

# NEW ROYAL YACHT LAUNCHED.

The Victoria and Albert, Third of the Name, to be the Largest and Handsomest Afloat.

LONDON, May 9.—The Duchess of York, accompanied by the Duke of Connaught and Mr. George J. Goschen, First Lord of the Admiralty, and others, launched the new royal yacht Victoria and Albert at Pembroke this afternoon. After the usual prayers, the Duchess severed a cord and the yacht glided into the water amidst vociferous cheering.

The scene attending the launching was one of the gayest imaginable. The docks, the neighboring buildings and all the vessels in the harbor were elaborately decked with flags and bunting. Among the spectators were many naval and military officers and members of the civil government, uniformed or in their robes of office. There was an enormous concourse of people in and about the yards, and the greatest enthusiasm was manifested.

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The new royal yacht will be, when completed, not only the largest, but also the handsomest and most expensively equipped yacht in the world. She is larger than the Hohenzöllern, Emperor William's yacht, or W. K. Vanderbilt's Valiant, and is of about the size of the United States cruiser Baltimore. She is 420 feet over all, 50 feet beam, and has a draught of 18 feet. Her displacement is 4,600 tons. The hull is of steel, sheathed with wood and covered with copper. She has a double bottom, and has three masts, three funnels, and a clipper stem. She will have two sets of triple-expansion, four-cylinder engines, driving twin screws, and having 11,000-horse power. The steam will be supplied by eighteen Belleville boilers. She is designed to have a speed of 20 knots. The interior fittings are to be of a most costly character, and their preparation has been under way for some time.

This is the third royal yacht called the Victoria and Albert. The first was ordered by the Prince Consort in 1843—a steam yacht of 1,412 tons. The second was also built to his order, in 1854, and was of 2,470 tons and of the old side-wheel pattern. This is the craft which the Queen has since used, but for some time past it has shown signs of decay, and, although the Queen was loath to have it give place to a newer craft because of its early associations, she at length was prevailed upon to do so.

The first long sea voyage by the Queen and Prince Albert was taken in the Summer of 1842, two years after their marriage, when they went to Scotland to visit the places made familiar by Scott. The Royal George was fitted for this occasion. This craft was an old vessel, even at that time, however, and it was due to the dissatisfaction of Prince Albert with her that the first Victoria and Albert was built.

# ROYAL YACHT DISASTER.

The New Victoria and Albert, the Largest in the World, Lists at the Pembroke Dock.

LONDON, Dec. 3.—An attempt made to undock the new royal yacht at Pembroke this morning proved disastrous. Immediately after she floated the yacht listed thirty degrees to port and her starboard bilge keel became jammed. The strain was so great that shores sixteen inches square, used in an attempt to prop her, were doubled up and snapped like matchwood. The position of the yacht, as this dispatch is sent, is critical.

The full extent of the damage cannot yet be ascertained, but it is understood that the coal bunkers and bulkheads are twisted, the engines strained, and the bottom plates bulged inward.

An immense gang of workmen are employed in the work of shoring the vessel, so as to prevent her capsizing, and 300 tons of iron ballast have been taken out. It is hoped that the yacht may be gotten out tomorrow.

Queen Victoria's new yacht, the Victoria and Albert, the largest in the world, was successfully launched May 9 last, being christened by the Duchess of York. It was laid down at Pembroke Dockyard toward the end of 1897. The vessel is constructed of steel and the interior is divided into a large number of water-tight compartments. In addition to these structural arrangements further security is provided and freedom from serious fouling of the bottom is obtained by sheathing over the steel hull with teak planking, outside which copper sheathing is fastened.

The design for the new yacht was prepared by Sir William White, Director of Naval Construction, the matters of speed and accommodation having been arranged in accordance with her Majesty's wishes.

The length of the vessel between perpendiculars is 380 feet, length over all 430 feet, breadth 50 feet, mean draught of water under normal conditions of loading 18 feet, displacement 4,700 tons, maximum indicated horse power 11,000. The yacht is to be propelled by twin screws, driven by two inverted vertical cylinder engines, each engine having four cylinders, and being placed in a separate water-tight compartment. Steam is provided by eighteen water-tube boilers.

The present royal yacht Victoria and Albert was built at Pembroke Dockyard and was launched Jan. 16, 1855. She is constructed of wood, with three thicknesses of planking, so as to secure the association of strength with lightness. Her length between perpendiculars is 200 feet, length over all 338 feet, breadth 40 feet 3 inches. At the time of her construction she was justly regarded as a vessel of exceptional proportions and very high speed. She is propelled by paddle wheels, and on her earlier trials, attained a speed of about 16½ knots for a short run on the measured mile, with 2,600 indicated horse power.

The new vessel was actually commenced Oct. 25, 1897, though her keel was not laid until Dec. 12. The total cost of the vessel is estimated at about £250,000.

The New York Times

Published: January 4, 1900

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