

HMS DAEDALUS - 1826 to 1911

(In Bristol's Floating Harbour 1862 to 1911)

1822 to 1844 - Construction, Reserve and Commissioning

HMS Daedalus was originally ordered on 23 July 1817, one of forty-seven Royal Navy 38-gun 'Leda' class sailing frigates constructed between 1805 and 1832. Based on a French design, the class came in five major groups, all with minor differences in their design. One of these incorporated Sir Robert Seppings's circular stern and 'small-timber' form of construction, and on 1 January 1820 it was ordered that she was to be built with that modification. HMS Daedalus was finally laid down at Sheerness Dockyard in November 1822.

Although she was launched (floated out) as a fifth-rate of the Modified 'Leda' class on 22 May 1826, and although she had cost £35,000 to construct, she was never commissioned in that role, being roofed over fore and aft and then laid up in Ordinary (reserve). Her specifications at that time were: Tons burthen, 1082 builder's measure: Displacement, 1447 tons: Length, 150 feet 10¼ inches (gun deck), 127 feet 4½ inches (keel): Beam, 40 feet 3½ inches: Depth of Hold, 12 feet 9 inches.

After spending many years laid up in reserve, it was ordered that HMS Daedalus was to be raséed (cut down) at Woolwich Dockyard and work commenced on 23 September 1844. She was undocked on 15 August, commissioned under Captain Peter McQuhae (*1 below*) on 16 October, before being completed for sea on 28 November as a 20-gun corvette, later listed as a Third Class frigate, with a crew of 240 officers and men, the cost, including fitting, having been £12,933.

1844 and 1845 - Voyage to the East Indies & China Station

HMS Daedalus, the Admiralty had already decided, was to be attached to the East Indies & China Station, a formation which had its headquarters at Hong Kong and was responsible for an area covering the Indian Ocean and the coasts of China and its navigable rivers. This did not imply that there were numerous territorial claims throughout that region, although the navy often co-operated with British commercial interests in the area.

On 2 December 1844 the 90 hp steam tug African from Sheerness proceeded to Woolwich Dockyard to tow HMS Daedalus down to Sheerness where they arrived the same day, and later she later put in at Portsmouth, before arriving at Devonport on 4 December. On the 6th she was anchored in Plymouth Sound and on the 11th her defects had been completed allowing her to be paid advanced wages on the 13th. Finally, on 14 December HMS Daedalus was inspected by Captain Manley Hall Dixon of HMS San Josef, and at 2.30 p.m. the following day she cast her sails loose and got under way for the Cape of Good Hope having on board £1000 in silver coin for the New Zealand government.

HMS Daedalus arrived in Simon's Bay on the Cape on 9 February 1845, and on the 27th departed for Singapore, where she arrived on 22 April, finally sailing on the 28th to what is now Malaysia. The Daedalus subsequently met up with four ships from the East Indies & China Station at Penang where, on 2 May, she was officially taken under Vice-Admiral Sir Thomas Cochrane's command and the money destined for New Zealand transferred to HMS Osprey for onward conveyance to New Zealand.

1845 - First East Indies Cruise

On 2 June Daedalus was listed as 'ready for sea' at Penang and from there, on 23 June, sailed for Malacca where she was reported on 1 July. Finally, on 18 July 1845, Her Majesties Squadron, consisting of one line-of-battle ship, two frigates, including the Daedalus, three brigs and one steamer, under the command of Admiral Sir Thomas Cochrane, got under weigh, formed order of sailing in two columns, and proceeded to beat down the Straits of Malacca. After several days' sailing, a fierce Sumatra squall was encountered, which brought the squadron in two compact lines to an anchor off the Buffalo Rocks in very deep water off Singapore. Some cause having prevented the Commander-in-Chief from approaching nearer to the town. Supplies of bread and water were brought out by the Honourable East India Company's steamer Pluto, and on the 24th Mr Brooke, Rajah of Sarawak, and Captain Bethune, the commissioners for the affairs of Borneo, embarked in the flag-ship.

Once more the order of sailing was formed and at daylight on the 26th, the squadron weighed and proceeded down the straits of Singapore en route for Borneo, while in the course of the morning the 12 gun brig of war Osprey detached to New Zealand. On the 28th the squadron, then comprising the Flag-Ship Agincourt, the Daedalus, Wolverine, Royalist, Vestal, the steam sloop Vixen, and the Honourable East India Company's steamers Pluto and Nemesis, was off the mouth of the Sarawak River, and at daylight the Commander-in-Chief, with a party, went up the river in the Pluto, to pay a visit to the house and establishment of Mr Brooke at Kutching, about eighteen miles above the mouth of the Sarawak River. The following morning the Admiral proceeded some short distance up the river to return the visit of the chiefs, and was every where received with the royal salute of three guns; the whole party, accompanied by the Rajah and Mr Williamson, the interpreter.

Then, at eleven a.m. he re-embarked on board the Pluto, which had been in a very hazardous situation during the night, having unfortunately grounded on a ledge of rocks close to the bank, by which she sustained considerable damage; and proceeded down the river to regain the squadron by then anchored off off Tanjong Po, the western part of the Maratabes branch of the Sarawak River. There it was found that the steamer had to be laid on the beach, as it was with difficulty the whole power of the engines applied to the pumps could keep her afloat; she was accordingly placed on the mud flat at the entrance of the river.

A frigate and another steamer were left behind to assist in her refit, while the Admiral and the rest of the squadron proceeded to the northward, and had a

pleasant run along the coast to the mouth of the Brunei River, arriving there on 6 August. There, in the course of a few days, all were re-assembled.

However, while running in, the Flag-Ship Agincourt mistook the channel in going in and touched on a knoll on the Moarno shore where she hung for a short time. Although she came off without damage, with the exception of running into the Nemeses, which was coming to her assistance, and knocked over her funnel, the accident prevented the other ships from entering the river and coming to an anchor. Consequently, the next morning they dropped out some considerable distance into deep water. Mr Brooke, accompanied by an officer from the Agincourt, then visited the Sultan at the city of Brunei, and on the following day the Sultan's nephew, heir-presumptive to the throne, with some twelve or fifteen Pangeran and chiefs of the blood-royal, came down to return the compliment, and to communicate with the Admiral on affairs of state. They were received with every mark of distinction and kindness by the Commander-in-Chief, and certainly there never was exhibited a more perfect sample of innate nobility and natural good manners, than was presented by Pangeran Buddruden to the observation of those who witnessed his reception on the quarter deck by a crowd of officers amidst the noise and smoke of a salute.

On the morning of the 7th the Admiral hoisted his flag on board the Vixen, which also carried a large party of officers, and shortly after, accompanied by the Pluto and Nemesis, a considerable force party of 160 marines, the band, &c., and three or four armed pinnaces from the ships, proceeded up the River of Brunei. Their intention was to compel Pangeran Yussuffto to return to his obedience and duty to the Sultan, and to give an account of himself for being implicated in piratical transactions. On the arrival of the armament opposite the town, the Sultan held a grand levee for the reception, and in honour of the Admiral's visit, while the Pangeran was summoned to present himself in submission to the mandate of the Sultan. This he refused to do, but when at last it was threatened to have his house blown about his ears, coolly answered, that the ships might begin to fire whenever they pleased, that he was ready for them; and sure enough, on the Vixen firing a sixty-eight pounder over his house to show the fellow how completely he was at the mercy of the squadron, he fired his guns in return. A few rounds from the steamers drove him from his bamboo fortress.

The marines then took possession, and his magazine was emptied of its contents of gunpowder, which was started into the river, while all his brass guns were delivered over to the Sultan, with the exception of two, which were retained, to be sold for the benefit of two Manilla Spaniards who had been piratically seized as slaves, and who were now taken on board the squadron to be brought home. His house being thrown open to the tender mercies of his countrymen, was speedily gutted of all his ill-gotten wealth, and left in desolation. Pangeran Yussuff then retreated to the interior, continued in rebellion, raised a force with which he attacked the town and Muda Hassim's party, but was defeated, pursued, and killed by Pangeran Buddruden. There were no killed or wounded on the British side.

Then, on 15 August 1845, Vice-Admiral Cochrane, aboard the *Agincourt*, proceeded from the vicinity of Brunei to lead the *Vestal*, *Wolverine*, *Daedalus*, HM steam sloops *Cruzier* and *Vixen*, and the steamers *Nemesis* and *Pluto*, up to the island of Labuan the northern tip of Borneo in order to cut wood and fill the steamers. With the work completed, a new order of sailing and battle was given out, and the novelty of two frigates towing two steamers, was exhibited to the wondering eyes of those present, called upon to keep their appointed station, work to windward, tack in succession, and perform every evolution with the neatest precision, in spite of light winds, heavy squalls, and most variable weather. On the 17th the squadron anchored at the entrance to Marudu Bay, and in the evening the captains met by signal on board the Flag-Ship to receive the plan of attack on the stockade and fortified port located in the Maradu River at the head of the bay which both belonged to the notorious pirate Sayarif Osman.

Pursuant to these orders, on the morning of the 18th the 344 blue jackets and 202 marines moved to the *Vixen* and other steamers which, after taking the *Cruizer*, *Wolverine*, and the gun-boats in tow, moved up the bay as far as the depth of water would permit. The *Pluto* then went on to pick out the channel, but shortly got aground. The Admiral, whose flag was in the *Vixen*, anxious not to lose time, then directed that the whole flotilla was to be placed under the command of Captain Talbot of the *Vesta*, the senior captain present. On the morning of the 19th he put what men he could in the boats and, after landing, attacked with great gallantry, taking three gun batteries, killing about 250 of the enemy, burning the town of Marudu to the ground and destroying all the goods they came across, for the loss of 8 killed and 13 wounded. It was reported the day after the action that the Arab chief had been mortally wounded, but the squadron quitted the bay before this was confirmed.

HMS *Daedalus* had contributed a total of 66 of its crew to the attack force, this being made up of 6 officers, 5 petty officers, and 55 sailors, all of whom landed in various boats belonging to the ship. The gun-boat (launch) carried the Second Master, Mr Wilkinson, along with a petty officer and 18 seamen; the barge, Senior Lieutenant Randolph, Midshipman Hurkham, 2 petty officers and 17 seamen; the pinnace, the Mate Mr Nilloth, Midshipman Balcom, a petty officer and 12 seamen; while in the cutter were Midshipman Protheroe, one petty officer and 3 seaman. Following the engagement it was revealed that the only casualties from HMS *Daedalus* had amounted to two seaman who were dangerously wounded.

It was then ordered that the squadron was to depart from Marudu Bay on 24 August and, after calling in at Victoria Harbour at Manilla in the Philippines, where it was reported on 1 September, it finally sailed for Hong Kong on 4 September, arriving there on the 15 and 16 September. (*Captain McQuhae of the Daedalus later had his article "Visit to His Highness Rajah Brooke at Sarawak" published in 'Bentley's Miscellany', volume XXIII, 1848*).

1845 to 1846 - Second East Indies Cruise

After spending some time at Hong Kong, on 3 November 1845 the Daedalus set sail for Chusan Island (Zhoushan), near Shanghi, in company with Agincourt, Vestal, the steam sloop Vixen, and the Honourable East India Company's steamers Pluto and Medussa. Although on the 11th all its companions returned from the cruise up the Chinese coast, the Daedalus, after a tolerable passage of 19 days arrived in Chusan harbour. The island had actually been captured by the British in 1840, and although the Treaty of Nanking signed in 1842 had rendered it no longer of any use, it was retained until 1846 as a guarantee for the fulfilment of the treaty which stipulated that the Chinese were to open up Canton, Foochow, Amoy, Ningpo and Shanghai to residence by British subjects. Although the purpose of the visit by the Daedalus was to protect the island and the commerce on that part of the station, Captain McQuhae was ordered not to proceed up either the Yangtze, Woosun, or Ningpo rivers. The Daedalus was still at Chusan on 1 January 1846, but by then was under orders to proceed to Hong Kong as soon as possible.

That was due to the fact that by then resentment against foreigners had begun simmering in Canton, a city on the Pearl River some 75 miles north-west of Hong Kong. There was some rioting on the 15th and 16th, while on the 17th violent and abusive placards were posted on the city walls. Consequently the Europeans became alarmed and as a result the Honourable East India Company's steamer Pluto, HMS Vestal and two American warships were ordered up from the Bogle (Humen Straits) and moored close to Canton. A day or two later HMS Daedalus, recently returned from Chusan, along with the Hazard and the steam sloop Vixen, were dispatched up the river to Whampoa (Huangpu), just down-stream from Canton, where they, along with the USS Vincennes, were reported on the 22nd. The British ships were still there on 27 January, but the Daedalus had returned to Hong Kong by 15 February 1846, and was observed still in the harbour on the 27th.

On 2 March the Agincourt, with the flag of the Commander-in-Chief Sir Thomas Cochrane, and a million dollars from India, sailed from Hong Kong harbour with the Vestal and Daedalus accompanying the Admiral for some distance outside. It was while still at sea on the 10th that HMS Daedalus was ordered to proceed to Foochow (Fuzhou), about 560 miles north-east of Hong Kong, where it arrived by early April. However, on 16 April the 'China Mail' reported that after the ship had arrived there had been what it described an unfortunate fracas between a portion of her crew and the Chinese. Apparently one of the boats, with crew of 16 men, a lieutenant, and master's mate, was sent to convey certain treasure to the consulate, and after landing the lieutenant proceeded with the treasure, leaving the men quartered in one house and the mate in another at some distance.

"It seems that the men thus left to themselves offered to make some purchases from the Chinese, but not being satisfied with the prices demanded, seized several articles by force, broke some jars of samshoo, and made prize of six. We have not learnt that they were quite sober when the row commenced, but it is certain that the effects of the samshoo speedily converted it into a serious riot, and mob having mastered, overpowered and

seriously mauled the seamen. The local magistrate at length came to the spot to quell the disturbance, and through his intervention the men escaped and were enabled to gain their boat. Since the arrival of the Daedalus, intelligence has been received that the mob, not by any means satisfied that the seamen should have been suffered to get so easily off, proceeded to the houses of the mandarin and of the English consul, loudly inveighing against the former for having allowed the boat to depart without having previously brought the aggressors to justice.”

However that the seamen were to blame there can be little doubt, as four of the men involved were subsequently flogged and a warrant officer disgraced, while the demonstration on the part of the mob was such that the Consul deemed it prudent to send to Amoy for HMS Espiègle, which set sail for Foochow on 5 April. HMS Daedalus then departed, and after following orders by calling at Amoy it had arrived back in Hong Kong by 25 May 1846.

1846 - Third East Indies Cruise

On 23 June 1846 the Daedalus again set sail for Borneo, arriving there on 11 July with a cargo of provisions, stores and coal for ships from the East India & China Station then operating as a task force in the vicinity of Brunei to where Rear Admiral Sir Thomas Cochrane, their commander, had been dispatched. His brief had been to persuade the Sultan of Brunei to cede the island of Labuan to Great Britain, but although the Sultan initially prevaricated the subsequent ‘gun-boat’ diplomacy involving a punitive expedition up the Brunei River proved successful. Consequently, on 18 December 1846, the Sultan finally signed the Treaty of Labuan, the island’s official accession to the British Crown taking place on 24 December 1846.

At noon on 25 July 1846 the Agincourt, the Flagship of Rear Admiral Sir Thomas Cochrane, together with a number of other ships from the task force left Labuan sailing westward, leaving the Daedalus, in company with the Wolf and Cruzier, still anchored off Marudu Bay. Consequently, on 6 August the General Court-Martial assembled for the trial of John K. Simcoe from HMS Agincourt, had to be held aboard HMS Daedalus. The Midshipman faced two charges; firstly, disobedience of orders, and secondly misconduct, when in charge of a boat in the Brunei River, Borneo, on or about 8 July 1846. The President of the Court was W. H. Johnstone, Captain of HMS Agincourt, and the Members were Peter McQuhae, Captain of HMS Daedalus, G. K. Mundy, Captain of HMS Iris, Sir W. Hoste, Bart, Commander HMS Ringdove, J. Caldwell, Commander HMS Agincourt. However, on the first charge the prisoner was declared not guilty, and as the second was not proved, Simcoe was acquitted, and soon after the fleet returned to Hong Kong.

1846 - Fourth East Indies Cruise

On 30 August 1846 the Agincourt, Vestal, Daedalus, Ringdove, and Royalist put to sea from Hong Kong on a cruise for the benefit of the health of the seamen, amongst whom fever had broken out, the Agincourt being particularly affected. Although the ships initially anchored off Green Island,

within sight of the harbour, due it was thought to cases of insubordination, the cruise was soon able to continue and the sickness was reported to have quickly disappeared as a result of the beneficial effect of the change of temperature at Chusan (Zhoushan) near Shanghai, their final destination. It was on 10 September at Chusan that Rear Admiral Sir Thomas Cochrane left the Agincourt, as it had been his intention to visit the Loochoo (Ryukyu) Islands south of Japan before resigning as Commander-in-Chief of the East India & China Station, and handing over to Rear Admiral Samuel Hood Inglefield CB. As a result, Cochrane returned aboard HMS Daedalus which, along with the Vestal, arrived in Hong Kong harbour on 26 September.

There, on 10 November, Engineer First Class Thomas Bullion from HMS Agincourt, but who was then doing duty aboard the steamer Vulture, was taken before a Court Martial held aboard HMS Daedalus, William James Hope Johnstone, Captain of the Agincourt and second in charge of HM ships in Hong Kong, acting as President of the Court. Although Captain Peter McQuhae of the Daedalus, should have been a Member he was absent due to illness. The prisoner was charged that while on duty at the Naval Stores in Hong Kong on or about 9 January 1846 he was intoxicated on one or more days causing neglect of duty, and that about 29 October 1846, while serving aboard the Honourable East India Company's steamer Pluto, he was drunk, disobedient and neglected his duty. He was subsequently found guilty and reduced to the rank of Engineer Third Class for a year.

A similar Court Martial was held aboard the Daedalus the following day, but on this occasion it involved Frederick Garton, Boatswain of HMS Wolverine. It was alleged that on or about 1 November 1846 he left the ship without permission after being refused, and on shore on the island of Amoy about 21 October 1845 he left his supernumerary work as a sailmaker. He was also charged with drunkenness about 10 May and 8 June 1846. After being found guilty of all charges he had his whole service as boatswain dating from 27 November 1840 forfeited along with any advancement from his present rank and class for three years.

Yet another Court Martial was held aboard the Daedalus anchored in Hong Kong Harbour on 28 November with William James Hope Johnstone, Captain of the Agincourt and second in charge of HM ships in Hong Kong, acting as President of the Court, a Member of which was Captain Peter McQuhae of the Daedalus, by then recovered from his illness. The accused was David Brown, an Able Seaman serving aboard the Daedalus, who was charged that about the evening of 16 November 1846 he had returned from the Naval Stores at Hong Kong drunk and behaving in a hideous and mutinous manner. In addition, that on 19 November he was again drunk, disrespectful, and was acting in a disruptive manner. As a result it was decided he should receive 80 lashes on his bare back with a 'cat's nine tails' aboard the Daedalus at an appropriate time.

1847 - Fifth East Indies Cruise

The next deployment involving HMS Daedalus and the fleet was south to what is now Malaysia, and she was at Penang when Rear Admiral Cochrane instructed her to sail for Hong Kong to order HMS Vestal back to England. The Daedalus left on 14 January 1847, but immediately returned, and while back at Penang on 11 February a Court Martial was held aboard her. Once again Johnstone, Captain of the Agincourt, acted as President and Captain McQuhae as a Member. It appears that Frederick William Smith, an Armed Instructor aboard HMS Iris, had been charged with disobedience of orders, but as no evidence was offered, the prisoner was acquitted.

At Singapore on 23 February another Court Martial was held aboard the Daedalus, with Captain Johnstone of the Flag-Ship Agincourt acting as President. The Members were Captain G. R. Mundy of HMS Iris, Captain McQuhae of HMS Daedalus, and Commander Grey of HMS Columbine, while Mr. W. Pinchorn, paymaster and purser of the Daedalus, was the Judge Advocate. They were to try Henry Hurkham, Midshipman, and Lewis Drew, Master's Assistant, of the Daedalus, for quarrelling and breaking naval regulations, a fracas in which Mr Drew received some severe bodily injury. As a result both young gentlemen were dismissed the service.

On the following morning a Court, composed of the same members, assembled for the trial of William Frederick Smith, B.A., Naval Instructor of HMS Iris commanded by Captain Mundy, upon a charge preferred by that officer. The latter had accused Mr. Smith of refusing to take charge of the chronometers; but this was made in the most respectful manner, Smith alleging, as an excuse, that he did not think himself competent to wind up such delicate instruments. As Smith also objected to Captain Mundy sitting as a member of the Court on the ground that he had already prejudged the case by his report to the Commander-in-Chief, the Court consequently adjourned to await further instructions from the latter officer, and as nothing was forthcoming the prisoner was acquitted.

Meanwhile, on 5 November 1846 HMS Vernon carrying Rear Admiral Inglefield had left Portsmouth on his voyage out to the East to assume responsibility for British naval forces in India, China and New Zealand, but it was not until 22 March 1847 that he finally arrived at Penang. The following morning at the Government Bungalow he met up with Rear Admiral Cochrane, who was about to return to England aboard HMS Agincourt, thus facilitating the personal hand over as Commander-in-Chief, East India & China Station.

While at Penang three Court Martials were carried out aboard the Daedalus on consecutive days with Captain McQuhae, who then was also third in command of HM ships at Penang acting as President. The first, which took place on 8 April, involved Charles J. Hayter, Master's Assistant aboard the Agincourt who, on the night of 5 March had been ordered to take charge of a boat to land an officer and his wife, but after so doing, and without authority, the coxswain to return, while he remained ashore and did not return until 4 a.m. on the 6th. He was also accused of absenting himself from the ship on the evening of 2 April, and did not return until 2.30 the following morning. He

was subsequently found guilty and it was ordered that he was to lose the whole time he had served in HM Naval Service.

The second Court Martial, which took place on the 9th, involved Charles Cowley, Second Master of the Agincourt, who was accused of acting in an ungentlemanly manner towards fellow officers, and was punished by being reprimanded and admonished to be guarded in his conduct in future.

The last Court Martial held aboard the Daedalus while at Penang took place on 10 April, the accused being Peter Curgevan, a Clerk aboard HMS Agincourt, who faced two charges, one of which stated that on the night of 5 March, while the Agincourt was anchored at Penang, in a clandestine manner quit the ship and took advantage of a boat to land several gentlemen. He was also accused of absenting himself without permission from the ship on the evening of 2 April and did not return until 2.30 the following morning when he deliberately deceived the Officer of the Watch as to being on leave. His punishment was to lose the whole time he had served in HM Service.

Finally, on 18 April, HMS Daedalus sailed from Penang and, after calling in at Singapore, finally left for Sarawak in Borneo on 2 May. From there she traveled north to Labuan Island, where she stayed for ten days, before finally returning to Kong Kong harbour on 29 June.

1847 - Sixth East Indies Cruise

HMS Daedalus was still at Hong Kong on 25 July 1847, but on 7 August she left for a cruise up the east coast of China, something that was soon to prove most providential for the crews of two French warships, La Gloire, a 52 gun frigate, and La Victorieuse, a corvette. It appears that while en-route for Korea and Japan on 10 August 1847 they ran aground on Kokoonto Island, which is located off the south-west coast of Korea at 35.46 south; 126.28 east.

As the ships were not wrecked, but rather stuck fast with no chance of re-floating, the crews were able to get all their arms, clothes, and provisions ashore with no loss of life except for two men from La Victorieuse who drowned while trying to salvage an anchor. The survivors, who were all in good health and it took only a few days to complete their salvage work. Commodore La Pierre, their commander, then attempted to negotiate with the natives for the purchase of additional provisions, but they initially were unwilling to do anything without obtaining permission from the mandarins.

Once safely ashore the Commodore had despatched two boats to Shanghai, some 300 miles away, for assistance, and they arrived there on the 25th. The Captain of HMS Espiègle which had stopped off at Woosung harbour on her way to Ningpo, spoke with the survivors in one of the boats and sailed immediately to Chusan to communicate the disaster to HMS Daedalus which was then at Chusan. As a result the Espiègle, along with the Daedalus and HMS Childers, set out on the 30th arriving on 12 September at Kokoonto Island. There they found the French officers and men quartered in tents on shore, and by then being plentifully supplied with provisions by the Koreans,

who refused to accept any payment without accepting any compensation. The crews were subsequently taken aboard the three British warships, two of which sailed for Shanghai where a vessel had been chartered to take them to Macao, while the Daedalus, carrying Commodore La Pierre, 12 officers and 296 men, made for Hong Kong, where she arrived on 25 September.

On October 20 Rear-Admiral Inglefield, commander of the East India & China Station since 26 June 1846, sailed from Hong Kong, via Manilla and Singapore, to Bombay where HMS Vernon was to refit. However, due to illness, it was considered doubtful that he would return to China, and he finally passed away at Bombay on 24 February 1848. As it would take some time before a replacement could be sent out from England, for the time being Captain Peter McQuhae of HMS Daedalus acted as the Senior Officer in China.

1847 - Seventh East Indies Cruise

Tragically, on 5 December 1847, the horrid murder of six English gentlemen by Chinese villagers took place near Canton. It appears that after church they went up the river and landed at Hwang-chu-kee, a village about four miles above the factories, to take a quiet walk. However, they soon found themselves cut off from their boat, and were subsequently attacked a body of Chinese. One or two of the party fell immediately, while the others, who attempted to escape, were overpowered, taken to one of the villages and confined, before being cruelly put to death on the 7th.

A force of 50 men of the Light Company, 95th Regiment, was immediately sent to Canton, and although on the 8th his Excellency Sir John Davis left from Hong Kong to demand redress, HMS Daedalus, aboard which he was travelling, became becalmed and he did not land at Canton until about mid-day on the 12th. His negotiations with Keying, the Chinese Commissioner, lasted until the evening of the 20th when it was finally intimated to the community that four of the murderers would be executed by beheading at Hwang-chu-kee the following day, while a further eleven were to be under trial. Consequently, on the morning of the 21st the Honourable East India Company's steamer Pluto carried the Honourable Mr Johnston, Mr Vice-Consul Elmalie, and Mr Meadows, an interpreter, up the river to the Consulate at Canton to witness the executions. They were accompanied with a guard of three officers and 30 men of the 95th Regiment.

The four Chinese having been executed, Sir John arrived back in Hong Kong on the 24th having given Keying until 20 January 1848 for his final answer to his demands, and to satisfy him that he could control the villagers. In the meantime steamers were sent for from Singapore, and men-of-war ordered down from the coast, to be prepared, should any coercive measure be necessary, while on 30 December 1847 HMS Daedalus was reported to be anchored in Hong Kong Harbour. In January 1848 preparations were made in case the terms for 'satisfaction' for the murders were not agreed to it was ordered that a blockade of Canton was to commence on the 29th. Consequently, the Melampus, Daedalus, Madea, Columbine, Vulture,

Royalist, Espiègle, Scout &c. were ordered to be up there by that date. However, that was to be the last action HMS Daedalus was to take part in while based on the East Indies & China Station, as by late 1847 the Admiralty had already decided that the Daedalus was to be relieved and brought home.

1848 - Voyage back from the East Indies

The 44 gun HMS Meander, commanded by Captain the Honourable Henry Keppel, was ordered to replace HMS Daedalus in the East, and as a result she sailed out of Portsmouth Harbour during the evening of 1 February 1848 en-route for the Cape of Good Hope. In the meantime, HMS Melampus arrived at Hong Kong on 14 February, and its commander Captain Campbell CB, took over as the Senior Officer in China, allowing Captain McQuhae and the Daedalus to depart on the 17th. She was subsequently reported at Singapore on 4 April, with orders to leave for England on 1 May.

Over in the Malacca Roads, HMS Daedalus then joined up with Commodore and Captain James Hanway Plumridge, who eventually arrived aboard his ship, the 44 gun ship HMS Cambrian, to become second in command of the East India & China Station. Although the Daedalus was still recorded at Malacca on 11 May, she finally sailed on the 25th, and after calling in at Anjer in Java set sail again on 7 June 1848, en-route for the Cape of Good Hope, where she arrived at Simon's Bay on 20 July. From there, on 30 July, she left for St Helena before, on 6 August, Captain McQuhae and several of his officers and crew sighted what they later described as an enormous sea serpent, but it caused no problems for HMS Daedalus, which reached St Helena on 16 August and finally docked at Plymouth on 4 October, before being paid off in Devonport Dockyard on 13 October 1848.

The Sea Serpent Incident

In the meantime, the sea serpent incident had been reported and discussed in the 'Times' newspaper published on 10 October:-

"Plymouth, Oct. 7th: When the Daedalus frigate, Captain McQuhae, which arrived here on the 4th inst., was on her passage home from the East Indies, between the Cape of Good Hope and St Helena, her captain, and most of her officers and crew, at four o'clock one afternoon, saw a Sea-Serpent. The creature was twenty minutes in sight of the frigate, and passed under her quarter. Its head appeared to be about four feet out of the water, and there was about sixty feet of its body in a straight line on the surface. It is calculated that there must have been under water a length of thirty or forty feet more, by which it propelled itself at the rate of fifteen miles an hour. The diameter of the exposed part of the body was about sixteen Inches; and when it extended its jaws, which were full of large jagged teeth, they seemed sufficiently capacious to admit of a tall man standing upright between them. The ship was sailing north at the rate of eight miles an hour."

The appearance of the article caused Captain McQuhae to produce his official report on the Sea Serpant for Admiral Sir W.H. Gage, G.C.H., Devonport,

which he wrote on October 11 while he was still aboard HMS Daedalus at Hamoaze in Plymouth.

“Sir, - In reply to your letter of this day’s date, requiring information as to the truth of a statement published in the Times newspaper, of a Sea-Serpent of extra-ordinary dimensions having been seen from her Majesty’s ship Daedalus, under my command on her passage from the East Indies.

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that at five o’clock p.m., on the 6th of August last, in latitude 24 degrees 44 minutes S., and longitude 9 degrees 22 minutes E., the weather dark and cloudy, wind fresh from the N.W., with along ocean swell from the S.W., the ship on the port-tack heading N.E. by N., something very unusual was seen by Mr Sartoris, midshipman, rapidly approaching the ship from before the beam. The circumstance was immediately reported by him to the officer the watch, Lieutenant Edgar Drummond, with whom and Mr. William Barrett, the master, I was at the time walking the quarter-deck. The ship’s company were supper.

On our attention being called to the object it was discovered be enormous serpent, with head and shoulders kept about four feet constantly above the surface of the sea, and as nearly as we could approximate by comparing it with the length of what our main-topsail yard would show in the water, there was at the very least sixty feet of the animal à fleur d'eau, no portion of which was, to our perception, used in propelling it through the water, either by vertical or horizontal undulation. It passed rapidly, but so close under our lee quarter that had it been a man of my acquaintance, I should have easily recognised his features with the naked eye; and it did not, either in approaching the ship or after it had passed our wake, deviate in the slightest degree from its course to the S.W., which it held at the pace of from 12 to 15 miles per hour, apparently on some determined purpose.

The diameter of the serpent was about 15 or 16 inches behind the head, which was, without any doubt, that of a snake; and it was never, during the twenty minutes that it continued in sight of our glasses, once below the surface of the water; its colour a dark brown, with yellowish white about the throat. It had no fins, but something like the mane of a horse, or rather a bunch of seaweed, washed about its back. It was seen by the quartermaster, the boatswain's mate, and the man at the wheel, in addition to myself and officers above-mentioned.

I am having a drawing of the serpent made from a sketch taken immediately after it was seen, which I hope to have ready for transmission to my Lords Commissioners of the Admiralty by tomorrow’s post. I have, &c., Signed, Peter McQuhae, Captain.”

1848 to 1849 - Refitting and Recommissioning

In 1848 the Admiralty decided to refit HMS Daedalus in preparation for allocating her to the Pacific Station, the initial purpose of which was to support

British interests along the eastern shores of the Pacific Ocean from its headquarters at Valparaiso in Chile. In addition, ships of the Pacific Squadron were also able to base themselves at Saucalito, the watering station a few miles north of San Francisco, and the newly constructed Esquimalt Royal Navy Dockyard near Fort Victoria on Canada's Vancouver Island.

During her re-fit, which was undertaken between October 1848 and May 1849, HMS Daedalus had her gun compliment reduced to 19, which was made up of six 8 inch (52 cwt/8 feet) and twelve 32 pounders (50 cwt/9 feet) mounted under the deck, in addition to one 56 pounder (87cwt/10 feet) pivot mounted on the quarter deck.

On 30 December 1848 she was undocked at Plymouth, and on 29 May 1849 it was announced that she had been inspected in Devonport Dockyard by Admiral-Superintendent Sir John Louis, preparatory to her being reported ready for commission. However, this was delayed for some weeks until HMS Spartan, 24 guns, had arrived from the Mediterranean and been paid off, and consequently it was not until Monday 29 July that HMS Daedalus was re-commissioned by William Ward Dillon (*3 below*), her future First Master, as it was not until Captain George Greville Wellesley (*2 below*), who had been appointed to command her, did not arrive until the following morning to take up his commission.

1849 to 1850 - Voyage to join the Pacific Station

Meanwhile, on 27 July 1849, Charles C. Scott had been appointed Second Master, and by 21 August the Daedalus was "manned within half-a-dozen", while all her guns and stores were on board by 1 September, on which day her sails were bent. Although it was planned that the Daedalus was to set sail on 11 September, as Captain George Greville Wellesley was one of the members of the court-martial of Commander Pitman that had been for some days sitting on board HMS Impregnable, the Daedalus was unable to leave until the trial ended.

Nevertheless, on the 10th she was towed from Haamaze out to an anchorage in Plymouth Sound where her compasses were adjusted. Her crew was paid an advance of wages on the 13th, and the following evening the mails were made up for Rio de Janeiro, Buenos Aires, and Valparaiso which were to be conveyed by the Daedalus. Finally, on afternoon of 15 September 1849 she sailed from Devonport with the mails and dispatches for South America.

The first stop was the island of Madeira, and on 25 September it was reported that the Daedalus had left Funchal to undertake its trans-Atlantic voyage to Rio de Janeiro where she arrived on 2 November. The ship spent some three weeks there before leaving around the 20th and, after touching at Montevideo, arrived at the Falkland Islands where the Daedalus remained for a week. Later the officers said that it was without exception "the most wretched place they ever were at", although they did manage to get in plenty of snipe shooting!

Then came the most interesting part of the voyage which was when the Daedalus arrived in the vicinity of Cape Horn. There she made her way through the Straits of Le Maire before anchoring twice in the Woolaston Islands to the southward of Tierra del Fuego, which was passed on 1 January 1850. HMS Daedalus finally arrived at Valparaiso in Chile on 14 January, and there she waited to be relieved by HMS Meander prior to joining the squadron headed by Rear-Admiral Phipps Hornby, Commander-in-Chief, Pacific Station. It had been a good passage out, as on arrival all on board were well.

1850 to 1851 - First Pacific Cruise

On 27 March 1850 the Daedalus, having on board two million dollars, sailed from Valparaiso to Callao in Peru, via the Peruvian ports of Chincha and Pisco. After spending some time in Callao she touched at Panama before arriving on 14 July at Saucalito, the usual men-of-war's watering place on the opposite side of the bay at San Francisco.

Then, on 1 August, it was reported that HMS Daedalus was shortly sail to Vancouver Island in British Columbia to cut spars for the squadron. However, while there Richard Blanshard, the Governor of the island, informed Captain Wellesley that indigenous men had attacked and murdered three British seamen, and of his inability to take any measures for the punishment of them. As a result, Wellesley agreed to use the Daedalus to take him to Fort Rupert, near to where the murders had been committed, and also to give any assistance that might be required. An officer belonging to the ship later wrote an account of the expedition:-

"We arrived at Esquimalt harbour, Vancouver's Island on the 22nd of September, and after completing water, and cutting spars, of which took on board more than 100, we embarked the governor, and proceeded through the Straits of Beaver harbour, where we arrived on the 8th of October, having had narrow escape, the ship passing within few yards of an immense sunken rock in Shuhastic Bay. The island is full of good bays and harbours; the northern has not yet been surveyed. The land about Victoria appears to be the most advantageous for settlers, the ground being clearer than any other part we visited. The scenery is delightful; the oaks in the large and beautiful parks reminded us much of dear old England.

During our stay at Esquimalt we were supplied daily with mutton, vegetables, and milk; to the northward we could obtain nothing. The object of our visit being to demand the murderers of three of the Hudson's Bay servants, and the chiefs of the Newetta [Nahwitti] tribe having refused to give them up, the boats of HMS Daedalus were despatched, on the afternoon of 12th October, to endeavour to capture their chiefs and destroy their villages. A pull of twenty miles brought them off the Indian settlement, but too late to attack them. After a cold and miserable night the party landed at daylight and burnt the village, and then returned to the ship.

Receiving information that more of the Newetta tribe, said to consist of 200, well supplied with arms and powder were located at Bull Harbour, the pinnace

and cutter, in charge of Lieutenant Burton, and Mr Scott, Second Master, with Mr Leonard, Lieutenant Royal Marines, Messrs, Chads and Bruce, Midshipmen, and forty-six men, left the ship on the night October 14. The weather, unfortunately, came most boisterous, and after a fruitless attempt to beat to windward, the pinnace came to an anchor under an island for the night; the cutter thinking her consort a-head, kept on their oars, and arrived within short distance of her destination at daylight, when, seeing nothing of the pinnace, and observing a canoe to seaward, gave chase, and was fast overhauling her when the Indians fired their muskets, and were immediately joined and taken in tow some dozen canoes, that swarmed out from under the land, and assumed a most warlike appearance, being fast reinforced by others.

Nothing daunted, our fellows gave way towards them; but finding they edged close to the bush, and seeing the object of the Indians was to decoy them close to the bush, the cutter would not become the assailants, considering sixteen men too small a force to give battle to at least hundred armed Indians so protected.

On the boats rejoining company, they proceeded to the place where they had last seen the enemy, let fly two or three rounds of grape shot from the pinnace into the woods, and then proceeded for Bull Harbour, ordering the cutter to chase a canoe, which was observed watching their movements.

After a pull of ten minutes, the cutter found herself in a small creek, and having seen the Indians, she determined to cut their canoes out, but on running within nine or ten yards of the beach found a landing could not be effected at the head of the bight; a well directed fire of musketry from both sides, soon told their whereabouts, and having received orders not to go in the bush, the cutter's people gave them 150 rounds of ball cartridge from the boat, the Indians yelling and making a most fearful noise.

The ammunition being nearly expended, and their fire having ceased, the cutter hauled out and regained the ship, now off the point. It is thought the bushes must have broken the fire of the Indians, several men being struck with spent shot, the second master wounded in his arm (several slug shots also entering his clothes, but without injuring him); George Doble, private, Royal Marines, badly wounded in the leg; and lance-corporal Cornish slightly wounded in the hand.

On hoisting in the boats we made sail for San Francisco, arriving there on the 23rd of October. We lost overboard a poor boy in a gale of wind on our passage down, the Second Master [Scott] leading the life boat's crew, although his arm was still bad from the wound he received at Vancouver's Island, but which did not deter him from being again first in that duty." Unfortunately, on account of the shortness of provisions, the Daedalus was unable to remain longer, and so obliged to leave matters unsettled with regard to the murders. In fact, it was not until the following summer that HMS Daphne was ordered to remain at Esquimals harbour in order to complete the task. It was also later revealed that the three men who had been killed by the Nahwitti

Indians were deserters from the Hudson's Bay Company's steamer Beaver, who had the intention of eventually reaching the goldfields of California, "about which there was at that time great excitement."

While the Daedalus had been undertaking the operations in the north-eastern extremities of Vancouver Island, William Ward Dillon, her First Master, made a sketch survey of the area, and as a result several localities were named after them. Today one can still find Dillon Rock in Shushartie Bay, along with what immediately became known as Daedalus Passage, the western entrance channel of Beaver Harbour which leads between Peel Island on the east and the Vancouver Island shore southwards of Dillon Point on the west. In addition, Halstead Islet and Halstead Point in Shushartie Bay were named after the Reverend Frederick Charles Halstead (*5 below*), the Chaplain of the Daedalus.

During the time the Daedalus had been anchored near San Francisco the officers had no trouble with the men, and even with boats constantly going to the town and parties of men hauling the Seine etc., there were no desertions. Finally, on 12 November 1850, she set sail on a direct course for Valparaiso, taking with her a quantity of gold dust on freight.

HMS Daedalus arrived back at Valparaiso on 1 January 1851, having brought from San Francisco some \$108,000 worth of freight, the whole of which she landed on the Station, and consequently none of the shipment found its way to England by man-of-war.

On 10 February 1851, and while still at Valparaiso Charles Bawden (*4 below*) was appointed the First Master of HMS Daedalus, as William Ward Dillon, the previous First Master, was to be transferred to command HM tender Cockatrice on 17 February.

Then, a report dated 25th, mentioned that in the bay at Valparaiso there was a large fleet of warships, including Her Majesty's Ships Asia, Daedalus, Daphne, Swift, Cockatrice, and the steam frigate Driver. They were actually waiting there for the arrival of Rear-Admiral Fairfax Moresby, C.B., the new Commander-in-Chief in the Pacific, who had been selected to replace Rear-Admiral Phipps Hornby.

1851 - Second Pacific Cruise

On 25 February 1851, HMS Daedalus was ordered to take on board twenty months' provisions in order to carry supplies to HMS Plover and other ships searching for Sir John Franklin's expedition up in the Arctic. Captain Wellesley had been charged with visiting and re-provisioning the stores kept at Port Clarence in Alaska, a depot and point of succour in case either Sir John Franklin's expedition or the other vessels in search of him should be obliged to quit their ships and take to their boats.

Sailing from Valparaiso on 1 March, the Daedalus called at Callao in Peru on the 12th, prior to departing on the 15th for the Sandwich Islands, today's

Hawaii, where she arrived on 16 April. From there Captain Wellesley sent a dispatch to Rear-Admiral Moresby, but it was to be a further six months before he was able to send his report on the rest of the expedition to his Commander-in-Chief:-

“We quitted the harbour of Honolulu on the 25th May, and hove to outside the port until dusk, in order to await, to the last moment, the arrival of any vessel with further orders, then bore up, and passed between Oahu and Atooai, as, in consequence of the excellent passage made last year by the Investigator, by pursuing a direct course through the Straits of Amouckta, I determined to follow the same route, and our own passage having occupied the same time, though several weeks earlier in the year, I think it may be recommended for speed, as it certainly may be for security.

We reached within sixty miles of Amouckta on the 12th of June, in very thick weather, and, having had no observations for some preceding days, we rounded to till the next day, when, having ascertained our position, we steered through the channel to the westward of Amouckta without seeing land, passed to the westward, and in sight of St. Paul's and Sea Otter Islands on the 15th, and stood in to the south-west point of St. Lawrence Island on the 18th, having carried a fair wind since passing the Aleutian group, and our passage thus far having only occupied twenty-four days.

Here we boarded the French whale ship Ajax, of Bordeaux, who gave us information that the ice extended across the bay of Anadir from Cape Thaddeus to Cape Tehaplin, and thence across St. Lawrence Island, and that, finding it impossible to get to the northward, she was going to pass to the southward of the island, in hopes of finding clear water to the eastward. I am sorry to add that, in endeavouring to do this, while approaching too close to the shore in the search for whales, this vessel struck, and was totally lost on a reef off the south-east side of St. Lawrence Island, a few days afterwards. The Ajax had fallen in with her Majesty's ship Enterprise, on the 1st of June, in longitude 176 W., at the edge of the ice, which at this period appears to have extended across from Cape Thaddeus (Asiatic coast) to Cape Roumanzoff, on the American coast.

On the 19th we sighted the ice, and found cruising off the edge of it several whale-ships awaiting for an opening to proceed northwards. We were detained off the N.W. point of St. Lawrence Island till the 24th, when, having anchored with the stream, near it we were closely beset with the ice, which extended in every direction as far as the eye could reach, and left us no alternative but to remain at anchor to avoid being drifted near the shore. On the 27th, the northern shore of the island being partially cleared of ice, and the ship free, we weighed, and stood to the east-ward, in the hope of finding clear passage in that direction. We succeeded, however, in getting but a few miles, and from this period till the 9th July we were almost constantly beset with ice, the only clear water being occasionally close in the shore, where we were forced to remain at anchor, sustaining a heavy pressure of ice against the bows from the strength of the tide, which made the ship drive; and it was generally found better to weigh on these occasions, and, having no ice-

anchors, to secure the ship with warps and the boats' anchors to the largest floes of ice, and in this manner we gained some miles to this eastward. On one occasion we made sail, and drove the ship through the ice into clear water; but the thumps and shakes she received were so great that I should not have attempted it again but as a last resource.

On the 5th, whilst at anchor, the weather being very thick, a field of ice, above a mile long and half a mile broad, was, set across the ship's bows, and the ship, unable to withstand such a pressure, drove, our efforts to break it by degrees, by the use of our spare mizen topmast, as a bumper, and axes and pickaxes, being quite ineffectual. A heavy jerk about midnight, and the ice passing on clear of the ship, showed that something had given way, and, next morning, finding the ship again driving, we sighted our anchor, and found both flukes, the shank having broken in half about a foot from the crown. The part that came up, as well as the cable, was quite bright, but so great was the strain that I should have been surprised if neither anchor nor cable had given way.

It is worth remarking that on the 12th August, or 34 days afterward, we picked up the buoy of this anchor which was a wooden temporary one we had made to save our new buoys whilst among the ice, lying on the beach on the north shore of Port Clarence. It was about 50 feet from the water's edge, and about 20 feet further up than the ordinary high-water mark, and had no doubt been drifted up on the 8th, when the tide rose unusually high in a S.E. gale which blew on that day. The distance from where it was lost was about 145 miles, which would give only about four miles and a quarter a day to the northward; but part of this time the sea was almost filled with ice, and the winds prevailed more than usual from the northward. It may be considered, however, as confirming the supposition that all the large quantity of drift wood in this vicinity, and in the midst of which the buoy was found, comes from the southward.

The wreck of the American whaler Mary Mitchell, lost about the same time on the west side of St Lawrence Island, drifted also to the northward and through Babring's Straits, and was fallen in with by the English schooner Eliza, of Hobart Town, in August, to the north-west of East Cape.

In the course of the 6th we weighed, and soon after, securing the ship to the field of ice above mentioned, drifted with it ten miles further to the eastward. Finally, we observed early on the 9th clear water to the northward, and shortly after this time the pleasure once more of making sail, after three weeks being obstructed and almost constantly beset with ice.

We were not, however, able to reach King's Island, as, the pack extended 30 miles to the westward of it in a nearly north and south direction, and had the weather not been so very thick in standing over to the Asiatic coast, I should have gone into St Lawrence Bay, but the fogs were so thick we could hardly see a ship's length. On the 15th we found the thin ice had cleared away, and succeeded in anchoring in Port Clarence, when I found that the Enterprise had sailed on the 10th on her Arctic service, and that the Plover had

proceeded on the 11th to Norton Sound, leaving her decked boat in Grantley Harbour in charge of the storehouse. I, therefore, took advantage of the fine weather to get our topmasts down and refit our rigging, and had the bows caulked, the pitch having been forced out and some copper rubbed off by the ice, which caused a trifling leakage.

On the 30th of July the Plover arrived, and I sent the carpenter and a carpenter's mate of this ship aboard to examine into her condition and report on her defects, and it is evident that in their judgment the vessel is quite fit to continue the service she is now employed in for the period she is ordered to remain. Commander Moore had instructions from Captain Collinson to proceed to Hong Kong in case no man of war arrived during the summer, in consequence, I imagine, of the Plover's crew having suffered much from scurvy in the past winter.

He had also a discretionary order to proceed previously to the northward of Behring's Straits for a short period, if he thought it likely to be of any service in gathering information; and as he was anxious to do so I delayed the repair of his defects, and supplying him with stores and provisions, till his return, and I proceeded in this ship in company with the Plover to St Lawrence Bay on the 2nd of August, to ascertain if any despatches had been buried on the island there, in the position pointed out by Captains Collinson in his letter to the Admiralty last year. We had parted company in very thick weather, and on the 4th, on entering the bay, we observed the Plover also running in while we were communicating with an English lorch from Hong Kong, out of which vessel we took a bag of letters for the Enterprise.

The Plover meantime had anchored inside the harbour, which is formed by a low sandy islet, on the northern shore. We had neither chart nor sailing directions, but as I understood that the passage was safe on either side of the islet, we steered for the eastern one, but the water shoaling very quickly the best bower anchor was let go in four fathoms and a half, sail shortened, and on bringing up the ship I swung into three fathoms, and touched very lightly a few times, owing to a slight swell that was setting in.

Shortening in cable and laying out the stream anchor, we hove her into deeper water immediately, without a possibility of her having received the slightest damage, and then entering by the western channel we anchored in the harbour, where we found several whale ships, principally under English and American colours.

No despatches having been found, I quite agreed with Commander Moore, that although there was very little probability of his either seeing or obtaining any intelligence of the Enterprise, or hearing of the position in which the Investigator had passed the last winter, it would be satisfactory that I should be able on my return to carry information as to the state of the ice to the northward, as the unusual time to which the sea to the southward has been filled with ice, would render it probable that the packed ice would be found much further to the southward of its position than in the previous years.

To assist in working the Plover I sent from this ship Mr Buckley, acting mate, and Mr Scott, second master, with a ten seamen (with whose conduct and exertions Commander Moore, on his return, expressed himself as much pleased), and on the 9th of August, the two vessels sailed together, the Daedalus anchoring in Port Clarence the following day.

On the 28th the Plover returned, having reached only at 70 degrees 30 minutes north latitude, where he found the pack, being 160 miles further south than last year. He, therefore, visited Kotzebue Sound, ascertained that the cache of provisions was untouched, and made the best of his way back to Port Clarence. We immediately commenced caulking and repairing her defects, which, with the exception of replacing some copper rubbed off under water, was completed by the 6th of September, and on the 9th she moved into Grantley Harbour to prepare for passing the winter.

I have completed the Plover with stores, provisions, clothing, and fuel to December, 1853, with the exception only of some preserved soups and vegetables, and a few medicines, with a few trifling stores, none of which we had on board; and in addition I have left in her charge a supply of six months' provisions and warm clothing for sixty men, calculating that if either crews of the Enterprise or Investigator should fall back in boats they would be victualled during the winter, without encroaching on the Plover's own stack, and in the summer the Plover will have no difficulty in falling in with whalers about the straits, any of whom would carry the crews to the Sandwich Islands or elsewhere.

We found Port Clarence a most excellent harbour; abundance of water and wood, easily procured, and our seine net, used once a week, provided enough for the day for the whole ship's company. The arrangements with regard to the Plover were completed before the last week in September; but as it was probable that in the event of the Enterprise not finding it practicable to reach Point Barrow, she would be obliged to return to Port Clarence, in which case she might be expected to arrive before the end of September, I delayed our departure till the 1st of October, when we put to sea with a fine northerly wind, which carried us past St Lawrence Island; and on the 7th we passed through the Straits of Amouckts, thence we steered a direct course, and arrived at San Francisco."

The Daedalus finally reached the harbour there on 22 October 1851, prior to anchoring across the bay at Sancillito. She had conveyed, as passengers, Lieutenant Cooper and Dr Simpson from HMS Plover, "which vessel had returned to Port Clarence, from her summer expedition, having been unable penetrate further north than 71 degrees; being 3 degrees short of their excursion last year. The Plover's consort had not returned to her winter quarters at the sailing of the Daedalus."

No vestige of the expedition of Sir John Franklin was discovered, and it was the opinion of the two officers from the Plover who had returned with the Daedalus that all further attempts to find traces leading to the discovery the Arctic voyagers would prove utterly fruitless.

One legacy of the voyage north had been the views of coastal riverines and views of the Alaska and Bering Sea area drawn by Charles Bawden, the First Master of HMS Daedalus, that were subsequently preserved by the Admiralty's Hydrographic Department. They are annotated "NE side of St Lawrence Island from Anchorage near Observation Point"; "NE extreme of St Lawrence Island from Anchorage near NW Cape"; "NW Cape of St Lawrence Island"; "NW Cape with Land to S"; "King's Island"; "Sea Otter Island (Kadiak Island)"; "Ratmanzoff", Krusenstern, Fairway Rock, and Cape Prince of Wales"; "Southern Point of St Lawrence Bay to East Cape of Asia"; "Land near Cape York from Anchorage in Port Clarence"; "St Paul's Island (Behring Sea)"; "St Paul's Island (Western Extreme)"; and "Castle Rocks".

1851 to 1852 - Third Pacific Cruise

Of the three great maritime powers that were interested in the Sandwich Islands in the middle decade of the nineteenth century, Britain alone was an adequate defender of Hawaiian independence, as France hoped to bring the islands under her veiled control, while certain elements in the United States aspired to annex them outright. Then, in the autumn of 1851 reports were received that a group of Californian adventurers were organizing an expedition with the intention on taking possession the Sandwich Islands. The situation came to a head when, on 27 October 1851, it sailed from San Francisco aboard the Game Cock and the Witch of the Wave, and it was thought that they were to be followed by a third vessel, the Colonel Fremont.

It was not known where the funds came from to fit it out, but the correspondent of the Times newspaper was informed that the United States government had supplied them as allusion had been made in the Presidents' message to a dispute with France relative to these islands, and it was intimated that the United States government meant to pursue its present policy with respect to them.

As that was not considered to be in Britain's interests, on 31 October 1851 HMS Daedalus set sail for Honolulu, even though that change of plans meant that the time the Daedalus had spent at San Francisco had been so short that she had not even ventured into the main harbour. Instead she had remained at anchor at Saucelito, while Captain Wellesley had gone ashore only once.

The Game Cock arrived in Honolulu in November with a group of men, and as both British and American warships kept a vigilant watch over the scene, the authorities in California were ordered to prevent by every means the formation of any such future expeditions. Consequently, with the situation defused, on 8 December HMS Daedalus left Honolulu, and during her return voyage to Valparaiso it was planned that she would call at the Society Islands, now known as Tahiti, and also the remote Pitcairn Island.

Consequently, after arriving at the Society Islands on 30 December she called at Raiatea and Huahine before leaving the area on 10 January 1852. However, prior to departing, Charles Bawden, the First Master, was able to

sketch the island of “Bora-Bora SSW 20 Miles” and “Huaheine Island”, and both drawings were subsequently preserved by the Admiralty’s Hydrographic Department.

The Daedalus then arrived close to the shore off Pitcairn Island at daybreak on 28 January, and all who had turned out of their beds hastened to the edge of the precipice to ascertain the truth of the statement. “Scarcely had they done so when from the heraldic bearings of its colours she was by the teacher pronounced to be a man-of-war, the whale boat was immediately manned and in the course of a few hours, she returned on shore bringing with them Captain Wellesley and others of the officers of HMS Daedalus from the Sandwich Islands, via Tahiti bound to Valparaiso. Captain Wellesley and his officers remained on shore all night and returned on board the following morning, when a fresh party landed from the ship. Captain Wellesley and his officers were pleased to express their approbation of what they saw upon the Island and have by the urbanity of their conduct during the few hours they were with us gained the good will and esteem of all the inhabitants.”

HMS Daedalus took with her many useful contributions, including books &c., and towards the end of his stay Captain Wellesley wrote in the island’s ‘List of Shipping’, “Having passed two days ashore in this most interesting island I cannot but express the pleasure it has afforded myself as well as all the officers of the Daedalus to have visited it. I have never before had the privilege of witnessing such an example of piety with every Christian virtue attached to it. It does ones heart good to behold and mix amongst this simple and happy people whose lives are a pattern from which everyone must profit. I take leave of them with great regret but with the earnest prayer that it may please the God and Father of us all to continue to them His watchful protection also with a fervent hope that all who visit them will take care in every way to preserve them in the path of rectitude by their ----- conduct amongst them: [signed] George G. Wellesley.”

Then, at half past seven on the morning in 31 January 1852, the captain and his officers returned on board, after which the Daedalus left Pitcairn Island bearing the good wishes of the Islanders. On the return leg to Valparaiso Charles Bawden, who some years before while serving with HMS Plover, had jumped overboard twice to save a boy and a marine, once again attempted to rescue a seaman from the ocean, but tragically on that occasion it appears to have been unsuccessful. HMS Daedalus subsequently spent part of February and March at Valparaiso, and it was there, on 7 March 1852, that Bawden was transferred from her in order to return home for “Private Matters”.

1852 to 1853 - Fourth Pacific Voyage

After the restoration of peace following a revolution in Chile it was reported on 20 March 1852 that in harbour at Valparaiso there were six British men-of-war, including HMS Daedalus, and one each from France, Sweden, America, and Holland. However, on 8 May the Daedalus was the only such vessel still at anchor in the bay, but even she had moved up to Callao in Peru by 24 June via the Peruvian port of Caldera. After remaining at Callao for some time

Captain Wellesley was ordered to set sail on 27 September for Panama in order to bring the widow and family of the recently deceased William Pitt Adams, Her Majesty's Charge d'Affaires & Consul General at Lima, for embarkation in the Great Western at Navy Bay.

The Daedalus then proceeded north to Mexico, sailing for San Blas on 3 October, after which she called at Mazatlan, Cape San Lucas, and up north as far as Guaymas. Finally, on 18 January 1853, she began her return journey when she set sail from Guaymas prior to calling in at Mazatlan and San Blas. Tragically, Michael Augustus Feeley, the paymaster & purser of the Daedalus, who had gone ashore there, "was found dead by the crew of the boat that left the ship on the morning of the 5th March for the purpose of obtaining fresh beef. A man suspected of the murder was captured, and was in prison on the 15th March. Some money was upon Mr Feeley's person when discovered, but it is supposed he had been robbed of portion of that previously in his possession." It was later established that his death had been due to a dirk or dagger wound in his side, and that sadly he had left behind his widow Harriet Feeley, previously Davis, and a young family who were wholly dependent upon him.

After leaving San Blas HMS Daedalus continued sailing south to Acapulco where, before she departed on 18 March, she took on board a cargo of 900,000 dollars in gold and silver coins, to be transported back to England. Her next stop was Panama where she arrived on 12 April, but sailed again on the 14th for Valparaiso. There, on 26 May, the Daedalus finally dropped anchor on what was her final stop while serving on the Pacific Station.

1853 - Voyage back from the Pacific

HMS Daedalus, with a complement of 240 hands, began her voyage back to England when she set sail from Valparaiso on 3 June 1853, having taken on board a further half a million dollars transferred from HMS Amphitrite. She also carried Captain Charles Frederick and Senior Lieutenant Jackson, both from the Amphitrite, along with 29 seamen and marines, who were all to be returned home as invalids.

To begin with the Daedalus experienced fine weather, and on 16 June the crew spoke with the Flying Cloud off the Isla Londonderry on approach to the south-western tip of South America in latitude 55.24 south; longitude 72.40 west. She next made contact with the Jessie Mitchell at anchor at Port William in the Falkland Island on 24 June, the day on which HMS Daedalus left for Rio de Janeiro. However, while sailing south of Montevideo on 4 July, a seaman named William Giddy fell from the fore-top sail-yard while reefing during a gale and was drowned. On 13 July the Daedalus left Rio de Janeiro on the last leg of her voyage back to Britain before, on the 15th, making contact with the Rosamond while in latitude 22.38 south; longitude 40 west. Then, on 21 July, and in latitude 16.16 south; longitude 35.13 west, the Daedalus spoke with the Gazelle, but sadly on the following day Isaac White was lost when he fell overboard.

As the Daedalus continued on towards her destination three further contacts took place, the first of which was made with the Charles Jones on 28 July while in latitude 2.1 north; longitude 32.47 west. That was followed on 1 August with the Carl & Johanna in latitude 11.13 north; longitude 30.8 west, and finally on 19 August in latitude 37.19 north; longitude 37.16 west, the American vessel the Elizabeth based in Mattapoisett. Then, in the last four or five days of her voyage the Daedalus experienced heavy south and west winds, before finally arriving at Devonport Dock in Plymouth during the afternoon of 29 August. Since leaving Britain in September 1849 she had covered, by rough calculation, distance of 86,000 miles, but is thought to have lost not only her purser, but also twelve seamen, one marine, and a boy who had lost their lives from various causes.

On the afternoon of 30 August HMS Daedalus sailed for Portsmouth to discharge her freight consisting of 1,400,000 dollars, most of which, except for a small amount in gold, was in silver and weighed about 40 tons. She arrived at Spithead on the morning of 31 August, and during the afternoon the Sprightly steamer went out to the Daedalus, but Captain Wellesley was unable discharge her cargo into the Sprightly till nearly seven o'clock in the evening. It was eventually landed on the dock jetty before seven the following morning, and having been consigned to Messrs. Casher, freight agents and bullion merchants at Portsmouth for transmission to London, it was immediately taken up by them in a special train belonging to the London, Brighton, & South Coast Railway for lodgment in the Bank of England.

Having been unloaded, at 5.30 p.m. on 1 September 1853 the Daedalus crossed royal yards and hove short, planning to get under weigh later in the evening on her return to Devonport. However, although she was detained by wind and fog at Spithead, she arrived back at Plymouth Sound on the 3rd. Then, on the 5th Captain Wellesley discharged her powder and shell prior to HMS Daedalus being inspected on the morning of the 6th by Sir John A. Ommanney. That having been completed, she was towed into Devonport harbour later in the morning by the Confiance and the Avon steam vessels, and warped alongside the jetty ready to be dismantled. Her crew subsequently unbent her sails and returned the spare spars, before, on the 7th, they commenced taking out her guns.

As Captain Wellesley had taken advantage of the good weather to dismantle rapidly, the crew of the Daedalus was able to down the lower yards and topmasts on the 8th, before unmastering her on 12th, thereby reducing the ship to a complete hulk. Consequently, on Tuesday 13 September 1853, HMS Daedalus was finally paid off alongside the jetty in Devonport Dockyard, where she was subsequently laid up at Devonport Dockyard, and was still there in 1860.

Appendix

Biographical notes on officers mentioned on HMS Daedalus during deployment

(1) Peter McQuhae

Commanded HMS Daedalus - 16 October 1844 to 13 October 1848.

Peter McQuhae was said to have been born on 6 September 1788 at St Quivox in Ayrshire, the son of the Dr Reverend William McQuhae (1737 to 1823) and his wife Mary Laurie (1763 to 1824).

He entered the Royal Navy on 22 September 1803, and aboard HMS Excellent, 74 guns, on the 29th he sailed from Spithead escorting a large convoy to the Mediterranean. On 24 November he arrived off Toulon where the Excellent joined the Mediterranean squadron. McQuhae remained with her until mid-1806, when she returned to Britain, after which he served on the Home Station until 18 January 1808 when, after joining HMS Phoebe, 36 guns, he sailed back to the Mediterranean as a Midshipman.

After she returned home, in April 1809 McQuhae transferred as Master's Mate to HMS Lavinia, 44 guns, which sailed from the Downs on 28 July and led a British squadron up the River Scheldt on 11 August. She subsequently forced a passage between the batteries of Flushing and Cadzand and after a two day long bombardment of Flushing by the Lavinia and her companions, forced its capitulation on 15 August and left the British in control of Walcheren.

On 7 October 1809 McQuhae was promoted to Lieutenant and from 20 November 1809 until 7 February 1810 served aboard HMS Apelles, 14 guns, in the Channel. Then, between 8 February 1810 and 16 May 1814 he was with HMS Pyramus, 36 guns, again operating in the Channel.

With the Napoleonic War drawing to a close, McQuhae was promoted to Commander on 15 June 1814 before, on 17 September 1831, being appointed to HMS Fly, 13 guns, in the West Indies and he served with her until 2 November 1835. Then, on 10 December 1835, he was promoted to Captain and went command HMS Daedalus in the East Indies between 16 October 1844 and 13 October 1848.

His final appointment was announced on 14 March 1851 when it was revealed that McQuhae was to be Commodore of the second class, and hoist his broad pendant aboard the receiving ship HMS Imaum, 72 guns, at Jamaica. There he was to take over at Port Royal Fort from Commodore Thomas Bennett, whose period of service on the West Indies station had expired. Tragically, he was never to return home and a memorial, still to be found in the cemetery of St Andrew's church in Kingston, Jamaica, reads:-

"Sacred to the memory of Peter McQuhae, Esq'r Commodore of the 2nd Class and Captain of H.M. ship Imaum, who died of yellow fever at Port Royal 9th June 1853. This tomb is erected as a mark of respect by Vice Admiral Sir George F. Seymour K.C.B.G.C.H. Commander in chief of the North American and West India Stations, Rear Admiral Henry Meynell, Commodore Thomas Henderson, Officers of H.M. Ships Cumberland, Imaum, and Devastation, and other friends of the deceased."

Peter McQuhae had married twice, the first ceremony having taken place on 9 May 1814 when, as a Lieutenant on HMS Pyramus, he had married Sophia King of Stoke Damerel in Plymouth. She was the daughter of John King of Tullamore, Kings County in Ireland, and Ellen King McQuhae, Peter and Sophia's daughter, was born later that year in Kings County. Sadly, Sophia McQuhae passed away at Mount Pleasant in Plymouth in November 1828, and Peter's second marriage took place on 19 October 1831 at St George, Bloomsbury, in London. His bride on that occasion was Caroline Margaret Legh (1792 to 1864), the widow of Samuel Bloss Copping of Harleston in Norfolk. On 5 January 1832 McQuhae made his final will in which he left everything to Caroline, who was then described as living with her husband at Trafalgar House, Trafalgar Place in Stoke Damerel, where their daughter Caroline Lavinia McQuhae was born about 1843.

(2) George Greville Wellesley

Commanded HMS Daedalus - 27 July 1849 to 13 September 1853

George Greville Wellesley, who was born at Chelsea on 2 August 1814, was the third and youngest son of the Reverend and Honourable Gerald Valerian Wellesley, D.D. (1770-1848), prebendary of Durham, and the youngest brother of the Duke of Wellington. His mother, who before her marriage was Lady Emily Mary Cadogan, was the eldest daughter of the first Earl Cadogan.

Wellesley, who joined the Royal Navy in 1827, became a midshipman in 1834, before being promoted to Lieutenant on 22 April 1838. Then, on 21 January 1839, he joined HMS Princess Charlotte, 112 guns, the flagship of Admiral Robert Stopford in the Mediterranean, before transferring to HMS Castor, 36 guns, on 30 March 1839. While serving with her in the Mediterranean he was present at the taking of Caiffa and Tsour, on the coast of Syria, and at the bombardment of St Jean d'Acre, receiving for his services the Syrian and Turkish medals.

On 17 November 1841 he transferred to HMS Thalia, 46 guns, for operations in the East Indies, prior to being promoted to Commander on 16 April 1842 and joining HMS Childers, 18 guns, which was also based in the East Indies. Wellesley, commanded her from 16 April 1844 until 11 July 1844, when she was finally paid off at Portsmouth. Promotion to Captain followed on 2 December 1844, while on 27 July 1849 he was appointed to command HMS Daedalus, which was about to be dispatched to the Pacific Station, and he remained with her until she was finally paid off at Devonport on 13 September 1853.

He next served as the Captain of HMS Cornwallis, 74 guns, from her commissioning at Plymouth on 9 February 1855 until her paying off at the same port on 13 August 1856. During the Crimean War of 1854 to 56 the Cornwallis operated in the Baltic where, on 9 August 1855, Wellesley commanded a detailed squadron during the Anglo-French the bombardment of the fortress of Sveaborg which guarded the route between St Petersburg and the Baltic Sea, and Helsinki to the east. Later the Cornwallis operated on the North American & West Indies Station, and in February 1856 Wellesley was made a C.B. (Companion of the Bath).

Between 1857 and 1862 Wellesley was Commander of the Indian Navy until it was abolished, while on 3 April 1863 he was promoted to Rear-Admiral. Then, in June 1865, he took up the position of superintendent of Portsmouth Dockyard before, on 30 June 1869, being appointed Commander-in-Chief, North America & West Indian Station. He was promoted to the higher rank of Vice-Admiral on 26 July of the same year, and subsequently hoisted his pendant in HMS Royal Alfred.

Wellesley remained as Flag Officer North America & West Indies only until 13 September 1870, as on 25 October of the same year he went on to be appointed Commander-in-Chief, Channel Squadron. However, on 1 July 1871, when he was leading six ships from the Squadron out of Gibraltar Bay, HMS Agincourt, a broadside iron-clad frigate, temporarily grounded on Pearl Rock in the south-west corner of the bay. At the subsequent ten day long court-martial, which lasted until 8 August 1871, Wellesley behaved in a most honourable manner by making no attempt to deny responsibility, but nevertheless on 2 September he was relieved of command of the Channel Squadron.

However, after a short break he returned to the North America & West Indies Station, having once again been appointed Commander-in-Chief on 9 September 1873, although on that occasion he hoisted his pendant in HMS Bellerophon. Then, on 11 December 1875, Wellesley was promoted to Admiral, just before relinquishing the command of the station on the 22nd. Finally, on 6 November 1877, he was appointed a Commissioner of the Admiralty (1st Naval Lord), a position he held until 12 August 1879 when he retired from active service.

Several public honours followed as a result of his long period of service. On 23 April 1880 he became a K.C.B. (Knight Commander of the Bath), and in 21 June 1887, on the occasion of the Jubilee of Queen Victoria, he was made a G.C.B. (Knight Grand Cross of the Bath). In the following year he was appointed a Commissioner of the Patriotic Fund which had been set up 'By Her Majesty's Command' back in October 1854 with Prince Albert as its President. Its

purpose was to co-ordinate the collection and distribution of money donated by the public for the widows and orphans of men killed during military actions. In order to make the process as fair as possible Commissioners, such as Wellesley, were appointed across the country to distribute aid according to the needs of each family.

At St Mary's church in Putney on 25 October 1853 George Greville Wellesley had married Elizabeth Doughty Lukin, the youngest daughter of Robert Lukin, and their daughter Olivia Georgiana was born on 29 September 1857. Admiral Wellesley, of 17 Chester Square, Belgravia, finally passed away aged 86 on 6 April 1901 at Hanover Square in London leaving his daughter, his widow the 82 year old Dame Elizabeth, and an estate valued at £8514 12s 10d.

(3) William Ward Dillon

First Master of HMS Daedalus - 27 July 1849 to 10 February 1851

William Ward Dillon was born on 10 April 1816 at Devonport, the son of Charles Geylls Dillon. He enrolled in the Royal Navy on 23 May 1834, and on that day was appointed Master's Assistant on HMS Revenge aboard which he served until 17 June 1837. Dillon was next posted to HMS Wellesley on 15 August 1837, again as Master's Assistant, but on 27 June 1839 he passed for Master and consequently, on 13 September 1839, was appointed Second Master of the Wellesley, remaining with her until 21 March 1841.

The following day he transferred to HMS Cruizer as Acting Master, and remained as such until 22 March 1843. He was next appointed as Master on HMS Hyacinth on which he served from 14 September 1843 until 6 November 1844, and then in the same position aboard HMS Stromboli between 4 April 1845 and 19 January 1846. That was followed by service as Master aboard HMS Bulldog between 20 June and 7 November 1846, and HMS Amphion from 14 July until she was paid off on 16 October 1848.

Then, on 27 July 1849, Dillon was posted as First Master on HMS Daedalus prior to her leaving for service on the Pacific Station. He remained with her during her initial operations in Canada but following her return to Valparaiso in Chile, on 12 February 1851 he took command of HM tender Cockatrice, which serviced HMS Portland, the Flag Ship of the Commander-in-Chief, Pacific. He left the Cockatrice on 16 January 1854, and the following day transferred to the replacement Pacific Flag-Ship HMS President, aboard which he served as Master until 6 August 1855, before switching to HMS Monarch, the next vessel to be used as the Flag-Ship, and one on which he remained from 7 August 1856 until 28 February 1857.

On 1 March 1857 Dillon was posted as Master Commander to HMS Naiad, a store ship in Callao Harbour in Peru, with which he stayed until 21 October 1861. After that he returned to England where, on 11 June 1863, he became a Staff Commander qualified for line of battle before, on 11 August 1865 he was recalled and subsequently joined HMS Fisgard, the harbour Flag-Ship at Woolwich. Dillon remained as a Staff Commander with the Fisgard until 8 April 1868, as the next day he was posted to HMS Royal Adelaide, the Flag-Ship of the Harbour Admiral at Devonport. In addition, his duties included acting as Harbour Master at Falmouth, and he continued to undertake both until 10 April 1871. The following day he was retired with the rank of Captain, before finally passing away on 4 January 1878 at Newliston House, Victoria Road at Barnstaple in Devon, aged 62.

He left behind a widow, as on 23 October 1862 William Ward Dillon had married Ellen Way at Newport on the Isle of Wight.

(4) Charles Bawden

First Master of HMS Daedalus - 10 February 1851 to 7 March 1852

Charles Bawden, who was born on Alderney in the Channel Islands on 1 February 1822. He later enrolled in the Royal Navy and while serving as Master's Assistant on board HMS Cornwallis on the East Indies Station he took part in the First Anglo-Chinese War (Opium

War) of 1838 to 1842. He was present at the destruction of the fire-rafts at Tinghae, the capture of Chusan on 1 October 1841, and of Woosung on 16 June 1842, as well as at Chinkiang on 21 July 1842, the last major battle of the war, and the signing of the Treaty of Nankin in the state cabin aboard the Cornwallis on 29 August 1842. Bawden was Acting Master of HMS Wolverine at the attack by the boats on Maluda Bay in Borneo on 18 August 1845, while on 15 January 1848 he was appointed to HMS Wellesley, and remained with her until paid off on 8 July 1848. His next appointment was on 18 September 1848, when he was posted as Acting Master to the steam sloop HMS Driver for service on the Pacific Station, before being confirmed in his rank of Master on 22 December 1849.

While at Valparaiso on 10 February 1851 Charles Bawden was transferred from the Driver to take over as the First Master of HMS Daedalus, due to William Ward Dillon, her previous First Master, being appointed to command HM tender Cockatrice. Consequently, Bawden took part in the voyage of the Daedalus to the Bering Straits later in 1851, and while serving with her on three occasions he saved the lives of men by jumping overboard. However, while at Valparaiso on 7 March 1852 he was relieved of his duties on the Daedalus to allow him to return home for "private affairs".

To facilitate that he was given command of the brigantine Eliza Cornish, a vessel recently recaptured from pirates by the steam ship HMS Virago. She began her voyage home to Liverpool on the evening of 10 March but unfortunately, after arriving at Faial in the Azores, the Eliza Cornish was condemned as un-seaworthy and Bawden had to remain there until he could obtain a passage home.

Finally back in Britain, he served in the Coast Guard from 8 March 1853 until 30 May 1854, while the following day he was appointed Master of HMS Maender at Devonport, and subsequently served in the White Sea during the Crimean War prior to being invalided in January 1855. Then, on 5 April 1855, he was posted to HMS St George, and on to HMS Princess Royal on 29 July, aboard which he served until 5 December 1855 when she was paid off.

The Crimean War ended on 30 March 1856, and it was not until 6 December 1859 that Bawden was posted to HMS Asia, a guard ship of ordinary at Portsmouth before, on 17 April 1860, transferring as Master to HMS Bacchante. It was while serving with her on the Pacific Station that he sailed on the cruise from Valparaiso in Chile to Esquimault on Vancouver Island which took place between 6 November 1860 and 9 June 1861. During that time Bawden Bay in Clayoquot Sound was named after him by Donald McLeod Mackenzie, Captain of the Bacchante, while the northern part of Bawden Bay used to be called Charles Point, also after him, but it was re-named Bawden Point in 1934.

On 6 February 1862 he was again invalided, but on 20 October was posted as Master to HMS Fisgard, the harbour Flag-Ship at Woolwich, on which he served until 4 March 1863. Then, on 24 April 1863, he was appointed to command the store-ship HMS Supply, and on 22 September 1864 was promoted to Staff Commander. Bawden was paid off on 17 November 1865, but re-appointed the following day, and continued until finally paid off on 3 March 1868. On 1 June 1868 he took command of the Indus, a guard ship and flag-ship of the Admiral Superintendent of Devonport Dockyard before, on 2 August 1868, transferring to the new armour plated iron screw steamship HMS Northumberland, then being tested at Devonport. However, on 21 September he requested to be relieved before she left to join the Channel Squadron.

Consequently, on 14 April 1870 Staff Commander Bawden was placed on the retired list and allowed to assume the rank of Retired Commander. His Master's Certificate of Service, No.79110, which was issued at Southampton on 12 June 1874, stated he had served in the capacities of Master's Assistant; Master, and Staff Commander for 25 years in the Royal Navy on Home and Foreign Station. Charles Bawden finally passed away on 22 February 1877, aged 55, his death being registered at Southampton. He left a widow, Matilda Bawden, previously Peel (1831 to 1904), who he had married at Hong Kong in 1846.

(5) Frederic Charles Halsted

Naval Instructor & Chaplain on HMS Daedalus - Appointed 30 July 1849

Frederic Charles Halsted, the son of the Reverend Samuel Halsted (1773 to 1831 and his wife Decima Mitchell (1778 to 1858), was baptized at Great Thurlow in Suffolk on 22 July 1816. He was subsequently admitted as an undergraduate to Trinity Hall College at Cambridge on 11 April 1834 for the office of chapel clerk. Halsted matriculated in September 1834 and, after obtaining a scholarship, was awarded a B.A. degree in 1838.

He then entered the Royal Navy and, in January 1839, was posted to HMS Donegal as a Naval Instructor & Schoolmaster, a Warrant rank introduced in 1826 to assist the "young gentlemen" in acquisition of sufficient knowledge to enable them to pass their examinations for Lieutenant. He then spent about three years aboard flag-ships in the Mediterranean, and after serving on the Donegal, in September 1840 he transferred to HMS Britannia before, in November 1841, he moved to HMS Queen.

Halsted was then ordained Deacon at Norwich in 1843, after which he was appointed a Royal Navy Chaplain, a Warrant Rank, and was based at Chatham. His first posting was to HMS Juno, on which he served from 22 September 1846 until 12 July 1847, while the following day he transferred to HMS Sampson, and remained with her until 9 December 1848, both vessels having operated in the Pacific.

Back in 1840 it had been announced that in the event of a Chaplain of a ship also being appointed as a Naval Instructor & Schoolmaster, he would be entitled to a bounty of £30 per annum, plus £5 for each "gentleman" instructed by him. Consequently, under those conditions, on 30 July 1849 he was appointed to HMS Daedalus as her as Chaplain and Naval Instructor, and subsequently saw service on the Pacific Station. While operating there, the ship visited Vancouver Island where Halstead Islet and Halstead Point in Shushartie Bay were named after him.

Frederic Charles Halsted was later reported to have been the Chaplain of HMS Victory, before leaving the Royal Navy and eventually setting up home at Badgworth in Somerset, having become the Rector of nearby Biddisham. He finally passed away at Biddisham after a few hours illness on 10 November 1857, aged 42, and was subsequently laid to rest at Biddisham Church on 16 November leaving a widow, a daughter, and an estate valued at under £300. He had married Emily Steele, daughter of the Reverend Robert Steele, Rector of Mundesley and Trimmingham in Norfolk, at Paston Church on 3 May 1849, while their daughter Ella Halsted was born the following year at Ickleford, near Hitchin in Hertfordshire.

Refitted as a Royal Naval Reserve Drill Ship - 1861

By the middle of the nineteenth century it had become obvious that some efficient means had to be provided to produce the extra men needed when the fleet expanded in time of war. Consequently, the Naval Reserve Act of 1859 allowed for the establishment of the Royal Naval Reserve (RNR) able to provide a reserve of professional seamen from the Merchant Navy and fishing fleets that could be called out for service in the regular Navy in time of war. Although initially intended for seamen only, during 1862 it was extended to include the recruitment and training of officers. A comprehensive description and evaluation of the new organization just prior to its inauguration was given in an article that appeared in the 'Times' newspaper published on 15 November 1859.

"The first day of the New Year will witness the commencement of a system from which a most valuable accession to the defences of the country is anticipated. We may say, indeed, that if the scheme in question should prove

absolutely successful the Navy will never want men, and that, as far as this arm of the public service is concerned, we shall be prepared for any emergency at any moment. Already, besides the various measures adopted to insure the ordinary supply, we have a reserve in the Coastguard, and a further support in the Naval Coast Volunteers; but, in addition to these forces, it was enacted in the last session of Parliament that a body of 30,000 trained seamen might be conditionally retained in the service of the country, under the title of 'The Royal Naval Volunteers' The proceedings required for the organization of this powerful force have now been taken, and the 1st of January, 1860, is fixed upon for the day on which enrolment may commence.

The object of this new scheme is to provide the country with a reserve of seamen so strong, so effective, and so readily available, that no emergency, however formidable, should surprise us unawares; and these conditions, if the system succeeds, will certainly be fulfilled. As regards the strength of the force, 30,000 sailors would almost double our existing establishment, for there were but 38,000 seamen voted last year for the whole service of the fleet.

Then, again, as to effectiveness, it is hoped that the Royal Naval Volunteers will attract and take up the very pith and marrow of the mercantile marine, for the men must all be British subjects, free from infirmity, under 35 years of age, and trained to the sea by at least five years' service on it, of which one year must have passed in the rating of an Able Seaman. This promising material will then be shaped by regular naval discipline, including thorough instruction and practice in the exercise of great guns and small arms.

In order that the men may be at hand when wanted, every Volunteer will report himself to an appointed officer every six months, and give due notice of any change in his residence or employment. These conditions, it is obvious enough, would answer all the purposes of the new establishment. It only remains to be seen whether they can be effectually reconciled with certain other conditions, and this, we hope, will be accomplished through the arrangements proposed. The inducements offered to seamen will consist in immediate pay, prospective pension, and considerate treatment throughout.

The pay of a Royal Naval Volunteer is to be £6 per annum, which he will receive quarterly, and, as the average earnings of a merchant seaman are but £24 a year, this would constitute an addition of 25 per cent to his income, no bad thing, as times go. After remaining in the Reserve for a certain period, it may be without ever having been called out, the Volunteer will be entitled to a pension, which can in no case be less than £12 a year. If called out for actual service, he will be provided with the same necessaries, receive the same pay and allowances, and enjoy the same chances of promotion and prize money, as a continuous service seaman of the fleet; he will be equally eligible to the Coastguard and Greenwich Hospital, and, in case of wounds or injury, be entitled to the same pension as the regular seaman of his own rating. At the expiration of every five years he may, if not actually called out at the time, retire from the Reserve; or he may do so, subject to the same condition, at any time by paying back his retainers. If, however, he should rise by fair

progress in his profession to be mater or mate, and obtain employment in that capacity, he will be allowed to quit without any return of payment at all.

Those are the advantages offered. In return for these advantages the Volunteer must undertake to be trained to the duties of a man-of-war, and to keep himself so far in communication with certain functionaries that he may, generally speaking, be at hand when wanted. The first of these conditions can be easily satisfied. It is calculated that every merchant seaman is, upon the average, unemployed between voyages for three months in the year; and, as the drill required of him will only extend over 28 days, and those not continuously, he cannot be much inconvenienced by the requisition. The place of drill will be either some ship or hulk, or battery ashore, selected so as to give the least amount of trouble and travelling to the Volunteers of the district. If possible, the men will be drilled close to their own homes, but if they are compelled to travel their whole expenses will be paid for them, and they will all, in addition to their retaining fee, receive during the periods of drill the same wages, victuals, and allowances as seamen of the fleet.

Subject to general considerations of public convenience, a Volunteer may take his drill at the times and places most suitable to himself, provided only that he takes not less than seven days of the exercise at any one time. So far we do not see that the proposed conditions can involve any kind of difficulty. The drill cannot be irksome, the remuneration is considerable, and actual service will only be required when some emergency demands a sudden increase in the naval forces of the country. The question is how to reconcile this contingent duty with the ordinary duties of the merchant service. Apart from the occasion of an emergency, we engage the Naval Volunteers for 28 days only out of the 365. For the rest of the year they follow their own calling, and subsist upon their own means, with the comfortable addition only of the £6 retaining fee.

How, then, are they to be held available for actual duty when their services are required? The principal condition laid down on this point is, that every man belonging to the force shall report himself once every six months to a certain officer charged with the duty of supervision, and it follows necessarily from this regulation that no Naval Volunteer can leave the United Kingdom on a voyage likely to extend beyond a six months' period. In order, however, to mitigate the pressure of this restriction, it is provided that leave of absence may, under certain circumstances, be granted, so that a Naval Volunteer would not be always or necessarily excluded from the chance of distant trips.

These arrangements, it is conceived, will render the reserve force as available as the nature of the case permits. It must not be forgotten that on both sides the bargain is to some extent speculative. The State desires to secure the services of a strong body of trained seamen at periods of emergency without imposing upon itself the entire charge of their maintenance. It speculates, therefore, upon always finding a certain proportion of the Royal Naval Volunteer force at home and at hand.

The Volunteers, on the other hand, may fairly speculate on getting a material addition to their ordinary income for very little service. In point of fact, as they will be paid extra for the time of their drill, and be saved harmless in all incidental expenditure, the pay of £6 per annum will be so much clear gain, except on the occurrence of actual emergencies, and even then they will be paid for their service like regular seamen. Should no emergency occur, and should the peace of Europe be happily preserved, a Volunteer may net his £6 a year, and secure a pension to double that amount, without ever having done more than report himself every six months, and gone through his 28 days of agreeable and remunerative exercise.”

In order to earn a pension, a Volunteer must have continued in the Reserve as long as he was physically competent to serve; and he must have been in the force fifteen years if engaged above thirty, or twenty years if engaged under thirty. In reckoning this time actual service in the fleet would count as double. Volunteers might be called upon for actual service in the Navy by Royal Proclamation, but it was intended to exercise that power only when an emergency required a sudden increase in the Naval Force of the country. A Volunteer might in the first instance be called out for three years. If there was then actual war, and he was then serving in one of Her Majesty’s ships, he might be required to serve for two years longer; but for the additional two years he would receive 2d a day additional pay.

In addition, Volunteers when on drill or actual service were subject to Naval Discipline, and if he failed to fulfil the obligations of the Reserve would forfeit his claim to retainer or pension, while if he failed to join when called out for actual service, might be treated as a straggler or deserter from the Navy. Although under the operational authority of the Admiral Commanding Reserves, the RNR was administered jointly by the Admiralty and the Registrar General of Shipping and Seamen in the Board of Trade throughout its separate existence.

To equip the Royal Naval Reserve, a number of naval vessels being held in reserve were converted into drill ships and moored in the major seaports around the British coast to facilitate the gunnery training of seamen when they came in from foreign voyages. They were to undertake this for a period of one month annually, although officers were expected to spend up to one or two years training in shore establishments and in ships of the fleet at home and abroad to acclimatize themselves with naval practice.

On 6 October 1860 it was announced that HMS Daedalus, which was still laid up in reserve at Devonport Dockyard, was ordered to be fitted up for use as a 20 gun Royal Naval Reserve drill ship before being towed her new home at Bristol. It was important that her hull should be in good condition and so, as soon as the serious defects found in the berthing hulk HMS Endymion had been corrected, it was planned that the Daedalus was to take her place in No.4 Dock at Devonport. Consequently, on Saturday 16 March 1861 the Endymion was finally undocked and the Daedalus taken in on the same tide in order to have her bottom overhauled and repaired “with despatch”.

That work having been completed, the Daedalus then received her masts and bowsprit before being removed to the Dockyard on 3 May. The following day she was taken alongside the sheer hulk Kent to have her masts reduced prior to being moored to her hulk, the Bellona. Then, on the 12th, the Daedalus was removed from her and placed alongside the Dockyard to be rigged for service at Bristol, her conversion having cost a total of £5437.

On 5 June the Admiralty appointed Commander William Henry Fenwick (*Appendix 1 No.1*) to take command of HMS Daedalus, which was to have a compliment of 27 men, and on the 10th he hoisted her commissioning pennant. It was noted at the time that Fenwick had formerly been the Commander of the Marine Reformatory Ship HMS Akbar, moored at Liverpool, and that when in command of the tenders of the Victory at Portsmouth, he had gained considerable experience in disciplining and otherwise preparing boys for the Service. Consequently, it was commented at the time that his appointment was "likely to be attended with excellent results."

8 June 1861 - The 'Army & Navy Gazette' announced that HMS Daedalus had been fitted as a training-ship and that it, "has been commissioned by Commander William H. Fenwick who, when in command of the tenders of the Victory at Portsmouth, had considerable experience in disciplining and otherwise preparing boys for the Service. The appointment of Commander Fenwick, therefore, to the Daedalus is likely to be attended with excellent results."

The Daedalus left Plymouth on the 18th being towed by the armed paddle steamer sloop Geyser, under Commander George Melville Jackson, and they finally arrived in Bristol's Floating Harbour during the afternoon of 21 June 1861. Although the Daedalus was initially moored near Bristol Bridge, later she was moved to the position alongside the Mardyke Wharf at Hotwells that was to become her long term home. Keen to encourage recruitment, on 31 August it was announced that Commander Fenwick had given the public the opportunity of visiting and inspecting the vessel every Monday and Thursday.

The first periodical inspection of the Volunteers of the Royal Naval Reserve at Bristol was carried out by Commodore the Honourable Hastings Reginald Yelverton C.B., Comptroller-General of the Coastguard, and took place on 20 November aboard HMS Daedalus. The men, who were an exceedingly fine and able body, were exercised at general quarters, mounting and dismounting guns, and the usual evolutions. At the close of the inspection, Commodore Yelverton addressed the men, and complimented them very encouraging and flattering manner upon the efficiency they evinced after so short period of drill, as also upon the high character for steadiness and respectability the Volunteers of Bristol had attained. Before leaving, Commodore Yelverton expressed himself highly gratified at the clean and orderly appearance of the Daedalus and her crew.

Finally, in early December, Commander Fenwick of the Daedalus, commanding the Royal Naval Reserve in Bristol, reported that the number of Volunteers at present at drill was about 75, while the whole number in the Bristol district was between 450 and 500, and that the general conduct of the force was highly creditable.

In Bristol - 1862 to 1911

On 2 January 1862 a dinner was held on board the Daedalus to mark the first anniversary of the RNR. The morning began with the Fife and Drum Band of the Industrial School in Pennywell Road heading a procession of about a hundred Volunteers to a service in the Cathedral. The men then marched through the city's streets to the Daedalus for dinner, after which the ship's Paymaster recited the following lines:-

The Royal Naval Reserve Man's Song

Come all ye jolly bold Reserves, come listen to my song,
It is made for the occasion, and will not keep you long;
'Tis to make known our opinion, and to make it very plain,
That the sea is our dominion, which we ever will maintain.

When our noble Queen commands us we will cheerfully comply,
For "Ready, always ready, boys," is still our constant cry;
And this is our opinion, and we'll make it very plain,
That the sea is our dominion, which we mean for to maintain.

We will hoist Old England's glorious flag, and keep it flying still,
And we'll fight for Queen and country with a hearty loyal will,
And will make known our opinion, and make it very plain,
That the sea is our dominion, which we mean for to maintain.

Oh! there's no ship like a British ship, that sails the world around,
And there's no land like Old England, our dear lov'd native ground;
And the sea is our dominion, which we mean for to maintain,
There is no mistake about it, and we'll make it very plain.

Here's a health unto our gracious Queen, and to her dear family,
And also to our Sailor Prince, who'll lead us by and bye;
And this is our opinion, which we ever will maintain,
For the sea is our dominion, and we'll make it very plain.

Here's to our gallant officers who have joined us in the cause,
And to the noble gentlemen who made our sailors' laws;
For the sea is our dominion, which we mean for to maintain,
And there's no mistake about it, and we'll make it very plain.

Captain Fenwick then said of his Volunteers: "I have never met with a class of seamen that are more unobjectionable in their language and manners. When I have been on board I have not seen an instance of intoxication, and a profane oath is a thing unknown. Their intelligence would become several who consider themselves superior to them in knowledge; and not merely as regards the rudiments of a common education, but in respect to originality of ideas and general attainments they are, in my opinion, far superior to what many would expect."

On 13 November 1862 the second annual inspection of the RNR in Bristol took place on the Daedalus, once again carried out by Commodore the Honourable Hastings Reginald Yelverton C.B., Comptroller-General of the Coastguard. He subsequently inspected minutely every portion of the vessel, finding everything remarkably clean and orderly. The Volunteers were then assembled at quarters, and were exercised in various evolutions with the great guns, and 68 pounder smooth bore muzzle loaders which they did as though in the presence of an enemy, evincing great expertness and efficiency. Ultimately the great guns were secured 'in board,' as though heavy weather were expected. The men were then armed with rifles, and marched on to the upper deck, where they were put through the manual and platoon exercises.

The men were at length drawn up and addressed by the Commodore, who said he had been very much pleased with the drill, both with the great guns and rifles. The men seemed to have made much progress, to have paid great attention to their drill, and, on the whole, to be a well-conducted and good body of men, and creditable representatives of the Royal Naval Reserve, of which there were by then some 800 Volunteers enrolled locally.

On 1 January 1864, on the occasion of the fourth anniversary of the RNR, Commander Fenwick stated that when he took command of the Bristol force in 1861 it numbered only 150 men; and that during the following twelve months it had increased to 702, while up until the end of 1863 no less than 900 had been enrolled, at which time more than half the Bristol force was at sea.

The 'Western Daily Press' newspaper published on 12 July 1864 then announced that Fenwick had been appointed to command HMS Harrier, a 17 gun screw sloop engaged in the New Zealand War, and that during his residence in Clifton he had, "won the respect of all classes in his unwearied zeal for the welfare of the seamen, and by his readiness to join in acts of good citizenship. Few men have been more popular in social circles. The best wishes of the whole city will accompany him. We know he will, in active service, prove himself worthy of the glorious renown of England's navy." His replacement, Commander Edward Field (*Appendix 1 No.2*), was appointed to HMS Daedalus on 17 July 1864, having previously been commander of the RNR drill-ship HMS Trincomalee moored at Sunderland.

During the latter part of 1864 it was decided that a small gun-boat was to be provided to act as a tender for the Daedalus and to occasionally go out into the Severn Estuary to practice the Volunteers. That chosen was HMS Fervant, one of the Albacore-class of gun-boats that had been built for the Royal Navy back in 1855 and 1856 for use in the Crimean War (*see separate notes*).

Commander Field's period of service aboard HMS Daedalus has expired on 3 February 1866, and so the following day Commander Iltid Thomas Mansel Nicholl (*Appendix 1 No.3*), who had previously served as Inspecting Officer of the Lyme Regis Coast Guard District, replaced him, not only to take command

of the Daedalus and local RNR, but also to act as the resident Transport Officer in Bristol.

On 2 March 1869 Commander Albert Henry William Battiscombe (*Appendix 1 No.4*) was posted from HMS Victory at Portsmouth to HMS Daedalus in order to replace Commander Nicholl, whose period of service had expired. However, Commander Battiscombe was promoted to Captain on 4 April 1870, and as a result left HMS Daedalus on the 18th, having been replaced by Commander Charles Willan Manthorp (*Appendix 1 No.5*), who had arrived the day before from the Coast Guard Service.

However, his tenure was to be short, as the next change of command took place on 29 October 1870 when Manthorp was posted to HMS Penelope, a central battery ironclad corvette then serving with the Coast Guard at Deal. However, Commander Edward Thornborough Parsons (*Appendix 1 No.6*) who was to exchange his position with the Coast Guard with that of commander of the Daedalus in Bristol, did not arrive aboard her until the 31st.

Then, on the night of 29 December 1871, a young man named Thomas Davis, who had been apprehended in Bristol and taken before the magistrates as a deserter from a ship at Plymouth, made his escape from the Daedalus where he was being detained, and subsequently disappeared.

On 1 January 1873 the Daedalus was re-commissioned at Bristol, while recruitment for the Bristol Brigade of the new Royal Naval Artillery Volunteers began on 14 March 1873. In addition, by permission of the Lords Commissioners of the Admiralty, the men were permitted to drill on board the RNR ship HMS Daedalus after drill hours of the RNR were over, and also to make it their Headquarters (*see separate notes*). Then, on 19 February 1873, Admiral the Honourable Sir Henry Keppel G.C.B., Commander-in-Chief Devonport, undertook the annual inspection of her, along with her tender, the gun-boat HMS Fervent, and the Bristol RNR. It took about 2½ hours, and at its conclusion the Admiral expressed himself "well pleased at all that had come under his notice."

At the end of the year a change took place regarding the RNR and the Daedalus, as Commander Edward Thornborough Parsons whose period of service aboard the drill ship had come to an end on 1 November 1873, was replaced the same day by Commander Hector Brabazon Stewart (*Appendix 1 No.7*), who the previous year had completed a posting to the principal naval gunnery establishment at Portsmouth. However, Parsons remained in the area, as on 31 March 1874 he was appointed Bristol Haven Master in place of the ex-West Indiaman Captain John Drew, who had passed away on 6 March at his residence in Shirehampton following a short illness.

On 1 June 1876 Commander William Home Chisholme St Clair (*Appendix 1 No.8*) replaced Stewart as the officer commanding HMS Daedalus, having previously commanded the gun-boat HMS Cockatrice in the Mediterranean.

In early August 1877 the tender HMS Fervent, the tender attached to the Daedalus, began undertaking her annual series weekly cruises for instructing the Volunteers. However, 1878 was to be her final season, as on 26 October Lieutenant-Commander Fullerton took her out of Bristol for the last time en-route for Devonport. She was reported at Ilfracombe on the 29th, having been detained by strong westerly winds, but after finally arriving at her destination, the Fervent was surveyed and condemned as not fit for service. As a result, she was recorded as having been scrapped at Devonport in February 1879.

With the Fervent gone, on 10 February it was reported that the Admiralty proposed sending to Bristol one of the river gun-boats then at Portsmouth to replace her, and the Steam Reserve favoured the Sabrina, which was ready for commissioning. However, that failed to happen, and in January 1880 she was listed at Devonport.

Meanwhile, on 8 April 1879, Commander Robert Sidney Hunt (*Appendix 1 No.9*), whose previous posting had been to the gun-vessel HMS Thistle, replaced St. Clair, who was transferred to command the gun-vessel HMS Dwarf in operations on the Cape and West African Stations.

On 1 April 1881 new books were opened for the 1447 ton, 13 gun, RNR Drill Ship HMS Daedalus, before, on 9 April 1882, Hunt, who went on to serve in the Coast Guard, was replaced as her commander by Commander Alexander Tupman (*Appendix 1 No.10*), whose previous posting had been to the gun-vessel HMS Elk which had operated off the south-east coast of America.

By that time the Daedalus had received the first of three Rifled Muzzle Loading (RML) 7-inch, 6½ ton, heavy guns. Although designated 6½ tons, that signified only the weight of its barrel and breech, as the whole weapon system, including its carriage weighed about 10 tons.

Manufactured by Sir William Armstrong & Company of Elswick in Newcastle on Tyne, the original Mark I had been adopted by the Royal Navy in 1865. All the guns had a barrel length of 9 feet 3 inches and a total length of 11 feet 1 inch, while the rifling of these, and also of the subsequent Mark IIs and IIIs, consisted of three grooves, with a uniform twist of one turn in 40 (one turn in 252 inches). All those guns allocated for sea service were constructed of a steel 'A' tube surrounded by various numbers and thicknesses of wrought-iron coils from the original expensive Armstrong construction in Mark I, which used multiple relatively thin coils, through to the simplified and cheaper Woolwich Arsenal design of the Mark III.

The primary projectile intended for the 6½ ton guns was Palliser shot or shell for attacking armoured warships, fired with a large 'battering' charge for maximum velocity. All guns were also equipped with 7 inch calibre shrapnel shells for anti-personnel use and explosive common shells for attacking un-armoured targets.

The arrival of the 7 inch, 64 cwt RML guns, led to the introduction of annual heavy gun competitions for the RNav. What appears to have been the first of

these was held on board the Daedalus on 20 October 1883, while that which took place on 18 October 1884 was subsequently reported in some detail. "The gun used was a 7 inch 6½ ton Rifled Muzzle Loader, weighing altogether about 10 tons. The dexterity and smartness with which the Volunteers handled this weapon showed a strict attention to drill, and elicited the admiration and applause of the spectators. The conditions under which the competition took place and points awarded were as follows:- Independent and Electric firing.

1 - Independent firing: 'Eight rounds of independent firing 600 yards,' increasing distance 100 yards each round. Target to be alerted for each number that fires. No.1 fires two rounds, then changes number with 2, who also fires two rounds; after the fourth round 2 and 1 change numbers with 3 and 4, who fire one round each; after the sixth round 4 and 3 change numbers with 5 and 6, who also fire one round each.

2 - Electric firing: 'Electric firing by director 600 yards' - 'On the quarter' - 'Horizontal' - When gun is ready 'Ready' - as soon as No.2 has connected electric gear 'Fire' by order: when loaded and run out '800 yards' - 'On the bow': 'Horizontal,' then as above. Third round on the beam; then as above. When gun is loaded and numbers have closed up: 'Alert.' Time, when gun is ready, from the executive order in first round.

In independent firing the gun's crews must finish their eight rounds within ten minutes; should the firing be completed in ten minutes, 40 points will be scored to the gun's crew. The gun's crew finishing before or after will score or lose one point for every five seconds so gained or lost. Mistakes occurring at the gun will be scored against the crew making them, up to the rate of five points per round, but no more time is to be taken from the order or bugle 'Commence' to the last shot fired. In Electric firing, forty points will be awarded should the gun's crew finish the programme in six minutes. Points will be added or deducted for time and mistakes, as in Independent firing."

The results were as follows:- Independent Firing - No.3 Battery, drilled by Sub-Lieutenant Elmes, 115 points; No.1 Battery, drilled by Sub-Lieutenant Withington, 90 points; No.2 Battery, drilled by Sub-Lieutenant Lewis, 76 points. Electric Firing - No.3 Battery, 61 points; No.1 Battery, 55 points; No.2 Battery, 53 points.

On 15 October 1885 the command of HMS Daedalus passed from Commander Alexander Tupman, whose time had expired and soon after retired from the service, to Commander Caesar Hugh Hawkins (*Appendix 1 No.11*) who had previously served aboard the store-ship HMS Tyne.

On Saturday 1 December 1886 Vice-Admiral John Kennedy Erskine Baird (1832 to 1908), the Admiral-Superintendent Naval Reserves, inspected the officers and men of the Royal Naval Reserve and the Royal Naval Artillery Volunteers on board HMS Daedalus at Bristol. There were about 50 men of the Royal Naval Reserve under arms, and they were put through the usual drills. The Admiral-Superintendent was so pleased with the smartness of the

Naval Reserve men that he requested Commander Hawkins of the *Daedalus* to give them a day's leave.

The Bristol Naval Artillery Volunteers were next assembled, and put through the rifle, bayonet, and cutlass exercises, and then heavy gun-drill. They were afterwards briefly addressed by Vice-Admiral Baird, who complimented them on their bayonet exercise and company drill; but he noticed that at gun-drill, being anxious to acquit themselves smartly, they became a trifle too hurried. The Vice-Admiral concluded by congratulating one and all on their excellent muster of 350 men, and on the exceedingly creditable manner of their general turn-out.

New books were opened for HMS *Daedalus* on 1 April 1888, while after suffering failing health for several weeks, Commander Hawkins sadly passed away on 25 August 1888 at the 'Imperial Hotel' in Clifton, prior to being laid to rest in the family fault in Kelston churchyard near Bath on the 29th. His replacement, appointed on 1 September 1888, was Lieutenant & Commander Francis Henry Newnham Harvey (*Appendix 1 No.12*), another local man who had been born at Chipping Sodbury in 1847, and had previously served on HMS *Royal Adelaide*, then moored at Devonport where she was used as a Depot Ship.

On 31 July 1890 an advertisement appeared in local newspapers in which "tenders are requested for fitting a Nordenfeldt gun in the 42 feet launch belonging to the Royal Naval Artillery Volunteers. Specifications &c. may be seen between the hours of 10.30 and 1 o'clock, and also 7.30 p.m. to 9 o'clock, except Saturday and Sunday, on board HMS *Daedalus*, on inquiry at the Royal Naval Artillery Volunteers' Office, before August 8th."

During the afternoon of Saturday 29 November 1890 the Bristol Royal Naval Volunteer Artillery were inspected on board the Drill Ship *Daedalus*, the Headquarters of the corps, by Captain Singleton RN., Admiralty Inspector. There were about 330 of all ranks present, and the officers on parade were Lieutenant & Commander Richard Betton Sayce RN; Commander Deane Deane RN, Officer Instructor; Sub-Lieutenants Thomas Swann Withington; Arthur Edward Elmes; John Howell Goodenough Taylor, John Edward Green; Honorary Lieutenants George Henry Thatcher and Mark Whitwill; Surgeons Walter Edgar Lloyd FRCP, LFPS; William Edward Pounteney MD and William James Tivy FRCP, FRCS; and Chaplain, the Reverend Erasmus Austin Ommanney MA. Lieutenant & Commander Harvey, of the *Daedalus*, was also present.

The men, who were drawn up on the upper deck, received the inspecting officer with a salute, after which they were put through the manual and firing exercises, and the sword-bayonet exercise, followed by cutlass drill; gun crews were also set at work on the two Nordenfeldt guns and the 5 inch machine gun. The men were also exercised on the big guns on the lower deck. The inspection, which was a very searching one, occupied some time, and the inspecting officer was evidently favourably impressed with the smartness and efficiency of the men. In the evening the officers of the Brigade

had their mess at the Clifton Down Hotel, and the band of the Brigade, under Bandmaster Ace, played an admirable selection of music during dinner.

Lieutenant Harvey remained in command of the Daedalus until 16 May 1892, at which time he retired from the service and was promoted to the rank of Commander. He was replaced by Lieutenant & Commander Hubert Garvey Giles (*Appendix 1 No.13*) who had previously served aboard HMS Audacious, a Central Battery Ironclad then being used as a reconnaissance ship.

On the morning of 14 December 1892 Robert Green, a gunner on the Daedalus drill ship at Bristol, was tried by a Naval Court Martial at Devonport, charged with drunkenness on board the ship the 28 November. The prisoner pleaded guilty, and urged in extenuation, that had served 30 years, in 20 of which he had been a senior Warrant Officer, without a blot. The Court, in consideration of the satisfactory certificates, adjudged the prisoner to forfeit six months' seniority and to be dismissed his ship.

In early June 1895 it was reported that the Admiralty had become convinced of the necessity of abolishing some of the obsolete hulks of drill ships which were then in use, and putting modern cruisers in their place.

The Daedalus at Bristol, which at that time was being described as "a drill ship for Merchant Seamen enrolled in the RNR. Boys entered for the Royal Navy", the Earle at Liverpool, and the Unicorn at Dundee, were said to be the first that were to be dealt with. Lieutenant Giles remained in command of HMS Daedalus until 21 December 1895, on which date he retired from the service and was promoted to the rank of Commander. His replacement was Lieutenant Herbert George Paris (*Appendix 1 No.14*), who took up his appointment on 1 January 1896.

On 18 March 1896 the Mayor of Bristol presided over a meeting of the citizens held at the Guildhall in order to consider the defenceless state of the Bristol Channel, and the advisability for the resuscitation of the Volunteer Naval Artillery. However, the meeting came to the conclusion that it would be desirable if Her Majesty's Government should provide and maintain a gunboat as a tender to the Daedalus, which at that time had no means of providing practice for gun firing.

It was also recommended that the gunboat should be placed on permanent duty in the Bristol Channel as a protection for the ports and coalfields of the West of England and South Wales, and should be commanded by officers of the Royal Navy, and managed by a 'skeleton' crew of blue jackets. At the conclusion of the meeting the Mayor promised to convey the resolutions to the Government, and hoped that the result would be that they would once more have a gunboat in the Bristol Channel.

On 5 May 1896 it was reported that the Melpomene, a third-class cruiser that had recently received six 6 inch quick-firers instead 6 inch breechloaders, had been ordered to be prepared with all dispatch to the drill ship Daedalus at Bristol. Melpomene was practically a sister ship to the Medea and Medusa,

drill ships at Southampton and North Shields respectively. However, as she was to be a commander's command, some other berth would have to be found for Lieutenant Paris, who had only recently been appointed to the Daedalus. Then, on 23 July, it was noted that the Daedalus was about to leave Bristol.

The 'Western Daily Press' newspaper published on Tuesday 23 March 1897 reported that the Magicienne, a third class cruiser, recently returned from the North American and West Indies station, and then undergoing an extensive refit at Devonport, was understood to be appropriated for service at Bristol. There she was to take the place of the old wooden Daedalus, originally a 42 gun frigate that had been reduced to 20 guns, and which had been employed as the drill ship for the Royal Naval Reserve officers and men of the Bristol district.

Notwithstanding obsolete armament of muzzle loading and breech-loading guns, the Daedalus had taken an important part in the maintenance of the Royal Naval Reserve, an average of 500 officers and men annually qualifying on board her for gunnery instruction. By contrast, the Magicienne, it was considered, would be a decided acquisition, as, in addition to being armed with guns and rifles of the latest type, she would be able take the Reservists for sea cruises, besides which she would be strengthening the list of commissioned ships on the effective list.

At that time the old sixth rate Daedalus was nearly 70 years old, while the Magicienne was a twin-screw cruiser of 2950 tons, which had been completed in 1885. It had a speed of 16.3 knots at natural draught and 19 knots forced draught, and was armed with six 6 inch guns, nine 9-pounders, one 3-pounder quick-firing guns, and three Nordenfelts, and had four torpedo tubes.

The Medea and Medusa, which already replaced the wooden ships Trincomalee and Castor at Southampton Water and North Shields respectively, were similar to the Magicienne, but of 150 tons less displacement. However, on 12 April 1898 it was announced that the Admiralty had decided instead to replace the Daedalus, which was then armed with three 7 inch muzzle loaders, a 6 inch, a 5 inch, a 4 inch, and a 100 pounder, all breech-loading, and a 3 pounder quick firing gun, with the second class cruiser Mercury, which was then at Portsmouth.

In consequence of here un-seaworthy condition, however, the Daedalus could not leave her moorings, and firing practice could only be carried out by the reserve men when there was a gunboat available for duty. The Mercury, on the other hand was a thoroughly reliable fighting vessel, a refit, which had brought her up to date, having recently been completed at a cost of £26,000.

Her armament consisted of 13 five inch breech loading guns, six 3 pounder quick-firer, five machine guns, and four Whitehead torpedo tubes. She had a speed of 17 knots, and was able to go to sea for firing practice with each class undergoing drill, thus dispensing with the service of an auxiliary gunboat.

Unfortunately the plans to deploy the Melpomene, Magicienne, or the Mercury, never materialized, and as there was so little provision in the Naval Estimates for the replacement of the remaining old RNR drill ship hulks that the Daedalus was destined to remain in use at Bristol for the next ten years more years.

Nevertheless, towards the end of 1898 the Admiralty inaugurated a new scheme designed to give RNR men at several ports in the UK improved gunnery and torpedo practice at sea. It began in London, where for many years RNR training had been carried out on board HMS President, an old wooden man-of-war moored in the South West India Dock. Consequently, orders were given that at Chatham on 8 November the Sharpshooter Class torpedo gun-boat HMS Gleaner was to be commissioned for service as a tender to the President Drill Ship and, operating from Gravesend, to be employed in the sea-going training of officers and seamen of the Reserve.

Bristol was the next to receive a gun-boat, the confirmation finally being made during a debate in the House of Commons on 21 April 1899 after Sir Charles Dilke, MP for Gloucester, Forest of Dean, had asked a question. He said; "I beg to ask the First Lord of the Admiralty whether he is now in a position to state the improved arrangements for training the Naval Reserve at Bristol; and whether it is now decided that a gun-boat is to be attached to the training hulk Daedalus at Bristol, as has been done with HMS President in London Docks, for the effective training of Royal Naval Reserve men?"

George Groschen, the First Lord of the Admiralty, and M.P. for St George Hanover Square, replied; "Orders have been given for HMS Antelope, a 1st class torpedo gun-boat, to be commissioned on the 4 May, for employment in training officers and men of the Royal Naval Reserve. Her headquarters will be at Portishead". In spite of a few short delays, all went well, and HMS Antelope, which was to have a compliment of 72 officers and men, finally moored at her new base on 23 May 1899 (*see separate notes*).

Meanwhile, on 30 April 1899, Lieutenant Herbert George Paris had relinquished command of HMS Daedalus, his successor being Lieutenant Basil Cadogan Barber (*Appendix 1 No.15*), who took up his appointment on 1 May.

The report published on 22 January 1901 stated that in January 1900 the Bristol Association for Missions Seaman, had undertaken a short intercessory service for the war, which was attended by the men from HMS Daedalus, as well as by others. Services had also been held aboard HMS Antelope and BTS Formidable at Portishead, regularly during 1900; daily on the Daedalus, monthly on the Antelope, and weekly aboard the Formidable.

On Saturday 13 April 1901 the 'Bristol Times & Mirror' newspaper reported that there had been capital audiences at the Colston Hall during the previous week to see the Edison's Animated Pictures, and those who had witnessed the exhibitions had been most gratified and unanimously admitted that they had been the most interesting collection that had ever been brought to Bristol.

As an extra attraction, during the following week the Thomas Edison Animated Photo Company showed local views which included a panorama of the Daedalus training ship and excursion steamers.

On 21 December 1903 the enrolment of members for the Bristol Division of the Royal Naval Volunteer Reserve commenced, and the new formation was also to be permitted to carry out drill every night aboard HMS Daedalus (see *separate notes*).

The 'Western Daily Press' newspaper published on 9 February 1904, quoted the 'Volunteer', stating that, "Drill is being carried out regularly, and the men are turning up in satisfactory numbers. The guns with which the members are at present being drilled are the 6-inch heavy quick-firing gun, the 3-pounder Hotchkiss, and the 0.45 Maxim, but other guns of the latest pattern are being mounted on board HMS Daedalus at an early date, and the Naval Volunteers will at once be trained to their use. The men are showing a very keen interest in their drill, and are rapidly picking up knowledge of the respective duties of the different numbers of a gun's crew. A fair proportion of members of the late RNav have joined, and there is no doubt that, although the pattern of the guns now used is very different from those used in the old days, the previous training the RNA Volunteers will stand them in good stead, and will have the effect of imparting confidence and smartness to the respective guns' crews in which they are placed. It is the intention of Commander Henry Leonard Bethune, the officer instructor [a retired Commander RN who had joined the Bristol Division on 11 December 1903], that, as far as lies in his power, the men of the Bristol Division shall be instructed in the very latest pattern guns obtainable, and there is no doubt the Admiralty, who are treating the new force very seriously, will grant every facility with this object in view."

A typical week involving the Daedalus and the RNVR drill is illustrated by their Divisional Orders issued by Commander Thompson, Commanding RNVR, and signed by Commander Bethune, Commander RN, Officer Instructor RNVR, 22 April 1904.

"Drills take place aboard HMS Daedalus, commencing at 7.30 p.m. Sections to attend as under. Men who have had their uniform issued, are for the future to appear at drill in serge jumpers and trousers, flannels, collars, silk handkerchiefs, and caps with ribbon

1 - First and second sections No. 1 Company at D. and B. instructions respectively, Monday and Wednesday, the 25th and 27th inst.

2 - Third and fourth sections No. 1 Company at D. and B. instructions respectively on Tuesday and Thursday, the 26th and 28th inst.

3. - First and third sections No. 2 Company at C. and D. instructions respectively, Monday and Wednesday, the 25th and 27th inst.

4 - Second section No. 2 Company at C. instruction, on Tuesday and Thursday, the 26th and 28th inst.

5 - Fourth section No.2 Company at A. instruction, on Tuesday and Friday, the 26th and 29th inst.

6 - Band Section at A. instruction on Thursday, the 28th inst.

7 - Class for signalling on Friday, the 29th inst.

8 - Members unable attend the above nights can make up one drill on Friday, the 29th inst.

9 - Men wishing to join can do so either at 39 Broad Street on Monday and Wednesday, or on board HMS Daedalus any drill night.

10 - A medical officer will attend at 39 Broad Street on Monday, the 25th inst, to examine intending recruits.

Arms will issued to the second section No. 1 Company on Monday, the 25th inst., and to the fourth section No. 1 Company on Tuesday, the 26th inst. commencing at 6.45 p.m.”

At that time HMS Daedalus still had on board three of the old Rifled Muzzle Loading 6½ ton 7 inch guns which had originally entered into service with the Royal Navy in the mid-1860s. These were finally declared obsolete during the early twentieth century encouraging the Hotwells Ratepayers Association to make a representation to the Lord Mayor, with a view to securing them as a gift for the city. The Lord Mayor accordingly wrote to the Admiralty, and at a meeting of the Estates Committee held in April 1904 a reply was read acceding to the request on the conditions that the corporation paid the cost of removal, and returned the guns to the Admiralty should they be no longer required by the city.

Initially it was suggested that they should be placed at the Sea Walls, or on Observatory Hill, but the Downs Committee rejected the idea, while a proposal to group them around the memorial to the Gloucestershire Regiment that was about to be erected in front of the Victoria Rooms, also proved unacceptable.

Nevertheless, on 7 May 1904 the ‘Bristol Times & Mirror’ newspaper reported that the RNR Drill Ship Daedalus had left her customary moorings opposite the Industrial School in Hotwells Road, and been removed to the nearby Stothert’s Dock for convenience in removing the three obsolete 7 inch muzzle-loading guns, which could then be carried out with greater expedition.

Finally, in November 1904 the Bristol City Council’s Sanitary Committee offered to provide sites for the guns in City’s public parks if the Estates & General Purposes Committee would defray the cost of removing them.

On Saturday 31 December 1904 the nearly 300 strong members of the Bristol Royal Naval Volunteers were inspected by Admiral Rice, commanding the Coastguard and Reserves, who witnessed a series of exercises and drill on

board the Daedalus. Addressing the officers and men of the Division afterwards, Admiral Rice said that they did not come short of any that he had seen, except perhaps, the Glasgow Division, which had been longer, taking man for man, in existence longer than themselves. Their rifle and musketry drill and their great gun drill had been very satisfactory. In the coming summer he hoped a certain number of efficient men would have an opportunity to embark on a warship afloat. He hoped Bristol was proud of her Naval Volunteers, and would show her appreciation in a practical manner.

In mid-May 1905, it was reported by the Bristol City Council's Works Sub-Committee that platforms for the guns from HMS Daedalus had finally been erected in the chosen parks, the site selected for the installation at Eastville Park being near Fishponds Road, opposite the school at the top of Royate Hill. The gun at St George's Park was in the centre of a triangular plot of ground near the entrance from Church Road, while in Victoria Park it was at the junction of the paths from Fraser Street, Whitehouse Street and Somerset Terrace, looking towards Brandon Hill. By examining photographs, the Victoria Park and St George Parks guns appear to have been Mk Is, while the Eastville Park gun was a Mk III.

Instructions were then given to communicate with Captain Thompson RN, the officer commanding the Royal Naval Reserve in Bristol, and request him to arrange for the placing of the three guns in position. However, he replied that he was unable to undertake the work because of his men being required to undergo training, and as a result the committee instructed the Estates Surveyor to remove them. The work was soon undertaken, the unshipping of the guns from HMS Daedalus having cost £20, and on 29 June 1905 the City Engineer confirmed that guns had been mounted in position at Victoria Park on the 26th and at Eastville Park on the 28th.

On Saturday 20 July 1907 Vice-Admiral Sir Reginald Friend Hannam Henderson, KCB, the Admiral Commanding Coastguard and Reserves, visited Bristol and inspected the Naval Volunteers on board HMS Daedalus at the Hotwells.

The Divisional Orders issued by Commander the Hon Cyril Ward MVO, RN, and signed by Lieutenant Percy de Winton Kitkat, RN, [who had joined the Bristol Division on 31 March 1908], Commander Instructor, on 7 August 1908, stated that drills were to be suspended during August. "The signal boatswain will examine signal class on Monday, August 10th, on board HMS Daedalus at 7 pm. Officers, petty officers and men who intend going on cruise in September are to give their names in at headquarters as soon as possible. Efficiency badges are to be worn on the right arm, just above the waist. Applications for joining the RNVR to be made at headquarters, 118 Hotwell Road, on Monday, Wednesday, and Friday from 7 to 9 pm.

On Saturday 10 October 1908 Vice-Admiral Henderson once again inspected the Bristol Division of the RNVR on board the Daedalus. About 180 members had assembled, and after he had concluded his inspection he addressed them in congratulatory terms.

On the afternoon of Saturday 19 March 1910, the Lord Mayor of Bristol Christopher Albert Hayes, who was accompanied by the Lady Mayoress, Miss Hayes, formally opened the new headquarters of the Bristol Division of the Royal Naval Volunteer Reserve in the recreation room on the top floor of 37 Jamaica Street. "The division has hitherto drilled on board HMS Daedalus, but as the old ship has become worn out, and will shortly be sold out of the service, it became necessary to acquire some suitable building which could be fitted up as a drill hall, with modern guns mounted, and other suitable material for instructional purposes. That building in Jamaica Street has now been acquired by the commanding officer, who purchased it for the division, at a cost of about £2000, the present headquarters. The necessary alterations and fitting up of the headquarters have cost about another £1000. The Division has been under a considerable disadvantage whilst drilling on board HMS Daedalus on account of there being no convenience for recreation rooms. In the new headquarters considerable attention has been paid to this, and the Division can now say that it possesses accommodation for recreation which cannot be excelled by any, and it is believed that this fact will have, such an effect that the present three headquarter companies will soon be up to full strength, and that it will be necessary to form extra companies."

Decommissioning and Scrapping

The old HMS Daedalus was finally paid-off on 30 September 1910, and although in 1911 it was initially thought that she was to be sold for breaking at Sharpness, the prospective purchasers found her timbers so rotten that they considered it would be impossible to get her out of the River Avon. However, efforts were subsequently made to make the Daedalus sufficiently seaworthy and so on 24 September the hulk, which was built of oak with some of her sides being about 22 inches thick, was finally purchased for £1010 by the ship breaking firm J.B. Garnham of London. The company had considered that her copper bottom was a particularly good asset while several of her drill guns, which were not particularly antiquated, were sold with her, as was the carved figure head. Just prior to the departure of the old Daedalus her deck was stripped of its awning, and the wooden stanchions which supported it cut down.

Her last voyage, which it was thought would occupy four or five days, began in the early hours of 29 September 1911 when, with a crew of seven or eight men, she left the Floating Harbour in the company of the London tug Sun II, along with Iselgarth and Nethergarth. She successfully negotiated the River Avon, and although the following day she encountered a gale, HMS Daedalus eventually arrived safely at Long's Wharf at Woolwich, her final destination. Deprived of their Drill Ship, the RNR in Bristol had already moved ashore to premises converted into a Drill Hall at 37 Jamaica Street, which continued to be occupied as the Headquarters for the local Naval Reservists until 12 May 1924.

Appendix 1

Abbreviated Biographies of Commanders of HMS Daedalus in Bristol

(1) William Henry Fenwick

Commanded HMS Daedalus - 5 June 1861 to 16 July 1864

William Henry Fenwick was born on 31 July 1827, the son of the Reverend Collingwood Forster Fenwick (1790 to 1858) and his wife Eliza Christie (born 1795). He was baptized on 23 September 1827 at Woodborough in Nottinghamshire, and later entered the Royal Navy.

Naval commissions:-

Mate (Sub-Lieutenant): 7 June 1848.

Lieutenant: 7 June 1849.

Commander: 4 September 1856.

Captain: 11 April 1866.

To Retired List as Captain: 21 February 1873.

Rear-Admiral: 31 December 1882.

Vice-Admiral: 8 November 1888.

Admiral: 28 May 1894.

Important life events:-

6 April 1850 - At St John the Evangelist at Forton, near Gosport, Fenwick married Jane Donaldson Tinkler, daughter of Captain Roger Fawsey Tinklar, Royal Marines. However, she died on 30 December 1888.

9 February 1891 - At St Paul's in Southampton, Fenwick married Mary Ann Godley, daughter of the late Lieutenant-Colonel Godley.

23 August 1906 - William Henry Fenwick died at his residence, 7 St Albans Road, Kensington Palace in Middlesex, and was subsequently buried in Kensal Green Cemetery, aged 79.

(2) Edward Field

Commanded HMS Daedalus - 17 July 1864 to 3 February 1866

Edward Field was born on 17 December 1828 at 'The Vale', Chesham in Buckinghamshire, the youngest son of James Field (1798 to 1841), J.P. for Hampshire, and his wife Isabella How (1792 to 1830). From a private school at Clifton he joined the Royal Navy in 1845, and in 1850 entered the Royal Naval College at Portsmouth.

Naval commissions:-

Mate (Sub-Lieutenant): 21 January 1851.

Lieutenant: 20 December 1851.

Commander: 12 June 1859.

Captain: 1 June 1869.

To Retired List as Captain: 7 June 1876.

Rear-Admiral: 9 March 1886.

Vice-Admiral: 20 February 1892.

Admiral: 16 September 1897.

Important life events:-

14 July 1853 - At Alverstoke Church, Field married Mary Ann Samuel (1826 to 1903), the eldest daughter of Edmund Philips Samuel of 'The Grove', Alverstoke.

22 September 1897 - Awarded the C.B. (Companion of the Bath) Civil.

26 March 1912 - Edward Field died of heart failure following a short illness at his residence, 'The Grove' at Alverstoke, and was subsequently laid to rest at Anne's Hill Cemetery at Gosport on 29 March, aged 86.

(3) Iltid Thomas Mansel Nicholl

Commanded HMS Daedalus - 4 February 1866 to 2 March 1869

Iltid Thomas Mansel Nicholl was born on 19 May 1828 at Mayfair in London, the son of the Right Honourable John Nicholl (1797 to 1853), D.C.L. and M.P. for Cardiff, and his wife Jane Harriet Mansel-Talbot (1796 to 1874) of Curzon Street. He was baptized on 18 June 1828 at St George, Hanover Square in London and later entered the Royal Navy.

Naval commissions:-

Mate (Sub-Lieutenant): 9 August 1848.

Lieutenant: 3 February 1850.

Commander: 21 July 1860.

To Retired List as Captain: 1 April 1870.

Important life events:-

30 April 1862 - At the Roman Catholic Cathedral at Eldad in Plymouth, Nicholl married Cecelia Mary Josephine Jerningham (1842 to 1879), daughter of Captain Jerningham of HMS Cambridge. However, she died on 15 February 1879 at their family home, 18 Finborough Road in Chelesa.

22 July 1884 - At the Roman Catholic Church of the Assumption at Torquay. Nicholl married Isabel Anne Strickland (1843 to 1924), the daughter of Martin Strickland of 'Anima' in Torquay.

17 December 1885 - Iltid Thomas Mansel Nicholl, formerly of Harbournstown, Balbriggan, County Meath in Ireland, passed away at his residence, 3 Prospect Terrace, Babbicombe near Torquay, aged 57.

(4) Albert Henry William Battiscombe

Commanded HMS Daedalus - 2 March 1869 to 18 April 1870

Albert Henry William Battiscombe was born on 14 April 1831 at Genoa in Italy, the son of the Reverend Richard Battiscombe, and his wife Anne Marshall. He was baptized on 30 May 1831 at the British Chaplaincy in Genoa and, after education at Eton College, joined the Royal Navy as an Officer Cadet.

Naval commissions:-

Mate (Sub-Lieutenant): 31 January 1852.

Lieutenant: 23 May 1854:

Commander: 22 June 1861.

Captain: 4 April 1870.

To Retired List as Captain: 1 October 1873.

Rear-Admiral: 1 January 1887.

Important life events:-

11 September 1866 - At Knapton parish church near North Walsham in Norfolk, Battiscombe married Lucy Henrietta Maria Robinson, the third daughter of Sir Henry Robinson J.P., D.L., of Knapton House, the Lieutenant Commanding her Majesty Queen Victoria's Royal Bodyguard of Gentlemen-at-Arms.

10 September 1918 - Albert Henry William Battiscombe died at his residence, 'Eastwood', Montpelier, Weston-super-Mare, aged 87. buried Milton road

(5) Charles Willan Manthorp

Commanded HMS Daedalus - 19 April 1870 to 29 October 1870

Charles Willan Manthorp was born on 6 June 1836, the son of Daniel Levett Manthorp (1802 to 1869), and his wife Elizabeth Mason (1800 to 1872) of Thorpe-le-Soken in Essex. He later enrolled in the Royal Navy.

Naval commissions:-

Mate (Sub-Lieutenant): 26 March 1853.

Lieutenant: 2 November 1854.

Commander: 11 April 1866.

To Retired List as Captain: 1 October 1873.

Important life events:-

29 April 1867 - At the Cathedral in Gibraltar, Manthorp married Ellen Louisa Prevost, the eldest daughter of Captain James C. Prevost, the senior naval officer in charge of H.M. Dockyard at Gibraltar.

20 December 1877 - It was announced by the Ottoman Navy that Captain Manthorp, the late commander of the Colonial Steam Yacht, Union, had been appointed as Commodore of the blockading fleet in the Crimea (Russo-Turkish War of 1877 to 1878). Known to the Turks as Manthorp Bey, he served as Chief-of-Staff to Hobart Pacha. As a result he was called upon by the British Foreign Office either to resign his command of Hobart Pasha's flagship, or his commission in the Royal Navy, and he chose the latter.

9 March 1880 - Charles Willan Manthorp, formerly of Thorpe-le-Soken in Essex, died of pneumonia at the German Hospital in Constantinople, aged 47.

(6) Edward Thornborough Parsons

Commanded HMS Daedalus - 30 October 1870 to 1 November 1873

Edward Thornborough Parsons was born on 18 January 1833 at Sidmouth in Devon, the son of Captain (later Rear-Admiral) Robert White Parsons, RN, and his wife Frances Adams, daughter of Francis Adams of Norton Malward and Stockwood House in Somerset. He later enrolled in the Royal Navy.

Naval commissions:-

Mate (Sub-Lieutenant): 26 July 1852.

Lieutenant: 21 July 1853.

Commander: 11 April 1866.

To Retired List as Captain: 18 January 1878.

Important life events:-

26 February 1862 - At St John, Bedminster near Bristol, Parsons married Miriam Row Howard Howard, daughter of Andrew Howard, gentleman of Clifton. Miriam, who had been born in Shaldon in Devon about 1831, died in 1898.

31 March 1874 - Parsons was appointed Haven Master of Bristol. One of his principal duties was to examine Channel Pilots. He replaced Captain John Drew who had died in post.

Parsons also acted as the Lieutenant-Commanding the Bristol Brigade of the RNAV from May 1878 to April 1879.

31 March 1904 - Reported that Parsons had been granted leave of absence from job of Haven Master due to ill health.

23 September 1904 - Edward Thornborough Parsons of 18 Royal York Crescent in Clifton, Haven Master of Bristol, died whilst on holiday at 'Edradour', North Berwick, Haddington, Scotland, aged 72.

(7) Hector Brabazon Stewart

Commanded HMS Daedalus - 2 November 1873 to 31 May 1876

Hector Brabazon Stewart was born on 13 December 1841 at Letterkenney, Co. Donegal, the son of John Vandeleur Stewart D.L., J.P., (1804 to 1872), of Rock Hill House Co. Donegal, and his wife Lady Helen Graham-Toler (1814 to 1882), the third daughter of Hector John, the 2nd Earl of Norbury. He subsequently entered the Royal Navy as a Naval Cadet on 13 September 1855.

Naval commissions:-

Mate (Sub-Lieutenant): 11 September 1861.
Lieutenant: 8 April 1863.
Commander: 23 March 1872.
Captain: 23 June 1880.
To Retired List as Rear-Admiral: 9 November 1895.

Important life events:-

28 October 1922 - Hector Brabazon Stewart of 13 Warwick Square, Westminster, died unmarried in a nursing home at 4 Dorset Square, Marylebone, aged 81. He was subsequently cremated at Golders Green Crematorium on the afternoon of 31 October, prior to his ashes being taken to Co. Donegal for burial.

(8) William Home Chisholme St Clair

Commanded HMS Daedalus - 1 June 1876 to 7 April 1879

William Home Chisholme St Clair was born on 9 September 1841 at Edinburgh in Scotland, the eldest son of Lieutenant (later Commander) the Honourable Charles St Clair, RN, (1811 to 1863), and his wife Isabella Jane Home (1817 to 1852). He later entered the Royal Navy as a Naval Cadet on 12 October 1854.

Naval commissions:-

Mate (Sub-Lieutenant): 13 October 1860.
Lieutenant: 20 December 1860.
Commander: 4 December 1868.
Captain: 31 July 1880.
Rear-Admiral: 19 January 1896.
Vice-Admiral: 16 June 1901.
To Retired List as Vice-Admiral: 9 September 1901.
Admiral: 24 May 1905.

Important life events:-

1 July 1869 - At Saint Thomas in Portsmouth, St Clair married Emma Searle Slight (1845 to 1925), the second daughter of Julian Slight, surgeon of Portsmouth.

16 November 1905 - William Home Chisholme St Clair of 14 Cambridge Park Gardens, Twickenham, Middlesex, died aged 64, and was subsequently buried at Eyemouth Old Churchyard in Scotland.

(9) Robert Sidney Hunt

Commanded HMS Daedalus - 8 April 1879 to 8 April 1882

Robert Sidney Hunt was born on 11 May 1839 at Windsor, near Sydney in New South Wales, Australia, the son of Thomas Bloomfield Hunt (1801 to 1847), a Captain in HM 80th Regiment, and his wife Anne Worrall (1804 to 1879). He was baptized at Windsor N.S.W. on 23 February 1840, and later entered the Royal Navy as a Naval Cadet on 12 May 1853.

Naval commissions:-

Mate (Sub-Lieutenant): 16 May 1859.
Lieutenant: 6 November 1860.
Commander: 2 September 1872.
To Retired List as Captain: 11 May 1886.

Important life events:-

17 August 1864 - At St Matthew, Auckland, New Zealand, Hunt married Mary Catherine O'Neill (born 1841) daughter of James O'Neill of Auckland.

3 August 1907 - Robert Sidney Hunt of 'Villa-la-Violette', La Tour-de-Pietz, Vaud in Switzerland, died of apoplexy at Schwartzenburg, in the Canton of Berne in Switzerland, aged 68.

(10) Alexander Tupman

Commanded HMS Daedalus - 9 April 1882 to 14 October 1885

Alexander Tupman was born at Boulogne-sur-Mer, France, on 1 April 1840, the son of George Tupman and his wife Elizabeth. He was baptized at Boulogne on 26 April 1840, and later entered the Royal Navy as a Naval Cadet on 14 July 1853, becoming a Midshipman on 14 July 1855.

Naval commissions:-

Mate (Sub-Lieutenant): 13 July 1859.
Lieutenant: 24 April 1860.
Commander: 29 December 1871.
To Retired List as Captain: 2 April 1886.

Important life events:-

2 June 1874 - At 1 Park Quadrant, Anderston in Glasgow, Tupman married Rebekah Monteith Pattison (1884 to 1932), the eldest daughter of James Pattison, Esq.

23 July 1899 - Alexander Tupman of 'Alverscroft' in Kilmacolm, Renfrewshire, Scotland, died at his residence aged 59. His funeral service was held at the Free Church in Kilmacolm on the afternoon of 26 July, followed by interment in Kilmacolm Cemetery.

(11) Caeser Hugh Hawkins

Commanded HMS Daedalus - 15 October 1885 to 25 August 1888

Caeser Hugh Hawkins was born at Numburnholme in Yorkshire on 14 October 1841, the son of the Reverend James Hawkins (1809 to 1864), and his wife Anne Mason Dixon (1811 to 1884). He later entered the Royal Navy as a Naval Cadet on 11 October 1855, becoming a Midshipman on 10 October 1857.

Naval commissions:-

Sub-Lieutenant: 4 June 1862.
Lieutenant: 22 March 1864.
Commander: 11 February 1872.

Important life events:-

8 May 1888 - At Emmanuel Church, Clifton in Bristol, Hawkins married Annie Beatrice Wills (1860 to 1947), the fourth daughter of George Wills, Esq., of 3 Worcester Villas, Clifton.

25 August 1888 - Caeser Hugh Hawkins of 'Glen Frome', Stapleton near Bristol, died aged 46 at the 'Imperial Hotel' at Clifton, after suffering failing health for several weeks, and was subsequently laid to rest in the family fault in Kelston Churchyard on the 29th.

(12) Francis Henry Newnham Harvey

Commanded HMS Daedalus - 1 September 1888 to 16 May 1892

Francis Henry Newnham Harvey was born at Chipping Sodbury on 18 May 1847, the son of the Reverend George Ludford Harvey (1797 to 1869), Rector of Yate, and his wife Persis Scott Nicholls (1819 to 1901). He was baptized at St Mary in Yate on 4 July 1847, and entered the Royal Navy as Naval Cadet on 11 June 1861, becoming a Midshipman on 18 June 1863.

Naval commissions:-

Sub-Lieutenant: 17 December 1867.
Lieutenant: 6 December 1872.
To Retired List as Commander: 18 May 1892.

Important life events:-

1 September 1879 - At St Andrew, Kirk Ella in Hull, Harvey married Frances Mary Davis (1853 to 1938), the daughter of E.C. Davis of Kirk Ella.

9 February 1922 - Francis Henry Newnham Harvey of 'Cams Cottage', Hambledon in Hampshire, died of an embolism of the brain at 12 South Dene, Filey in Yorkshire, aged 74, and was subsequently laid to rest at St Andrew's, Kirk Ella, on the 14th.

(13) Hubert Garvey Giles

Commanded HMS Daedalus - 19 May 1892 to 21 December 1895

Hubert Garvey Giles was born at Lincoln on 21 December 1850, the son of George Giles (1810 to 1877), and his wife Elizabeth Meadows Betts (1818 to 1914). He was baptized at St Martin's in Lincoln on 21 April 1851, and later entered the Royal Navy as a Naval Cadet on 9 August 1864, becoming a Midshipman on 24 January 1866.

Naval commissions:-

Sub-Lieutenant: 5 May 1871.
Lieutenant: 2 July 1875.

To Retired List as Commander: 21 December 1895.

Important life events:-

1883 - The marriage of Hubert Garvey Giles and Robina Alice Matheson (1860 to 1940), daughter of John Matheson (1821 to 1882), was registered in the district of St George Hanover Square, London, between July and September 1883. The couple parted later in life, as on 15 May 1931 Robina, then aged 70, set sail alone from London aboard the 'S.S. Barrabool', bound for Australia, where she died in Melbourne in April 1940.

3 March 1940 - Hubert Garvey Giles of Little Green, Alverstoke near Portsmouth, died in a nursing home at 25 The Strand, Ryde, Isle of Wight, aged 90. He was subsequently cremated at South Stoneham Crematorium in Southampton on the 6th, and his remains interred the following day at St Boniface Church, Bonchurch, Isle of Wight, on the 7th.

(14) Herbert George Paris

Commanded HMS Daedalus - 1 January 1896 to 30 April 1899

Herbert George Paris was born at Hawerby cum Beesby in Lincolnshire on 25 April 1854, the son of the Reverend Archibald Paris (1817 to 1861), and his wife Caroline Broughton, daughter of Henry Delves Broughton. He later entered the Royal Navy as a Naval Cadet on 2 May 1865, becoming a Midshipman on 27 January 1871.

Naval commissions:-

Acting Sub-Lieutenant: 26 October 1875.
Sub-Lieutenant: 25 July 1876.
Lieutenant: 10 August 1881.
To Retired List as Commander: 1 May 1899.

Important life events:-

18 July 1876 - Court Martial at Portsmouth found him guilty of having a quantity of spirits in his cabin on HMS Jumma while still an Acting Sub-Lieutenant, and was punished by forfeiting six months seniority as a Sub-Lieutenant, as well as being reprimanded.

14 January 1891 - At Nykirken parish church, Bergen, Hordaland in Norway, Paris married Marie Kiedling (born c.1870), the daughter of Jørgen Heinrich Kiedling of Bergen.

19 September 1900 - Herbert George Paris of Peter Jepsen's-gade 13, Bergen, Norway, died aged 46, of an illness contracted while serving in South Africa.

(15) Basil Cadogan Barber

Commanded HMS Daedalus - 1 May 1899 to 12 October 1906.

Basil Cadogan Barber was born at Blackheath in Kent on 12 October 1861, the son of George Barber and his wife Harriet Willett Sison. He later entered the Royal Navy on 15 June 1875, becoming a Midshipman on 22 June 1877.

Naval commissions:-

Sub-Lieutenant: 22 June 1881.
Lieutenant: 31 December 1884.
To Retired List as Commander: 12 October 1906.
Volunteered for War Service: 13 January 1915.
To Retired List as Captain: 11 November 1919.

Important life events:-

6 May 1886 - At Hersham parish church in Surrey, Barber married Mary Minna Casson (c.1860 to 1935), the third daughter of Francis Wood Casson of Hull.

24 October 1924 - Basil Cadogan Barber of 'Burwood', Kennard Road, New Milton in Hampshire passed away at his residence aged 62.

(16) John Hercules Robertson

Commanded HMS Daedalus - 6 November 1906 to 26 November 1908

John Hercules Robertson was born at Beaufort House, Killarney in Ireland on 3 July 1864, the son of the Reverend Charles Hope Robertson (1831 to 1909), and his wife Lucy Dominica Fitzgerald Day (1837 to 1910). He later entered the Royal Navy as a Naval Cadet on 17 July 1877, becoming a Midshipman on 22 February 1880.

Naval commissions:-

Sub-Lieutenant: 16 March 1884.

Lieutenant: 16 March 1886.

Commander: 30 June 1898.

To Retired List as Captain: 1 July 1914.

Volunteered for War Service 2 January 1915 to 28 February 1919.

Important life events:-

19 September 1918 - At St Andrew's church, Clifton in Bristol, Robertson married Emily Letitia Katharine Graham, daughter of Charles Stenhouse Graham, Royal Artillery, of Clifton.

11 August 1919 - Awarded the CBE (Military) for his services at Invergordon during World War One.

11 December 1943 - John Hercules Robertson of 'Edenthorpe', 3 Henrietta Villas, Bathwick, passed away at his residence aged 79, and was subsequently buried at St Mary's, Bathwick, on the 14th.

(17) Arthur Hugh Oldham

Commanded HMS Daedalus - 26 November 1908 to 30 September 1910

Arthur Hugh Oldham was born at St Leonards in Sussex on 3 March 1871, the eldest son of Colonel Sir Henry Hugh Oldham, K.V.O., (1840 to 1922), and his wife Ella Frances Emma Pigou (1845 to 1921). He later entered the Royal Navy as a Naval Cadet on 15 July 1884, becoming a Midshipman on 15 February 1887.

Naval commissions:-

Acting Sub-Lieutenant: 14 February 1891.

Sub-Lieutenant: 14 May 1891.

Lieutenant: 30 June 1893.

Commander: 30 June 1904.

Acting Captain: 26 October 1917.

To Retired List as Captain: 5 August 1919.

Important life events:-

27 October 1904 - At St Marylebone church in London, Oldham married Kathleen Marie Pigou (born 1881), daughter of Clarence George Scott Pigou.

17 September 1910 - The 'Army & Navy Gazette' announced the demise of HMS Clyde and HMS Daedalus: "In connection with the new system of training officers and men of the Royal

Naval Reserve, which was arrived at in 1906, the Admiralty have ordered that these two drill ships, which are stationed at Aberdeen and Bristol respectively, are to close on Sept. 30."

17 August 1928 - Arthur Hugh Oldham of 'The Wyke House Hotel', Weymouth in Dorset, passed away at the 'Linden Lee' nursing home, Radiple, Weymouth, aged 57, prior to being buried at Wyke Regis on the 21st.

Appendix 2

Armament aboard HMS Daedalus 1889 to 1909

(Situation towards the end of each year extracted from Wright's Bristol Directories)

Q.F.C. = Quick Firing converted: in the 1890s there was much enthusiasm for QF technology, and many older Breech Loading guns had their breeches modified to use the same QF cartridges as the new QF guns of the same calibre.

BLC = BL converted, and referred to a breech and breech mechanism modified from an early long-screw three- or four-motion to modern short-screw single-motion.

1889 - Guns: 1x 100 Pounder, smooth bore; 3 x 7 inch, muzzle loading rifled; 4 x 32 Pounder, smooth bore.

1890 - Guns: 1x 100 pounder, smooth bore; 3 x 7 inch, muzzle loading rifled; 1 x 32 Pounder, smooth bore. Nordenfeldts, 1 inch and 2 inch; Breech loaders, 6 inch.

1891 - Guns: 1 x 100 Pounder, smooth bore; 3 x 7 inch, muzzle loading rifled; 1 x 32 pounder, smooth bore; Nordenfeldts, 1 inch and 2 inch; Breechloaders, 6 inch.

1892 - Guns: 1 x 100 Pounder, smooth bore; 3 x 7 inch, muzzle loading rifled; 1 x 32 Pounder, smooth bore. Nordenfeldts, 1 inch and 2 inch; Breechloaders, 6 inch.

1893 - Guns: 1 x 100 Pounder, smooth bore; 3 x 7 inch, muzzle loading rifled; 1 x 32 Pounder, smooth bore. Nordenfeldts, 1 inch and 2 inch; Breechloaders, 6 inch.

1894 - Guns: 1 x 100 Pounder, smooth bore; 4 x Nordenfeldts, 1 inch; 4 inch, 5 inch and 6 inch Breechloaders; 3 x 7 inch Muzzle Loading; 3 lb quick firing Hodgkiss 2 x 4 barrel 1 inch.

1895 - Guns: 1 x 100 Pounder, smooth bore; 4 x Nordenfeldts, 1 inch; 4 inch; 5 inch and 6 inch. Breechloaders; 3 x 7 inch Muzzle Loading; 3 lb quick firing Hodgkiss 2 x 4 Barrel 1 inch.

1896 - Guns: 4 x Nordenfeldts, 1 inch, 4 inch, 5 inch and 6 inch. Breechloaders; 3 x 7 inch Muzzle Loading; 3 lb quick firing Hodgkiss 2 x 4 Barrel 1 inch.

1897 - Guns: 4 x Nordenfeldts, 1 inch, 4 inch, 5 inch and 6 inch. Breechloaders; 3 x 7 inch Muzzle Loading; 3 lb quick firing Hotchkiss 2 x 4 Barrel 1 inch.

1898 - Guns: 2 x Nordenfeldts, 1 inch; 4 inch, 5 inch and 6 inch. Breechloaders; 3 x Muzzle Loaders, 7 inch 6½ tons; 1 x Hodgkiss, 3 Pounder.

1899 - Guns: 2 x Nordenfeldts, 1 inch; 4 inch, 5 inch and 6 inch. (91.F 1.45 Maxim 1 No.; 3 x Muzzle Loaders, 7 inch 6½ tons; 1 Hodgkiss, 3 Pounder; 1 x .45 Maxim.

1900 - Guns: 1 x Nordenfeldt; 1 inch, 4 inch, 5 inch and 6 inch Q.F.C.; 3 x Muzzle Loaders, 7 inch 6½ tons; 1 Hodgkiss, 3 Pounder; 1 x 0.45 Maxim.

1901 - Guns: Document not available.

1902 - Guns: 1 x .45 5 Barrel Nordenfeldt; 1 x 4 inch, 5 inch and 6 inch QFC; 3 Muzzle Loaders, 7 inch 6½ tons; 1 x Hotchkiss 3 Pounder; 1 x .45 Maxim.

1903 - Guns: 1 x 0.45 inch 5 Barrel Nordenfeldt; 1 x 4 inch, 5 inch and 6 inch QFC; 1 x .5 inch BLC; 1 x Hotchkiss 3 Pounder; 1 x .45 Maxim.

1904 - Guns: 1 x .45 inch 5 Barrel Nordenfeldt; 1 x 4 inch, 5 inch and 6 inch QFC; 1 x .5 inch BLC; 1 x Hotchkiss 3 Pounder; 1 x .45 Maxim.

1905 - Guns: 1 x .45 inch 5 barrel Nordenfeldt; 1 x 4 inch, 5 inch, and 6 inch QFC; 1.5 inch BLC; 1 x Hotchkiss 3 Pounder; 1 x .45 Maxim.

1906 - Guns: 1 x .45 inch 6 barrel Nordenfeldt; 1 x 4 inch, 5 inch, and 6 inch QFC; 1.5 inch BLC; 1 x Hotchkiss 3 Pounder; 1 x .45 Maxim.

1907 - Guns: 1 x 4 inch, 5 inch; and 6 inch QFC; 1 x Hotchkiss 3 Pounder; 2 x .45 Maxim and 1 x 30.3 Maxim.

1908 - Guns: 1 x 4 inch and 1 x 5 inch BL and 6 inch QFC; 1 x Hotchkiss 3 Pounder; 2 x .45 Maxim; 1 x 30.3 Maxim.

1909 - Guns: 1 x 4 inch and 1 x 5 inch BL and 6 inch QFC; 1 x Hotchkiss 3 Pounder; 2 x .45 Maxim and 1 x 30.3 Maxim.