

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
25.	2 nd Oct. 1892	1 st Oct. 1902	Captain Charles James Barlow, D.S.O., R.N. B. 11 Aug 1848 , Dublin, Ireland. – D. 25 Aug 1921 , Hopton Court, Hopton Wafers, Cleobury Mortimer, Shropshire, England. (aged 73). AKA. – “Billy Barlow”. 01 Mar 1862 Charles James Barlow entered the Royal Navy aged 14 years. <i>[Information on the earlier Barlow naval career is somewhat limited.]</i> 1862-1867 Naval Cadet Charles James Barlow serving first in the HMS “ Scylla ”. She was a wooden screw Corvette, of the “ <i>Pearl</i> ” class, launched 19 June 1856 from Sheerness Royal Dockyard. The “ <i>Pearl</i> ” class contained some 10 ships constructed between 1855- 1858. Her builders’ measure was 1467 tons with a displacement of 2189 tons. She had a length of 200 feet, with a beam of 40½ feet. armed with 21 guns, comprising of 20 x 8-inch and 1 x 68-pounder guns. She was the 2 nd vessel to carry her name. From 13 Jun 1859-3 Jan 1863, she was commanded (from commissioning at Sheerness until paying off at Sheerness) by Capt. Rowley Lambert, in the Mediterranean. From 9 Sep 1863-24 Sep 1863, she was commanded (from re- commissioning at Sheerness) by Capt. Samuel Gurney Cresswell, Sheerness, until he was superseded because of illness. From 24 Sep 1863 until 7 Aug 1867 she was commanded (until paying off at Sheerness) by Capt. Richard William Courtenay, on the China station. From 15 Apr 1869 until Jul 1871 she was commanded (from re- commissioning at Sheerness) by Capt. Frederick Anstruther Herbert, as part of the 1869 Flying squadron, then in the Pacific (relieving HMS “ <i>Charybdis</i> ” at Esquimalt, at the southern tip of Vancouver Island, in British	Son 4 th child of Arthur Barlow (1799 Dublin- Mar 1877) & Mary Bouchier. Total issue 9 children 4 boys & 5 girls. 21 Sep 1892 ; Marriage to Elizabeth Hume Dight, (B. 1866 , Richmond N S W., Australia, D. 2 Nov 1950 (Aged 84) Ramsgate, Thanet, Kent, England. They were married in Moollahra, New South Wales, Australia. Reg. # 7898. Elizabeth Hume Dight was daughter of Arthur Dight (1819-1995) and Janet Mc Cracken (-1888) (<i>who were married 29 Jun 1861</i> Surry Hills, Sydney, N S W Australia). <i>Known as Australian Royalty: Citation details taken from: Australian Town and Country Journal Dated 1 Oct 1892 p. 35.....</i> <i>Text: Her Majesty's ship “Orlando”, lying in Farm Cove, was bedecked with flowers on September 21, the occasion being the marriage at Lansdowne, Darling Point, the residence of the bride's father, of Captain C. J. Barlow, D.S.O., R.N., commanding H.M.S. “Orlando”, and Flag Captain to Rear-Admiral Lord Charles Scott, C.B. The bride was Miss Elizabeth Dight, daughter of a popular citizen, Mr. Arthur Dight. The wedding ceremony was performed at the residence of the bride's father, by her brother-in-law, the Rev. John Walker, assisted by the Rec. T. Cannon. The “Orlando” was gaily decked with flowers in honour of the occasion. Both the bride and bride-groom are well known in all social festivities, and are universally liked; and Captain Barlow is to be envied, for he has married one of the prettiest girls in Sydney.</i> Issue: 2 Children mentioned in the 1911 Census (various locations) – 1. Arthur H C Barlow, (son) (B. 1895 , Paignton, Devon. D. 31 May 1916 Jutland Killed in Action HMS “ Black Prince ”, as Sub-Lieutenant R.N.) 2. Geoffrey Evelyn Bouchier Barlow (B. Jul 1901 , Pembroke, Pembrokeshire, Wales. - D. 13 Jul 1961 , Banbury, Oxfordshire (aged 60), retired Major H.M. Army. The Probate of Barlow, Charles James of 29 Bramham-Gardens, Earls Court, Middlesex died 11 Aug 1921 at Hopton Court, Hopton Wafers, Cleobury Montimer, Shropshire, Probate London 10 February 1922 to Henry Taprell Dorling, commander R.N. and Peter Lyon Playfair wire manufacturer. Effects £1531.10s. 5d.
	Mason 26 Oct 1899	30 Sept 1902		

Columbia, Canada, on the 15 May 1850). From Jul 1871-15 Apr 1873 she was commanded (until paying off at Sheerness) by Capt. Charles Richard Fox Boxer, after service in the Pacific. HMS "*Scylla*" was widely covered in Extracts from the *Times* newspaper (see below). She was sold to Castle & Co on the 07-Nov-1882 for breaking-up.

2 Apr 1871 Acting Sub Lieutenant Charles James Barlow was posted and attached to HMS "*Pylades*", on dispatch duties. She was a wooden screw Corvette, launched 23 Nov 1854 at Sheerness Dockyard, 193 feet in length, her Builders measure was 1278 tons with a displacement of 1991. She carried 21 guns. Her history was diverse as follows; from 5 Jan 1855 to 18 Nov 1856 she was commanded (from commissioning at Sheerness until paying off at Sheerness) by Capt. Edwin Claton Tennyson D'Eyncourt, the Baltic during the Russian Wars. From the 16 Jul 1857 to 30 Jul 1861, she was commanded (from commissioning at Sheerness until paying-off at Chatham) by Capt. Michael De Courcy, in the East Indies and China station, and then on the Pacific station. From the 2 Dec 1862-3 Sep 1866 she was commanded (from re-commissioning at Chatham until paying off at Chatham) by Capt. Arthur William Acland Hood, in both North America and the West Indies. From 4 Dec 1867-Jul 1870 she was commanded (from commissioning at Sheerness until paying off at Gibraltar) by Capt. Cecil William Buckley, operating in the Pacific. From 20 Jul 1871 to 20 Aug 1873 she was commanded (from commissioning at Gibraltar) by Capt. Augustus Chetham Strode, south east coast of America. From 20 Aug 1873 until 31 Dec 1873 she was commanded (until paying off at Sheerness) by Acting Capt. Arthur Richard Wright, returning from the south east coast of America. On the 23



Charles James Barlow as Captain of H.M.S. "*Magnificent*" in 1896.

Probate of Elizabeth Hume Barlow (nee Dight) of Sunny Spot, 15 Albion-Place, Ramsgate, widow, died **2 Nov 1950**. Probate Birmingham **3 Jul** to Geoffrey Evelyn Bouchier Barlow retired Major H.M. Army. Effects £ 664 pounds 6 shillings and 11 pence.

Jan 1875 she was sold to Castle for breaking up at Charlton. HMS "*Pylades*" was widely covered in Extracts from the *Times* Newspaper (*see below*).

3 Sep 1872 Acting Sub Lieutenant Charles James Barlow promoted to the rank of Lieutenant with seniority.

Oct 1873-Jan 1874 Lieutenant Charles James Barlow attached to HMS "*Excellent*". She was a 1st Rate wooden sailing ship, launched as the "*Queen Charlotte*" on 17 May 1810. Her Builders measure was 2289 tons with 104 guns. She was renamed HMS. "*Excellent*", converted to gunnery training ship and stationed at Portsmouth. She was commanded by various Captains from 31 Dec 1859- Sept 1869. 23 Aug 1869- 21 May 1874 she was commanded by Capt. Henry Boys. 21 May 1874-9 January 1877 she was commanded by Capt. Thomas Brandreth. 9 Jan 1877-4 Mar 1880 she was c Commanded by Capt. Frederick Anstruther Herbert. After these dates a further 2 captains commanded her until 1883. In 1892 when she was removed from service.

Feb 1874-Aug 1874 Lieutenant Charles James Barlow Posted to HMS "*Hector*". She was a Broadside iron, ironclad, armoured, screw frigate, ordered on the 25 Jan 1861. She was laid down on the 8 Mar 1861 at Robert Napier and Sons, Govan. She was launched 26 Sep 1862. Her namesake was taken from Greek and Roman mythology, the Trojan prince and the greatest fighter for Troy in the Trojan Wars. She was the founder ship of the "*Hector*" class. She was completed on the 22 Feb 1864 and commissioned in Jan 1864. She was 280 feet 2-inches in length, with a beam of 56 feet 5-inches and a draught of 26 feet. Her displacement was 6,710 tons (light) and 7,000 tons (heavy). Her propulsion was from a single shaft driven by a horizontal return connecting rod steam engine. Her installed power measured 3,256 i.h.p. She was two masted with Barque-rigged sail plan. She had a speed of 12 knots. Her range was 800 nautical miles at 12 knots. She carried a complement of 530 enlisted men and officers. Her armaments (as built) were: - 4 × 7-inch Armstrong breech-loaders; 20 × 68-pounder (206 mm) smoothbore muzzle-loading guns. Her armour was as follows: - a belt: 2·5–4·5-inch; bulkheads: 4·5-inches. She cost of £294,000. From 12 Jan 1864 to -20 Apr 1866 she was commanded (from commissioning at Portsmouth) by Capt. George William Preedy, as part of the Channel squadron. From 20 Apr 1866 until 19 Mar 1867 she was commanded (until paying off at Portsmouth) by Capt. William Garnham Luard, again in the Channel squadron. She underwent a refit in 1867–68, where her armaments were modified to 16 × 7-inch rifled muzzle-loading guns; 2 × 8-inch rifled muzzle-loading guns. From 1 May 1868 to 25 May 1868 she was commanded (from re-commissioning at Portsmouth) by Capt. George Le Geyt Bowyear, as the Ship of First Reserve, as Coast Guard, on Southampton Water. From 25 May 1868 to 11 May 1871 she was commanded by Capt. Algernon Frederick Rous De Horsey, again as part of the First Reserve, on Southampton Water. She was commanded by Capt. Thomas Cochran, in the same location. From 21 May 1874 until 26 Apr 1875 she was commanded by Capt. John Hobhouse Inglis Alexander, (until he was superseded at his own request. owing to ill-health), still in the First Reserve, on Southampton Water. Following on from this she had a further 7 Captains. HMS "*Hector*" was paid off at Portsmouth in 1886 and remained there, partly dismantled, until 1900 when she briefly became part of the torpedo school HMS "*Vernon*" as a store hulk. HMS "*Hector*" became the first British warship to have wireless telegraphy installed when she conducted the first trials of the new equipment for the Royal Navy. (*Marking yet a further link with PD as Marconi completed his development at Telegraph Hill above the Pembroke Royal Dockyard*). HMS "*Hector*" was sold for scrap in 1905.

Aug 1874-Mar 1877 Lieutenant Charles James Barlow was reattached and joined HMS "*Immortalité*", in her last commission, serving then in the Detached Squadron. She was a wooden Frigate, converted to screw whilst still on her stocks. She was 251 feet in length, designed to carry 580 men and 51 guns. Her Builders' measure was 3058 tons with a displacement of 3058 tons. She was of the "*Emerald class*". She was constructed and launched at the Pembroke Royal Dockyard, 25 Oct 1859, and sailed to Portsmouth for completion and commissioning. Her service details follow; from 17

Nov 1860 to 15 Jul 1864 she was commanded (from commissioning at Portsmouth until paying off at Portsmouth) by Capt. George Hancock, Mediterranean and from (Aug 1861) in North America and West Indies. From 1 Dec 1870 until 30 Oct 1871 she was commanded (from commissioning at Portsmouth) by Capt. Francis William Sullivan, as part of the 1871 detached squadron. From 30 Oct 1871 to 12 Oct 1872 she was commanded by Capt. William Graham, as part of the 1872 Detached Squadron. From 13 Oct 1872 until 1874 she was commanded (from re-commissioning at Portsmouth) by Capt. Algernon McLennan Lyons, again part of the 1873 Detached Squadron. From 1874-21 until May 1877 she was commanded (until paying off at Portsmouth) by Capt. Francis Alexander Hume, again as part of the 1873 Detached Squadron. By 1883 "*Immortalité*" had been sold for breaking-up. HMS "*Immortalité*" was widely covered in Extracts from the *Times* newspaper (see below), **Jun 1877-Nov 1880** Lieutenant Charles James Barlow posted to HMS "*Flamingo*", serving in the East Indies. "*Flamingo*" was a composite screw gun vessel launched on 13 Dec 1876, from the Devonport Dockyard. Her Builders' measure was 780 tons; she was 157 feet x 29½ feet. She was 3 masted vessel complete with a bow spit. She was armed with 1 x 7-inch and 1 x 64 pounder guns. She basically served in the East Indies until returning to Plymouth, where she was sent to harbour service in 1893, and sold 1923. She was broken up in 1931.

Aug 1878 Commander Hall recommended (Lieutenant Charles James Barlow) "... for his great zeal and intelligence display in experiments with Torpedo cutters...".

Nov 1880 Commander Hall strongly recommended (Lieutenant Charles James Barlow) "...recommended for advancement because of his great intelligence and displayed zeal..."

Apr 1881-June 1881 Lieutenant Charles James Barlow attached to HMS "*Vernon*". At that time "*Vernon*" was a 4th Rate wooden sailing vessel, launched 1 May 1832, out of Woolwich Dockyard. Her Builders measure was 1832 tons with a displacement of 2388 tons, originally armed with 50 guns. During her service she was commanded by Capt. Francis Augustus Collier, 30 Oct 1840-22 May 1844, in "Particular Service", she served in the Mediterranean and in Apr 1884 as a troop transport to Queenstown, Ireland. From 20 Mar 1845 to Mar 1876 she was commanded by Capt. John Coghlan Fitzgerald, flagship of Rear-Admiral Samuel Hood Inglefield, on the south-east coast of America and East India stations until her turn. In 1876 her guns were reduced and she was converted into a Torpedo school, commanded by Capt. William Arthur, Portsmouth. Her name was changed in 1886 to "*Actaeon*", and (together with HMS "*Donegal*") use identified as HMS "*Vernon*".

July 1881 Lieutenant Charles James Barlow posted to HMS "*Inflexible*". She was a Victorian ironclad battleship carrying her main armament in centrally placed opposed turrets. The original concept was based upon an outline design similar to that for HMS "*Dreadnought*", but with improved armament. The ship was conceptually constructed from three components; several outline studies being produced by Nathaniel Barnaby. She was constructed in the Portsmouth Dockyard, laid down: 24 Feb 1874, launched: 27 Apr 1876, commissioned: 5 July 1881, at a cost of £ 812,000. She was 320 feet, between perpendiculars, 344 feet overall, with a beam: of 75 feet and 26.3 feet draught. Her propulsion was provided from 12 x coal-fired boilers, 2 x single-expansion Elder and Co. steam engines, driving 2 twin-bladed 20-foot diameter screws. Her speed was 14.73 knots @ 6,500 hp, her range was Cross-Atlantic at economical speed. She carried a complement of 440-470 men. Her armament was 4 x 16-inch guns, 80-ton muzzle-loading rifles, 2 per turret. 6 x 20-pounder breech loaders, replaced in 1885 with B.L. 4-inch guns, replaced in 1897 with Q.F. 4.7-inch guns. 17 machine guns. 4 x 14-inch torpedo tubes (two submerged bow tubes, two on carriages). A heavily armoured citadel 75 feet wide and 110 feet long was located amidships, which would keep the ship afloat and stable regardless of what happened to the ends. This citadel contained the main guns, the boilers and the engines. The ends were unarmoured, but with a 3-inch-thick armoured deck 6-8 feet below the waterline to limit damage to the underwater section to keep them buoyant. Coal

bunkers were located over the armoured deck and surrounded by 4-foot-wide compartments filled with cork. The ship had bunker capacity for 400 tons of coal below the deck for use during combat, when the above-deck bunkers would be inaccessible and possibly flooded. The structure above the armoured deck also contained a large number of watertight compartments to further preserve buoyancy. There was also light superstructure to provide crew accommodation, and freeboard in rough weather, although anticipated to be seriously damaged in any major engagement. The ship was constructed in the 1870's for the Royal Navy to oppose the perceived growing threat from the Italian Regia Marina in the Mediterranean. The Italian Navy had started constructing a pair of battleships, "Caio Duillo" and "Enrico Dandolo", equipped with 4 x Armstrong 17.7-inch guns weighing 100 tons each. These were superior to the armament of any ship in the British Mediterranean Squadron, and Inflexible was designed as a counter to them. "**Inflexible**" mounted larger guns than those of any previous British warship and had the thickest armour ever to be fitted to a Royal Navy ship. Controversially, she was designed so that if her un-armoured ends should be seriously damaged in action and become water-logged, the buoyancy of the armoured centre section of the ship would keep her afloat and upright. The ship was the first major warship to depend in part for the protection of her buoyancy on a horizontal armoured deck below the water-line rather than armoured sides along the waterline. On completion the ship was sent to join the Mediterranean Squadron. She took part in the bombardment of Alexandria on 11 July 1882 during the Urabi Revolt, firing 88 shells and was struck herself twice; one 10-inch shell killed the ship's carpenter, mortally wounded an officer directing the fire of a 20-pounder breech-loader, and injured a seaman. The blast from the "**Inflexible**" own 16-inch guns did considerable damage to upper-works and boats. She was refitted in Portsmouth in 1885, when the full sailing rig was removed. She was in the Fleet Reserve until 1890, except for brief service in the 1887 review and the manoeuvres of 1889 and 1890. She was re-commissioned for the Mediterranean Fleet from 1890 to 1893, serving thereafter as Portsmouth guard ship until 1897. From there she went to Fleet Reserve, and in Apr 1902 to Dockyard Reserve, until sold at Chatham in 1903 for scrap.

Sept 1882 Sir F Sullivan also recommended (Lieutenant Charles James Barlow). Capt. Fairfax says "*.... much indebted for unminting care and attention to duties, when on shore with the blue jackets at Port Said. Had charge of an advanced post "...*

30 Jun 1884 Lieutenant Charles James Barlow promoted to the rank of Commander, and attached to HMS. "**Bacchaute**".

Apr 1885-May 1888 Commander Charles James Barlow posted and served on to HMS "**Bacchante**", flagship of the East Indies Station. "**Bacchante**" was an unarmoured iron screw Corvette, launched 19 Oct 1876 from Portsmouth Dockyard. She was 280 feet x 45½ feet. Her Builders measure was 2679 tons, with a displacement of 4130 tons. She was armed with 16 guns, 14 x 7-inch and 2 x 64 pounder guns. Her service was as follows:- from 15 Jul 1879 to 31 Aug 1882 she was commanded (from commissioning at Portsmouth until paying off at Portsmouth) by Capt. Charles Thomas Montague Douglas Scott, as part of the Detached Squadron, and carried the royal cadets, Albert Victor, duke of Clarence and Avondale, and his younger brother George (later King George V), who made their first cruise in her (Sep 1879-May 1880: to Gibraltar and the Mediterranean, Madeira, the Canaries, the West Indies and Bermuda; from Aug 1880 to Aug 1882: to Ferrol, Madeira, the Cape Verde Islands, the River Plate, the Falkland Islands, the Cape of Good Hope, Australia, Fiji, Japan, Shanghai, Cabton, the Straits Settlements, Ceylon, Cairo, Palestine, Athens, Crete, Corfu, Sicily and Gibraltar). From 30 Mar 1885 until 24 Feb 1888 she was commanded (from re-commissioning at Portsmouth) by Capt. Arthur William Moore, flagship of Rear-Admiral Frederick William Richards, in the East Indies. From 25 Feb 1888 she was commanded by Capt. Reginald Friend Hannam Henderson, flagship of Rear-Admiral Edmund Robert Fremantle, returning from the East Indies. On her return to Portsmouth she was sold off to Cohen & Co. HMS "**Bacchante**" was widely covered in

Extracts from the *Times* Newspaper (*see below*).

1885-1886 Commander Charles James Barlow was involved in the Burma War.

1885 Commander Charles James Barlow mentioned in dispatches “Burma War (*old spelling Burmah War*). Second in command (2ic), Naval Brigade – marched 120 miles against the Dacoits. Expedition most ably conducted. (*see 1887 below*)

13 Jan 1887 For operations in Burma (*above*) Commander Charles James Barlow was appointed a Companion of the Distinguished Service Order (D.S.O.).

1 Jan 1889 Commander Charles James Barlow promoted to the rank of Captain.

Sep 1889-Sep 1892 Captain Charles James Barlow attached to HMS “*Orlando*”, on the Australian Station. She was the lead ship of the “*Orlando*” class of first-class armoured cruisers built in the yards of Palmers Shipbuilding and Iron Company, Jarrow. She had been laid down: 23 Apr 1885 and launched on 3 Aug 1886. Her dimensions were as follows Displacement: 5,600 tonnes; her length was 300 feet with a beam of 56 feet, and draught of 22.½ feet. She had 5,500 hp - 8,500 hp with forced-draught. Her propulsion was from 3-cylinder triple-extension steam engines, driven from 4 double-ended boilers, powering two shafts. She had a speed of 17 knots natural draught -18 knots with forced draught. Her range was 10,000 nautical miles at 10 knots. She carried a complement of 484 men. Her armament was 2 × B.L. 9-2-inch Mk V or VI guns; 10 × BL 6-inch guns; 6 × Q.F. 6-pounder guns; 10 × Q.F. 3-pounder Hotchkiss guns; 6 × 18-inch torpedo tubes (4 x above water broadside, 1 bow and 1 stern, both submerged). Her armour was 10-inch belt around the ship and 12-inches on the Conning tower. She was commanded by Charles Ramsay Arbuthnot on the Australia Station from 1892 to 1895. In 1899 she was assigned to the China Station, Capt. James Henry Thomas Burke in command. During the Chinese Boxer Rebellion in 1900, sailors from HMS “*Orlando*” formed part of the force led by Vice-Admiral Sir Edward Seymour attempting to relieve the British Legation in Beijing. A replica of a bell captured from the Taku Forts forms part of a memorial to HMS “*Orlando*” in Victoria Park, Portsmouth. In late Mar 1902 she left Hong Kong for Singapore, arriving there on 6 Apr. After three weeks, she left Penang in late April, homebound, stopping at Colombo on 5 May, Aden on 14 May, Malta on 28 May, and Gibraltar on 2 Jun, before arriving at Portsmouth four days later. Capt. Burke died at sea on 12 May 1902, during the journey, and was buried at Aden. Commander Philip Howard Colomb was in charge for the remainder of the journey. She was paid off at Portsmouth on 25 Jul, and was placed in the B Division of the Fleet Reserve.

“*Orlando*” was finally sold for scrapping on 11 July 1905 to Thomas W Ward of Morecambe for the sum of £10,000.

10 Mar 1891 Captain Charles James Barlow mentioned in dispatches during HMS “*Orlando*” inspection Rear Admiral L.C. Scott “... *ship very clean throughout, crew clean and well dressed, reflects great credit on all officers...*”.

14 Aug 1892 Captain Charles James Barlow mentioned again in dispatches during HMS “*Orlando*” inspection Rear Admiral L.C. Scott “... *ship very clean and efficient throughout, her state reflects great credit on the Captain and Commanders...*”.

21 Sep 1892 Captain Charles James Barlow married to Elizabeth Hume Digit at Moollahra, New South Wales, Australia.

11 Jul 1893-30 Aug 1893 Captain Charles James Barlow posted to HMS “*Retribution*”. She was an “*Apollo*”-class protected cruiser. She was laid down 1890 at Palmer Shipbuilding and Iron Company, Jarrow and launched on 6 Aug, 1891. She was commanded by Capt. Charles J. Barlow 11 Jul 1893 to 30 Aug 1893 for the Annual Manoeuvres of 1893. The Manoeuvres were held in the Irish Sea as the nation digested news of the loss of H.M.S. “*Victoria*” in the Mediterranean. In the Manoeuvres, one side composed of two fleets trying to take command of the sea from the opposing side also composed of two fleets. The Red side, intended to represent Britain, was larger than the Blue side, which was to represent France or a similar challenger. However, one of the two Blue fleets was larger than the smaller of the Red fleets, and the Blue side would be able to overpower either Red fleet should Blue be able to concentrate its two fleets. Blue also had a considerable force of

torpedo boats – a type missing in the Red side. The area for the manoeuvres were between 49°- 56° North and 3°-13° West; the British coast would be Red territory and the Irish coast Blue. HMS "**Retribution**" was commanded by the following: - Capt. Charles E. Gissing, 9 Apr 1895 to 14 Aug 1896, he was unfortunately was invalided with boils. From 14 Aug 1896 to 9 Oct 1896 by Commander by Edward P. Ashe. From 3 Sep 1896 until 4 Feb 1898 by Capt. Charles J. Norcock. From 14 Feb 1898 to 18 Apr 1898 by Capt. Arthur W. E. Prothero. For 1900 Annual Manoeuvres, Capt. William W. Hewett, 10 Jul 1900 to 1 Oct 1900. Finally, by Capt. Herbert Lyon, 5 Jun 1902 to 30 Sep 1904. She was sold off in 1911.

Nov 1893 Captain Charles James Barlow was mentioned in dispatches during HMS "**Retribution**" inspection. Capt. Haud expressed "complete satisfaction".

Oct 1893-Apr 1894 Captain Charles James Barlow attached to and attended the Royal Naval College.

Apr 1894-Apr 1895 Captain Charles James Barlow was permanently posted and commissioned the new first class protected cruiser "**Endymion**", and commanded her until the following Apr 1895. "**Endymion**" was a first-class protected cruiser of the "**Edgar**" class. Her length was 387½ feet long overall and 360 feet between perpendiculars, a beam of 60 feet and a draught of 23 feet 9-inches. She displaced 7,470 tons. Her armament consisted of 2 x 9.2-inch guns, on the ship's centreline, backed up by 10 x six-inch guns, of which 4 x were in casemates on the main deck and the remainder behind open shields. 12 x 6-pounder and 4 x 3-pounder guns provided anti-torpedo-boat defences, while four 18-inch torpedo tubes were fitted. The "**Edgars**" were protected cruisers, with an arched, armoured deck 5–3-inches thick at about waterline level. The casemate armour was 6-inches thick, with 3-inches thick shields for the 9.2-inch guns and 10-inches armour on the ship's conning tower. It contained four double-ended cylindrical Fairfields boilers feeding steam at 150 psi, to 2 x three-cylinder triple expansion engines, which drove two shafts. This gave 12,000 [indicated] hp under forced draught, giving a speed of 20 knots. "**Endymion**" made her name post Barlow, when she took part in suppressing the Chinese Boxer Rebellion in China, 1899-1901, during which time future rear admiral and V.C. recipient Eric Gascoigne Robinson served aboard her. Capt. Alfred Paget was appointed in command in Feb 1901, and in Dec 1901 she visited Manila, where the Governor and US officers hosted the crew, including many with whom they had served together during the rebellion. She was ordered home in late May 1902, stopping in Singapore on 22 Jun, Colombo on 5 Jul, Suez on 22 Jul, Malta on 28 Jul, and Gibraltar on 1 Aug, before she returned to Portsmouth. She took part in the fleet review held at Spithead on 16 Aug 1902 for the coronation of King Edward VII, and paid off at Chatham on 4 Sep 1902 when she was placed in the C division of the Medway Fleet reserve. "**Endymion**" served in the First World War in the Gallipoli Campaign. On 30 Aug 1918, she was seriously damaged at Stavros, Greece by the Imperial German Navy submarine "SM UC-37"; her crew survived. "**Endymion**" was sold for breaking up at Cardiff on 16 March 1920.

Apr 1895-Dec 1895 Captain Charles James Barlow (Flag Officer) was attached to HMS "**Empress of India**". This was the start of his "flag" rank career, in the Channel Squadron. Although the Barlow posting was of a short duration (8 months) a short history of this vessel has been included as it relates to Pembroke Royal Dock. The "**Empress of India**" was 1 of 7 "Royal Sovereign" class pre-dreadnought battleships built for the Royal Navy. She was ordered as part of the 1889 Naval Programme, with the name of "**Renown**", she was laid down on 9 July 1889 in the Pembroke Royal Dockyard. She was renamed after a regnal title of Queen Victoria, and was the first ship of her name to serve in the Navy. She was Launched 7 May 1891; being renamed before she was launched, by Louise Margaret, Duchess of Connaught and Strathearn. One man was killed when a cable snapped the following day. The new ship was then transferred to Chatham Dockyard, where she was completed in Aug 1893, at a cost of £ 912,612. She was commissioned 11 Sep 1893. 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. When complete she displaced 14,380 tons at normal load and 15,580 long tons at deep load. She had a length between perpendiculars of 380 feet and an overall length of 410½ feet, a beam of 75 feet, and a draught of 27½ feet. As a flagship, "*Empress of India's*" crew consisted of 692 officers and enlisted ratings. She had a total installed power of 11,000 hp from 8 cylindrical boilers; propulsion through 2 shafts; 2 x Triple-expansion steam engines; she had a Speed: 17.5 knots. Her range was: 720 nautical miles @ 10 knots. Her armaments were 2 x twin 13.5-inch guns; 10 x single 6-inch guns; 10 x single 6-pounder guns; 12 x single 3-pounder guns; 7 x 18-inch torpedo tubes. Her armour was as follows: main belt: 14–18-inches; bulk-heads: 14–16-inches; barbettes: 11–17-inches; casemates: 6-inches; conning tower: 14-inches; Decks: 2½–3-inches. The "*Empress of India*" was commissioned at Chatham on 11 Sep 1893 to relieve the ironclad battleship "*Anson*" as the flagship of the second-in-command of the Channel Fleet for two years. 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 June 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 to 30 Aug 1895. She technically became a private ship in December 1895 and was paid-off at Chatham on 7 Jun 1897. Following orders of the day, the "*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. She was transferred to the Mediterranean Fleet in 1897. The ship arrived at Malta to begin her Mediterranean service in Aug 1897. In Aug-Sep 1898, she was part of the International Squadron, a multinational force made up of ships from the Austro-Hungarian Navy, French Navy, Imperial German Navy, Italian Royal Navy (Regia Marina), Imperial Russian Navy, and Royal Navy, all intervened in the 1897-1898 Greek Christian uprising against the Ottoman Empire's rule in Crete. Whilst in Cretan waters on 6 Nov 1898, when members of her crew joined crewmen from the British battleship HMS "*Revenge*" 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. Capt. Henry Hart Dyke was appointed in command in June 1899. She was relieved by the battleship "*Implacable*" on 14 Sep 1901 and departed Gibraltar home-ward bound on 3 Oct 1901. On 12 Oct "*Empress of India*" was paid off at Devonport, but she recommissioned the next day under the command of Capt. Henry Louis Fleet, to relieve the ironclad battleship "*Howe*" 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. She was briefly assigned as a coast guard ship in Ireland before she became the second flagship of the Home Fleet. The ship began an extensive refit at Plymouth in early Mar 1902. During this refit her upper deck 6-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. Capt. 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 Jun 1904, and the “*Empress of India*” technically became a private ship, (as mentioned above), in the Home Fleet. The battleship “*Hannibal*” relieved her on 22 Feb 1905, and the ship paid off the next day. That same day, “*Empress of India*” recommissioned in reserve at Devonport and relieved the battleship “*Barfleur*” as flagship of the new Fleet in Commission in Reserve at Home. 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. The ship was reduced to the Reserve Fleet in 1905. She then underwent a refit that lasted into 1906. The “*Empress of India*” accidentally collided with the submarine HMS “A10” in Plymouth Sound on 30 Apr 1906. When the Reserve Fleet was abolished in Feb 1907 and became the Home Fleet, “*Empress of India*” continued her service as flagship, but now for the Rear-Admiral, Devonport Division. On 25 May 1911 she was relieved as flagship by the protected cruiser “*Niobe*”. Three days later, the ship recommissioned as a Special Service vessel. HMS “*Empress of India*” relieved her sister ship “*Royal Oak*” as parent ship of the Special Service vessels in Nov 1911. The “*Empress of India*” was taken out of service in early 1912. On 2 Mar 1912, 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. Lying in the Solent between Cowes and Ryde, where she was to be laid up, but she collided with the German sailing barque “*Winderhudder*” while under tow, 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. She was employed as a target ship in 1913. 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*” and “*Orion*” and the pre-dreadnought battleship “*King Edward VII*”, and finally the four dreadnought battleships “*Neptune*”, “*King George V*”, “*Thunderer*”, and “*Vanguard*”. A breakdown of the vessels involved appears below. By 16:45 hours, the “*Empress of India*” was blazing furiously and down by the stern, sinking at 18:30 hours. “She had received 44 x 12-inch and 13.5-inch 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 the “*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 H.M. Vessels involving in firing are given in the table below.

Ship firing	Type of ship	Range	Firing order	Ammunition	Fired	Hits
Liverpool	Light cruiser	4,750 yards	First	6-inch HEx shell	16	7
Thunderer	Dreadnought	9,800 yards	Second	4-inch HEx shell	66	22
Orion	battleship			13.5-inch common shell	40	17
King Edward VII	Pre-dreadnought battleship	9,800 yards	Second	12-inch common shell	16	5
Neptune	Dreadnought	8,000–	Third	9.2-inch common shell	18	7
King George V	battleships	10,000 yards		6-inch common shell	27	5
Thunderer				13.5-inch and	95	22
Vanguard				12-inch common shell		

Nov 1895 Captain Charles James Barlow mentioned in dispatches during HMS “*Empress of India*” inspection. Rear Admiral Alington reported that “*fundamental organisation of the ship was very good indeed; and her cleanliness throughout is extremely high and highly creditable...*”.

12 Dec 1895 Captain Charles James Barlow (in Flag post) commissioned the new battleship “*Magnificent*” at Chatham.

12 Dec 1895-28 Jan 1896 Captain Charles James Barlow (Flag) posted and attached to HMS "**Magnificent**". She was a "**Majestic**" class pre-dreadnought battleship of the British Royal Navy. She was the 3rd Royal Navy warship to bear the name.

"**Magnificent**" was laid down at the Chatham Royal Dockyard on 18 Dec 1893. She was launched a year and a day later, on 19 Dec 1894, after which fitting-out work commenced. HMS "**Magnificent**" was one of the nine "**Majestic**" class pre-dreadnought battleships of the Royal Navy. She entered service, after commissioning 12 Dec 1895, with the Channel Fleet, remaining with the fleet through its subsequent reorganisation into the Atlantic Fleet. HMS "**Magnificent**" was 421 feet long overall and had a beam of 75 feet and a draft of 27 feet. She displaced up to 16,060 tons (light); 17,700 tons (heavy) at full combat load. Her propulsion system consisted of 2 x 3-cylinder triple expansion steam engines powered by 8 x coal-fired cylindrical boilers, driving twin screws. By 1907–1908, she was re-boilered with oil-fired models. Her engines provided a top speed of 16 knots at 10,000 indicated horsepower. The "**Majestics**" 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 enlisted ratings. The ship was armed with 4 x B.L. 12-inch, 35-calibre Mk VIII guns in twin 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.

"**Magnificent**" 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 12 x Q.F. 2-3 pounder guns. She was also equipped with 5 x 18-inch torpedo tubes, 4 of which were submerged in the ship's hull, with the last in a deck-mounted launcher. "**Magnificent**" and the other "**Majestic**" class ships had 9-inches of Harvey nickel-steel armour, which allowed equal protection with less cost in weight compared to previous types of armour. This allowed "**Magnificent**" and her sisters to have a deeper and lighter belt than previous battleships without any loss in protection. The barbets for the main battery were protected with 14-inches of armour, and the conning tower had the same thickness of steel on the sides. The ship's armoured deck was 2.5 to 4.5-inches thick. She was commissioned into the Royal Navy another year later, in Dec 1895, to relieve the battleship "**Empress of India**" as second flagship of the Channel Fleet. On the 26 Jun 1897, she was present at the Fleet Review at Spithead for the Diamond Jubilee of Queen Victoria. Capt. John Ferris was appointed in command in Jan 1899, and from February the following year she joined the Eastern division of the Channel Fleet, flying the flag of Rear-Admiral Arthur Dalrymple Fanshawe. On receiving word of the death of Queen Victoria on 21 Jan 1901 while stationed in Portsmouth, "**Magnificent**" flew the Royal Standard at half-mast. Capt. Arthur John Horsley was appointed in command in Oct 1900, and in June the following year she became flagship of Rear-Admiral Sir William Acland, second in command (2ic) of the Channel Squadron. He relinquished the position one year later, and at sunset on 5 Jun 1902 struck his flag on board the "**Magnificent**". Rear-Admiral Assheton Curzon-Howe, who had succeeded Acland, transferred to the vessel later the same month. She took part in the fleet review held at Spithead on 16 Aug 1902 for the coronation of King Edward VII, and visited the Aegean Sea for combined manoeuvres with the Mediterranean Fleet the following month. Capt. Sackville Carden was appointed in command on 16 Oct 1902. By Jan 1904, the ship had become the flagship of the Channel Fleet. As a result of a reorganization in Jan 1905, the Channel Fleet became the Atlantic Fleet, and "**Magnificent**" accordingly became a part of the Atlantic Fleet. A gun explosion aboard "**Magnificent**" on 14 Jun 1905 resulted in 18 casualties, but she remained in service until 1906, after which she underwent a refit. The explosion was caused by a faulty shell in one of the 6-inch guns; it failed to fire, and when the loader opened the breech, contact with the fresh air detonated the shell. On 15 Nov 1906, she ended her Atlantic Fleet service and was paid off at Devonport. "**Magnificent**" was commissioned into reserve on 16 Nov 1906, based at Chatham. During her reserve service, she was attached to the

Gunnery School at Sheerness as a gunnery training ship in Dec 1906. **"Magnificent"** left Chatham in Mar 1907 and was assigned to the Nore Division of the Home Fleet at the Nore. During this service, she temporarily was flagship of the Commander-in-Chief in Nov 1907 and underwent a refit at Chatham in 1908, during which she had new fire control systems installed and was converted to burn fuel oil. She served as the second flagship of the Home Fleet from Aug 1908 to Jan 1909. **"Magnificent"** was reduced to a nucleus crew in Feb 1909 as part of the commissioned reserve. On 24 Mar 1909, she became the flagship of the Vice Admiral, 3rd and 4th Divisions, Home Fleet, at the Nore. She was relieved as flagship on 1 Mar 1910 by the battleship **"Bulwark"**. On 27 Sep 1910, **"Magnificent"** was recommissioned into the Home Fleet to serve as a turret drill ship and stokers' training ship at Devonport. Her stern-walk was damaged in a collision in Dec 1910. She became tender to the turret drill ship **"Vivid"** in Feb 1911 and a seagoing gunnery training ship at Devonport on 14 May 1912. She was slightly damaged on 16 Jun 1913 when she ran aground in fog near Cawsand Bay, a bay on the south-east coast of Cornwall. She recommissioned for 3rd Fleet service on 1 Jul 1913. She served with the Home Fleet for most of her pre-war service. During a precautionary mobilization of the fleet immediately prior to the outbreak of World War I, **"Magnificent"** and her sister ships **"Hannibal"**, **"Mars"**, and **"Victorious"** on 27 Jul 1914 formed the 9th Battle Squadron, subordinate to the Admiral of Patrols and stationed at the Humber. **"Magnificent"** served as guard ship at the Humber. World War I began while she was stationed there. On 7 Aug 1914, the 9th Battle Squadron was dissolved, and **"Magnificent"** and **"Hannibal"** transferred to Scapa Flow to reinforce the defences of the anchorage of the Grand Fleet there, becoming a guard ship at Scapa Flow. The **"Majestic"** class ships were by then the oldest and the least effective battleships in service in the Royal Navy. The first-class protected cruiser **"Crescent"** relieved **"Magnificent"** of guard ship duty on 16 Feb 1915, at which point **"Magnificent"** was paid off. She was amongst the oldest of Britain's battleships at the time. During World War I in Feb 1915, **"Magnificent"** arrived at Belfast to be disarmed. In March and April 1915, all of her 12-inch guns and all except for 4 x of her 6-inch guns were removed. Her 12-inch guns were taken to arm the new **"Lord Clive"** class monitors HMS **"General Craufurd"** and **"Prince Eugene"**. After she was disarmed, **"Magnificent"** was laid up at Loch Goil, a small sea loch forming part of the coast of the Cowal peninsula in Argyll and Bute, Scotland, in Apr 1915. On the 9 Sep 1915, **"Magnificent"** was recommissioned to serve along with her similarly disarmed sister ships **"Hannibal"** and **"Mars"**, as a troopship for the Dardanelles Campaign. The three former battleships departed the United Kingdom on this duty on 22 Sep 1915, arriving at Mudros, a town and a former municipality on the island of Lemnos, North Aegean, Greece, on 7 Oct 1915. On 18 Dec 1915 and 19 Dec 1915, **"Magnificent"** took part in the evacuation of Allied troops from Suvla Bay, a bay on the Aegean Coast of the Gallipoli Peninsula in European Turkey, south of the Gulf of Saros. She departed the Dardanelles in Feb 1916 after the conclusion of the campaign and returned to England, 1916, where she was paid off at Devonport on 3 Mar 1916. HMS **"Magnificent"** remained at Devonport, inactive until Aug 1917, serving as an overflow ship. In Aug 1917, she began a refit at Harland & Wolff in Belfast for conversion to an ammunition ship. When her refit was completed in Oct 1918, she was transferred to Rosyth for service as an ammunition store ship. A role which continued until 1921. HMS **"Magnificent"** was placed on the disposal list on 4 Feb 1920, but continued to serve as an ammunition store ship at Rosyth until Apr 1921, when she was decommissioned. She was sold for scrapping on 9 May 1921. Scrapping began at Thomas W Ward, Inverkeithing, a town and Royal Burgh, in Fife, Scotland, located on the Firth of Forth., the following year.

Breakdown of Majestic Class vessels upon which Charles James Barlow served:

Name:	Builder:	Laid down	Launched	Completed
Caesar	Portsmouth Royal Dockyard	25 March 1895	2 September 1896	January 1898
Hannibal	Pembroke Royal Dockyard	1 May 1894	28 April 1896	April 1898
Illustrious	Chatham Royal Dockyard	11 March 1895	17 September 1896	April 1898
Jupiter	J & G Thomson, Clydebank	24 April 1894	18 November 1895	May 1897

Magnificent	Chatham Royal Dockyard	18 December 1893	19 December 1894	December 1895
Majestic	Portsmouth Royal Dockyard	February 1894	31 January 1895	December 1895
Mars	Laird Brothers, Birkenhead	2 June 1894	30 March 1896	June 1897
Prince George	Portsmouth Royal Dockyard	10 September 1894	22 August 1895	November 1896
Victorious	Chatham Royal Dockyard	28 May 1894	19 October 1895	November 1

Jan 1897-Oct 1899 Captain Charles James Barlow was posted and attached to HMS **"Alexandra"**. She was a central battery ironclad of the Victorian Royal Navy; whose seagoing career was from 1877 to 1900. At the time of her design the Board of Admiralty were at loggerheads amongst themselves as regards the provision of sails in their contemporary warships; steam engine design had advanced to the point where ships could cross the Atlantic under steam power alone, but centuries of tradition had left an ingrained emotional attachment to sails in a small but influential number of the senior members of the naval hierarchy. This minority succeeded in convincing the Board to design **"Alexandra"** as a rigged broadside. She was laid down 5 Mar 1873 and constructed at Chatham Royal Dockyard. She was named after Alexandra, then Princess of Wales. She was launched 7 Apr 1875 and commissioned 2 Jan 1877 to 31 Jan 1877. Her general characteristics were as follows: Displacement 9,490 tons; Length 325 feet between perpendiculars, 344 feet overall; Beam of 63-foot 8-inches and a Draught of 26½ feet. Her propulsion was from 2-shaft Humphreys vertical inverted compound engines produced 8,498 ihp. She carried engines by Messer's Humphreys and Tennant. She was the first British warship to be powered by vertical compound engines, carrying cylindrical high-pressure boilers with a working pressure of 60 pounds-force per square inch, as compared to rectangular boilers working at 30 lbf/inches squared, pressure mounted in earlier ships. 12 x boilers were set back to back on either side of a longitudinal bulkhead; each engine drove an outward rotating screw of some 21 feet in diameter. A pair of auxiliary engines, each of 600 indicated horsepower, were fitted to turn the screws while the ship was proceeding under sail. These engines could, if required, propel the ship at a speed of 14.5 knots. During trials she had a speed of 15.09 knots with a complement of 674 men and officers. At the time of her completion **"Alexandra"** was the fastest battleship afloat. It had been intended to call the ship HMS **"Superb"**, the name used when she was actually laid down, but Her name was changed at her launching, which was undertaken by Her Royal Highness the Princess of Wales, who was later Queen Alexandra. She was the first British ironclad to be launched by a member of the Royal Family; the Duke and Duchess of Edinburgh, the Duke and Duchess of Teck and the Duke of Cambridge were also present. **"Alexandra"** was the last British battleship to carry her main armament wholly below decks; she was one of only two British ships to mount guns of 11-inch calibre, the other being HMS **"Temeraire"**. Her original armament (1877) were 2 x 11-inch muzzle-loading rifles guns; 10 x 10-inch rifled muzzle-loading guns; 6 x 13-cwt. breech-loaders; 4 x torpedo carriages. Her armour was as follows: 12-inches on main deck battery; 8-inches on upper deck battery; a belt of 12-inches tapering to 6-inches; 8-5 inches on bulkheads and 1-5-1-inch on her decks. She spent much of her career as a flagship, and took part in operations to deter Russian aggression against Turkey in 1878 and the bombardment of Alexandria in 1882. **"Alexandra"** was the last of a long series of progressive steps in the development of vessels of her type. As the militarily most effective of all of the broadside ironclads, it is ironic that she was designed by Nathaniel Barnaby, who was one of the earliest and most effective proponents of the virtues of turret-mounted artillery. Her armament was disposed in a central box-battery, with heavy guns deployed both on the main and on the upper deck. Recognising the increasing importance of axial fire, Barnaby arranged the artillery so that, by firing through embrasures, there was the capability of deploying four heavy guns to fire dead ahead, and two astern; all guns could if required fire on the broadside. From her commissioning at Chatham on 2 Jan 1877 to 31 Jan 1877 she was designed as flagship, Mediterranean Fleet, and held this position continuously until 1889. She was the flagship of Admiral Hornby in his passage through the Dardanelles during the Russian war scare of 1878. She ran aground in bad weather at the narrowest part of

the strait; she was towed off by HMS "Sultan" in time to lead the squadron to Constantinople. She was present at the bombardment of Alexandria in 1882; in this action the Admiral's flag was shifted to HMS "Invincible", as she was of shallower draught vessels and could sail closer to shore. During this action on 11 Jul 1882, Gunner Israel Harding flung a live 10-inch shell overboard, an action which led to the award of the Victoria Cross. In 1886, the Duke of Edinburgh hoisted his flag on board, and Prince George of Wales, later King George V, joined as a lieutenant. She was paid off in 1889 for modernisation. In 1891 her armaments were modified to: 4 x B.L. 9.2-inch guns; 8 x 10-inch muzzle-loading rifles guns; 6 x B.L. 4-inch guns. She became flagship of the Admiral Superintendent of Naval Reserves at Portsmouth, and remained so until 1901. "Alexandra" was featured in the first volume of the Navy and Army Illustrated in early Apr 1896 and was then described as a "coastguard ship at Portsmouth" with her principal armament being 8 x 18-ton guns; 4 x 22-ton; 6 x 4-inch; 4 x six-pounders and 6 x three-pounder Q.F. quick firers. In 1897 her armaments were modified to: 4 x 9.2-inch breech-loaders; 8 x 10-inch muzzle-loading rifles guns; 6 x Q.F. 4.7-inch guns. At this time, she had a complement of 408 officers and men and was commanded by Capt. William Harvey. Pigott. Her last sea-time was as flagship of the "B" fleet in the manoeuvres of 1900. In 1903 she became a mechanical training ship, and she was sold in 1908 and broken-up.

July 1898 Captain Charles James Barlow mentioned in dispatches during HMS "Alexandra" inspection. "Their Lordships' disapproved of the establishment of a canteen controlled by Lipton, and reported that steps had to be urgently taken to do away with it....".

25 Sept 1898-2 Oct 1899 Captain Charles James Barlow appointed and posted to HMS "Jupiter", for a short period, in the Channel Squadron. Charles James Barlow was her 2nd full Captain (the 1st being Capt. Angus MacLeod, 8 Jun 1897 to 25 Sep 1898. Charles James Barlow was replaced by Capt. John Durnford, 2 Oct 1899 to 17 Dec 1900. HMS "Jupiter" was a "Majestic" class pre-dreadnought battleship. HMS "Jupiter" was laid down by J & G Thomson, Clydebank at Clydebank on 26 Apr 1894 and launched on 18 Nov 1895. In Feb 1897 she was transferred to Chatham Dockyard, where she was completed in May 1897. She was commissioned on 8 Jun 1897 at Chatham Dockyard for service in the Channel Fleet. HMS "Jupiter" was 421 feet long overall, with a beam of 75 feet and a draft of 27 feet. She displaced up to 16,060 tons (light); 17,700 tons (heavy) at full combat load. Her propulsion system consisted of 2 x 3-cylinder triple expansion engines powered by 8 x coal-fired cylindrical boilers, driving twin screws. By 1907-1908, she was re-boilered with oil-fired models. Her engines provided a top speed of 16 knots at 10,000 indicated horsepower. The "Majestics" 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 enlisted ratings. She was armed with 4 x B.L. 12-inch Mk VIII guns in twin 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. The "Jupiter" 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 12 x Q.F. 2-pounder guns. She was also equipped with 5 x 18-inch torpedo tubes, 4 x of which were submerged in the ship's hull, with the last in a deck-mounted launcher. The "Jupiter" and the other ships of her class had 9-inches of Harvey (nickel-steel plate) armour belt, which allowed equal protection with less cost in weight compared to previous types of armour. This allowed "Jupiter" and her sisters to have a deeper and lighter belt than previous battleships without any loss in protection. The barbets for the main battery were protected with 14-inches of armour, and the conning tower had the same thickness of steel on the sides. The ship's armoured deck was 2.5 to 4.5-inches thick. She was Commissioned in 1897, she was assigned to the Channel Fleet until 1905. After a refit, she was temporarily put in reserve before returning to service with the Channel Fleet in Sep 1905. In 1908

and rendered obsolete by the emergence of the Dreadnought type of battleships, she once again returned to the reserve, this time with the Home Fleet. After another refit, she had a spell as a gunnery training ship in 1912. Following the outbreak of World War I, "**Jupiter**" served with the Channel Fleet and then as a guard ship on the River Tyne. She was dispatched to Russia in Feb 1915 to serve as an icebreaker, clearing a route to Arkhangelsk while the regular icebreaker was undergoing a refit. She underwent her own refit later in 1915 and once completed, was transferred to the Suez Canal Patrol. She returned to England late 1916, and spent the remainder of the war based at Devonport. She was present at both the Fleet Review at Spithead for the Diamond Jubilee of Queen Victoria on 26 Jun 1897 and the Coronation Fleet Review for King Edward VII on 16 Aug 1902. Capt. John Durnford was appointed in command in Oct 1899, followed by Capt. Sir Archibald Berkeley Milne from Dec 1900. In Mar 1901 she visited Cork, and in September the following year she was part of a squadron visiting Nauplia and Souda Bay at Crete in the Mediterranean Sea. On 1 Jan 1905, the Channel Fleet became the new Atlantic Fleet, making her an Atlantic Fleet unit. She was paid off at Chatham on 27 Feb 1905 to undergo a refit there, and her Atlantic Fleet service ended when she emerged from refit and was commissioned at Chatham into the Portsmouth Reserve on 15 Aug 1905. "**Jupiter**" was commissioned for service in the new Channel Fleet on 20 Sep 1905. This service ended on 3 Feb 1908 when she was paid off. By this time, "**Jupiter**" had been surpassed in the role of front-line battleship by the new "all-big-gun" Dreadnought battleships inaugurated by HMS "**Dreadnought**" in 1906. On 4 Feb 1908, "**Jupiter**" was recommissioned for reserve service in the Portsmouth Division of the then new Home Fleet with a nucleus crew. She was flagship of the division from Feb to Jun 1909 and later second flagship of the 3rd Division, Home Fleet. During this service, she underwent refits at Portsmouth in 1909–1910, during which she received fire control equipment for her main battery, and 1911–1912. From Jun 1912 to Jan 1913 she served as a seagoing gunnery training ship at the Nore. In Jan 1913 she was transferred to the 3rd Fleet, and was based at Pembroke Dock and Devonport. When World War I broke out in Aug 1914, "**Jupiter**" was transferred to the 7th Battle Squadron of the Channel Fleet. During this service, she covered the passage of the British Expeditionary Force from England to France in Sep 1914. In late Oct 1914, "**Jupiter**" was reassigned to serve alongside her sister ship "**Majestic**" as a guard ship at the Nore. On 3 Nov 1914, "**Jupiter**" and "**Majestic**" left the Nore and relieved their sister ships "**Hannibal**" and "**Magnificent**" of guard ship duty on the Humber. In Dec 1914, "**Jupiter**" moved on to guard ship duty on the Tyne. On 5 Feb 1915, "**Jupiter**" was detached from her guard ship duty to serve temporarily as an icebreaker at Arkhangelsk, Russia, while the regular icebreaker there was under refit. In this duty, "**Jupiter**" made history by becoming the first ship ever to get through the ice into Arkhangelsk during the winter; her February arrival was the earliest in history there. Tsar Nicholas II authorised the striking and issue of medals commemorating the feat to all officers, petty officers and seamen (class 1, 2 and 3 respectively). HMS "**Jupiter**" left Arkhangelsk in May 1915 to return to the Channel Fleet, and was paid off at Birkenhead on 19 May 1915. She then began a refit by Cammell Laird, at Birkenhead there that lasted until Aug 1915. Her refit completed, "**Jupiter**" was commissioned at Birkenhead on 12 Aug 1915 for service in the Mediterranean Sea on the Suez Canal Patrol. On 21 Oct 1915, she was transferred to the Red Sea to become guard ship at Aden, Yemen and flagship of the Senior Naval Officer, Red Sea Patrol. She was relieved of flagship duty by the troopship RIM *Northbrook* of the Royal Indian Marine on 9 Dec 1915 and returned to the Suez Canal Patrol for Mediterranean service. This lasted from Apr to Nov 1916, with a home port in Port Said, Egypt. HMS "**Jupiter**" left Egypt on 22 Nov 1916 and returned to the United Kingdom, where she was paid off at Devonport to provide crews for antisubmarine vessels. She remained at Devonport until Apr 1919, in commission as a special service vessel and auxiliary patrol ship until Feb 1918, when she was again paid off. After that she became an accommodation ship. She was decommissioned in Feb 1918. In Apr 1919, "**Jupiter**" became the 1st

"Majestic" class ship to be placed on the disposal list and. She was sold for scrapping on 15 Jan 1920, and on 11 Mar 1920 was towed from Chatham to Blyth, Northumberland, to be scrapped.

1 Sep 1899-1 Oct 1902 Captain Charles James Barlow was attached to HMS "*Thunderer*", and Captain Superintendent of Pembroke Royal Dockyard. He took-up the position 2 Oct 1899. HMS "*Thunderer*" was one of two "*Devastation*"-class ironclad turret ships built for the Royal Navy in the 1870's. She was the 5th ship of her name to serve in the Royal Navy, was laid down on 26 Jun 1869 at Pembroke Royal Dockyard, Wales. Construction was subsequently halted for a period 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. 2 years later she was transferred to Portsmouth Dockyard to finish fitting out. She suffered 2 serious accidents before the decade was out and gained a reputation as an "*unlucky ship*" for several years afterward. On 14 Jul 1876, she 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. Killing 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 4 x 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 and later boilers, of 30 psi. The boiler was repaired and the ship was completed on 26 May 1877 at a cost of £368,428. She was re-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 torpedoes. She sailed for the Mediterranean assigned to the Mediterranean Fleet in 1878, under the command of Capt. Alfred Chatfield (yet another Captain Superintendent of the Pembroke Dockyard). She 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. The muzzle-loading gun had been double-loaded following a misfire. According to Admiral of the Fleet Sir Edward Hobart 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, 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. "*Thunderer*" was hence regarded and confirmed as an "*unlucky ship*" and was placed in reserve at

Malta in 1881 and had her machinery overhauled, subsequently she was reduced to reserve in 1881 before being recommissioned in 1885. Her armament was augmented with a pair of 14-inch torpedo launchers and a half-dozen 1-inch Nordenfolt guns on the hurricane deck. She was recommissioned in 1885 and remained with the Mediterranean Fleet until she was paid off at Chatham Dockyard. The future King George V served aboard "*Thunderer*" in 1885–86. In 1887 she returned home and was again placed in reserve. She re-joined the Mediterranean Fleet in 1891, but was forced to return to the Britain by boiler problems in 1892. The ship became a coast guard ship in Wales in 1895 and was again placed in reserve in 1900. She was taken out of service in 1907 and sold for scrap in 1909.

1901 Census shows the Barlow family at Pembroke Royal Dockyard, Charles J Barlow (52), wife Elizabeth H Barlow (34), son Arthur H Barlow (6) and a Nephew. (*An example of this Census is shown below*).

Dec 1901 Captain_Superintendent Charles James Barlow again mentioned in dispatches during inspection of the Pembroke Royal Dockyard. "...Their Lordships' expressed their appreciation of the manner in which negotiates were conducted by Captain Charles Barlow, on behalf of the Admiralty – resulting in satisfactory solutions to and of questions at issue with the War Department at Pembroke...".

1 Sep 1902 Captain Barlow was promoted to the rank of Rear-Admiral on the promotion of Rear Admiral Sir Lewis Anthony Beaumont K.C.M.G. to Vice Admiral of the Fleet.

Mar 1903 Rear Admiral Charles James Barlow attended a Gunnery and Torpedo Technical course, which he passed.

Jun 1903 Rear Admiral Charles James Barlow attended a Signals course, which he passed.

Dec 1903 Chairman of Committee: on the Treatment of Sick and Wounded during and after action: "appreciation of Admiralty or the thoroughness of report. Mayor, and president of Sick Committee of North Establishment Committee". -

9 May 1904- May 1905 Rear Admiral Charles James Barlow succeeded Rear-Admiral Edmund S. Poë as Second-in-Command (2ic) of the Home Fleet, hoisting his Flag in the "*Royal Oak*" at Devonport, and Admiral Superintendent of the Devonport Royal Dockyard.

9 May 1905 Rear Admiral Charles James Barlow was relieved and replaced by Vice-Admiral Sir Arthur W. Moore.

May-Oct 1905 Rear Admiral Charles James Barlow took up the Presidency of Committee of Naval Sick Establishments.

Dec 1905 Letters of thanks directed to Charles Barlow for service on the above committees. It also, marked the reformation of sub-committees; to reconsider further revisions for the Naval Service and Naval Ordnance.

3 Mar 1906 Rear Admiral Charles James Barlow was appointed Admiral Superintendent of Devonport Dockyard in succession to Vice-Admiral William H. Henderson.

23 Nov 1906 Rear-Admiral Charles James Barlow promoted to the rank of Vice-Admiral and appointed as 2nd in command (2ic) of Home Fleet, from 9 May 1904, following Vice Admiral Gerald Charles Langley being placed on the Admiralty Retired List.

1908 Charles James Barlow was replaced as Admiral Superintendent of Devonport Dockyard.

10 Feb 1911 Vice Admiral Charles James Barlow promoted to the rank of full Admiral on the placing of Vice Admiral the Right Honourable Lord Charles William Delapoe Beresford, G.C.V.O., K.C.B., LL.D., M.P. onto the Retied List.

1911 Census shows the Barlow family at Portsmouth and Mid Southsea, Charles J Barlow (62), wife Elizabeth H Barlow (44), together with various other members of the Barlow family. (*An example of this Census is shown below*).

an example of this is given below.

19 July 1911 Admiral Charles James Barlow retired on his own request. In accordance

with the provisions of the Order in Council of 8 December, 1903, he was placed on the Retired List, at his own request.

7 Nov 1914, Admiral Charles James Barlow was granted a temporary Commission as Commander in the **Royal Naval Reserve**.

16 Nov 1914 Admiral Charles James Barlow was re-appointed as a temporary Captain, R.N.R.

Nov 1914 Admiral Charles James Barlow was appointed in command of the armed yacht "**Valiant**" in, initially as a Commander R.N.R.

20 Feb 1915- Apr 1915 Admiral Charles James Barlow was given charge of the vessels in Auxiliary Patrol Area XVII. This appointment lasted only until early Apr 1915.

Aug 1915 Admiral Charles James Barlow was made the Admiralty Representative in connection with the supply of munitions in Manchester and Leeds, Areas No. 2 and 3. This appointment ceased on 19 March 1917.

11 Aug 1921 Admiral Charles James Barlow died.

1922 Vice-Admiral Henry L. Fleet recalled in: "...'**Billy Barlow**', an old friend and a very popular man in the Service. Billy would have preferred a seagoing ship to life in a 'Stone Frigate'...."

By his death Charles James Barlow had served as follows: -
Total Service:

Rank	At Sea.		Harbour.	
	Years	Days	Years	Days
Lieutenant	9	247	309	
Commander	3	208	196	
Captain	No record made by Admiralty on this.			

1901 Census for Pembroke, St Mary, Dist. 10, Page 25 item118, shows the family at the Capt. Superintendents Residence, Royal Dockyard, Pembroke Dock:

No:	Name:	Positon:	AGE	Sex:	DOB:	Born:
118	Charles J Barlow	Head	52	M	1849	Ireland.
118	Elizabeth H Barlow	Wife	34	F	1867	Australia.
118	Arthur H Barlow	Son	6	M	1985	Paignton, Devon.
118	Arthur B Barlow	Nephew	11	M	1890	London, Middlesex, England.
118	Julia G Cullimore	Cook	30	F	1871	Thornbury, Gloucestershire, England.
118	Fanny E. Edmonds	Parlour Maid	22	F	1879	Pembroke Dock, Pembrokeshire, Wales.
118	Edith G. Edmonds	House Maid	20	F	1881	Pembroke Dock, Pembrokeshire, Wales.
118	Sarah A.	Kitchen Maid	27	F	1874	Pembroke Dock, Pembrokeshire, Wales.
118	Florry Williams	House Maid	23	F	1878	Pembroke Dock, Pembrokeshire, Wales.

1911 Census for Hampshire>Portsmouth>Ports mouth and Mid Southsea>27> Maplehurst, 1 Auckland Road West, Southsea, Hampshire, Portsmouth.

1	Charles James Barlow	Admiral Head	62	M	1849	Dublin, Ireland
2	Elizabeth H Barlow [nee Dight]	Wife of 18 yrs.	44	F	1867	Richmond, N.S.W. Australia
3	Gladys R Barlow	Niece (single)	25	F	1886	Sakarapur, Uttar Pradesh, Northern India
4	Richard Nigel Gresley Rear Admiral (retired)	Visitor married 18 yrs.	61	M	1850	Stoke by Maryland, Suffolk, England
5	Ruth Stengsbys Gresley	Visitor wife	47	F	1864	Kensington London, England
6	Frances Mann	Cook	35	F	1876	Lyne, Norfolk, England
7	Rose Ellen Hill	Parlour maid	23	F	1888	Holloway, London, England
8	Hetty Mary Bailey	Servant	16	F	1895	Portsmouth, Hampshire England

In the 1911 Census Devon-Dartmouth-Dist. 10, Pg. 8 of 37 - Item 7 - Arthur H C Barlow, (son) B. 1895, Paignton Devon., Naval Cadet, male, single, @ RN College, Hospital & Masters with Officers Residences Attached Thereto, Dartmouth.

In the 1911 Census Northamptonshire>Hannington & Halcot>Sywell Road. - 06- Item 3- Geoffrey Evelyn Boucher Barlow (B. 1901 Pembroke, Wales) [aged 9] with 4 others and 1 servant@ Madeline Nora Coen Private School for Children.

Extracts from the Times newspaper....HMS "Scylla"

Wednesday 31 December 1856

.....The following ships and vessels are now in port at Sheerness, in harbour, fitting-basin, and in docks, viz.- The "**Edinburgh**", 60 guns, Capt. Edward P. Halsted; the "**Waterloo**", 120 guns, Capt. Lord Frederick Kerr, flagship; the "**Formidable**", 84 guns, Capt.-Superintendent John Jervis Tucker; the "**Royal George**", 102 guns; the "**Terrible**", 21 guns; the new screw steam corvette "**Scylla**". 21 guns; the "**Argus**", 6 guns; the "**Eurotas**", 12 guns, screw mortar-ship; the "**Hydra**", 6 guns; the "**Terror**", 14 guns, floating battery; the "**Horatio**", 12 guns; the "**Russell**", 60 guns; the "**Hawke**", 60 guns, Capt. James Willcox, C.B., &c.; the "**Phoenix**", 6 guns.; the "**Renard**", 6 guns; the "**Foxhound**", 6 guns; the "**Pylades**", 21 guns; the "**Trusty**", 14 guns, floating battery; the new screw steam frigate "**Emerald**", 51 guns; the "**Hermes**", 6 guns, Commander William E.A. "**Gordon**"; the "**Lizard**" steam-vessel, Lieutenant-Commander Thomas B. Christopher; the "**Myrtle**" steam-vessel, Master-Commander William S. Bouchier; the "**African**"

			<p>steam-vessel, Second Master-Commander R. Harvey; the "<i>Fearless</i>" steam-vessel; the "<i>Wildfire</i>" steam tender to "<i>Waterloo</i>", Master-Commander George Brockman; the "<i>Melampus</i>", 42 guns, Capt. L. Heath, C. B., &c. The gunboats "<i>Louisa</i>", "<i>Magnet</i>", "<i>Erne</i>", "<i>Mayflower</i>", "<i>Ruby</i>", "<i>Sandfly</i>", "<i>Carnation</i>", "<i>Spanker</i>", "<i>Pelter</i>", "<i>Fly</i>", "<i>Hasty</i>", "<i>Cochin</i>", "<i>Julia</i>", "<i>Dwarf</i>", "<i>Fidget</i>", "<i>Griper</i>", "<i>Mastiff</i>", "<i>Mistletoe</i>", "<i>Traveller</i>", "<i>Spey</i>", "<i>Surly</i>", "<i>Herring</i>", "<i>Sepoy</i>", "<i>Bullfrog</i>", "<i>Tickler</i>", "<i>Manly</i>", "<i>Thistle</i>", and the new screw steam despatch gunboat "<i>Nimrod</i>". The new ship "<i>Meeanee</i>", 80 guns, is in No. 2 dry dock, being altered to receive screw steam machinery.</p>
			<p>Thursday 7 November 1861 The return of the "<i>Emerald</i>", 51, to the Sound, after an ineffectual effort to reach Halifax, has created considerable interest among the naval community at Plymouth. It appears that the frigate, which left Spithead on the 5th of October, encountered on the 10th, 11th, 13th, and subsequently a succession of heavy gales from north-north-west to south-south-west, from the effects of which she was compelled on the 22d to put back, being then in lat. 48 N., and long. 37 W. During all this time there was excessive rolling, accelerated, it is said, by the weight of her armament. Although thoroughly caulked before departure, she leaked "like a sieve" after the first gale. Subsequently some of the beams and knees in the lower deck and the after sternpost were staved. The ship's pumps were broken, and the discharge pipe of the engines split, by which and other injuries they were several days in a disabled state, it is satisfactory to know that the crew continued well-disciplined throughout the storm and its contingencies. The "<i>Emerald</i>" passed the "<i>Warrior</i>" and "<i>Revenge</i>" in the chops of the Channel on Monday night. Yesterday she got up steam, and, aided by the steam-tugs "<i>Prospero</i>" and "<i>Zephyr</i>", proceeded from the Sound into Hamoaze. It is conjectured that the "<i>Emerald</i>" will not now go to Halifax, but direct from Plymouth, to Vera Cruz....</p>
			<p>Wednesday 16 April 1873 Her Majesty's screw corvette "<i>Scylla</i>", 16 guns, 400-horse power, Capt. Charles R.F. Boxer, which has recently returned from the Pacific Station, was paid out of commission yesterday (Tuesday) morning in the large basin in Sheerness Dockyard, and the officers and crew granted the usual leave of absence. The "<i>Scylla</i>" was commissioned at Sheerness on the 15th of April, 1869, by Capt. F.A. Herbert. In May she joined the Reserve Squadron, and on that squadron being broken up she proceeded to Plymouth to join the Flying Squadron, in command of Admiral Hornby, and left England with that squadron on. The 19th of June, 1869. After visiting Madeira, Bahia, Rio de Janeiro, Montevideo, Cape of Good Hope, Melbourne, Sydney, Hobart Town, New Zealand, and Yokohama, the "<i>Scylla</i>" was dropped at Vancouver's Island, where she joined the Pacific Squadron and was stationed for 12 months as senior ship of the Northern Division, only leaving the island to pay a visit to the Sandwich Islands. In May, 1871, she took a tour of duty on the coast of Mexico, and arrived at Panama in July, where Capt. Herbert left to take command of the "<i>Cambridge</i>", and was succeeded by Capt. C. R. F. Boxer; she then proceeded to Valparaiso and was stationed as the ship of the senior officer of the Southern Division for several months, and visited Juan Fernandez, Talcahuano, Caronel, and Luco Bay. At the latter place the navigation officers made a new survey of the channel between Santa Maria Island and the mainland, for which they received the thanks of their lordships. In April, 1872, the "<i>Scylla</i>" was relieved by the "<i>Zealous</i>", and proceeded again to the coast of Mexico, on whose inhospitable shores she remained about two months, and then proceeded to Panama, where, having been nearly three years and a half in commission, it was hoped the orders for home would have arrived. She was, however, ordered back to Vancouver's again, where, having embarked the paid-off crews of the "<i>Boxer</i>" and "<i>Sparrowhawk</i>", she started again for Valparaiso. On her arrival at that place it was found that the "<i>Zealous</i>" was waiting for the convoy of the <i>Scylla</i> through the Straits. The two ships proceeded in company the next day through the intricate English Narrows, where the "<i>Zealous</i>" grounded for a short time, but fortunately a rising tide enabled her to float off with little damage, and both ships arrived safely at Sandy Point on the 27th of December. On the 30th the "<i>Scylla</i>" left for Falkland Islands, and arrived there on the 2nd of January, but only remained four days, as she had again to meet the "<i>Zealous</i>" at a rendezvous in 45 20 S., 50 W. The "<i>Zealous</i>" joined, and the two ships proceeded together until separated by heavy winds and thick weather. A second rendezvous having been prearranged, the ships again met on the 27th of January. The Admiral, being now satisfied that the "<i>Zealous</i>" was quite seaworthy, allowed the "<i>Scylla</i>" to proceed to St. Helena alone, where she arrived on the 1st of February. The "<i>Scylla</i>" has been absent from England three years and nine months, during which time she has traversed a distance of 85,000 miles, 9,000 of which has been under steam, or steam and sail; the remainder under sail alone.</p>
			<p>Extracts from the Times Newspaper...HMS "<i>Pylades</i>".</p>
			<p>Wednesday 31 Dec 1856..... See the extract above</p>
			<p>Thursday 8 Jan 1863 The "<i>Pylades</i>", 21, screw corvette, Capt. A. W. A. Hood, arrived at Spithead yesterday morning from the eastward, and on anchoring exchanged the usual salutes with the "<i>Victory</i>", flagship of the Commander-in-Chief at the port. It is expected that the "<i>Pylades</i>" will relieve the "<i>Emerald</i>" off Osborne, to enable the latter to prepare for her experimental screw trials.</p>
			<p>Thursday 5 Jan 1871 The Flying Squadron, comprising the screw frigates "<i>Narcissus</i>", 28, Capt. W. Codrington, bearing the flag of Rear-Admiral Beauchamp Seymour, C. B., Admiral in command of the squadron, and the "<i>Immortalité</i>", 28, Capt. F.W. Sullivan, C.B.; and the screw corvettes "<i>Cadmus</i>", 17, Capt. W. H. Whyte, and "<i>Volage</i>", 8, Capt. M. Seymour, sailed from Plymouth Sound yesterday for Lisbon, Madeira, Barbadoes, and several other of the British West India Islands, including Jamaica, whence the squadron, probably calling at Havannah, will proceed to Bermuda, where the "<i>Pylades</i>", 17, screw corvette, Capt. C. W. V. Buckley, V.C., is expected to join. The cruise will occupy four or five months, but a great deal of latitude is allowed to Admiral Seymour, both as to ports of call and the duration of the visit. The</p>

			Commander-in-Chief at Devonport, Admiral Sir Henry Codrington, K.C.B., accompanied by Rear-Admiral W. Houston Stewart, C.B., went out in the steam tender "Princess Alice" to view the departure of the squadron, which left Plymouth with a fine easterly breeze.
			Monday 1 May 1871 The following is a brief account of the proceedings of Rear-Admiral Beauchamp Seymour's Flying Squadron since the last communication from the ships. Our letters are dated the 9th inst. [i.e. 9th April] from Jamaica: -"We remained a fortnight at Barbados, during which time the Governor and the town gave two balls in our honour, both being most successful. At Trinidad we stayed ten days, and from there have visited the islands of Grenada, St. Vincent, and St. Lucia, leaving the latter on the 30th, and arriving here yesterday. From St. Vincent to St. Lucia the squadron had a trial of rate of sailing. Getting all into one line when we had got an offing of the former island, the Admiral made the signal, 'Race to Castries, St. Lucia.' which was a dead heat [sic: should presumably be "dead beat"]. We started at 6 p.m. on the 27th and arrived in the following order on the 28th: - "Volage", 12 50 p.m.; "Narcissus", 2 50 p.m.; "Pylades", 5 35 p.m.; "Immortalité", 7 50 p.m.; "Cadmus", 10 p.m. So, the "Volage" has proved herself the best ship in sailing to windward, for she also beat the fleet in a two hours' trial we had between Grenada and St. Vincent. We met the "Eclipse" at St. Vincent on the 25th taking the Governor of Barbadoes round the islands. She was to return from there. The ships in port here are "Myrmidon", "Sphinx", "Lapwing", and "Britomart". We remain till the 20th, leaving for Havannah and Bermuda."- <i>Army and Navy Gazette</i>
			Monday 26 Jun 1871 A Press despatch of the 1st of June from Halifax, Nova Scotia, is to the following effect: - "The remaining vessels of the Flying Squadron - "Narcissus", "Immortalité" and "Pylades" - arrived to-day from Bermuda [I assume this means that "Cadmus", "Volage" and "Inconstant" had already arrived]. The squadron will remain until the 17th, and then leave for a three-year cruise to the West Indies, South America, China, Australia, and home. The squadron is commanded by Rear-Admiral Seymour. There are now eight warships and gunboats at this station".
			Extracts from the Times Newspaper.... HMS "Immortalité"
		Earlier Extracts are available but have not been included for clarity.	Wednesday 12 Feb 1873 The "Immortalité", 23, screw frigate, Capt. A. Mc L. Lyons, will call at Plymouth on her way to re-join the detached squadron about Sunday or Monday next, and will take any letters for the ships which may be sent to the Naval Commander-in-Chiefs office at Devonport.
			Wednesday 26 Feb 1873 Private letters received at Woolwich from "Vigo" report the arrival at that port of the Flying Squadron, under the command of Rear-Admiral F.A. Campbell, consisting of the "Narcissus", 28, flagship, Capt. J. O. Hopkins; the "Aurora", 23, Capt. S. Douglas; the "Doris", 24, Capt. W. H. Edye; the "Endymion", 22, Capt. E. Maddon; the "Topaze", 31, Capt. E. Hardinge. The passage from Plymouth was very boisterous, the whole of the ships of the squadron having encountered tremendous weather in the Bay of Biscay, the hurricane lasting from the forenoon of the 18th to the 27th ult. The "Aurora", the "Narcissus", and the "Topaze" each lost a man overboard. The "Aurora" was battered down for three days, leaking much from her continued labouring, and the "Topaze" encountered such a succession of tremendous seas as rendered it doubtful whether she would be able to recover herself. The whole of the vessels sailed for Barbadoes on the 6th inst, where they will be joined by the "Immortalité", 28, Capt. A. M.L. Lyons.
			Wednesday 18 Feb 18746 Feb 1874 The "Immortalité", Capt. M'Lyon, came in at Valetta from the coast of Spain, and the "Topaze" is momentarily expected.
			Friday 15 May 187430 Apr 1874The Flying Squadron, consisting of the "Narcissus", 28 (bearing the flag of Rear-Admiral G.G. Randolph, C.B.), Capt. S. Adeane; the "Doris", 24, Capt. W. H. Edye; the "Endymion", 22, Capt. E. Madden; the "Immortalité", 28, Capt. Mac L. Lyons; and the "Topaze", 28, Capt. E. Hardinge, returned from their cruise in the Levant on the 30th ult., and took up their moorings in the Grand Harbour, Valetta, in fine style, at half-past 4 p.m., entering port under sail with a strong breeze from the eastward. The three first-mentioned vessels came direct from Rhodes, after a passage of ten days, and the two latter from Suda Bay (Island of Crete) in six days. The squadron, except the "Doris", will leave on Thursday, 7 May, for Palermo, Cagliari, Port Mahon, Gibraltar, and England. The "Doris" will follow about Monday, 11 May, after having a new bowsprit fitted.
			Thursday 15 Oct 1874 An intimation arrived at Chatham Dockyard yesterday of what will be the movements of the detached squadron, which will be under the command of Rear-Admiral Randolph, and will consist of the following ships: - The "Narcissus", the "Immortalité", the "Topaze", the "Newcastle", the "Raleigh", and the "Doris". The ships are ordered to assemble at Gibraltar on the 25th of October, excepting the "Doris", which is to join the squadron at Madeira. The whole will leave Madeira on the 20th of Nov, and arrive at St. Vincent on the 29th of Nov; leave St. Vincent on the 3d of Dec, and arrive at Montevideo on the 2d of Jan, 1875; leave Montevideo on the 20th of Jan, and arrive at the Falkland Islands on the 30th of Jan; leave the Falkland Islands on the 13th of Feb, and arrive at the Cape of Good Hope on the 9th of Mar. The squadron will leave the Cape of Good Hope on the 30th of Mar, and arrive at St. Helena on the 11th of Apr; leave St. Helena on the 17th of Apr, and arrive at Ascension on the 22nd of Apr, leaving Ascension on the 26th of Apr, and returning to Gibraltar on the 3rd of June.
			Monday 2 Nov 187426 Oct 1874 The detached squadron, under the command of Rear-Admiral Randolph, C.B., consisting of the "Narcissus", "Immortalité" and "Raleigh", arrived at Gibraltar - <i>Army and Navy Gazette</i> .

			<p>Thursday 26 Nov 1874</p> <p>.... The following particulars in reference to the cruise of the Detached Squadron under the command of Rear-Admiral G.G. Randolph have just been published. The vessels composing the squadron are the screw frigate "Narcissus", 28, Capt. N. Bowden-Smith, the flagship; the screw frigate "Doris", 24, Capt. The Hon. G. R. Fremantle, C.B.; the screw frigate "Immortalité", 28, Capt. F.A. Hume; the "Newcastle", 28, screw frigate. Capt. R.G. Douglas; the iron screw frigate "Raleigh", 22, Capt. George Tryon, C.B.; and the screw frigate "Topaza", 28, Capt. Arthur T. Thrupp. The squadron first visited Madeira, where they remained until the 21st ult., proceeding thence to St. Vincent, where they were timed to arrive on the 29th inst. They will remain there until the 3rd of Dec, when they will proceed to Montevideo, which they will reach about the 2nd of Jan, 1875. After remaining there until the 20th of that month, the squadron will go to the Falkland Islands, where they will arrive in ten days. They will stay there about 13 days, when they will leave for the Cape of Good Hope, where they are expected to arrive about the 9th of Mar. The squadron will leave the Cape on the 30th of Mar for St. Helena, which port they will make on the 11th of Apr. They will remain there till the 17th, thence proceeding to Ascension Island, where they are to arrive on the 23rd of Apr. They will leave for Gibraltar on the 26th of Apr, reaching the Rock on the 3d of Jun next, and leaving again for England after a short stay. Letters to meet the squadron at the various places of call should be posted in time to leave London by the following mails: - For Montevideo, Dec 1 and 15; Falkland Islands, Dec 19; Cape of Good Hope; Jan 25, Feb 5 and 15; St. Helena, Mar 15; and Gibraltar, May 26.</p>
			<p>Tuesday 7 Dec 1875</p> <p>The Flying Squadron, consisting of the "Narcissus" (flagship), "Immortalité", "Raleigh", "Doris", and "Newcastle", is expected to remain on the East India station until March next, and will accompany the Prince of Wales in his Indian sea tour to Colombo, Trincomalee, Madras, and Calcutta. During the whole of this period the Squadron will remain temporarily under the command of Vice-Admiral Macdonald, the Commander-in-Chief of the East India station. It is three years since the Flying Squadron visited India.</p>
			<p>Tuesday 8 February 1876</p> <p>The following vessels of the Detached Squadron will leave Bombay in a few days for Hong Kong, calling at Singapore for orders: - The "Narcissus", the "Immortalité", the "Newcastle", and the "Topaze".</p>
			<p>Tuesday 15 Feb 187614 Feb 1876</p> <p>The Detached Squadron. - "Narcissus", Flag of Rear-Admiral Lambert, "Immortalité", "Topaze", and "Newcastle" will sail forenoon of the 14th inst. from Bombay for Singapore.</p>
			<p>Tuesday 23 May 18767 Apr 1876</p> <p>The Detached Squadron ("Narcissus", "Newcastle", "Topaze", and "Immortalité") arrived at Hong Kong on the 7th of April from Singapore. Rear-Admiral Lambert landed on Saturday at the Murray Pier, where a guard of honour, with the band of the 28th Regiment, was stationed to receive him. The Royal Artillery fired a salute of 11 guns on his leaving his flagship.</p>
			<p>Friday 14 Apr 18769 Apr 1876</p> <p>Detached Squadron at Hongkong. - "Narcissus", "Immortalité", "Newcastle", "Topaze", arrived at Hong Kong.</p>
			<p>Tuesday 3 October 187612 Aug 1876</p> <p>Her Majesty's ship "Topaza" left Wosung this morning for the North with stores for the Detached Squadron, under the command of Rear-Admiral Lambert, consisting of Her Majesty's ship "Narcissus" (flag), "Newcastle", and "Immortalité", at this date about 140 miles from Chefoo, where they proceeded from Nagasaki on the 2nd August. The unsettled state of affairs in China has prolonged the stay of the Detached Squadron, and it is not expected they will move south before the end of Sept or beginning of October. The "Audacious", flagship of Vice-Admiral Ryder, Commander-in-Chief of the China Station, it at Chefoo. The despatch boat "Vigilant", with Sir Thomas Wade, the British Minister at Peking, and Vice-Admiral Ryder, left here on the 8th for Chefoo, where it is expected there will be an interview with Li Hung Ching, Commander-in-Chief of the Pechili Provinces. The "Thistle" is at Chefoo, and the "Mosquito" has left here for Chefoo to act as despatch vessel between the Commander-in-Chief and the Detached Squadron. The "Charybdis" is senior officer's ship here.</p>
			<p>Monday 11 Dec 187631 Oct 1876</p> <p>The Detached Squadron, under Rear-Admiral Lambert in the "Narcissus", with the "Immortalité", "Topaze", and "Newcastle", left Woosung, Shanghai today, for Hong Kong on the way to England.</p>
			<p>Tuesday 26 Dec 187616 Nov 1876</p> <p>Our Hong Kong Correspondent writes: - Her Majesty's ships of war in harbour are the "Newcastle", "Immortalité", "Topaze", "Fly", "Growler", and "Nassau". The "Narcissus" went round to Aberdeen on the 13th inst., and was successfully docked in the Hong Kong and Whampoa Company's dock there on the afternoon of the 14th inst. The "Topaze" arrived from Nagasaki on the 13th inst. It is not probable the detached squadron will leave here before the first week in December.</p>
			<p>Thursday 4 Jan 187730 Nov 1876</p> <p>.... Our Hong Kong correspondent writes: - The Detached Squadron, consisting of the "Narcissus", "Newcastle", "Immortalité", and "Topaza", are to leave here for Singapore on the 5th of December, there to await orders.</p>
			<p>Friday 11 May 1877</p> <p>The Plymouth correspondent of the Press Association telegraphed last night the arrival in the Sound, to "await orders," of the "Narcissus", the "Immortalité", the "Topaze", and the "Newcastle", the four ships forming the Detached Squadron, under the command of Rear-Admiral Rowley Lambert, C.B.</p>
			<p>Wednesday 23 May 1877</p> <p>The "Immortalité", 28, Acting Capt. Noel, which, with the "Newcastle", 31, Capt. Douglas, arrived at Portsmouth a few days ago on the termination of the cruise of the Detached Squadron, was paid off, all</p>

			<p>standing, on Monday morning. The "<i>Immortalité</i>" was commissioned at Portsmouth on the 14th of October, 1872, by Capt. Algernon M'L. Lyons, and on the 8th of December arrived at Portland, the rendezvous of Admiral Campbell's squadron. A few days later, the squadron, which consisted of the "<i>Narcissus</i>" (flagship), "<i>Immortalité</i>", "<i>Aurora</i>", "Endymion", and "<i>Doris</i>", anchored at Plymouth. After a short stay, the "<i>Immortalité</i>" was despatched to the Irish Channel in search of a derelict, the <i>Margaret Pollock</i>, which Capt. Lyons succeeded in finding. Owing, however, to a continuance of heavy gales, he was unable to keep in company with her, and as his ship had started a serious leak it was deemed advisable to return to port, and she accordingly put back to Portsmouth on the 6th of January, 1873. The necessary repairs took more than a month to complete. In the meantime, Admiral Campbell left with the other ships of the squadron for Madeira and the West Indies, the "<i>Immortalité</i>" joining company with them at Barbadoes on the 11th of March. The squadron then proceeded to Trinidad, thence to Jamaica, touching at several ports in the Windward Islands and at St. Domingo, and onward to Halifax, where orders reached them to proceed to Gibraltar, which port they reached on August 8, 1873. The squadron was then employed for some months on the coast of Spain in consequence of certain difficulties arising out of the Civil War in that country, and more particularly on account of the Intransigents, who, having possessed themselves of several Spanish men-of-war, were behaving in a somewhat novel and irregular manner. The squadron cruised about from port to port, sometimes singly and sometimes in company, the officers taking the opportunity offered by their stay at Malaga to visit Granada, Seville, and Cordova. On the 17th of November the "<i>Immortalité</i>" was detached on a cruise to the coast of Morocco, as the bearer of the usual congratulations to the new Emperor on his accession to the Throne; and having first called at Tangier to embark the Moorish Minister, Seyd Mahomed Bargash, family, and suite, she proceeded to Rabat, where the Emperor was residing with a large following of motley, but picturesque, troops. Capt. Lyons and some of his officers were presented to the Emperor. After this incident the squadron was ordered to Malta, and, after refitting, cruised on the station until June, when it returned to Gibraltar, having visited Corfu, Athens, Smyrna, Candia, Palermo, Sardinia, and other places. The "<i>Doris</i>" was then ordered to Halifax, but the remainder of the ships returned to England, where they were paid down and new captains and several officers appointed, Rear-Admiral Randolph being placed in command. On the 20th of Sept, 1874, the squadron, which now consisted of the "<i>Narcissus</i>", "<i>Immortalité</i>", "<i>Topaze</i>", "<i>Newcastle</i>", "<i>Raleigh</i>", and "<i>Doris</i>", the "<i>Immortalité</i>" being commanded by Capt. Hume, again left England, and, after touching at various places, arrived at the Cape of Good Hope on the 3rd of Apr, 1875, where they remained a month to refit. The vessels returned to Gibraltar by St. Helena, Ascension, and St. Vincent, and shortly afterwards received orders to repair to Bombay to await the arrival of his Royal Highness the Prince of Wales; Rear-Admiral Rowley Lambert, C.B., being at the same time appointed to the command. The squadron arrived at Bombay on the 6th of September, after a tedious passage of 91 days, and one week at the Cape, which was not more than sufficient for the performance of all necessary duties. Everybody in the squadron had opportunities of visiting famous places, seeing wonderful sights, and receiving Indian hospitality. After a considerable stay at Bombay the squadron visited Colombo, Trincomalee, and Calcutta, and then returned to Bombay. The orders were out, and the ships were to have sailed in a week for the Suez Canal, when, owing to Chinese troubles, a telegram arrived in time to arrest their return and to despatch four ships – the "<i>Narcissus</i>", "<i>Immortalité</i>", "<i>Immortalité</i>", "<i>Topaze</i>", and "<i>Newcastle</i>" - to Singapore and Hong Kong, where they arrived on the 7th of April, 1876. The squadron remained in Chinese waters during the negotiations between the two Governments, and visited Shanghai, Amoy, Japan, Chefoo, and Talien. When at Chefoo, Admiral Lambert hoisted his flag on board the "<i>Immortalité</i>", and proceeded to the Taku Forts, at the mouth, of the Peiho River. Here the Commander-in-Chief, Admiral Ryder, and Staff, accompanied by Sir Thomas Wade and Admiral Lambert and Staff, proceeded up the river in the "<i>Vigilant</i>" and "<i>Mosquito</i>" to Tientsin, and thence to Pekin. Several officers of the "<i>Immortalité</i>" also visited Pekin and the Great Wall of China. Affairs having by this time been satisfactorily settled by diplomatic means, the squadron returned to Hong Kong in November, 1876, and, having refitted, proceeded home, via the Mauritius, Cape of Good Hope, St. Helena, Ascension, and St. Vincent, arriving at Plymouth on the 11th inst.</p> <p>In the first year of her commission the "<i>Immortalité</i>" sailed over 12,309 miles, and was 109 days at sea; in the second; 10,309 miles and 106 days; in the third, 32,423 miles and 228 days; in the fourth, 14,491 miles and 134 days; and in the fifth, 16,824 miles and 120 days. During the whole commission, therefore, she had sailed over 86,356 miles, and been 897 days at sea, and 975 days in harbour, including 175 days fitting out, docking for repairs on her return from the Irish Channel, paying down and fitting out the second time at Portsmouth. In the five years she was 111 times in port, and visited 76 different ports, of which 69 were foreign and colonial. The following are the names of the officers who have served in the "<i>Immortalité</i>" the whole of her commission, from October, 1872: - Commander Alan B. Thomas, Lieut. of Marines T.K. Byam, Chaplain, the Rev. A. Nicholls, B.A.; Paymaster, W. Warburton; Sub-Lieuts. J. W. Litle and Montgomerie; Surgeons C.G. Wodsworth and I. H. Anderson; Engineer, G. F. Greaves; boatswain, John Mahoney; acting Sub-Lieut. Haswell, and Navigating Sub-Lieut. Scott. Fleet Surg. J.C. Ingles served from the 4th of February, 1873. The "<i>Immortalité</i>" will be paid off into the 4th Division of the Steam Reserve, and, as her hull is sadly out of repair, she will not probably be again called upon for service at sea.</p>
			<p>Extracts from the <i>Times</i> Newspaper..... HMS "<i>Bacchante</i>" ...</p>
			<p>Wednesday 26 Nov 1884</p> <p>The unarmoured corvette "<i>Bacchante</i>" went out of Portsmouth harbour yesterday morning for a full-power trial of her machinery. After the engines had been worked up to the requisite number of revolutions, so dense a fog settled upon the water that it was not deemed advisable to make the intended runs upon the measured mile in Stokes Bay. During the day the opportunity was taken advantage of to try the effect of the fire of the breech-loading guns upon their Vavassour mountings. Although the improved</p>

			armament of the " Bacchante " comprises 21 guns, varying from 7-inch to 6-pounders, only four are breech-loaders, as in the case of the " Active ", these consist of 6-inch Armstrongs, two being fitted on each broadside. The four guns were each fired with a 7-lbs. scaling charge, a full charge of 17-lbs, and a battering charge of 34-lbs. The result of the test was satisfactory, and the impression has become general that the neglect of the scaling charge caused the explosion on board the " Active ". The " Bacchante " returned into harbour in the evening. The engine trial will be resumed to-morrow.
			<p>Friday 28 Nov 1884</p> <p>The "Bacchante", unarmoured corvette, after undergoing a thorough overhaul of her hull, fittings, and machinery at Portsmouth, went out of harbour yesterday morning for a measured mile trial of her engines. The wind was blowing strongly at the time from the westward, and consequently up the course in Stokes Bay. The trim of the ship was light, her draught forward being 19 feet 4-inches and aft 22 feet 6-inches. Four runs with and against the wind and tide were made with the following satisfactory results: - Steam in boilers 72 lbs; revolutions, 74 per minute; horse-power, high, 2,288·8, low, 2,838·5; total indicated, 5,127·3 horses. The mean speed realized was 14·47 knots. There was an abundance of steam, the safety valves lifting at 70 lbs, and from the gross result it will be perceived that the power developed was only 292 horses less than at the trial when everything was new. The engines are by Messrs. Rennie. After having been underway three hours the "Bacchante" returned into harbour, and will be pushed forward in readiness for her second commission, when she will relieve the "Euryalus" as flagship on the East India Station., unarmoured corvette, after undergoing a thorough overhaul of her hull, fittings, and machinery at Portsmouth, went out of harbour yesterday morning for a measured mile trial of her engines. The wind was blowing strongly at the time from the westward, and consequently up the course in Stokes Bay. The trim of the ship was light, her draught forward being 19 feet 4-inches, and aft 22 feet 6-inches. Four runs with and against the wind and tide were made with the following satisfactory results: - Steam in boilers 72-lbs; revolutions, 74 per minute; horse-power, high, 2,288·8, low, 2,838·5; total indicated, 5,127·3 horses. The mean speed realized was 14·47 knots. There was an abundance of steam, the safety valves lifting at 70-lbs, and from the gross result it will be perceived that the power developed was only 292 horses less than at the trial when everything was new. The engines are by Messrs. Rennie. After having been underway three hours the "Bacchante" returned into harbour, and will be pushed forward in readiness for her second commission, when she will relieve the "Euryalus" as flagship on the East India Station.</p>
			<p>Monday 30 Mar 1885</p> <p>The "Bacchante", unarmoured corvette, is to be commissioned by Capt. Moore on the 14th, but with respect to her there is no mystery, as she is intended to relieve the "Audacious" [should be: "Euryalus"] on the East India station and to hoist the flag of Admiral Sir Frederick Richards.</p>
			<p>Monday 30 March 1885</p> <p>The "Bacchante", unarmoured corvette, will be commissioned at Portsmouth on the 14th prox. by Capt. Moor, last in command of the Firefly, as the flagship of Admiral Sir Frederick Richards in the East Indies. The "Euryalus", which was recommissioned at Malta in January, 1882, will return to England on being relieved by the "Bacchante".</p>
			<p>Tuesday 14 Apr 1885</p> <p>Admiral Sir F. Richards made an inspection of his flag ship, the "Bacchante", at Portsmouth, yesterday morning. She is to be commissioned this morning for the East India station.</p>
			<p>Wednesday 15 April 1885</p> <p>The "Bacchante", unarmoured corvette, has been commissioned at Portsmouth as the flagship of Rear-Admiral Sir F. Richards, who succeeds Admiral Sir William Hewett in the command of the East India station. The "Euryalus", which was re-commissioned at Malta on the 27th January, 1882, will return to England on being relieved.</p>
			<p>Friday 17 April 1885</p> <p>At Portsmouth the work of preparation goes briskly forward. In addition to the multitude of hired artificers who have been engaged under the extra grant of money, pensioners are being pressed into the service, and between 300 and 400 men have been transferred from the Steam Reserve, and 100 bluejackets from the "Excellent", to the dockyard departments, to accelerate the completion of ships of war. Considerable progress has been made in the provision of the new breech-loaders to the unarmoured ships of the "Bacchante", "Gem", and "Comus" class fitting out, and the men employed at the torpedo workshops are working extra hours, in replenishing our stock of an instrument of warfare, which, though it has not before been tried on an extensive scale, is expected to play a part no less terrible than prominent in all future naval operations.</p>
			<p>Thursday 23 Apr 1885</p> <p>The "Bacchante" will leave the harbour on Monday and take in her powder and shell at Spithead previous to leaving for China. She was moored in the stream yesterday morning to prevent desertions among her crew, seven having run away. It is not the intention of Admiral Richards to hoist his flag on board the "Bacchante" at Portsmouth, as he purposes proceeding to his station by overland route.</p>
			<p>Thursday 30 Apr 1885</p> <p>The unarmoured corvette "Bacchante", Capt. Moore, made a satisfactory three hours' full-power trial of her machinery on Tuesday morning previous to starting for her station. Her sea trim showed her to have a draught of 22 feet 4-inches forward, and 24 feet 2-inches aft. The mean pressure of steam in the boilers was 73 lbs. and the revolutions 72. Under these conditions the engines developed 4,655·4-horse power and a mean speed of 14·268 knots an hour was realized. The "Bacchante" is expected to leave Spithead, where she now remains, to-morrow for the East Indies to relieve the "Eurylus" as flagship.</p>

			<p>Saturday 2 May 1885 The "<i>Bacchante</i>", Capt. Moore, sailed from Spithead yesterday morning for the East India Station, where she will hoist the flag of Rear-Admiral Richards.</p>
			<p>Thursday 14 May 1885 A Reuter telegram, dated Malta, May 13, says: - Her Majesty's Ironclad "<i>Téméraire</i>" left to-day for Port Said. Her Majesty's turret ship "<i>Neptune</i>" has arrived here from Portsmouth. Her Majesty's corvette "<i>Bacchante</i>" sailed hence to-day for Port Said.</p>
			<p>Thursday 18 Jun 1885 Rear-Admiral Sir F.W. Richards, K.C.B., Commander-in-Chief on the East Indies Station, sailed on Tuesday last from Aden in the "<i>Bacchante</i>", flagship, with the <i>Reindeer</i>, for Colombo and Trincomalee. A Reuter telegram, dated Gibraltar, June 17, says: - "Her Majesty's frigate "<i>Euryalus</i>" passed here to-day, going west. The armed cruiser "<i>Oregon</i>" has arrived."</p>
			<p>Thursday 25 June 1885 The "<i>Euryalus</i>", Capt. Hastings, having been relieved on the East India Station by the "<i>Bacchante</i>", and the "<i>Boadicea</i>". Capt. Church, which has been relieved at the Cape by the "<i>Raleigh</i>", are shortly expected at Spithead. The former will be paid out of commission at Sheerness and the latter at Portsmouth.</p>
			<p>Wednesday 1 Jul 1885 Rear-Admiral Sir Frederick W. Richards, K.C.B., Commander-in-Chief in the East Indies, in the "<i>Bacchante</i>" with the "<i>Reindeer</i>", arrived at Trincomalee from Aden on Sunday last.</p>
			<p>Wednesday 23 Sep 1885 Letters received at the Admiralty from Rear-Admiral Sir F.W. Richards, K.C.B., Commander-in-chief on the East Indies station, up to the 29th ult, state that the "<i>Bacchante</i>", flagship, would start from Colombo on the 5th inst. on a cruise and would visit Diego, Garcia, Mauritius, Tamatave, Johanna, Zanzibar, and Seychelles, arriving at Bombay on the 19th of November. The "<i>Turquoise</i>" was to return to Trincomalee in the course of a few days, and would assume the duties of senior officer's ship in the Bay of Bengal on the departure of the "<i>Bacchante</i>". The "<i>Philomel</i>", at Colombo, would leave on the 3rd inst. for Bombay and the Persian Gulf. The "<i>Briton</i>", at Trincomalee, would leave for Zanzibar about the 5th inst. to assume the duties of senior officer's ship on the East Coast of Africa. The "<i>Woodlark</i>", at Thayetruyo, was to leave on the 25th of August, and return to Rangoon.</p>
			<p>Wednesday 21 October 1885 Rear Admiral Sir F.W. Richards, K.C.B., Commander-in-Chief on the East Indies Station, arrived in the "<i>Bacchante</i>", flagship, at Zanzibar, on Monday last.</p>
			<p>Monday 26 October 1885</p> <p style="text-align: center;">BURMAH. RANGOON, Oct. 24.</p> <p>The preparations for war continue. The police garrison the stockades on the British frontier beyond Thayetmyo, while the Goorkha police hold the Aeng Pass, through the Youma mountains, in Arrakan. The Burmese army, under Bandula, crossed the Aeng Pass in the first Burmese war.</p> <p>The Government steamer Irrawaddy, carrying 20-pounder breech-loaders, Nordenfelts and Gardners, and two steam launches carrying nine-pounders and Gardners, will ascend the Irrawaddy to the frontier on the 26th instant. They are manned by Blue-jackets and Marines from the gunboat "<i>Woodlark</i>". The river is now too shallow for the "<i>Woodlark</i>" to ascend it safely. Directly the "<i>Bacchante</i>" and "<i>Turquoise</i>" arrive here (about the 27th instant) eight other armed launches will ascend the river to the frontier.</p>
			<p>Thursday 12 November 1885 Rear-Admiral Sir Frederick W. Richards, K.C.B., Commander-in-Chief on the East India Station, in the "<i>Bacchante</i>", arrived at Trincomalee yesterday, and is to proceed to Rangoon to-morrow.</p>
			<p>Saturday 21 November 1885 Rear-Admiral Sir Frederick W. Richards, K.C.B., Commander-in-Chief on the East Indies Station, arrived at Rangoon in the "<i>Bacchante</i>", flagship, on Thursday last.</p>
			<p>Thursday 31 December 1885 The commander-in-chief on the East Indies stations, Rear-Admiral Sir Frederick W. Richards, K.C.B., was in the "<i>Bacchante</i>" at Rangoon on the 29th ult. The "<i>Turquoise</i>", the "<i>Woodlark</i>", the "<i>Sphinx</i>", and the "<i>Mariner</i>" were at Rangoon.</p>
			<p>Saturday 30 January 1886 Rear-Admiral Sir Frederick W. Richards, K.C.B., Commander-in-Chief of the East India station, in the "<i>Bacchante</i>", at Rangoon, up to the 1st inst., supplies the Admiralty with the following movements of Her Majesty's ships on that station: - The Commander-in-Chief was to leave Rangoon in the "<i>Sphinx</i>" on the 5th of January, and visit Akyab, Chittagong, and Calcutta, arriving there on the 13th inst. The "<i>Turquoise</i>", the "<i>Woodlark</i>", and "<i>Ranger</i>" were at Rangoon, the last-named vessel having arrived at Trincomalee with a draft of supernumeraries from the British India steamer <i>SS Rena</i>. The <i>Mariner</i>, at Rangoon, would shortly proceed to Moulmein. The "<i>Briton</i>", senior officer's ship, on the East Coast of Africa division, at Zanzibar, on the 29th of December, was placed at the disposal of Col. Kitchener, Boundary Commissioner, to convey him to the various ports on the East Coast if desired. The "<i>Dragon</i>", at Mauritius, would return to Zanzibar about the end of January; the "<i>Osprey</i>" was at Bushire; and the "<i>Philomel</i>" at Bussorah.</p>
			<p>Monday 26 March 1888 The Admiralty have issued instructions for the "<i>Boadicea</i>", 14, second-class screw cruiser, 4,40 tons, 5,130-horse power, to be commissioned the first week in April by Capt. the Hon. Assheton G. Curzon Howe, late of the Royal yacht "<i>Osborne</i>", for the relief of the "<i>Bacchanté</i>", cruiser, as flagship of the Commander-in-Chief of the East Indies station.</p>

				<p>Thursday 26 April 1888 The unarmoured corvette “Boadicea”, has been commissioned at Portsmouth by Capt. Curzon Howe, with a crew of 426 officers and men, as flagship for the East India station. During her refit two of her armament of 14 7-inch muzzleloaders have been changed for the same number of 5-inch breech-loaders, while the couple of 64 pounders which she formerly carried, and have been superseded by four quick-firing guns. She is also provided with 11 machine-guns. It has not been deemed necessary to fit her with torpedo booms as she will take over those of the “<i>Bacchanté</i>” on arriving at her station.</p>
				<p>Friday 11 May 1888 The “<i>Boadicea</i>”, Capt. Curzon Howe, which is to relieve the “<i>Bacchanté</i>” in the East Indies, left Portsmouth yesterday for her station.</p>
				<p>Monday 14 May 1888 The “<i>Boadicea</i>”, which, as already stated, left Portsmouth on Thursday for the East India station, made a very successful six hours’ full-power run of her machinery on her way to Plymouth. As the stokeholds were worked by her ordinary complement of stokers, the mean power developed was less than at the three hours’ trial before starting. The average amounted to 3,500 horses, and the speed realized was 13·8 knots. There was a little priming, but this would wear off as the boilers get used. She left on Friday for her station, and was expected to meet the “<i>Bacchanté</i>” at the Mauritius.</p>
				<p>Monday 6 Aug 1888 Her Majesty’s cruiser “<i>Bacchanté</i>” arrived at Durban on Friday last and sailed the same day.</p>
				<p>Thursday 9 Aug 1888 A Reuter telegram, dated Cape Town, Aug. 7, says Her Majesty’s cruiser “<i>Bacchanté</i>” has arrived in Simon’s Bay.</p>
				<p>Friday 14 Sep 1888 Her Majesty’s second-class cruiser “<i>Bacchanté</i>”, Capt. E. F. H. Henderson, lately flagship of the Commander-in-Chief on the East Indies Station, arrived at St. Helena on the 27th ult. homeward bound. .</p>
				<p>Monday 17 Sep 1888 Her Majesty’s ship “<i>Bacchanté</i>”, Capt. R.F. Henderson, was to leave St. Vincent, Cape Verd, on Saturday last, homeward bound from the East Indies station.</p>
				<p>Friday 9 Nov 1888 The “<i>Bacchanté</i>”, unarmoured cruiser, which has been relieved by the “<i>Boadicea</i>” on the East India Station, has been paid out of commission at Portsmouth into the second division of the reserve. Under the new regulations the ship was restored by her own crew to nearly the same state as she was in before being dismantled. The men have been granted leave until the 27th prox. It is probable that the “<i>Bacchanté</i>”, will take the place of the “<i>Devastation</i>” at Queensferry, while the latter is having new engines placed on board.</p>

				Local Newspaper Articles:
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				<p>12th December 1895 the South Wales Echo Newspaper (Special edition) “.... NAVAL COMMISSIONS. The “<i>Magnificent</i>” was commissioned at Chatham to-day, Captain Barlow, officers, and crew of the “<i>Empress of India</i>” passing over to the new battleship. The “<i>Majestic</i>” was commissioned to-day at Portsmouth as the flagship of the Channel Squadron, a crew being transferred to her from the “<i>Royal Sovereign</i>”. The latter vessel was also recommissioned with a new crew as an extra ship for the Channel Squadron.”</p>
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				<p>17th December 1895 the South Wales Echo Newspaper (Special edition) “.... NEW BATTLESHIP LAUNCHED. The Press Association says the new first-class battleship “<i>Magnificent</i>”, Captain Charles J. Barlow, D.S.O., whose keel plate was laid down two years ago all but a day, left Chatham shortly afternoon to-day. A large concourse of spectators who had assembled on the banks of the Medway gave her a parting cheer. The vessel made a brave show as she steamed proudly down the river. She will stay at Sheerness a day or two to complete preparations.”</p>
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				<p>18th December 1895 the Evening Express Newspaper (Third Edition), (Fifth Edition), (Pink Edition) and (Special Edition) and the South Wales Daily News (Third Edition), reported on the following: “.... THE BRITISH NAVY. The Press Association says: - The new first- class battleship “<i>Magnificent</i>” (Captain Charles J. Barlow, D.S.O.), whose keel plate was laid down two years ago all but a day, left Chatham shortly after noon on Tuesday. A large concourse of spectators assembled on the banks of the Medway and gave her a parting cheer. The vessel made a brave show as she steamed proudly down the river. She will stay at Sheerness a day or two to complete preparations.”</p>
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				<p>6th September 1899 the Haverfordwest and Milford Haven Telegraph and General Weekly Reporter for the Counties of Pembroke Cardigan Carmarthen Glamorgan and the Rest of South Wales Newspaper wrote as follows:</p>
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			<p style="text-align: center;">‘.... LOCAL AND OTHER NEWS.</p> <p>Captain Burges Watson, A.D.C. to the Queen, who has been at Pembroke Dockyard from the laying of the keel to the launching of the new Royal yacht “<i>Victoria and Albert</i>”, is to be promoted to the rank of Rear-Admiral, and will vacate his position as Captain-Superintendent of that yard on the 1st prox. Captain Charles J. Barlow, who will succeed Captain Burges Watson, is a possessor of the D.S.O., which (says the <i>Westminster Gazette</i>) was awarded for the 120-mile march of the bluejackets at the time of the Burmah [Burma] Annexation War in 1885, for which service he was not only mentioned in naval dispatches, but also in those of General Sir H. Prendergast.”</p>
			<p>9th September 1899 the Weekly Mail Newspaper wrote”</p> <p style="text-align: center;">“..... WEEK BY WEEK-</p> <p>Captain Burges Watson, A.D.C. to the Queen, who has been at Pembroke Dockyard from the laying of the keel to the launching of the new Royal yacht “<i>Victoria and Albert</i>”, is to be promoted to the rank of Rear-Admiral, and will vacate his position as Captain-Superintendent of that yard on the 1st prox. Captain Charles J. Barlow, who will succeed Captain Burges Watson, is a possessor of the D.S.O., which (says the “<i>Westminster Gazette</i>”) was awarded for the 120-mile march of the bluejackets at the time of the Burmah [Burma] Annexation War in 1835, for which service he was not only mentioned in naval dispatches, but also in those of General Sir H. Prendergast.”</p>
			<p>13th September 1899 the South Wales Daily News (Third Edition) reported the following:</p> <p style="text-align: center;">“.... NEWS IN BRIEF</p> <p>Captain Charles J. Barlow, D.S.O., is appointed to the “<i>Thunderer</i>”, additional, as Captain-Superintendent of Pembroke Royal Dockyard.”</p>
			<p>16th September 1899 the Cardiff Times Newspaper wrote:</p> <p>“.... Captain Charles J. Barlow, D.S.O., is appointed to the “<i>Thunderer</i>”, additional, as Captain-Superintendent of Pembroke Royal Dockyard.”</p>
			<p>2nd December 1899 the Weekly Mail Newspaper covered the following:</p> <p style="text-align: center;">“.... PEMBROKE DOCK.</p> <p>Captain C. J. Barlow, Superintendent of Pembroke Royal Dockyard, has sanctioned a voluntary subscription being made amongst the workmen at that establishment on Friday, the proceeds to be forwarded to the Lord Mayor of London's Fund. Captain Barlow favours the money being expended entirely on the widows and orphans, but expresses his willingness to respect the wishes of subscribers in the matter. The employees in the engineering department have resolved to make a weekly collection on behalf of sufferers by the war.”</p>
			<p>13th January 1900 the County Observer and Monmouthshire Central Advertiser for Abergavenny and Raglan Herald Usk and Pontypool Messenger and Chepstow Argus and the Barry Herald Newspapers of the 12th January 1900 reported as follows:</p> <p style="text-align: center;">“.... EPITOME OF NEWS.</p> <p>.... THE Admiralty have awarded a good service pension of £150 to Captain Charles J. Barlow. ...”</p>
			<p>30th March 1900 the South Wales Daily News Newspaper (Third Edition)</p> <p style="text-align: center;">“.... H.M.S. SPARTIATE.</p> <p>The auxiliary machinery of the first-class cruiser “Spartiate” successfully underwent a preliminary steam trial at Pembroke Dock on Thursday. The failure to carry out the trial on Wednesday was due to the accidental omission of a workman to properly make a single pipe joint, which can- a leak in the water feed service of the boilers. Capt. Supt. C. J. Barlow, R N., D.S.O., and Mr N Henry Coch, chief constructor of the dockyard.' witnessed the trial.”</p>
			<p>On 29 Aug 1901, the first-class armoured cruiser “<i>Essex</i>” was launched, christened by Mrs. C.J. Barlow, wife of Rear-Admiral Barlow, D.S.O., the then Captain of this Royal Yard. A bottle of colonial wine was used on the occasion. The “<i>Essex</i>” was the first ship completely fitted out in the Pembroke Dockyard. She was designed by Sir W. H. White, K.C.B., for a sea-going speed of twenty-three knots, and was fitted with the original type of Belleville boilers. She is slightly smaller than the “<i>Drake</i>”. [These were County class vessels, recognised by their 4 funnels]. The Earl of Warwick, a descendant of the same family as that of the late Hon. Fulke Greville of Milford, organized a fund on behalf of the people of “<i>Essex</i>” in order to present a trophy to this ship. The presentation was made on board the cruiser by Lady Warwick, at Southend, on 21 Oct 1904 (Trafalgar Day), and consisted of gifts which comprised a silver replica of the Nelson Monument, 29 inches high intended as a centre piece, a naval shield, and a silver cup. She was the 5th vessel bearing this name that has been built for the Royal Navy, and was the first launched from the Pembroke Dockyard during the reign of King Edward VII.</p>
			<p>On 23 Aug 1902, Pembroke Dock was the first place where His Majesty King Edward VII landed after cruising in the Solent on route to the Isle of Man, to recover strength from his dangerous illness (appendicitis), and from the arduous duties of the Coronation ceremonies. One of the titles of King Edward VII. was that of Earl of Milford Haven. The Superintendent of the dockyard at the time of the Royal Visit was Captain C. J. Barlow, D.S.O.</p> <p>When the new Pembroke Dock hospital was originally built in 1902 it was a Royal Naval Hospital, the Fort Road became lost to the public as a thoroughfare. This was felt to be a grievance, because a much-used walk and an approach to the sea was cut off. A deputation from the Town Council approached the</p>

			<p>Superintendent of the Dockyard, Captain (later Admiral) Barlow, and stated their complaint in no uncertain manner. Captain Barlow said the land was Government property, and to substantiate his words produced a plan or map showing how far the Admiralty property actually extended. Therefore, the matter was brought to an end, although it has been thought that if it had been made a point of law the Corporation would have won the case, owing to the road having been for many years uninterruptedly made use of by the public without any prohibition on the part of the Admiralty. In very early times the waters of the harbour encroached very nearly to the town end of the Fort Road, and almost to the site of Admiralty House, the residence of the Captain of the Dockyard. (<i>In later years the hospital became the South Pembrokeshire hospital.</i>)</p>
			<p>28th August 1902 the Evening Express Newspaper (Third Edition), (Special Edition) reported the following: “.... PEMBROKE DOCKYARD. Promotion for Captain- Superintendent Barlow Captain Russell of his Majesty's ship “<i>Hannibal</i>”, of the Channel Squadron, has been appointed to succeed Captain-Superintendent, C. J. Barlow, D.S.O., at Pembroke Royal Dockyard, as naval officer in command. Captain Russell will take up his appointment between the present date and October next. Captain Barlow will be promoted to Rear-Admiral. His departure will be greatly regretted by the officers and workmen of the dockyard, with whom he was a very popular officer. Mr. Henry Cock, M.V.O. Chief Constructor, also leaves this year.”</p>
			<p>30th August 1902 the Weekly Mail Newspaper wrote: “.... PEMBROKE DOCKYARD. PROMOTION FOR CAPTAIN- SUPERINTENDENT BARLOW. Captain Russell, of his Majesty's ship “<i>Hannibal</i>”, of the Channel Squadron, has been appointed to succeed Captain-Superintendent C. J. Barlow, D.S.O., at Pembroke Royal Dockyard, as naval officer in command. Captain Russell will take up his appointment between the present date and October next. Captain Barlow will be promoted to Rear-Admiral. His departure will be greatly regretted by the officers and workmen of the dockyard, with whom he was a very popular officer. Mr. Henry Cock, M.V.O. Chief Constructor, also leaves this year.”</p>
			<p>13th September 1902 the Evening Express (Fifth Edition), (Special Edition), (Extra Special Edition), (Pink Edition) reported: “..... NAVAL PROMOTIONS. It is announced in the “<i>Gazette</i>” that in consequence of the retirement of Vice-Admiral Lloyd, Rear-Admiral Sir Lewis A. Beaumont is promoted to vice-admiral in his Majesty's Fleet, and Captain Charles J. Barlow to Rear- Admiral. ...”</p>
			<p>3rd October 1902 Evening Express Newspaper (First Edition), (Fifth Edition), (Pink Edition), (Special Edition), (Extra Special Edition), reported “.... REAR-ADMIRAL BARLOW Appointment for Pembroke Superintendent It was officially stated by the Admiralty last night that Rear-Admiral C. J. Barlow, D.S.O., had been appointed second in command of the Home Fleet. Admiral Barlow will hoist his flag on board H.M.S. “<i>Royal Oak</i>” at Devonport on May 9th as successor to Rear-Admiral D. S. Poe, C.V.O., who strikes his flag on H.M.S. “<i>Empress of India</i>” at Devonport on the same day. Rear-Admiral Barlow is 56 years of age, and has been in the Navy ever since he was a boy of fourteen. He was up to the time of his new appointment Superintendent of Pembroke Royal Dockyard. He served in Egypt in 1882, and has the medal with the Alexandra clasp. In 1885-6 he did good work in Rurmah. [<i>Burma</i>].”</p>
			<p>3rd October 1902 the Evening Express Newspaper (Third Edition), (Special Edition) reported thus: “.... ADMIRAL BARLOW LEAVES Rear-Admiral C. J. Barlow. D.S.O., who relinquished his duties as Captain-Superintendent of Pembroke Royal Dockyard on the 1st of October, when he was succeeded by Captain W. H. Russell, of his Majesty's ship “<i>Hannibal</i>”. left the dockyard on Thursday morning. He was accompanied to the main landing-stage by his successor and Mr. Cock, chief constructor.”</p>
			<p>30th April 1904 the Weekly Mail Newspaper wrote the following: “.... REAR-ADMIRAL BARLOW. APPOINTMENT FOR PEMBROKE SUPERINTENDENT. It is officially stated by the Admiralty that Rear-Admiral C. J. Barlow, D.S.O., had been appointed second in command of the Home Fleet. Admiral Barlow will hoist his flag on board H.M.S. “<i>Royal Oak</i>” at Devonport on May 9th as successor to Rear-admiral D. S. Poe, C.V.O., who strikes his flag on H.M.S. “<i>Empress of India</i>” at Devonport on the same day. Rear-Admiral Barlow is 66 years of age, and has been in the Navy ever since he was a boy of fourteen. He was up to the time of his new appointment superintendent of Pembroke Royal Dockyard. He served in Egypt in 1882, and has the medal with the Alexandria clasp. In 1885-6 he did good work in Burmah. [<i>Burma</i>].”</p>
			<p>30th November 1906 The Pembroke County Guardian and Cardigan Reporter Newspaper reported as follows: “.... NOTES AND COMMENTS.</p>

				<p>Rear Admiral Charles J. Barlow, D.S.O., formerly superintendent of Pembroke Dockyard, has been promoted to the rank of Vice-Admiral, with seniority of November 23rd.”</p>
				<p>25th January 1908 the Weekly Mail Newspaper wrote on the following: “.... SOCIAL AND PERSONAL CHATTY ITEMS ABOUT MEN AND MATTERS. New Admiral for Devonport. It is officially announced that Rear-Admiral Charles Henry Cress has been selected to succeed Vice-Admiral Charles James Barlow as Superintendent of Devonport Dockyard. M.P.'s.”</p>
				<p><i>The National Archives. ADM 196/86/77.</i> <i>The National Archives. ADM 196/38/77.</i> <i>The National Archives. ADM 196/17/307.</i> <i>The National Archives. ADM 196/40/0/21.</i></p>