, (3<sup>rd</sup> CS) part of the Mediterranean Fleet.

4 Oct 1932 HMS **Curacoa** sailed from Galatz for the Island of Thasos.

6 Oct 1932 HMS **Curacoa** arrived at the Island of Thasos (Thasos is a Greek island, geographically part of the North Aegean Sea).

11 Oct 1932 HMS **Curacoa** arrived at Oreos (surmised to be the mouth of the river Achelous, (also Acheloos), is a river in western Greece. It is 220 km long. It formed the boundary between Acarnania and Aetolia of antiquity. It empties into the Ionian Sea. In ancient times its spirit was venerated as the river god Achelous.)

11 Oct 1932 HMS **Curacoa** sailed for Thasos (Thasos is a Greek island, geographically part of the North Aegean Sea).

18 Oct 1932 HMS **Curacoa** sailed back to Oreos.

18 Oct 1932 HMS **Curacoa** arrived Volos, (a coastal port city in Thessaly situated midway on the Greek mainland, about 330 kilometres north of Athens and 220 kilometres south of Thessaloniki).

22 Oct 1932 HMS **Curacoa** sailed from Volos.

25 Oct 1932 HMS **Curacoa** arrived at Malta.

1 Dec 1932–3 Jan 1933 HMS **Curacoa** was commanded by Capt. the Hon. Edmund R. Drummond.

14 Jan 1933 HMS **Curacoa** sailed for Hong Kong.

11 Mar 1933 HMS **Curacoa** arrived at Gibraltar and sailed for Malta.

28 Mar 1933 HMS **Curacoa** arrived at the port of Aden.

29 Mar 1933 HMS **Curacoa** sailed from Aden for Colombo, (Colombo was the capital and largest city of Sri Lanka by population).

5 Apr 1933 HMS **Curacoa** arrived at Colombo.

15 Apr 1933 HMS **Curacoa** arrived at Singapore.

18 Apr 1933 HMS **Curacoa** sailed from Singapore for Hong Kong.

25 Apr 1933–1 Aug 1933 HMS **Curacoa** was commanded by Capt. Robert L. Burnett.

1 May 1933 HMS **Curacoa** sailed from Hong Kong for Shanghai, (China). Capt. A.R. Hammick in Command of HMS **Curacoa**.

4 May 1933 HMS **Curacoa** arrived at Shanghai, (china).

6 May 1933 HMS **Curacoa** sailed from Shanghai (China), for Wuhu.

8 May 1933 - Arrived Wuhu (a city in south eastern Anhui province, China. Sitting on the southeast bank of the Yangtze River).

10 May 1933 HMS **Curacoa** sailed from Wuhu, China, for Hankow.

12 May 1933 HMS **Curacoa** arrived at Hankow, (Hankou, formerly (as Hankow), was one of the three towns whose merging formed modern-day Wuhan city, the capital of the Hubei province, China).

1 Jun 1933 HMS **Curacoa** sailed from Hankow, China.

9 Jun 1933 HMS **Curacoa** arrived at Hong Kong

22 Jun 1933 HMS **Curacoa** arrived at Colombo.

27 Jul 1933 HMS **Curacoa** arrived back in UK waters from the China Station.

Sep 1933–13 Apr 1934 HMS **Curacoa** was commanded by Capt. Arthur M. Peters.

18 Dec 1933 HMS **Curacoa** was recommissioned at Portsmouth on for service as a Gunnery and Torpedo School Cruiser. She was appointed as the gunnery training ship on and continued in that role until 1939.

19 Dec 1933 HMS **Curacoa** was posted and appointed as a Gunnery and torpedo school Cruiser at Portsmouth.

6 Feb 1934 HMS **Curacoa** sailed from Portsmouth for exercises, arrived off Falmouth.



7 Feb 1934 HMS **Curacoa** departed Falmouth and later arrived at Portsmouth

20 Feb 1934 HMS **Curacoa** arrived at Dover.

21 Feb 1934 HMS **Curacoa** arrived off Zeebrugge.

24 Feb 1934 HMS **Curacoa** arrived at Portsmouth.

2 Apr 1934 HMS **Curacoa** arrived Portsmouth.

13 Apr 1934–31 Dec 1934 HMS **Curacoa** was commanded by Capt. Irving M. Palmer.

6 May 1934 HMS **Curacoa** sailed from Portsmouth for exercises.

22 May 1934 HMS **Curacoa** arrived at Falmouth.

23 May 1934 HMS **Curacoa** sailed from Falmouth.  
 24 May 1934 HMS **Curacoa** arrived Portsmouth.  
 31 May 1934 HMS **Curacoa** sailed from Portsmouth for Plymouth.  
 30 Jun 1934 HMS **Curacoa** arrived at Dover.  
 30 Jun 1934 - Capt. A.M. Peters in command of HMS **Curacoa**.  
 13 Aug 1934 HMS **Curacoa** utilised as a Gunnery and Torpedo School Cruiser at Portsmouth.  
 20 Sep 1934 HMS **Curacoa** sailed from Portsmouth for Portland.  
 21 Sep 1934 HMS **Curacoa** arrived back at Portsmouth.  
 27 Sep 1934 HMS **Curacoa** sailed Portland for Portsmouth.  
 28 Nov 1934 HMS **Curacoa** arrived Portsmouth.  
 31 Dec 1934–14 Jan 1936 HMS **Curacoa** was commanded by Capt. Clement Moody.  
 18 Apr 1935 - Capt. Clement Moody in Command of HMS **Curacoa**. HMS **Curacoa** sailed from Portsmouth.  
 19 Apr 1935 HMS **Curacoa** arrived at Torbay.



and later arrived at Portsmouth.

3 Jun 1937 HMS **Curacoa** arrived at Portsmouth.  
 9 Jun 1937 HMS **Curacoa** sailed from Portsmouth.  
 20 Jun 1937 HMS **Curacoa** sailed from Kyle of Durness for Portsmouth.  
 13 Jul 1937 HMS **Curacoa** arrived Portland.

20th April 1935 HMS **Curacoa** sailed from Torbay, arrived St. Peter Port, Guernsey.  
 22 Apr 1935 HMS **Curacoa** arrived at Portsmouth.  
 HMS **Curacoa** sailed from St. Peter Port, Guernsey.  
 26 May 1935 HMS **Curacoa** arrived back at Portsmouth.  
 16 Jul 1935 HMS **Curacoa** attended the 1935 Spithead Fleet Review.  
 In 1935, she was one of four Royal Navy ships featured in the British film "Brown on Resolution", where she actually played a German battlecruiser.  
 10 Jan 1936–Jan 1937 HMS **Curacoa** was commanded by Capt. Randolph S. G. Nicholson.  
 13 Apr 1936 HMS **Curacoa** arrived at Portsmouth.  
 28 May 1936 HMS **Curacoa** arrived at Portsmouth.  
 24 Sept 1936 HMS **Curacoa** arrived at Portsmouth.  
 23 Oct 1936 HMS **Curacoa** arrived Portsmouth.  
 11 Jan 1937–Jan 1938 HMS **Curacoa** was commanded by Capt. Edward D. B. McCarthy.  
 29 Mar 1937 HMS **Curacoa** sailed from Plymouth



16 Jul 1937 HMS **Curacoa** arrived back at Portsmouth.

Jan 1938–Jan 1939 HMS **Curacoa** was commanded by Capt. Richard Shelley.

18 Apr 1938 HMS **Curacoa** arrived at Plymouth.

10 Apr 1939 HMS **Curacoa** arrived at Portsmouth.

In July 1939, a few months before the outbreak of the Second World War in Europe, she began a conversion into an anti-aircraft cruiser at Chatham Dockyard. This consisted of replacing all of her six-inch guns with 8 x Q.F. 4-inch (102 mm) Mk XVI dual-purpose guns in 4 x twin-gun turrets, in the positions formerly occupied by Nos. 1, 3, 4, and 5 six-inch guns. A quadruple mount for the two-pounder Mk VII "pom-pom" light AA gun was installed in No. 2 gun's position. Quadruple Vickers 0.5-inch (12.7 mm) AA machine gun mounts replaced the three-inch guns and her torpedo tubes were removed. Her masts were cut down and her existing fire-control systems were replaced by a pair of High-Angle Control System Mk III systems and a pom-pom director. A Type 279 early-warning radar was also installed. To counter the additional weight high in the ship, 200 long tons (203 tonnes) of ballast was added. Although the weight of the ballast alone was more than that of the new equipment, it increased her metacentric height from 2.93 to 3.41 feet (0.9 to 1.0 m) at deep load.

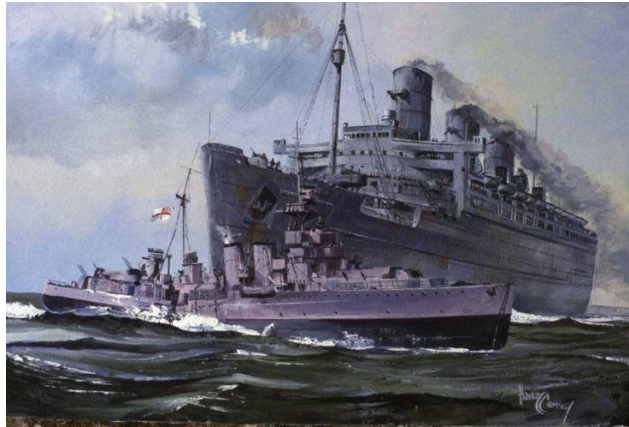
3 Sep 1939 HMS **Curacoa** at Chatham Dockyard rearming as anti-aircraft ship.

5 Dec 1939–4 Feb 1940 HMS **Curacoa** was commanded by Capt. Edward A. Aylmer.

The conversion was completed on 24 Jan 1940 and HMS **Curacoa** was assigned to the Home Fleet.

26 Jan 1940 HMS **Curacoa**-at Chatham Dockyard, completed rearming as anti-aircraft ship.

26 Jan 1940 HMS **Curacoa** had completed recommissioning, and her conversion to anti-aircraft cruiser at Chatham Dockyard.



29 Jan 1940 HMS **Curacoa** sailed Chatham to work up at Portland after conversion to an anti-aircraft ship.

30 Jan 1940 HMS **Curacoa** sailed from Chatham for Portland and Workup.

4 Feb 1940–11 Feb 1940 HMS **Curacoa** was commanded by Lieutenant-Commander Lionel H. Phillips.

8 Mar 1940 HMS **Curacoa** arrived in the Humber.

17 Apr 1940 HMS **Curacoa** sailed for Rosyth with 1,000 troops of 148 Infantry Brigade for Namsos, (a municipality in Trøndelag county, Norway. It is part of the Namdalen region). During the Norwegian Campaign, the ship escorted a British troop convoy to Åndalsnes ("Operation Sickle" - the Åndalsnes landings took place in Åndalsnes in Romsdal, Norway in 1940 during the Norwegian Campaign of World War II) in mid-April. Together with the light cruiser HMS *Arethusa*, HMS **Curacoa** landed the battalion of the Sherwood Foresters at Molde; the quay at Åndalsnes had proved to be too small to allow more than one

cruiser at a time to disembark their troops before daylight.

11 Feb 1940–10 Aug 1940 HMS **Curacoa** was commanded by Capt. Edward A. Aylmer.

HMS *Curacoa* returned home, but was ordered back to Åndalsnes to protect the beachhead there from German aircraft, arriving on 22 Apr 1940.



Repeatedly German aircraft attacked over the next several days, the ship was hit on the forecastle by a 250-kilogram (550 lbs) bomb dropped by a bomber from the Third Group of Demonstration Wing 1 (III. /Lehrgeschwader 1) on the evening of the 24 Apr 1940. The bomb killed eight crewmen, who were buried at Veblungnes after the ship returned home for repairs. Several hours before she was hit, her captain reported that she was running low on 4-inch ammunition. After her repairs were completed, HMS *Curacoa* was assigned to the Western Approaches where she escorted convoys in and around the British Isles for most of the next two years.

10 Aug 1940–20 Feb 1942 HMS *Curacoa* was commanded by Capt. Cecil C. Hughes-Hallett.

By Sep 1941, Type 285 and Type 282 fire-control radars had been fitted. As part of the deception efforts for Convoy PQ 17, the ship formed part of a decoy convoy that sailed on 29 Jun 1942, but was not spotted by the Germans. By Sep 1942, her anti-aircraft suite had been reinforced by five single mounts for 20-millimetre (0.8-inch) Oerlikon light AA guns; a Type 273 long-range

surface-search radar was added.

20 Feb 1942–13 Jun 1942 HMS *Curacoa* was commanded by Capt. Stuart H. Paton.



13 Jun 1942–2 Oct 1942 HMS *Curacoa* was commanded by Capt. John W. Boutwood, (the vessel lost under his command).

On the morning of 2 Oct 1942, HMS *Curacoa* rendezvoused north of Ireland with the ocean liner RMS Queen Mary, which was carrying approximately 10,000 American troops of the 29th Infantry Division. The liner was steaming an evasive "Zig-Zag Pattern No. 8" course at a speed of 28.5 knots (52.8 km/h; 32.8 mph), an overall rate of advance of 26.5 knots (49.1 km/h; 30.5 mph), to evade submarine attacks. The elderly cruiser remained on a straight course at a top speed of 25 knots (46 km/h; 29 mph) and would eventually be overtaken by the liner. Each Captain had different interpretations of The Rule of the Road believing his ship had the "right of way". Captain John Wilfred Boutwood of HMS *Curacoa* kept to the liner's mean course to maximize his ability to defend the liner from enemy aircraft, while Commodore Sir Cyril Gordon Illingworth of RMS Queen Mary continued their zig-zag pattern expecting the escort cruiser to give way. ".... We could see our escort zig-zagging in front of us - it was common for the ships and cruisers to zig-zag to confuse the U-boats. In this particular case

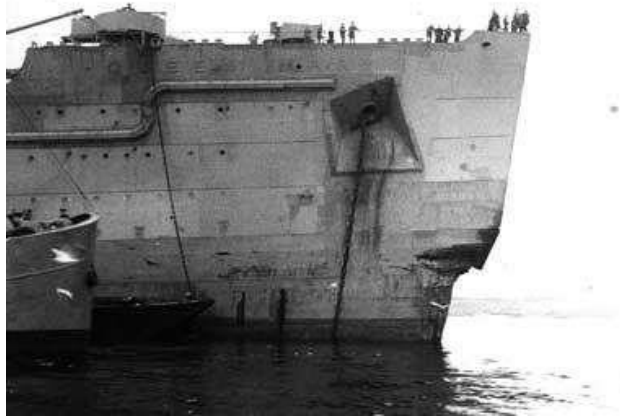
however the escort was very, very close to us". ....

".... I said to my mate "You know she's zig-zigging all over the place in front of us, I'm sure we're going to hit her". ....

".... And sure enough, the Queen Mary sliced the cruiser in two like a piece of butter, straight through the six-inch armoured plating". ....

— Alfred Johnson, eye witness, BBC: "HMS Curacao Tragedy".

At 13:32 hours, during the zig-zag, it became apparent that RMS Queen Mary would come too close to the cruiser and the liner's officer of the watch interrupted the turn to avoid HMS *Curacao*. Upon hearing this command, Illingworth told his officer to: "Carry on with the zig-zag. These chaps are used to escorting; they will keep out of your way and won't interfere with you".



At 14:04 hours, RMS Queen Mary started the starboard turn from a position slightly behind the cruiser and at a distance of two cables (about 400 yards (366 m)). Captain Boutwood (of HMS *Curacao*) perceived the danger, but the distance was too close for either of the hard turns ordered for each ship to make any difference at the speeds that they were travelling. **The RMS Queen Mary struck HMS *Curacao* amidships at full speed, cutting the cruiser in half. The aft end sank almost immediately, but the rest of the ship stayed on the surface a few minutes longer.**

Acting under orders not to stop due to the risk of U-boat attacks, Queen Mary steamed onwards with a damaged bow. She radioed the other destroyers of her escort, about 7 nautical miles (13 km; 8.1 miles) away, and reported the collision. Hours later, the convoy's lead escort, consisting of HMS *Bramham* and one other ship, returned to rescue approximately 101 survivors, including Boutwood. **Lost with HMS *Curacao* were**

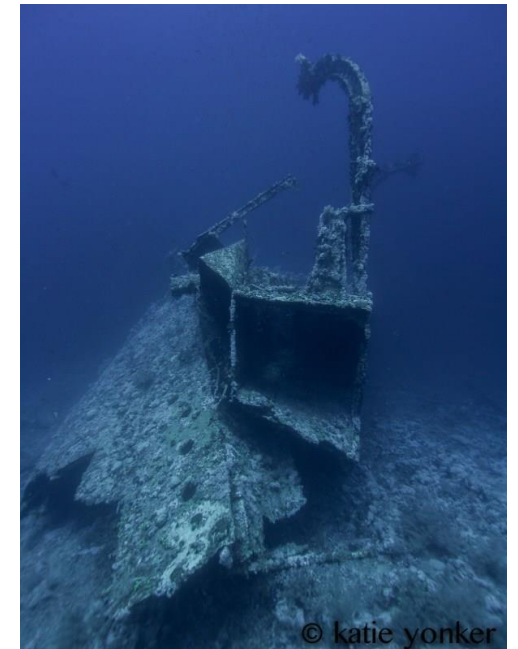
**337 officers and men of her crew**, according to the naval casualty file released by The National Archives in Jun 2013. Most of the lost men are commemorated on the Chatham Naval Memorial and the rest on the Portsmouth Naval Memorial. Those who died after rescue, or whose bodies were recovered, were buried in Chatham and in Arisaig Cemetery in Invernesshire. Under the Protection of Military Remains Act 1986, *Curacao's* wreck-site is designated a "protected place".

Those who witnessed the collision were sworn to secrecy due to national security concerns. The swearing of all concerned to secrecy was a bit ironic considering a large number of the 10,000 American Troops being transported owned cameras. Many photographs appeared soon afterwards, and many more have surfaced since.




The loss was not publicly reported until after the war had actually ended, although the Admiralty filed a writ against the Queen Mary's owners, Cunard White Star Line, on 22 Sep 1943 in the Admiralty Court of the High Court of Justice. Little happened until 1945, when the case went to trial in June; it was adjourned to Nov and then to Dec 1946. Mr. Justice Pilcher exonerated the Queen Mary's crew and her owners from blame on 21 Jan 1947 and laid all fault on HMS *Curacao's* officers. The Admiralty

appealed his ruling and the Court of Appeal modified the ruling, assigning two-thirds of the blame to the Admiralty and one third to Cunard White Star. The latter appealed to the House of Lords, but the decision was upheld.



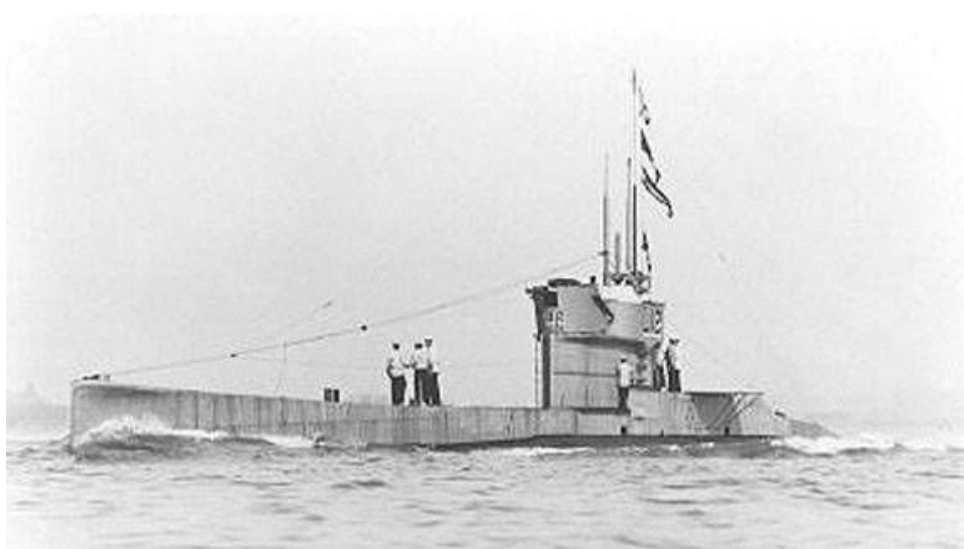
**1<sup>st</sup> Nov. 1918. John Garnet Armstrong, O.B.E., R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

258.	<b>L.10.</b>	Submarine. <b>"L" class.</b>	1 + 4 x 21-inch (533 mm) torpedo (533 mm) bow tubes and 2 x 18- inch (450 mm) in broadside mounts.	Steel.	.	1918.	<p>HMS <b>L.10.</b>, was a <i>L-class submarine</i> built for the Royal Navy during World War I (WW1). She was ordered by the Admiralty in Dec 1916. H.M.S. <b>L.10.</b> was one of thirty-five "<i>L" class submarines</i> completed for the Royal Navy, from various yards throughout Britain. The boat was sunk in 1918 by German destroyers/torpedo boats.</p> <p>The British L-class submarine was originally planned under the emergency war programme as an improved version of the British E-class submarine. The scale of change allowed the L class to become a separate class, itself. The <i>L class</i> contained some 3 sub-Group: - 1 (<i>L.1</i>. class No.'s 1-8); Group 2 (<i>L.9</i>. class No.'s 9-51); Group 3 (<i>L.50</i>. class No.'s 52-74). .....</p>
<p>..... It must be remembered that the given No.'s need to be adjusted by cancellations of vessels. HMS <b>L.10.</b>, was part of the <i>Group 2.</i>, and the 2<sup>nd</sup> of this group.</p>							
<p>The picture below is L. 19. Is a later <i>Group 3 L. class submarine.</i></p>							
							
<p>The <i>Group 2</i> boats had one Q.F. 4-inch gun before the lengthened conning tower. She also carried 76 tons of fuel oil which was carried in external wing tanks for the first time in British submarines. Several of the <i>Group 2</i> boats were configured as minelayers including <i>L.11.</i> and <i>L.12.</i> In the <i>Group 2</i> boats, <i>L.14.</i>, <i>L.17.</i>, and <i>L.24.-L.27.</i> were built as minelayers carrying 16 sea mines, but without the two beam torpedo tubes.</p> <p>27 Mar 1918–4 Oct 1918 <b>L.10.</b> was commanded by Lieutenant-Commander Alfred E. Whitehouse, (who was killed when the vessel was lost under his command).</p> <p>The introduction of the <i>L class</i> came too late to contribute significantly in World War I (WW1). <i>L.2.</i> was accidentally depth-charged by three L American destroyers in early 1918. <i>L.12.</i> torpedoed the German submarine S.M.S. UB-90.</p>							
<p><b>L.10.</b> herself torpedoed the German destroyer S.M.S. S.33., in Oct 1918, but was sunk by accompanying destroyers/torpedo boats. <i>L.55.</i> was sunk in 1919 during the British naval intervention in the Russian civil war by Bolshevik Russian destroyers. She was later salvaged by the Russians and was re-commissioned by the Russians with her original service number.</p>							

The *L class* submarines served throughout the 1920's and the majority were scrapped in the 1930's, but three remained operational as training boats during World War II (WW2). The last three were scrapped in 1946 after a long-distinguished service. Parts of uncompleted *L-class submarines* were used for the Yugoslav *Hrabri class* submarines.

.9. and her successors **L.10.** were enlarged to accommodate 21-inch (533 mm) torpedoes and more fuel. The submarine had a length of 238 feet 7-inches (72.7 m) overall, with a beam of 23 feet 6-inches (7.2 m) and a mean draft of 13 feet 3-inches (4.0 m). They displaced 914 long tons (929 tonnes) on the surface and 1,089 long tons (1,106 tonnes) when submerged. The *L class submarines* had a compliment crew of 38 officers and ratings.

For surface running, the boats were powered by 2 x 12-cylinder Vickers 1,200-brake-horsepower (895 kW) diesel engines, each driving one propeller shaft. When submerged each propeller was driven by 2 x 600-horsepower (447 kW) electric motors. They could reach a speed of 17 knots (31 km/h; 20 mph) on the surface and 10.5 knots (19.4 km/h; 12.1 mph) underwater. On the surface, the "*L*" class had a range of 3,800 nautical miles (7,000 km; 4,400 miles) at 10 knots (19 km/h; 12 mph).



The boats were armed with four 21-inch torpedo tubes in the bow and two 18-inch (450 mm) in broadside mounts. They carried 4 x reload torpedoes for the 21-inch tubes for a grand total of 10 x torpedoes of all sizes. They were also armed with a 4-inch (102 mm) deck gun.

Many official report details HMS **L.10.** as having been constructed at Dumbarton, (a town in West Dunbartonshire, Scotland, on the north bank of the River Clyde where the River Leven flows into the Clyde estuary), by William Denny & Co. "Janes Ships" does not give the **L.10.**'s builder, just lists her as a war loss. According to Battleships-Cruisers, **L.10.** was built by William Denny and Brothers, of Dumbarton (and not Pembroke Royal Dockyard), but still launched 24 Jan 1918 <http://www.battleships-cruisers.co.uk/submarines.htm>.

However, a number of other sources have attributed HMS **L.10.** to the Pembroke Royal Dockyard. Considering the reports of an incident whilst she was on sea trials (see below), we have attributed HMS **L.10.** to the Pembroke Royal Dockyard. **L.10.** was launched on the 24 Jan 1918 and was commissioned in Jun 1918. Her Pennant Number was **L.10.** There were many submarine disasters reported in these early days, probably because the technology was so new then and much of what went on was by trial and error. Considering the fact that Britain was at War with Germany, official records were often loathed to admit to such problems, or for that matter to actually record any of them.

One such near disaster took place just off St Anne's Head in 1918, involving the submarine **L.10.**, constructed and built at Pembroke Dockyard. She was engaged in her diving trials and failed to surface after touching the bottom (the sea-bed). Her test depth was 150 feet (45.7 m). Several dockyard men from the Pembroke Royal Dockyard, were employed for the trials and were on board. Luckily for everyone on board, the fault was located and, after several hours, the **L.10.** resurfaced once more. It could have been far worse, especially supposing that there were many such stories about these early submarines. **L.10.**, was sunk only a few months later, shelled and depth charged by a German destroyer (see below).

Once commissioned and fully completed HMS **L.10.** was assigned to serve in the North Sea against German surface units counteracting German efforts to sow sea mines in British waters.

**L.10.**'s greatest success actually led to her destruction, when on the morning of 3 Oct 1918, aged just under 4-months. **L.10.** surfaced in the Heligoland Bight, (a bay which forms the southern part of the German Bight, itself a bay of the North Sea, located at the mouth of the Elbe river. The Heligoland Bight extends from the mouth of the River Elbe to the islands of Heligoland and lies between the East Frisian island of



Wangerooge and the North Frisian peninsula of Eiderstedt), her mission "of intercepting a German raiding party". This German raiding group, consisted of torpedo boats/destroyers S.M.S. S.34. (1914), S.M.S. S.33. (1914), (both were S.M.S. V.25 class very large torpedo boat/ destroyers of the Imperial German Navy, which served during the First World War (WW1)). The Imperial German Navy only really attributed names to capital ships. The title S.M.S. is relates to all German WW1 vessels means Seiner Majestät Schiff, a similar term to HMS. The German large, or ocean-going, torpedo boats and destroyers of World War I were built by the Imperial German Navy between 1899-1918 as part of its quest for a "High Seas" or ocean-going fleet. At the start of the First World War

Germany had 132 such ships, and ordered a further 216 during the conflict, 112 of which were actually completed. Of these, 55 were lost during the war, 50 were interned on 23 Nov 1918, under the terms of the Armistice, and subsequently scuttled at Scapa Flow on 21 Jun 1919. Of the surviving vessels, 32 were included in the post-war German navy (some surviving to see service as auxiliaries in the Second World War), 36 were surrendered to Allied powers in 1920, and the remainder were scrapped in 1921. Officially these German vessels were all classed and called "large torpedo-boats" (Große Torpedoboote) or "ocean-going torpedo-boats" (Hochseetorpedoboote), they were in many ways the equivalent of the contemporary destroyers in other navies (and were often referred to as such by their crews). The Imperial German Navy also had a number of vessels officially designated as "destroyers" (Zerstörer), but numbered sequentially as torpedo-boats. These were, primarily, vessels under construction for foreign navies and taken-over at the outbreak of the First World War. The letters quoted refer to the yard of construction. "S". denoting from Schichau-Werke, Elbing and "V". denoting AG Vulcan, Stettin and Hamburg.

#### S.M.S. Imperial German Navy Vessels Involved in The Skirmish October 2-5<sup>th</sup> October 1918:

No.	Launched	Completed	Class Details and Fate.
<i>1914 German Naval Program (VI Flotilla) was the last pre-war Flotilla, ordered 22 Apr 1914. On completion, most of these vessels joined the VI Torpedo Boat Flotilla of the High Seas Fleet, (replacing V.151-V. 161).</i>			
<b>S 33</b>	4 Apr 1914	4 Oct 1914	torpedoed and sunk by British submarine <b>L. 10.</b> , At 11:43 hrs on 3 Oct 1918, North Sea in location <a href="#">54°44'N 5°15'E</a> , (5 killed).
<b>S 34</b>	13 Jun 1914	5 Nov 1914	mined and sunk 03:05 hrs 3 Oct 1918, in the North Sea at <a href="#">54°45'N 5°43'E</a> , (70 killed).
<b>S 52</b>	12 Jun 1915	28 Sep 1915	Interned, Scapa Flow, 22 Nov 1918; scuttled 21 Jun 1919.

<b>S 60</b>	3 Apr 1916	15 Aug 1916	Interned, Scapa Flow, 22 Nov 1918; beached while attempting to scuttle, 21 Jun 1919; to Japan, 1920; scrapped 1920.
<i>German Mobilization Program: 48 vessels ordered 6 Aug 1914 as part of the mobilization of the German armed forces for the First World War.</i>			
<b>V 28</b>	9 May 1914	22 Sep 1914	surrendered to UK at Cherbourg, 13 Feb 1920; scrapped, Portishead 1922.
<b>V 79</b>	18 Apr 1916	11 Jul 1916	built at Hamburg; to France, 14 Jun 1920; commissioned as Pierre Durand (FR); stricken from list 15 Feb 1933.

On the morning of 3 Oct 1918, HMS **L.10.** was in the vicinity of a German raiding convoy, which had, the previous night, been attacked by British Destroyers. Later that afternoon, a number of German ships were spotted searching the area for survivors. **L.10.** signalled her intention of attacking the German squadron, which consisted of the Destroyers S.M.S S.33. and S.M.S. S.34. and two other torpedo boats heading from Zeebrugge to Germany.

It was then that the German vessel, S.M.S. S.34. struck a mine with the result that the other ships were forced to ignore the danger of mines to rescue the sinking destroyer's crew. S.M.S. V.28., and S.M.S. V.79., had been delayed in the Bight because the S.M.S. S.34., had unfortunately detonated a sea mine. The other German destroyers were crowded round their damaged comrade. So, it appeared easy for **L.10.**'s commander, Alfred Edward Whitehouse, to sneak into position and put a torpedo into the S.33., which began to sink. **L.10.** moved in and fired a torpedo at S.M.S S.33. S.M.S. S.33 was again severely damaged, but the German crew initial thoughts of it being another mine were quickly dispelled when **L.10.**'s conning tower broached the surface. As **L.10.**, fired her torpedo, she suddenly rose to the surface, probably due to the weight in-balance due to the torpedo launch, or failure to maintain her depth.

**L.10.** was instantly seen and identified by the S.M.S. V.28., S.M.S. S.33., S.M.S. S. 60., and S.M.S. V.79.

Although **L.10.**, turned away and tried to flee, **L.10.** was not fast enough to escape her pursuers above **and was rapidly chased down and sunk at 11:03 hours (CET), with the loss of all hands.** S.M.S. S.33. managed to bring her guns to bear and sank the British submarine **L.10.** through persistent shelling and the use of depth charges by the other vessels.

S.M.S. S.33. was later scuttling by a torpedo from S.M.S. S. 52.

**L.10., was the only L-class boat to be lost during the First World War (WW1).**

25th October 1919 The South Wales Weekly Post reported.....

**"..... "LEFT NOT A WRECK BEHIND."**

A dramatic story of a sea fight to a finish was told in the Prize Court on Monday. A German wireless operator, it was stated, intercepted a wireless message from the German destroyer S.33 that she had been torpedoed by a British submarine, which, she had sunk by gunfire. Nothing more was ever seen or heard of either the destroyer S.33 or of the submarine, which is believed by the British Admiralty to have been our **L.10.**"

.....

259.	<b>H.51.</b>	Submarine. <b>British H class</b> submarine. <b>H.21-class</b> submarine.	.	Steel.	1917.	15 Nov 1918.	HMS <b>H.51.</b> was ordered in Mar 1917. H.M.S. <b>H.51.</b> she was one of forty-four " <b>H</b> " class submarines completed for the Royal Navy in the 1910's. The Pennant Number carried by HMS <b>H.51.</b> , was <b>H.51.</b> HMS <b>H.51.</b> was a British <b>H class submarine</b> constructed at the HM Pembroke Royal Dockyard, Pembroke Dock. ....
<p>..... She was laid down on an unknown date, launched on 15 Nov 1918 She was commissioned into the British Royal Navy on 1 Sep 1919. It had a complement of twenty-two crew members. HMS <b>H.51.</b> was sold for scrapping on 6 Jun 1924 and was then resold on 17 Jul 1924 to the ship breakers.</p>							

Like all post-*H.20*. British *H-class submarines*, *H.51*. had a displacement of 490 short tons (440 tonnes) at the surface and 550 short tons (500 tonnes) while submerged. It had a total length of 171 feet (52 m), with a beam length of 15 feet 4-inches (4.67 m), and a draught length of 12 metres (39 feet). It contained a diesel engine providing a total power of 480 horsepower (360 kW) and two electric motors each providing 320 horsepower (240 kW) power. The use of its electric motors made the submarine travel at 11 knots (20 km/h; 13 mph). It would normally carry 16.4 tonnes (18.1 short tons) of fuel and had a maximum capacity of 18 tonnes (20 short tons).

The submarine had a maximum surface speed of 13 knots (24 km/h; 15 mph) and a submerged speed of 10.5 knots (19.4 km/h; 12.1 mph). Post-*H.20*. British *H-class submarines* had ranges of 2,985 nautical miles (5,528 km; 3,435 miles) at speeds of 7.5 knots (13.9 km/h; 8.6 mph) when surfaced. *H.51*. was fitted with an anti-aircraft gun and 4 x 21-inch (530 mm) torpedo tubes. Its torpedo tubes were fitted to the bows and the submarine was loaded with eight 21-inches (530 mm) torpedoes. It was a Holland 602 type submarine (Holland being American), but was designed to meet Royal Navy specifications. Its complement was 22-crew members.

3 Jan 1920–26 Apr 1920 HMS *H.51*. was commanded by Lieutenant Kenneth M. Fardell.

Apr 1920 HMS *H.51*. was commanded by Lieutenant Jocelyn S. Bethell.

5 Oct 1920–14 Feb 1921 HMS *H.51*. was commanded by Lieutenant & Commander Henry K. B. Mitchell.

At the end of 1920, she was the only boat (*H.51.*) in reserve submarine group "G" at Portland, tender to HMS *Vulcan*. With just a single submarine in this group, it seems likely that more vessels would be allocated.

**6 Jun 1924 Sold to Keen & Co. Bristol. 17 Jul 1924 Resold to Davo Ship Breaking & Co.**

260.	<b>Coal Lighter.</b>	Lighter.	.	Steel.	.	1918	Utilised for collection and carriage of coal to larger vessels.
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	<b>L.34.</b>	Submarine.	.	Steel.	.	1919.	Ordered from the Pembroke Royal Dockyard <b>-CANCELLED</b> in 1919
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	<b>L.35.</b>	Submarine.	.	Steel.	.	1919.	Ordered from the Pembroke Royal Dockyard <b>-CANCELLED</b> in 1919
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261.	<b>H.52.</b>	Submarine. <b>British H class</b> submarine. <b>H.21-class</b> submarine.	.	Steel.	1917.	31 Mar 1919	HMS <i>H.52</i> . was ordered during the month of Mar 1917. H.M.S. <i>H.52</i> . was one of forty-four " <i>H</i> " class submarines completed for the Royal Navy in the 1910's. HMS <i>H.52</i> . was a British <i>H class submarine</i> built by HM Pembroke Royal Dockyard, at Pembroke Dock. She was laid down on an unknown date. She was launched on 31 Mar 1919. ....
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She was commissioned on 16 Dec 1919, the last Welsh-built fighting ship to enter the British Royal Navy. She was also the last of the *H class submarine* constructed.

HMS *H.52*. carried Pennant Number *H.52*.

HMS *H.52*. was sold on 9 Nov 1927.

Like all post-*H.20*. British *H-class submarines*, *H.52*. had a displacement of 490 short tons (440 tonnes) at the surface and 550 short tons (500 tonnes) while submerged. It had a total length of 171 feet (52 m), with a beam length of 15 feet 4-inches (4.67 m), and a draught length of 39 feet (12 metres). It contained a diesel engine providing a total power of 480 horsepower (360 kW) and two electric motors each providing 320 horsepower (240 kW) power. The use of its electric motors made the submarine travel at 11 knots (20 km/h; 13 mph). It would normally carry 18.1 short tons (16.4 tonnes) of fuel and had a maximum capacity of 20 short tons (18 tonnes).

The submarine had a maximum surface speed of 13 knots (24



km/h; 15 mph) and a submerged speed of 10.5 knots (19.4 km/h; 12.1 mph). Post-*H.20*. British *H-class submarines* had ranges of 2,985 nautical miles (5,528 km; 3,435 miles) at speeds of 7.5 knots (13.9 km/h; 8.6 mph) when surfaced. *H.52*. was fitted with an anti-aircraft gun and 4 x 21-inches (530 mm) torpedo tubes. Its torpedo tubes were fitted to the bows and the submarine was loaded with eight 21-inches (530 mm) torpedoes. It was a Holland 602 type submarine (Holland being an American design), but was designed to meet Royal Navy specifications. Its complement was 22 crew members.



25 Mar 1919 HMS *H.52*. was commanded by Lieutenant John G. Sutton.  
 8 Sep 1920–15 Jul 1921 HMS *H.52*. was commanded by Lieutenant & Commander Charles G. N. Graham.  
 9 Aug 1922 HMS *H.52*. was commanded by Lieutenant Morice Blood.  
 15 Feb 1924–14 Jun 1925 HMS *H.52*. was commanded by Lieutenant Sydney M. Raw.  
 In 1925, part of the Third Submarine Flotilla.  
 14 Jun 1925 HMS *H.52*. was commanded by Lieutenant John R. H. D'Aeth.

HMS *H.52*. was paid-off into Dockyard Control on 31 March, 1927.

9 Nov 1927 HMS *H.52*. was sold New Era Productions.

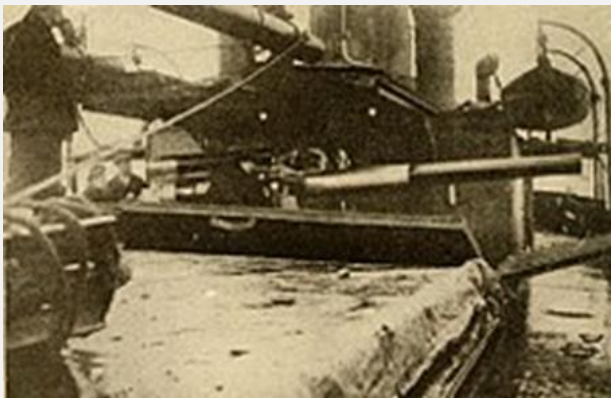
<p><b><i>Saxifrage</i></b>.  Renamed <b><i>President</i></b> in 1922, post conversion at the <b>Pembroke Royal Dockyard</b>.</p>	<p>Sloop of War.  <b><i>Flower class</i></b> anti-submarine "Q"-ship.</p>	<p>4. + depth charges.</p>	<p>Steel.</p>	<p>1917</p>	<p>29 Jan 1918. From Lobnitz &amp; Co., Renfrew, Scotland. Later converted at <b>Pembroke Royal Dockyard. 1921-1922.</b></p>	<p>HMS <b><i>Saxifrage</i></b> (1918), an <i>Anchusa class sloop</i>, ordered Feb, 1917, launched in 1918 (see below) and renamed HMS <b><i>President</i></b> in 1922, becoming a Royal Naval Reserve drill ship on the River Thames. She was sold in 1988, passing through a series of private owners and is used as a venue for conferences and functions.                  HMS <b><i>Saxifrage</i></b> was built at the shipyard of Lobnitz &amp; Company, Renfrew, Scotland, as yard number 827. She was named <b><i>Saxifrage</i></b> after the flower also known as "London Pride". (see her later life below). She was launched on Tuesday 29 Jan 1918 as a <i>Flower class</i> anti-submarine Q-ship. The original Flower-class sloops (the <i>Acacia</i>, <i>Azalea</i> and <i>Arabis classes</i>) were .....</p> <p>..... all built in 1915 as fleet minesweeping vessels, with triple hulls at the bow to give extra protection against loss from mine damage. The later Flowers (the <i>Aubretia</i> and <i>Anchusa classes</i>) were built between 1916 and 1918 as submarine hunters disguised to look like merchant ships, while carrying concealed 4-inch and 12-pounder naval guns.</p>
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As an *Anchusa class sloop, Flower class* she was 250 feet (76.2 m) in Length between perpendiculars, 262 feet 3-inches (79.9 m) overall. She had a beam of 35 feet (10.7 m) and a draught of 11 feet 6-inches (3.5 m). She displaced 1,290 long tons (1,311 tonnes). Her propulsion was from a 4-cylinder triple expansion steam engine, steam was produced by her 2 boilers. Together they produced 2,500 h.p. (1,864 kW), which drove a single screw. She had a speed of 16 knots (30 km/h; 18 mph). She carried 260 tons coal for fuel. Her armament was as follows: - 2 × Q.F. 4-inch Mk IV guns or BL 4-inch Mk IX guns; 1 or 2 × 12-pounder guns, and Depth charge throwers. HMS *Saxifrage* carried a compliment of 93 men and officers.



Jan 1918 HMS *Saxifrage* Pendant Number was **T.97**. HMS *Saxifrage*, like her many sister vessels were built between 1916 and 1918 as submarine hunters (submarine bait or lure), disguised to look like merchant ships, while carrying concealed 4-inch and 12-pounder naval guns. U-boats would dive at the sight of a naval warship, and the success of the Q-ships, or 'mystery ships' - converted merchantmen with hidden guns - led to the building of these specialised naval vessels for the same purpose. It was intended that a U-boat captain, unwilling to expend a precious torpedo on a small coastal merchantman, would surface to sink it by gunfire. As the submarine closed for the kill, the Q-ship would reveal her hidden guns and

counter attack while the U-boat was at its most vulnerable on the surface. By the time the "warship-Qs" were constructed, the Germans were well aware of this tactic, and with the introduction of unrestricted submarine warfare these sloops became active rather than passive submarine chasers. In the case of the warship-Qs the individual builders were asked to use their existing designs for merchantmen, based on the standard *Flower type* warship hull. This included a dummy merchant ship sternpost rudder, mounted above the waterline over a much more manoeuvrable balanced rudder which allowed the ship to make a fast turn to bring her guns or depth charges to bear on a U-boat, or even to ram it before it could escape.



In 1914 a zoologist from Glasgow University, Professor Graham Kerr, suggested to the Admiralty that lessons about the protection of vessels at sea could be drawn from nature. Some animals gain protection by confusing their attackers. Kerr suggested that ships could be painted using the bold stripes of zebras, skunks, ringed plovers and other creatures. The Admiralty asked the artist Norman Wilkinson to develop the concept, and he assembled a

group of artists, model makers and students to come up with designs and test them out. They called themselves the Dazzle Section. Their solution was to paint ships in striking patterns, and a very wide range of both colours and patterns were used. The class were also given a wide

variety of spectacular dazzle camouflage schemes to confuse the primitive range finders of World War I submarines. Altogether, 120 *Flowers* were built, of which 18 were sunk in action during the war. HMS *Saxifrage* escorted convoys in UK waters during 1918, and engaged nine U-



boats, as recorded in her logbooks held in the National Archives at Kew. However, her log books indicate that she travelled to numerous ports around the country including Liverpool, Plymouth and Chatham. She never actually sank a submarine but was involved in a skirmish with one, engaging a U-Boat during the remaining months, but did not succeed in sinking it.

HMS *Saxifrage* transferred in 1921 and was converted at the **Pembroke Royal Dockyard**. Little information is available on the extent of the conversion. But the conversion becoming a major problem for the Royal

Dockyard because of the actual cost of her conversion).

An article was published in *The Times* of **19 Jun 1922** which reported as follows: -

**“..... THAMES “GUARDSHIP”  
THE PRESIDENT TO ARRIVE TODAY.**

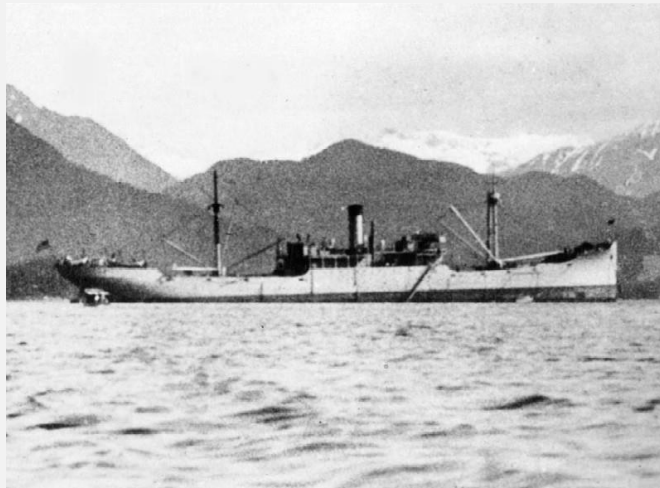
HMS *President* (ex HMS *Saxifrage*) the modern sloop, which is to take the place of the older (ex HMS *Buzzard*) is expected to arrive in the Thames today. She left the Pembroke Royal Dockyard, where she had been refitted and prepared for her new duties, on Saturday, and it is hoped that she will not be delayed in getting into her billet. If possible, she will take up the same quarters as her predecessor, between Blackfriars Bridge and the Temple Stairs. The matter rests with the London County Council and the river authorities.

The new “guardship” is a product of the War, one of the large numbers of sloop, generally known from their nomenclature as the “herbaceous border”. Similar ships built by the same firm were the *Polyanthus*, *Cyclamen*, and *Honeysuckle*. Many of these vessels did excellent work during the War, but HMS *Saxifrage*, which was delivered from the yard of Messrs. Lobnitz & Co, of Renfrew, in April, 1918, although commissioned by Acting Commander Edmund J. Birch, R.N., and fitted as a “Q” boat, does not appear to have seen any service in that capacity.

The duties of the *President* are twofold. She is the headquarters of the London Division of the R.N.V.R., houses the permanent staff and provides an opportunity for drill and training with modern surrounding and equipment. In addition, she is the nominal home of the many Naval officers, who may never see her, but are “home on her books”, for time and pay, when engaged on special service at home or abroad. The *President* is so called because the first vessel allocated to the service of the Royal Naval Reserve as drill ship in the West India Docks was a fifty-two-gun frigate of this name, launched in 1830. “.....

Post 1922 and her conversion at the Pembroke Royal Dockyard, she was renamed HMS *President* in 1922 and moored permanently on the Thames as a Royal Navy Reserve drill ship.

After her 1922 conversion, she was permanently moored on the River Thames, and renamed **President**. Other members of the class served as patrol vessels throughout the world during the peacetime years between the wars, but almost all were disposed of by the Second World War. This allowed the majority of the class names to be revived for the new, smaller **Flower class** corvettes, including both **Saxifrage** and



**Chrysanthemum.**

From 1922 she was employed as a Royal Naval Reserve drill ship, and as such was moored permanently on the Thames at Blackfriars. Her new name was inherited from the Old President of 1829, which had been based in West India Docks from 1862 to 1903 as the first London naval reserve drill ship. The 1918 **President** remained in Royal Navy service for a total of seventy years, from 1918 to 1988. She was the last Royal Navy warship to wear Victorian battleship livery of black hull, white superstructure and buff yellow funnel and masts. All naval personnel working at the Admiralty and elsewhere in London were nominally appointed to service in **President**, and they were paid and administered by her staff. MI6/SIS officers who had Royal Navy commissions were appointed to **President**, but paid and administered by the SIS.

During the Second World War (1939-1945) **President** was converted to a gunnery training ship, fitted with a large overall "shed" superstructure. Her major role was the training of DEMS gunners for defensively equipped merchant ships. Her sister Flower

class Q-ship, HMS **Chrysanthemum**, was moored ahead of her in 1938 to provide additional office and training space.



After the war both ships were reconstructed by the Royal Navy with large deckhouses fore and aft, giving an improved drill area and extra offices; they were also provided with tall wheelhouses and dummy funnels. These were dismountable, so they could pass under the London bridges to be periodically maintained in one of the Thames dockyards. In this form, they continued in use as Royal Naval Reserve training ships until 1988, each matching Old **President's** total of more than seventy years in naval service.

In 1982 she was sold to private owners, and having changed hands twice, now serves as a venue for conferences and functions, and serves as the offices for a number of media companies. She is now called H.Q.M.S. **President** (1918) to distinguish her from HMS **President**, the Royal Naval Reserve base in St Katharine Docks. She is one of the last three surviving Royal Navy warships of the First World War. She is also the sole representative of the first type of purpose-built anti-submarine vessels, and is the ancestor of World War II convoy escort sloops, which evolved into modern anti-submarine frigates.

Since 1988 the name HMS **President** has been used for a shore establishment of the Royal Naval Reserve in St Katharine Docks near Tower Bridge. In 1988 the ship was saved by the charity, Inter-Action Social Enterprise Trust, run by E. D. Berman. In **President** social enterprises included: a base for start-up companies for young people; audio-visual studios; a publishing company; an NGO Advisory Service, and an 'event deck' to earn funding for the charity. This period saved her from scrap, and preserved her for future generations. She had become a London landmark, marked on street maps, so was permitted to retain her warship title and name "HMS **President**" with the added suffix "**(1918)**" to

distinguish her from the new shore establishment of the same name. Her sister ship, HMS *Chrysanthemum* was hired to Steven Spielberg for the boat chase sequences shot in 1988 in Tilbury Docks for the film *Indiana Jones and the Last Crusade*. She was then laid up in the River Medway, where the brackish water rusted her hull so badly that she was scrapped in 1995.



**President** was resold in 2001 to David Harper and Cary Thornton, then purchased in April 2006 by the serviced office company, MLS Group Plc. She serves as a venue for conferences and functions and also houses the offices of a number of media companies. She has survived an additional 25 years in this guise, and will reach her centenary in 2018. In Dec 2018 **HMS PRESIDENT 1918** was sold by the trust and bought by Lisa-Marie Turner where the ship awaits dry docking and a refurb in the coming year. **President** turned 101 in 2019, and was located at Chatham, Kent, where the new owners have a full plan to return her eventually to the Thames in the coming years.

**President** has been permanently berthed in the River Thames on the Victoria Embankment in the City of London close to Blackfriars Millennium Pier and is listed on the National Register of Historic Vessels as part of the National Historic Fleet. The present owners plan to present her as an historical resource during the 2014-18 First World War centenary, as the U-Boat campaign of World War I (1914-1918) was the greatest peril that Britain faced in 1917-18, and was the most critical naval conflict of that war. As part of the Imperial War Museum's

14-18 NOW project, HMS **President** was selected to be a “dazzle ship”; she was given a new livery, entitled Dazzle Ship London, by artist Tobias Rehberger, to commemorate the work of the artists who created the naval dazzle camouflage of World War I (1914-1918).

During 2016 she was moved to Chatham during the construction of the new Thames Tideway Tunnel, one of the access tunnels will enter from Temple Avenue, next to where the ship has been moored since 1922. A crowdfunding appeal has been launched to pay for restoration.

<p><b>Capetown.</b></p> <p><b>Built at</b> Cammell Laird, Birkenhead, but <b>Commissioned</b> <b>at Pembroke</b> <b>Dock. Feb</b> <b>1922.</b></p>	<p>Light cruiser <b>C-class.</b></p>	<p>14.+ 8 x 21-inch (533 mm) torpedo tubes.</p>	<p>Steel.</p>	<p>23 Feb 1917</p> <p>Cammell Laird, Birkenhead.</p>	<p>28 Jun 1918.</p> <p>Cammell Laird, Birkenhead.</p> <p><b>Commissioned</b> <b>at Pembroke</b> <b>Dock – Feb</b> <b>1922.</b></p>	<p>HMS <b>Capetown</b> was a <i>C-class light cruiser</i> of the Royal Navy, named after the South African city of Cape Town. It is believed that She was the only ship of the Royal Navy to bear the name. She was part of the Carlisle group of the C-class of cruisers. She was laid down by Cammell Laird at Birkenhead on 23 Feb 1918, and launched on 18-28 Jun 1918. HMS <b>Capetown</b> was listed in Jun 1918 as one of eight light cruisers to receive a Mark III Dreyer Table, presumably in place at time of completion. ....</p>
	<p>..... 1 Jun 1919 HMS <b>Capetown</b>, although not yet launched, was nominated into the 5th Light Cruiser Squadron, China Station.</p> <p>28 Jun 1919 HMS <b>Capetown</b> was Launched from Cammell Laird, Birkenhead.</p> <p>Nov 1919 HMS <b>Capetown</b> carried the Pennant Number <b>88</b>.</p> <p><b>She was sailed to (then towed to) Pembroke Royal Dockyard for outfitting and commissioning, a process finally completed in Feb 1922.</b></p>					

7 Feb 1922 HMS **Capetown** was at Pembroke Royal Dockyard, after being towed from Cammell Laird, Birkenhead.

18 Feb 1922 HMS **Capetown** was undergoing commissioning at **Pembroke Royal Dockyard**.

2 Mar 1922 HMS **Capetown** had been completed.

HMS **Capetown** was commissioned too late to see action in the First World War, but served in the Second World War. Like most of her sisters, she was originally assigned to the Mediterranean and later to the Red Sea.

6 Jan 1922–8 Apr 1922 HMS **Capetown** was commanded by Capt. Harold D. Briggs, (for sea trials).

8 Apr 1922 HMS **Capetown** was commanded by Capt. Edward R. Jones.

27 Dec 1922 HMS **Capetown** arrived Honolulu.

3 Jan 1923 HMS **Capetown** sailed from Honolulu.

Feb 1923–May 1924 HMS **Capetown** was commanded by Capt. Kenneth G. B. Dewar.

15 May 1924–Jun 1926 HMS **Capetown** was commanded by Capt. George H. Knowles.

16 Oct 1924 HMS **Capetown** was re-commissioned at Devonport for service with the Eighth Cruiser Squadron on the America and West Indies Stations.

15 May 1926–8 Aug 1927 HMS **Capetown** was commanded by Capt. Oswald H. Dawson.

HMS **Capetown** rescued the 20 survivors of the *Arabis-class sloop-of-war* HMS *Valerian* after she foundered in the Atlantic Ocean, 18 nautical miles (33 km) south of Bermuda on 22 Oct 1926 with the loss of most of her crew.

1 Jul 1927–Jul 1929 HMS **Capetown** was commanded by Capt. The Hon. E. Rupert Drummond.

1 Jul 1927 She was recommissioned on for service with the Eighth Cruiser Squadron on the America and West Indies Stations.

3 Mar 1928 HMS **Capetown** arrived at Tobago.

3 Mar 1928 - Capt. Hon. E.R. Drummond in Command.

9 Mar 1928 HMS **Capetown** sailed from Tobago.

10 Mar 1928 HMS **Capetown** arrived at Georgetown, (a city and the capital of Guyana, located in Region 4, which is also known as the Demerara-Mahaica region). 18 Mar 1928 HMS **Capetown** sailed from Georgetown. 20 Mar 1928 HMS **Capetown** arrived at St. Vincent. 23 Mar 1928 HMS **Capetown** arrived at Grenada, and later sailed from St. Vincent. 29 Mar 1928 HMS **Capetown** arrived back at Trinidad, and sailed for Grenada.

9 Apr 1928 HMS **Capetown** sailed Trinidad. 14 Apr 1928 HMS **Capetown** arrived Bermuda.

5 Jul 1929–Dec 1929 HMS **Capetown** was commanded by Capt. W. E. Campbell Tait,

19 Dec 1929–26 Sep 1932 HMS **Capetown** was commanded by Commander John B. Hughes.

31 Dec 1929 HMS **Capetown** was recommissioned. 26 Sep 1932 HMS **Capetown** was commanded by Commander John N. Pelly.

1 Oct 1932 HMS **Capetown** placed into the Reserve. At Plymouth.

1 Oct 1932 - Cmdr. J. N. Pelly in Command of HMS **Capetown**. 7 Dec 1933 HMS **Capetown** was commanded by Commander John D. A. Musters.

18 Dec 1933 HMS **Capetown** was Paid-off into dockyard hands. 15 Dec 1933 She was recommissioned. 17 Jul 1934–8 Jun 1936 HMS **Capetown** was commanded by Capt. Douglas A. Budgen.

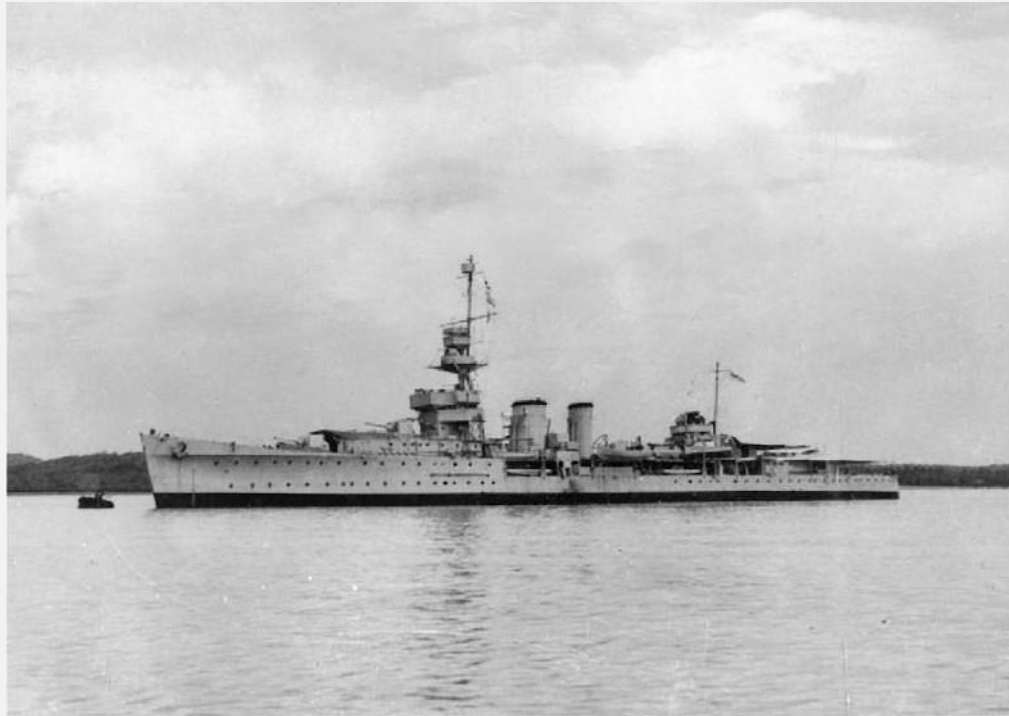
17 Jul 1934 She was recommissioned on under the command of Capt. Douglas A. Budgen for service on the China Station.

She spent a large part of her career with the Eastern Fleet, including a period between the wars from Jul 1934 until Aug 1938, when she returned to the United Kingdom for a refit.

8 Aug 1934 HMS **Capetown** sailed from sailed Plymouth for Colombo, Sri Lanka and the China Station. (for some reason she was re-directed into the Mediterranean).

8 Aug 1934 - Capt. D.A. Budgen in Command.

13 Aug 1934 HMS **Capetown** arrived at Malta. 17 Aug 1934 HMS **Capetown** sailed from Malta. 20 Aug 1934 HMS **Capetown** arrived at Port Said and Suez. 20 Aug 1934 HMS **Capetown** arrived Port Said, Egypt. 22 Aug 1934 HMS **Capetown** sailed for Suez. 27 Aug 1934 HMS **Capetown** arrived and sailed for Aden. 28 Aug 1934 HMS **Capetown** sailed Aden for Colombo. 4 Sep 1934 HMS **Capetown** arrived Colombo, Sri Lanka. 13 Sep 1934 HMS **Capetown** arrived at Singapore. 17 Sep 1934 HMS **Capetown** sailed from Singapore. 22 Sep 1934 HMS **Capetown** arrived at Hong Kong. 22 Sep 1934 - Capt. D.A. Budgen in Command. 19 Oct 1934 HMS **Capetown** was part of the 5th Cruiser Squadron. 20 Oct 1934 HMS **Capetown** sailed from Wei Jai Wei for Dairen. 21 Oct 1934 HMS **Capetown** sailed back to Wei Hai Wei. 27 Oct 1934 HMS **Capetown** arrived Wei Hai Wei. 30 Oct 1934 HMS **Capetown** sailed from Wei Hai Wei for Hankow. 2 Nov 1934 HMS **Capetown** sailed Chemulpo, Korea. 3 Nov 1934 HMS **Capetown** arrived and sailed for Woosung. 9 Nov 1934 HMS **Capetown** sailed for Hankow. 13 Nov 1934 HMS **Capetown** arrived at Hankow. 23 Apr 1935 HMS **Capetown** arrived at Kiukiang, (Jiujiang, formerly transliterated Kiukiang or Kew Keang, is a



prefecture-level city located on the southern shores of the Yangtze River in northwest Jiangxi Province, China.

26 Apr 1935 HMS **Capetown** arrived Wuhu. 18 Nov 1935 HMS **Capetown** -arrived Amoy. 1936 HMS **Capetown** was still on the China Station.

27 May 1936 HMS **Capetown** was at Wei Hai Wei. 29 May 1936 HMS **Capetown** arrived at Gibraltar.

8 Jun 1936–10 Oct 1938 HMS **Capetown** was commanded by Capt. Cuthbert Coppinger.

30 Jul 1936 HMS **Capetown** was recommissioned at Plymouth for service back on the China Station, with Capt. Cuthbert Coppinger in Command.

1 Aug 1936 HMS **Capetown** sailed from Plymouth. 4 Aug 1936 HMS **Capetown** arrived at Gibraltar. 7 Aug 1936 HMS **Capetown** sailed from Gibraltar. 11 Aug 1936 HMS **Capetown** arrived at Malta. 13 Aug 1936 HMS **Capetown** sailed from Malta. 19 Aug 1936 HMS **Capetown** passed through Suez Canal. 24 Aug 1936 HMS **Capetown** arrived Port Said, Egypt. 25 Aug 1936 HMS **Capetown** sailed from Port Said. 25 Aug 1936 HMS **Capetown** arrived at Aden. 26 Aug 1936 HMS **Capetown** sailed from Aden. 29 Aug 1936 - Capt. D.A. Budgen was in Command. 29 Aug 1936 HMS **Capetown** sailed from Hong Kong for Plymouth.

3 Sep 1936 HMS **Capetown** arrived at Colombo. 7 Sep 1936 HMS **Capetown** sailed from Colombo. 12 Sep 1936 HMS **Capetown** arrived at Singapore. 16 Sep 1936 HMS **Capetown** sailed from Singapore. 21 Sep 1936 HMS **Capetown** arrived at Hong Kong. 1 Jan 1937 HMS **Capetown** was on the China Station. 25 Apr 1937 HMS **Capetown** arrived at Chinwangtao. 15 Jul 1937 HMS **Capetown** arrived at Hong Kong. 22 Jul 1937 HMS **Capetown** sailed from Hong Kong. 2 Aug 1937 HMS **Capetown** had arrived at Nanking. Jan 1938 HMS **Capetown** was scheduled to be placed back in the Reserve Fleet, UK. 1 Jan 1938 HMS **Capetown** was still on the China Station. 7 Mar 1938 HMS **Capetown** arrived at Wei Hai Wei. 20 Apr 1938 HMS **Capetown** arrived at Hong Kong. 28 Sep 1938–Nov 1938 HMS **Capetown** was commanded by Capt. Henry C. Bovell.

19 Jan 1939 HMS **Capetown** sailed from Plymouth for Rosyth. 21 Jan 1939 HMS **Capetown** arrived at Rosyth. Jul 1939–Nov 1940 HMS **Capetown** was commanded by Capt. Terence H. Back. 9 Aug 1939 HMS **Capetown** attended Review of the British Reserve Fleet. 28 Aug 1939 HMS **Capetown** sailed from Plymouth for Gibraltar. 1 Sep 1939 HMS **Capetown** arrived at Gibraltar.

2 Sep 1939 HMS **Capetown** was part of the 11th Cruiser Squadron, North Atlantic Command, Gibraltar. 3 Sep 1939 HMS **Capetown** sailed from Gibraltar on patrol. 12 Sep 1939 HMS **Capetown** arrived back at Gibraltar. 3 Oct 1939 HMS **Capetown** sailed from Gibraltar to join liner Athlone Castle and escort her to Freetown, South Africa. 3 Oct 1939 HMS **Capetown** suffered rudder defects and returned to Gibraltar with Athlone Castle. 6 Oct 1939 HMS **Capetown** sailed from Gibraltar for Malta. 8 Oct 1939 HMS **Capetown** arrived at Malta. Commenced urgent repairs. 21 Oct 1939 HMS **Capetown** at Malta. repairs being completed. 27 Oct 1939 HMS **Capetown** sailed from Malta on patrol. 3 Nov 1939 HMS **Capetown** arrived back in Malta.

7 Nov 1939 HMS **Capetown** sailed from Malta for Gibraltar. 9 Nov 1939 HMS **Capetown** arrived at Gibraltar. 12 Nov 1939 HMS **Capetown** sailed from Gibraltar. 18 Nov 1939 HMS **Capetown** sailed from Gibraltar. 20 Nov 1939 HMS **Capetown** arrived at Malta. 26 Nov 1939 HMS **Capetown** sailed from Malta on escort duty. 5 Dec 1939 HMS **Capetown** arrived back at Malta. 18 Dec 1939 HMS **Capetown** sailed from Malta on patrol duties. 26 Dec 1939 HMS **Capetown** arrived back at Malta. 28 Dec 1939 HMS **Capetown** became the flagship of the 3rd Cruiser Squadron in the Mediterranean.

12 Jan 1940 HMS **Capetown** commenced Refitting at the Malta Dockyard. 30 Jan 1940 HMS **Capetown** had completed refitting at Malta. 11 Mar 1940 HMS **Capetown** arrived at Alexandria, Egypt, after a short exercise. She re-joined the Mediterranean Fleet in Aug 1940. Nov 1940–Apr 1941 HMS **Capetown** was commanded by Capt. Percival H. G. James.

While deployed in the Red Sea, she was torpedoed and severely damaged by the Italian motor torpedo boat MAS 213 off Massawa, on 6 Apr 1941. Seven members of her crew lost their lives. After a year of repairs at Bombay, she served with the Eastern Fleet until 1943. She then returned to the UK and joined the Home Fleet.

Sep 1941–Nov 1942 HMS **Capetown** was commanded by Capt. Percival H. G. James.

17 Nov 1942–12 Jul 1943 HMS **Capetown** was commanded by Capt. George E. M. O'Donnell, (his vice was a man with last name "James").

6 Jun 1944 HMS **Capetown** participated in the Normandy Landings.

During the Normandy landings in June 1944 HMS **Capetown** was deployed as a Shuttle Control/Depot ship at Mulberry A placed to seaward in order to direct incoming convoys to berths or anchorages. HMS Ceres was anchored inshore to control returning convoys of unloaded vessels with Shuttle Control Command for both ships being embarked in HMS **Capetown**. Shuttle Control Command was responsible for keeping the Army informed of expected arrivals and directing them to the proper unloading sectors.

**She survived the war and was sold on 5 Apr 1946. She arrived at the yards of Ward & Co of Preston for breaking up on 2 Jun 1946.**

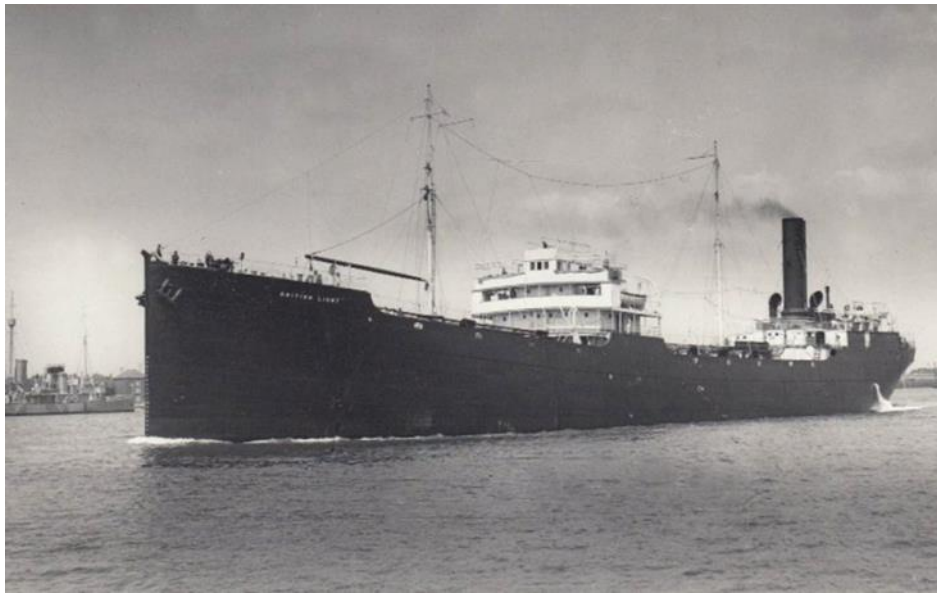
	<b>H.53.</b>	Submarine		Steel		1919	Ordered from the Pembroke Royal Dockyard - <b>CANCELLED</b> in 1919
	<b>R.5.</b>	Submarine		Steel	Mar 1918.	1919	Ordered from the Pembroke Royal Dockyard and laid down Mar 1918- <b>CANCELLED</b> in 28 Aug 1919.
	<b>R.6.</b>	Submarine		Steel	Mar 1918.	1919	Ordered from the Pembroke Royal Dockyard and laid down Mar 1918- <b>CANCELLED</b> in 28 Aug 1919.
262.	<b>Coal Lighter.</b>	Lighter		Steel		1919	Utilised as a local collier.

**17<sup>th</sup> Feb. 1920. David Murray Anderson, K.C.B., KCMG, MVO, KStJ, R.N.** appointed as Captain Superintendent of the Pembroke Royal Dockyard.

**4<sup>th</sup> Apr. 1922. Hon. Arthur Brandreth. Scott. Dutton, C.B., C.M.G., R.N.** appointed as Captain Superintendent of the Pembroke Royal Dockyard.



263.	<b>Oleander.</b>	Oil Tanker (Royal Fleet Auxiliary).	2. guns were fitted prior to WW2.	Steel	1 Dec 1920.	26 Apr 1922.	Official Number: 146640. Class: 10,000-ton <i>OL CLASS</i> Tanker. Pennant No: X.46. Laid down: 1 Dec 1920. Builder: Pembroke Royal Dockyard. ....
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..... Launched: 26 Apr 1922.  
Into Service: 20 Oct 1922.  
Out of service: 26 May 1940.  
Fate: Bombed (near miss) and then beached for possible salvage.

HMS **Oleander** was one of the six ships in this Class, two of them were built by HM Dockyards to keep the Dockyards busy after the end of WW1 in accordance with the Colwyn Committee 's recommendations. Two other similar ships were built for commercial owners at the same time – *MUREX* at Portsmouth and *NASSA* at Devonport - and after producing these two well-built ships, the finances and materials appeared to be short and the two built for the R.F.A. were supposedly built with odds and ends and auxiliaries taken from outmoded warships. With their cheap and second-hand fittings, they had some heavy maintenance bills, which they paid for by spending most of their lives on charter.

**Career Data:**

1 Dec 1920 She was laid-down.

26 Apr 1922 She launched by HM Dockyard, Pembroke as Yard Nr: 263 named **OLEANDER (2)**. The Lady Sponsor was Mrs Dutton, the wife of the then Captain Superintendent of the Dockyard.

27 Apr 1922 the Western Morning News reported the launching ...

“.... **New Oil Tanker**

**Oleander Launched At Pembroke Dock.**

.... The Royal Fleet auxiliary oil tank ship **Oleander** was successful launched from Pembroke Dock yesterday. The arrangements were simplified as much as possible. A comparatively small booth erected across the bow to accommodate Mrs Dutton, wife of the Captain the Hon A. B. S. Dutton, C.M.G., Captain Superintendent of the Royal Dockyard, Captain Dutton, Mr. J. D. Milton, chief constructor, who directed the proceedings, and a few officers.

The Rev. A. H. R. M. Norregaard conducted the religious service, and Mrs Dutton, directed the mallet and chisel cut the cords which suspended heavy weights over the “dog-shores, thus releasing the ship. She started to move down the slipway almost at once, and took to the water amidst the cheers of spectators. The *Hellespost* and *Dainty*, tugs, towed her to a *mooring*.

**She is the 263<sup>rd</sup> ship launched from the Pembroke Royal Dockyard. ....”**

**Oleander was to be the very last Vessel to be constructed in the Pembroke Royal Dockyard.**

21 May 1922 Mr Joseph S Harrison was appointed as Chief Engineer Officer of the *Oleander*

28 June 1922 the Pall Mall Gazette reported the following ....

**“... PEMBROKE DOCKYARD.**

**UNSATISFACTORY RESULTS DUE TO INADEQUATE OUTPUT.**

Captain Viscount CURZON asked the Parliamentary Secretary to the Admiralty by how much the cost of work carried out at the Pembroke Royal Dockyard on HMS *Capetown*, HMS *President*, and the R.F.A. *Oleander* exceeded the estimate in each case; whether, in view of the situation as disclosed by the figures and recommendations of the “Geddes Committee”, the Admiralty would reconsider the decision to maintain Pembroke.

Commander Eyres Monsell said the estimates were exceeded by the following amounts: -

<i>Capetown</i> ,	(Feb 1922)	£148,000	Commissioned at The Pembroke Royal Dockyard. [see above marked in grey].
<i>President</i> ,	(Jan 1918)	£ 18,500	Converted at The Pembroke Royal Dockyard, into HMS <i>President</i> . [see above marked in grey].
<i>Oleander</i> ,	(Apr 1922)	£ 17,000	[this vessel]

This excess was attributed to a number of causes, including the general labour conditions of the pasted five years.

The Admiralty were of opinion that the unsatisfactory results at Pembroke were due to the inadequate output of the men employed there.

The reasons for continuing to maintain Pembroke were given some time ago”. ....

17 July 1922 Captain W Frost was appointed as Master of HMS *Oleander*.

20 Oct 1922 HMS *Oleander* was completed and placed under initial management of Davies & Newman Ltd, London. 23 Oct 1922 HMS *Oleander*

arrived at Grangemouth from Pembroke Dock in ballast. 26 Oct 1922 HMS *Oleander* sailed from Grangemouth for Rosyth. 31 Oct 1922 HMS *Oleander* arrived at Sheerness. 23 Nov 1922 HMS *Oleander* sailed from Plymouth for Hong Kong. 12 Dec 1922 HMS *Oleander* arrived at Malta.

17 Dec 1922 arrived at Port Said, Egypt. 24 Dec 1922 arrived at Aden sailing the same day for Hong Kong.

3 Feb 1923 HMS *Oleander* was berthed at Singapore. 14 Apr 1923 HMS *Oleander* was alongside at the oil wharf, Kepple Harbour, Singapore.

5 Jun 1923 HMS *Oleander* arrived at Kings Dock, Swansea from Abadan, (a city and capital of Abadan County, Khuzestan Province which is located in the southwest of Iran. It lies on Abadan Island, the island is bounded in the west by the Arvand waterway and to the east by the Bahmanshir outlet of the Karun River, 53 kilometres from the Persian Gulf, near the Iran–Iraq border).

21 Jun 1923 HMS *Oleander* passed the Lloyds Signal Station on the Lizard sailing east arriving at Plymouth later the same day.

29 Jun 1923 HMS *Oleander* sailed from Plymouth for Tampico, (a city and port in the south-eastern part of the state of Tamaulipas, Mexico. It is located on the north bank of the Pánuco River, about 10 kilometres inland from the Gulf of Mexico, and directly north of the state of Veracruz).

21 Aug 1923 HMS *Oleander* sailed from Tampico for Buenos Ayres, (the capital and largest city of Argentina. The city is located on the western shore of the estuary of the Río de la Plata, on the South American continent's south eastern coast).

30 Aug 1923 HMS *Oleander* was at Buenos Ayres, Argentina.

25 Sep 1923 HMS *Oleander* arrived at San Pedro from Buenos Ayres.

10 Oct 1923 HMS *Oleander* sailed from Colon, (a city and seaport in Panama, beside the Caribbean Sea, lying near the Atlantic entrance to the Panama Canal.

21 Nov 1923 the Admiralty Fuel and Stores Officer, Singapore advertised in the local newspapers -

....” Notice is hereby given that the Owners, Managers, Masters and Agents of the Fleet Auxiliaries below will not be responsible for any debts contracted by the crews of the following vessels unless the written authority of the Master of been previously: -

<i>British Beacon.</i>	<i>War Afridi.</i>
<i>British Lantern.</i>	<i>War Bharata.</i>
<i>British Light.</i>	<i>War Brahnain.</i>

<i>British Star.</i>	<i>War Krishna.</i>
<i>War Bahadur.</i>	<i>War Mchtar.</i>
<i>War Diwan.</i>	<i>War Pinfari.</i>
<i>War Nawab.</i>	<i>War Sirdar.</i>
<i>War Nizam.</i>	<i>War Sudra.</i>
<i>War Pathan.</i>	<b><i>Oleander.</i></b>
<i>War Sepoy.</i>	<i>Glna.</i>

Signed W. C. T. Hammond.  
Admiralty Fuel and Store Officer.  
R.N. Fuel and Store Depot,  
Singapore, Nov 21, 1923. ".....

24 Jan 1924 HMS ***Oleander*** sailed from Tampico, (a city and port in the south eastern part of the state of Tamaulipas, Mexico. It is located on the north bank of the Pánuco River, about 10 kilometres inland from the Gulf of Mexico, and directly north of the state of Veracruz), for L.E.F.O.  
17 Feb 1924 HMS ***Oleander*** arrived at Malta. 23 Feb 1924 HMS ***Oleander*** arrived at Port Said, Egypt. 28 Apr 1924 HMS ***Oleander*** was berthed at the oil wharf, Kepple Harbour, Singapore from Abadan, (Iran). 3 May 1924 HMS ***Oleander*** sailed from Singapore for Abadan.  
9 May 1924 HMS ***Oleander*** located at 5°58N 86°41E 2<sup>nd</sup> Engineer Officer Charles Bertram Harwood discharged dead having been lost overboard.  
15 Jun 1924 HMS ***Oleander*** sailed from Singapore for Abadan. 21 Jan 1925 HMS ***Oleander*** sailed from Abadan for Singapore. 11 Feb 1925 HMS ***Oleander*** was alongside at the oil wharf, Kepple Harbour, at Singapore. 26 Feb 1925 HMS ***Oleander*** still alongside at the oil wharf, Kepple Harbour, in Singapore. 9 Mar 1925 HMS ***Oleander*** alongside at the oil wharf, Kepple Harbour, Singapore, at the same time as R.F.A. *War Sirdar*.  
3 Apr 1925 at Mohammerah, (renamed 1924 as Khorramshahr is a city in and the capital of Khorramshahr County, Khuzestan Province, Iran).  
7 Apr 1925 HMS ***Oleander*** sailed from Mohammerah for the port of Aden. 1 Jul 1925 HMS ***Oleander*** was alongside at the oil wharf, Kepple Harbour, in Singapore. 26 Aug 1925 HMS ***Oleander*** sailed from Abadan for Grangemouth, Scotland. 29 Sep 1925 HMS ***Oleander*** was berthed at Grangemouth from Abadan with a cargo of crude oil. 9 Oct 1925 HMS ***Oleander*** sailed from the River Tyne for Portsmouth.  
14 Oct 1925 HMS ***Oleander*** was berthed at the Gosport Oil Fuel Jetty, Portsmouth. 15 Oct 1925 HMS ***Oleander*** sailed from Portsmouth Harbour.  
19 Nov 1925 HMS ***Oleander*** sailed for Abadan, Iran.  
21 Dec 1925 Captain W Frost R.F.A. was appointed as Master of HMS ***Oleander***.  
31 December 1925 at Swansea and the Western Mail newspaper reported -

**“.... COLLISIONS IN DOCK.  
SWANSEA BUFFETED BY STORM.**

.....Forty-five ships reported to be sheltering on Wednesday at Lundy Island, owing to the storm.  
Several vessels were in collision in the Kings Dock, Swansea, during the gale. The Admiralty oil tanker HMS ***Oleander*** drifted from its moorings and collided with three other ships, but fortunately the damage was slight. “....

19 Dec 1926 HMS ***Oleander*** sailed from Malta for Abadan, Iran.

14 Jan 1927 HMS ***Oleander*** sailed from Abadan for Grangemouth, Scotland.

13 Feb 1927 HMS ***Oleander*** was in the English Channel near Dungeness in thick fog was in collision with Royal Mail Steamer Nebraska.

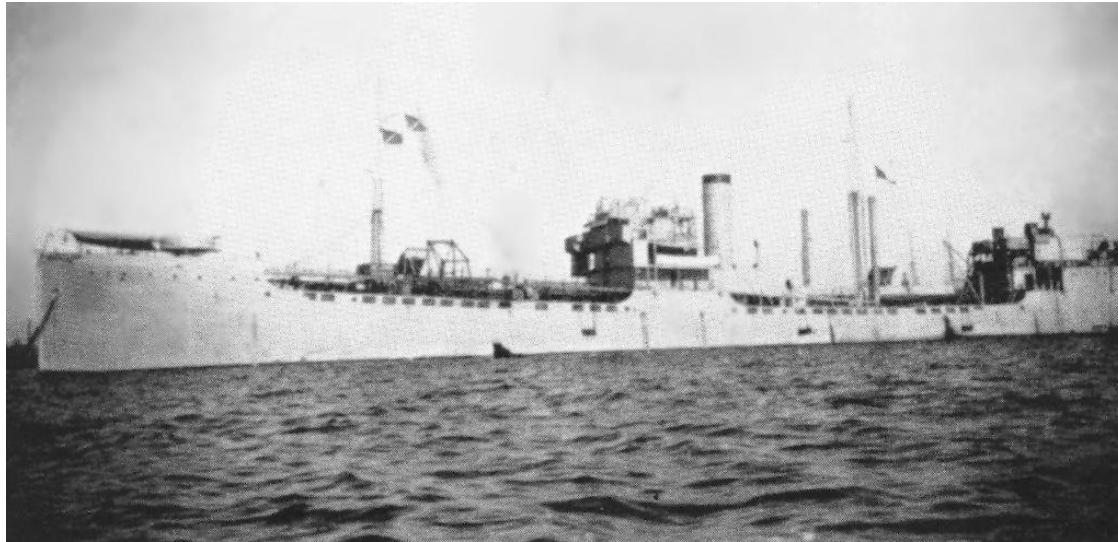
.... “R.F.A. ***Oleander*** was extensively damaged with a hole below the bridge on the port side and leaking her crude oil cargo. The Yorkshire Post & Leeds Intelligencer newspaper reported....

The British mail steamer Nebraska (8,233 tons) bound from London for the Clyde, came into collision with the tanker HMS *Oleander* (6,494 tons) three miles off Dungeness, and both were damaged. R.F.A. *Oleander* passed Dover and has anchored in the Downs. She reports that a good deal of her benzoline cargo is being lost. At noon today the Nebraska wire-lessly that she was anchored some six miles off Dungeness and would proceed when the weather cleared. “....

22 Feb 1927 HMS *Oleander* sailed from Grangemouth in ballast for the River Tyne.

3 Mar 1927 HMS *Oleander* was berthed in the River Tyne.

23 Mar 1927 HMS *Oleander* sailed from Middleborough for Colon, in the Republic of Panama.



21 Apr 1927 HMS *Oleander* was at San Diego.

3 Jun 1927 HMS *Oleander* sailed Antofagasta, (a port city in northern Chile, about 1,100 kilometres north of Santiago).

24 Jun 1927 HMS *Oleander* sailed from Wilmington for L.E.F.O.

5 Aug 1927 Mr Frederick C Pavitt R.F.A. appointed as Chief Engineer Officer on HMS *Oleander*

20 Aug 1927 HMS *Oleander* sailed from Manchester for Panama.

22 Sep 1927 HMS *Oleander* was at San Francisco.

30 Sep 1927 HMS *Oleander* sailed from Long Beach for Tocopilla, (a city and commune in the Antofagasta Region, in the north of Chile).

24 Oct 1927 HMS *Oleander* sailed Tocopilla for Wilmington, (Wilmington is a port city and the county seat of New Hanover County in coastal south eastern North Carolina, United States).

13 Nov 1927 HMS *Oleander* sailed from Wilmington for Yokohama, Japan.

1 Dec 1927 HMS *Oleander* was at 33°40N 178°15E Deck Storekeeper Ng Yow discharged dead from natural causes.

27 Jun 1928 Mr Charles A Smith R.F.A. appointed as Chief Engineer Officer on HMS *Oleander*.

8 Dec 1928 HMS *Oleander* was at Amsterdam.

10 Dec 1928 HMS *Oleander* passed the Lloyds Signal Station on the Lizard sailing west bound.

13 Feb 1929 HMS *Oleander* was at Rotterdam, Holland.

18 Feb 1929 HMS *Oleander* was berthed at Portsmouth Harbour.

19 Feb 1929 Captain W. Frost R.F.A. was appointed as Master of HMS *Oleander*.

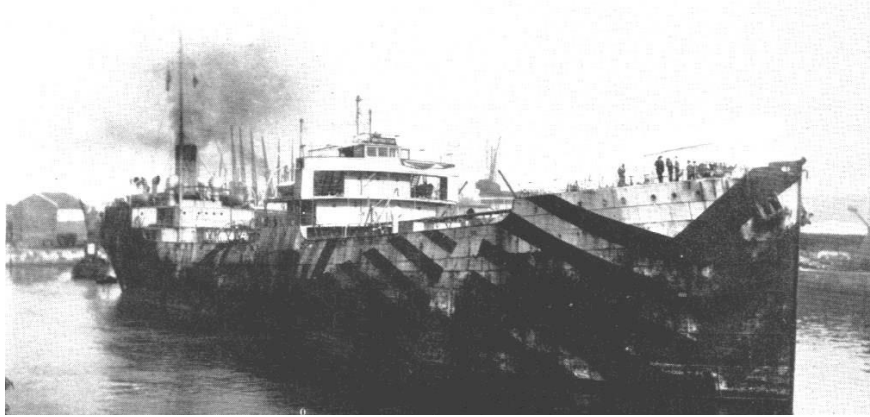
1 Mar 1929 HMS *Oleander* sailed from Portsmouth Harbour.

12 Jun 1929 entered Aberdeen Harbour (at the time one of the largest ships ever to do so) from New Orleans and Thames-haven.

19 Jun 1929 HMS *Oleander* sailed from Aberdeen.

16 Aug 1929 HMS *Oleander* was at Rotterdam.

18 Dec 1929 Mr Charles E. Wrate R.F.A. appointed as Chief Engineer Officer on HMS **Oleander**.  
4 Jul 1930 arrived Killingholme, North Lincolnshire, from Devonport.  
29 Jul 1930 Mr Clifford N Ansell R.F.A. was appointed as Chief Engineer Officer on HMS **Oleander**.  
27 Sep 1930 HMS **Oleander** was berthed at Portsmouth Harbour.  
1 Oct 1930 HMS **Oleander** sailed from Portsmouth Harbour.  
2 May 1931 HMS **Oleander** was at Devonport.



5 May 1931 Mr T Perrett R.F.A. was appointed as Chief Engineer Officer of HMS **Oleander**.  
10 Jul 1931 Captain W Frost R.F.A. was appointed as Master of HMS **Oleander**.  
14 Jul 1931 HMS **Oleander** sailed Devonport for Trinidad.  
8 Oct 1931 HMS **Oleander** was due in Teneriffe.  
14 Jun 1932 HMS **Oleander** was at Chatham.  
11 Aug 1932 HMS **Oleander** when on passage to Trinidad radioed, she was 30 miles E of Land's End.  
2 Sep 1932 HMS **Oleander** sailed from Trinidad for Sheerness.  
6 Oct 1932 HMS **Oleander** was at Chatham Mr Charles A. Smith R.F.A. appointed HMS **Oleander** as Chief Engineer Officer.  
15 Oct 1932 HMS **Oleander** sailed from Sheerness for Piedras,

Columbia.

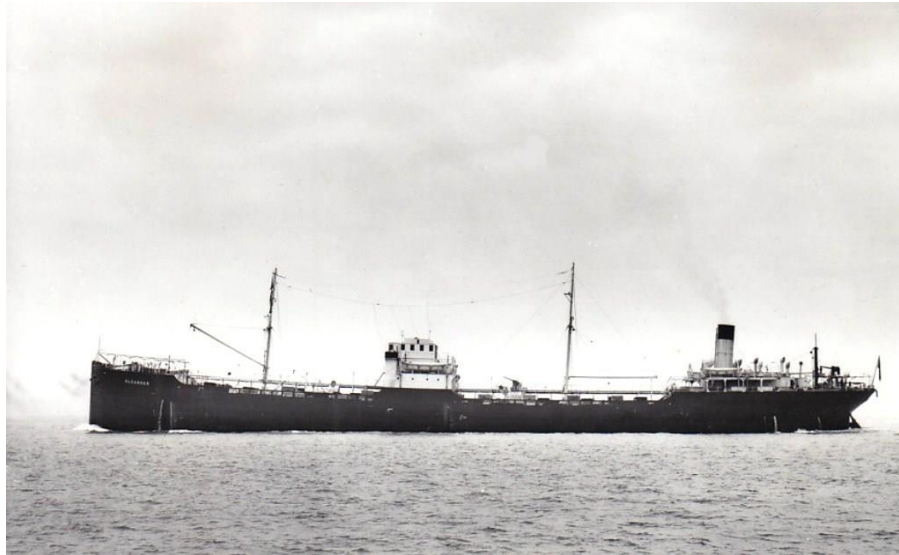
5 Dec 1932 HMS **Oleander** was at Tilbury.  
17 Feb 1933 HMS **Oleander** arrived at Glasgow from Aruba, (Aruba is an island and a constituent country of the Kingdom of the Netherlands in the southern Caribbean Sea, located about 1,600 kilometres west of the main part of the Lesser Antilles and 29 kilometres north of the coast of Venezuela).  
3 Jun 1933 HMS **Oleander** arrived at Glasgow from Aruba.  
31 July 1933 HMS **Oleander** was at Tilbury.  
16 Oct 1933 while in refit in Devonport Dockyard nuts were found in the machinery causing a stoppage in the main circulating engine - quoted in Parliament and in the press as deliberate sabotage (one of a number of incidents).  
12 Jan 1934 HMS **Oleander** was at Tilbury.  
1 Feb 1934 HMS **Oleander** sailed from Sheerness.  
14 Jun 1934 Captain John Ross Gorrie R.F.A. was appointed as Master of HMS **Oleander**  
15 Jun 1934 whilst at Tilbury Mr Frederick C. Reynolds R.F.A. appointed as Chief Engineer Officer on HMS **Oleander**.  
23 Sep 1934 HMS **Oleander** was berthed at Sheerness.  
4 Oct 1934 HMS **Oleander** arrived for refit on the River Wear at Sunderland from Sheerness, she sailed on 26 October 1934.  
30 Oct 1934 HMS **Oleander** passed the Lloyds Signal Station on the Lizard steaming westward.  
6 Dec 1934 HMS **Oleander** was at Horta Harbour, Azores Able Seaman Henry Gomm discharged dead from an appendicitis.  
29 Dec 1934 HMS **Oleander** passed Gibraltar sailing east bound.

8 Feb 1935 Captain Reginald C E Neyroud R.F.A. appointed as Master of HMS **Oleander**

28 Feb 1935 HMS **Oleander** sailed from Trinidad.

24 Jul 1935 Captain J. H. Jones R.F.A. was appointed as Master and Mr Clifford N Ansell R.F.A. was appointed as Chief Engineer Officer on board HMS **Oleander**.

1 Aug 1935 HMS **Oleander** radioed she was 166 miles SSW of Land's End.



12 Aug 1935 HMS **Oleander** arrived at Port Said, Egypt.

8 Sep 1935 passed Perim, (also called Mayyun in Arabic, is a volcanic island in the Strait of Mandeb at the south entrance into the Red Sea, off the south-west coast of Yemen.

13 Dec 1935 HMS **Oleander** radioed she was 100 miles SE of Land's End when on passage to Port Said, Egypt.

26 Dec 1935 HMS **Oleander** arrived Port Said.

24 May 1936 HMS **Oleander** was at arrived Garden Island, Sydney, Australia to discharge.

6 Aug 1936 Captain Percival Skone-Rees R.F.A. appointed as Master of HMS **Oleander**.

14 Aug 1936 HMS **Oleander** was at Gibraltar while on passage from Plymouth to Abadan in ballast.

29 Sep 1936 HMS **Oleander** arrived Suez from Abadan.

21 Oct 1936 HMS **Oleander** HMS **Oleander** was berthed in Portsmouth Harbour.

24 Oct 1937 HMS **Oleander** sailed from Portsmouth Harbour for Abadan.

7 Jan 1937 Mr C A Smith R.F.A. appointed at Chief Engineer Officer on HMS **Oleander**.

16 Mar 1937 berthed at Gibraltar from Abadan and Port Said to discharge cargo

29 Jun 1937 the Sydney NSW Sun newspaper reported -

**“..... OIL FOR NEW TANKS AT CHOWDER BAY.**

Oil for storage will be pumped into the new naval tanks at Chowder Bay tomorrow. The naval tanker HMS **Oleander**, is due from Abadan, in Persia, at daylight, and she will be the first vessel to berth at the new jetty, constructed below the tanks in Chowder Bay. “.....

30 Jun 1937 arrived at the new Admiralty tank farm at Chowder Bay, Mosman, New South Wales, Australia from Abadan to discharge cargo.

6 Jul 1937 HMS **Oleander** sailed from Mosman, New South Wales, Australia bound for Abadan.

13 Nov 1937 HMS **Oleander** reported that scraping noise heard on ship's bottom in the Shatt-al-Arab River but no recorded damage.

22 Dec 1937 Mr Frederick E Langer R.F.A. was appointed as Chief Engineer Officer on HMS **Oleander**

Jan-Feb 1938 HMS **Oleander** was fitted for defensive armament during docking. A 4-inch L.A. gun and mounting were stowed in her hold ready for fitting while a 3-inch H. A. gun and mounting would be supplied in time of emergency. Also fitted for paravanes.

14 Jan 1938 HMS **Oleander** was berthed at Sunderland.

18 Feb 1938 HMS **Oleander** was at Sunderland in refit by T W Greenwell & Co. 23 Feb 1938 HMS **Oleander** sailed from Sunderland for Abadan.

27 Feb 1938 HMS **Oleander** passed Ushant. 25 May 1938 HMS **Oleander** arrived at Williamstown, Victoria, Australia from the Persian Gulf to discharge (part cargo). 28 May 1938 HMS **Oleander** arrived at Garden Island, Sydney, NSW, Australia from Williamstown to discharge (part

cargo). 7 Jun 1938 HMS **Oleander** passed Thursday Island when on passage to Abadan. 24 Oct 1938 HMS **Oleander** was berthed at Simonstown Dockyard, South Africa. 19 Nov 1938 HMS **Oleander** sailed from Simonstown Dockyard; South Africa. 17 Feb 1939 HMS **Oleander** was berthed at Portsmouth Harbour. 20 Feb 1939 HMS **Oleander** sailed from Portsmouth Harbour. 22 February 1939 berthed at Sunderland. 16 Mar 1939 HMS **Oleander** carried out trials with the A frame paravane gear off Portsmouth before berthing at Portsmouth Harbour. 20 Mar 1939 HMS **Oleander** sailed from Portsmouth Harbour. 31 Mar 1939 Captain A. MacDonald R.F.A. was appointed as Master of HMS **Oleander**. 1 Apr 1939 HMS **Oleander** was berthed at Portsmouth Harbour. 6 Apr 1939 HMS **Oleander** sailed from Portsmouth Harbour. 19 Aug 1939 HMS **Oleander** towed the lighter X 180 from Singapore to Penang. 12 Sep 1939 HMS **Oleander** grounded whilst entering Masirah Channel. Temporary repairs effected by use of cement boxes 29 Sep 1939 HMS **Oleander** in drydock at Bombay to effect permanent repairs. 31 Dec 1939 HMS **Oleander** sailed from Gibraltar in convoy HG 13 with fuel oil for Naval storage on the Clyde. Arrived at Liverpool on 10 Jan 1940. 18 Feb 1940 HMS **Oleander** sailed Liverpool in convoy OB 94 (in ballast) to Trinidad - convoy dispersed. 29 Mar 1940 HMS **Oleander** sailed from Halifax, Canada, in convoy in HX 31 with fuel oil for Devonport. 30 Apr 1940 HMS **Oleander** was in collision with a hulk (ex HMS Warrior) at Llanion - no recorded damage. 12 May 1940 Convoy NS 3 sailed from the Clyde - HMS **Oleander** joined from Scapa Flow. 13 May 1940 HMS **Oleander** was on passage to Narvik as part of Convoy NS 3. 17 May 1940 HMS **Oleander** off Narvik until fighter cover was available. 19 May 1940 HMS **Oleander** part of convoy NS 3 arrived Harstad Bay. **26 May 1940 HMS *Oleander* was seriously damaged by a near miss during an air attack in Harstad Bay. Norway, whilst in company with the carrier HMS *GLORIOUS*. She was beached and attempts were made to salvage her cargo. Three of her crew were injured and were taken to a Norwegian hospital.** **8 Jun 1940 HMS *Oleander* was officially classed as a total constructive loss although her remains were visible for many years.** Jul 1941 two lifeboats which had been salvaged from the ship were taken on charge at Rosyth as spare gear. Valued at £170 for the 27 feet boat and £135 for the 24 feet boat. Both boats were repaired and re-equipped by Barclay Curle. **She was the last ship built at Pembroke Dockyard for the Admiralty**

**4<sup>th</sup> Jul. 1924. Leonard Andrew Boyd Donaldson, C.B., C.M.G. R.N. appointed as Captain Superintendent of the Pembroke Royal Dockyard.**

**"The Last Capt. Superintendent". Leonard Andrew Boyd Donaldson, C.B., C.M.G. R.N. left the post 31<sup>st</sup> May. 1926. [The Dockyard closed].**

- Notes:**
1. For the sake of brevity, the classification of some ships has been simplified. For example, battleships are listed long before such types existed. Until mid-19th century ships were classed as First to Sixth Rate according to the number of guns, ships of First to Third rates took their place in the line of battle and were thus 'ships of the line' or 'line of battle ships'. With the evolution of modern types of ships and guns this system became outdated -- e.g. Warrior, the first iron warship and the first ship with armour was the most powerful ship in the world when launched but was originally classed as a frigate on the number of guns she carried. Ironclads were, strictly speaking, ships with wooden hulls clad (or 'cased') with iron, but the term tended to be applied to all battleships.
  2. Cutters and sloops were small ships with a single mast, square topsail, gaff mainsail and two jibs. They were fast and handy 'maids of all work'. Many were used in anti-smuggling operations. The later schooners were similar except in their rig. Sloops were slightly larger, two masted and square rigged. Gunboat is a generic term used for the successors of the sloop and cutter in the age of steam. Some, at least, of the 'steamers' and 'screws' could be classed as gunboats. Dispatch vessels, 2nd and 3rd Class cruisers were little more than large gunboats.
  3. No. 91 **Juno** (1844) was refitted in 1878, renamed **Atalanta** and lost with all hands on her first voyage with the new name. It says much for the quality of her original construction, if not for the policies of the Admiralty, that she was considered worth refitting and a new lease of life 34 years after launch. Her fate adds strength to the sailors' superstition about changing a ship's name.
  4. The basis of the above list was taken from a semi-official Naval record compiled in the Pembroke Royal Dockyard not long before it closed in 1926. It is now known to include some inaccuracies of detail.
  5. Owing to the complexity of the above, the many differing sources from which information was confirmed, no bibliography has been used or provided. Sources include the following: - *The National Achieve*; *Admiralty lists*; *Ships of the Royal Navy (J.J. Colledge)*; *National Maritime Museum*; *Wikipedia*; *The War Ships of Europe (King)* *Pembroke Dock (Peters)*; *www.pbenyon*; *www.bbc.co.uk*; *Welsh Newspapers*; *Janes Fighting Ships*, *World Naval Ships.com*; *William Loney RN*; *Peter Davis, Zeist*; *Naval History Homepage*; *historicalrfa.org*; *navy.gov.au*; *wrecksite.eu*; *greatwarforum.org*; *dreadnoughtproject.org*; *Goggle Books*; *Cotswold Archaeology Marine*; *English Heritage*; *The Ships of Pembroke Dock (Carradice)*; *Pembroke Dockyard and the Old Navy (Lawrie Phillips)*; *Pembroke Dock (Carradice & MacCallum)*; *Commander Guard RN*; *Down the Slipway (James)*; *Erebus (Palin)*; *The history of Pembroke Dock (Carradice)*; and many, many more.