

HEFFERNAN FAMILY DOCUMENTS TRANSCRIBED (Oct 2013)

13 Feb. 1855 Pre printed card to Miss Hilton, William Eckersley Esq, Poolstock House, Wigan

*“Cupid’s treasures are the pleasures,
None but Hymen can explain;
Love says try me; why defy me?
Taste but once, you’ll ne’er complain.”*

Note: Sent to Elizabeth Sarah Hilton who married John Heffernan

Numerous Royal Navy testimonials and letters of appointment for John H Heffernan from Nov 1864

16th Dec 1882 Admiralty to John H Heffernan Inspector of Machinery

Sir

In reply to your letter of the 8th ultimo, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that orders have been given for you to be borne on the books of the “Inflexible” from the date of your promotion to the rank of Inspector of Machinery, namely 11th July 1882, until you ceased to do duty on board that ship, as though you had been re-appointed temporarily on promotion in lieu of a Chief Engineer.

I am Sir

Your obedient Servant

Letter (undated)

To Mrs Heffernan Alma Villa

Madam, I am sorry to send again will you kindly send me two shillings more today I want to get something for my wife. I will be sure to send it if she first money I take which wont be for a few days as this is the first please enpase [?] the liberty I taken should be glad if you will

Yours respectfully

M ????

Press cuttings (undated):

Mr William Hilton Heffernan, M.R.C.S., Eng., L.S.A. of Alma Villa, Victoria Road, North, having undergone the necessary examinations, was admitted, on the 17th inst., a Licentiate of the Royal College of Physicians of London.

Mr Harold Hilton Heffernan, son of Mr J.H. Heffernan, R.N. of “Alma”, Victoria road N. Southsea, a former pupil of the Portsmouth Grammar School and of the Portsmouth Hospital, and now of St Thomas’s London, was one of the successful candidates in the recent examination for the diploma of the Royal College of Surgeons of England. Prior to this examination he at St Thomas’s in a competition among fourth year students, underwent an examination in practical surgery and surgical anatomy, and for his position in the competition was awarded a special bronze medal, with a special mention and a certificate of honour, this making the fifth certificate of honour he has received during his curriculum at St Thomas’s.

1st February 1907 2 Hartingdon Road, Sefton Park, Liverpool [to Lady Heffernan]

Dear Grandma

I am writing this little letter to wish you manny [sic] happy returns of your birthday. I hope you will spend a very happy day and that Grandpa will buy you a nice birthday cake with pink sugar on the top. With love and kisses from your loving little Grandson Roy

27 Sep 1911 (Golden Wedding of Sir John and Lady Heffernan)

Cutting

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Sir John Harold Heffernan, KCB

Sir John Harold Heffernan, on whom the King has conferred the honour of Knight Commander of the Bath, joined the Navy in 1855, being appointed to [HMS Victory](#) as assistant engineer. In 1858 he was engaged in laying the [first Atlantic cable](#), receiving as commendation a gold medal and promotion.

From 1861 until 1864 he served on [HMS Warrior](#), the first armoured battleship in the British Navy. Subsequently, he acted as engineer in charge of the water-propelled gun-vessel [Waterwitch](#), and it is whilst in this capacity that he was instrumental in preventing the ship from foundering during a heavy storm in the English Channel. As fleet engineer of [HMS Inflexible](#) he was present at the bombardment of Alexandria. In recognition of his services on that occasion he was promoted to rank of inspector of machinery. For three years he was superintending engineer at Bermuda Dockyard, afterwards being in charge of Portsmouth steam reserve as chief inspector of machinery. During the period he held this appointment he was engaged in various Admiralty work including the committees on reorganisation for the mobilisation of the fleet, boiler designs, the reorganisation and revision of the stores for the engineering branch of the fleet, Until his retirement, which took place in 1892, he was chairman of the Committee of Designs for the machinery of the fleet. The [Companionship of the Bath](#) was conferred upon him in 1891. For the last twelve years Sir J H Heffernan has been living in Bentley Road, Prince's Park, Liverpool.

Cutting

Liverpool

Golden Wedding Celebration

Sir John and Lady Heffernan quietly celebrated their gold wedding yesterday at their residence in Prince's Park, Liverpool. Fifty years ago Sir John, then a young officer on board HMS Warrior, married the youngest daughter of the late Mr William Hilton, of Knutsford. Since then Sir John has seen service in various parts of the world. He was awarded a gold medal in recognition of ability displayed in connexion with the laying of the Atlantic telegraph cable in 1858. He subsequently became chief inspector of machinery, and in 1891 received the Companionship of the Bath. He retired nearly twenty years ago and was recently made KCB.

Card

Golden Wedding September 26th 1861-1911

Sir John and Lady Heffernan

"Dear Ones," we greet you both to-day
In simple words of pride and love
While in our grateful hearts we pray
For blessings still from One above.

Fifty years to-day you stood together
In God's House that made you one,
To share life's calm and stormy weather
From early dawn to setting sun.

The glorious story of your life will still be told,
Its loved and cherished memories, treasured and preserved
And may our children's children in days when they are old
Tell of the knightly honour in this "Golden" year conferred.

The dawn has faded, the twilight shadows fall

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Across your way, so bravely won –
Still standing hand in hand, you can recall
Life's work, right well and nobly done.
Wm Hilton Heffernan

28 Aug 1914 48 Lichfield, Burton on Trent

My dear Grandson Hilton Sergeant

I deeply regret that through my very defective sight I am unable to write you personally my sincere congratulations upon your success in obtaining such an honourable a position as the leading scholar of the [Caldey Grange College](#) reflecting as it does not only your abilities but also the arduous work you musty of done to have gained such an honour at your age. We are one and all proud of your success and I am sure your parents must be intensely gratified with their eldest son; to my mind this step gained will be a further incentive for still greater efforts, your Aunty left for London at noon today to meet Joy who we hope to see tomorrow evening if all goes well. I am keeping fairly well but this terrible war depresses me very much but I feel that in the end our won side will come out triumphant the Russian army will act as a sledge hammer on the German host.

My love to all

Your affectionate Grandfather John H Heffernan

7th April 1916 36 Berkeley Square (photographed copy of letter)

My beloved Heffernan

Your letter this moment come. It pleased me more than I can say! What a providential escape you had! I am wonderfully well for which I am most thankful – Heaven bless you!

Yours [Fisher](#)

5th Oct 1917

Dear Lord Fisher

It is a long time since we heard of each other, but yesterday I received a letter from the Admiralty to the effect that I had been awarded a [Good Service Pension](#) and knowing your good will towards me for now over 55 years I take this opportunity of writing to you.

The G.S.P. has come to me very late in life but I felt it a duty to write and thank their Lordships for this public recognition and appreciation of my services whilst in the active list, which I value far more than the monetary addition to my income. I have no doubt you will quite understand my feelings on the subject.

Since we last heard of each other much has happened. You have often been in my thoughts and I cannot tell you how much I have felt the shameful injustice and venomous vituperation to which you have been subjected. History will vindicate you and place you on the high pedestal which is yours by right, and which you had attained by through hard work coupled with so brilliant a brain.

As for myself I feel the burden of my 83 years but have much to be thankful for, my increasing blindness (through cataracts) is a great affliction as I can neither read nor write and require assistance when I move about.

I trust you are keeping in good health. Also Lady Fisher would you please give her my kindest remembrances.

My very best wishes to yourself and may God bless you for ever and ever.

Yours very sincerely

John H Heffernan

8th October 1917 36 Berkeley Square

My dear Heffernan,

Your welcome and much prized letter has this moment come! It's rather late for you to get the Good

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Service Pension. It did belong to [Sir John Durston](#). You should have had it ages ago! But in this life we don't get our deserts. I always think of Jeremiah – I think it is the 51st chapter and the 56th verse:- “The Lord God of recompense shall requite”. There is [Admiral Moresby](#), 88 years of age, he annexed New Guinea and was reprimanded for it, and we gave it up to Bismarck; however, we've got it back now all right. Moresby never honoured until I called a ship after him, but he has no handle to his name not letters after it! He sent me a long letter about myself. If I can find a copy I have I will send it you.

I hope you will live some years yet. What times we have had together!

Yours always

FISHER

26th July 1918 (From Admiral Heffernan)

Dear Lord Fisher,

How can I express to you the deep regret I felt when I heard of the death of Lady Fisher, a loss so great and so irreparable for you. I too after 52 ½ years of happy married life had to walk this same “via dolorosa” so I am able to follow step by step all you are passing through – I know of how little avail the stereotyped expressions of sympathy are, but I felt I should like to send a few words to tell you how much you are in my thoughts. I trust that God in whose service you have been so good and faithful a servant may help and comfort you in your great sorrow.

I send you four lines from a favourite poet of mine.

Hold her and Father in Thine arms

And let her always be

A messenger of love between

Our human hearts and thee.

God bless and keep you

My revered and dear old shipmate

Is the prayer of

Yours in truest sympathy

John F Heffernan

29th July 1918 (From Lord Fisher)

My beloved Friend

How kind of you to remember us! It has been a great blow, and quite unexpected. It was sudden heart failure. It was a very short painless illness and a heavenly end! She was quite conscious and happy in having us all with her.

“May I die the death of the righteous,

And may my last end be like his”.

(I don't know who said this, but it exemplifies her departure.)

Heaven bless you!

I love your poetry

Yours FISHER

19th Dec 1918

48 Lichfield Street, Burton-on-Trent

Dear Lord Fisher

Yesterday there was read to me in the “Daily Chronicle” and appreciation written by [Begbie](#) of your consummate work for the British Navy when you wielded the destinies of this great Empire, and we know now saved it! The contents of this article were to me (and are) a source of intense gratification, knowing and venerating you as I do.

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I always felt that history must vindicate you from the vile calumnies of your jealous and venomous vituperators. Their names will, within a very short space of time, pass into oblivion. When in our Country's history the name of Fisher, like that of Nelson, liveth for evermore.

When one thinks of our precarious position last Spring, I feel that this gre4at and glorious victory has been brought about by the direct interpretation of Almighty God, to whom be all praise and glory.

I am as well as blind old man of my advanced age can expect to be. I am most thankful my intellect is still unimpaired.

I trust that you may continue in good health. May God bless and keep you for evermore is the prayer of

Your very old shipmate

John F Heffernan

I long for household voices gone,
For vanished smiles I long,
But God hath led my dear ones on
And he can do no wrong.
I know not what the future hath
Of marvel or surprise.
Assured alone that life and death
His mercy underlies.

23rd December 1918 Palace Hamilton

My beloved old Friend

Your kind and welcome letter greatly delights me as it shows me your brain is as clear as ever, and your dear heart as warm!

It is most true and most striking what you say that no great event by land or sea, such as a Waterloo or a Sedan or a Trafalgar caused the sudden, the totally unexpected, absolute collapse of the war in so dramatic a manner! NO! IT WAS THE ANGEL OF THE LORD! (See the 35th verse of the 19th chapter of the Second Book of Kings: - "The Angel of the Lord went forth: and Sennacherib's army vanished"! I often enjoy the remembrance of our ancient days when dear old Buchan in the WARRIOR so delighted me with his praises of "malleable iron", and your splendid work in after years is associated with my happiest memories!

Always your affectionate friend

FISHER

I just love your beautiful lines you sent me!

12th Dec 1919

48 Lichfield Street, Burton on Trent

Dear Lord Fisher

It has recently been my privilege to have had read to me your wonderful book of "memories". Many of these have brought back to my mind events of the long ago in which you and I had some mutual participation. Your conclusions of the general state and condition of the navy when you took supreme command have appealed to me very much, emanating as I know they did from your own original and matured genius. These called forth the vile abuse and vituperation to which you were so long subjected, your calumniators have already vanished into thin air as I long ago predicted to you such would be the case.

To my mind you stand on a pedestal as the man raised up by Providence to be the saviour of our country, for had it not been for that mastermind of yours arranging and directing our navy at the critical hour we should never have won such a complete and magnificent victory.

I note in your "memories" you are in your 80th year – I head you by 5 years, but like those whose

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great prototype you are, your eye is not yet dim not your natural force abated. I trust such may long continue.

I cannot say very much re myself. My eyes have become very dim. I did feel the loss of sight most keenly on account of my inability to read your "Memories" but I must try to realise the words of the blind poet "They serve who only stand and wait."

With every good wish for the coming new year and always may God protect you to the end is the fervent hope of

Your loyal old shipmate (from 1861 downwards)

John H Heffernan

"All is of God that is and is to be;

And God is good." Let this suffice us still.

Resting in child like trust upon his will

Who moves it His great ends unthwarted by the ill.

July 22nd 1920

Dear Mrs Neeld

The sad news of the death of your dear and venerated father was a very great shock to me for I had no idea he was so seriously ill. I know full well what a source of deep and lasting sorrow his passing away must be to you and all his family. I do indeed feel for and with you all in the loss of a father.

You can readily realize how much I have felt his death seeing that for nearly 60 years he and I have been in close touch one with the other. We first met in the Warrior in 1863. From then and up till his death we were always in sympathy with each other, with him has gone one of the oldest links connecting me with the navy. he was in his 80th year. I am now in my 86th almost blind and quite infirm.

I have several of his letters which I value very much expressing as they do his friendship and regard for me. In a closing paragraph of one written at Xmas 1918 I quote these words, 'How he enjoyed the remembrance of our ancient[?] days in the Warrior and how my splendid work in after years was associated with his happiest memories.' From this quotation you can realise what our friendship was and how I value his words - no words of mine can convey to you the esteem and veneration in which I held him. I rejoice that he was spared to see the successful termination of the Great War in which his brilliant qualities played so conspicuous a part. He was the man that saved the British Empire and the historians of the future will record and emphasize this certain truth.

I regretted I was not able to go and pay my respects when his funeral procession went to the Abbey. Still the people knew they had a great man but I doubt if they fully realized what the (each individual) owed to the man who made Dreadnoughts ?? and what is more concentrated them where they could best cope with the and check the Huns' naval menace. Had the navy failed us all was lost and had it not been for his foresight and splendid energy we should not have been ready.

With kindest remembrances to yourself and the Admiral trusting you are both well,

Yours in truest sympathy

John H Heffernan

11th Nov 1920 48 Lichfield Street Burton-on-Trent

Dear Sir

In reply to your request for letters of the late Lord Fisher to be sent to you, I am enclosing three original ones written by him to me and which I think may be of interest for your purpose. Others that I have are purely personal. I am sure you will see that they are returned to me safely, as I value them very much. In addition to Lord Fisher's three letters I am enclosing a copy of letter written by Admiral Moresby to Lord Fisher and which the latter sent to me.

The letter dated 27.7.18 refers to the death of Lady Fisher, from my intimate knowledge for many

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years of Lord Fisher I consider it reveals two characteristics that always permeated the man – his deeply religious spirit and his intense family affection.

Lord Fisher and I were friends since 1862 when we were shipmates on H.M.S. Warrior (to which he alludes in the letter dated 23.12.18) and this friendship lasted until his death.

After the paying off of the “Warrior” in 1864 Fisher was appointed to the “Excellent” for gunnery work, he also had command of one of her gun vessels, during that time he and I met daily at the Royal Naval College Portsmouth where we were studying mathematics under the same professor – without being egotistical I was a fairly good mathematician but I found myself at times outstripped by Fisher and on asking him how this came about he laughingly replied “You area married man and have not your evening to yourself whilst I a bachelor am able after my dinner to study until the early hours of the morning.” I just mention this little episode to show what a worker he always was and how he maintained this characteristic to the end of his magnificent career.

Another little reminiscence comes to my mind. We were shipmates once again on the Inflexible in the early eighties. The ship had been cruising about for some time in the Mediterranean, consequently the men had had no leave, so they were looking forward to our arrival in Malta to get on shore. We arrived there one Saturday afternoon, straight-away an order was sent by the Commander in Chief that we had to proceed to Mentone that same night at 11 PM to act as guardship to her Majesty Queen Victoria who was staying there. Captain Fisher then called upon the whole of the ship’s company to get stores on board besides 1000 tons of coal. The men worked splendidly, knowing how disappointed they must be, he told them he would give half of them leave from 4 pm to 7 pm. They must be on board to the minute so that the other half might get off from 7 pm to 10 pm. He trusted to the honour of each man that he would not break his leave. Not a single man failed and not one returned the worse for liquor. Before 1 pm we were well outside Malta harbour.

Yours faithfully

John H Heffernan

The enclosures are sent by Eng. Admiral Sir John H Heffernan KCB

48 Lichfield Street, Burton on Trent

April 26th 1921

Dear Lord Fisher,

In reply to your letter of April 19th I fear I am not able to give you exactly the information you require. I am now a very old man in my 87th year and with advancing age my memory has greatly failed me.

My first acquaintance with your much revered father was when he joined the Warrior as her gunnery lieutenant a position which he held until she paid off in 1864.

On joining the ship his very youthful appearance was the first impression he gave to all those on board and there was almost a feeling of consternation in all ranks that so young a man had been sent to fulfil so important a position, but it was not long before it was found out that he was the fight man in the right place, his heart and soul being in his work for it was his greatest desire that his men should excel in their gunnery.

During this commission rifled breech loading block guns were sent on board for trial purposes, naturally they were under the control of of your father who evinced the greatest interest in them. The whole of the trials were under his supervision but in the end the guns were found to be defective and eventually the breech loading was substituted in lieu of the block gun. It has come back to my memory that during the many discussions on these guns Captain Cochrane (no mean authority) made the following remark. 'That young fellow Fisher is destined if spared to rise to the highest position in Her Majesty's Navy' and as he would know he showed himself a true prophet.

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The Warrior at this time was considered to be the finest and smartest gunnery ship in the navy and when in port was a source of attraction to thousands. I remember when the ship was at anchor in Portland Roads she was visited by great Italian patriot Garibaldi (who I believe was a guest of the Duke of Sutherland). He was keenly interested in everything on board the guns particularly so - of course the gunnery lieutenant accompanied him explaining all the details he wanted to know. After the inspection and drills were over it was arranged that Garibaldi should go on the poop with the captain to witness the march round of the ship's company from the fo'c's'le to the end of the quarter deck where they returned to their starting point on the opposite deck by which they had marched. Fisher then rearranged the men and I believe they marched over the same ground two or three times, Garibaldi expressing his astonishment at the huge number of the ship's company. After Garibaldi left, it leaked out that this was one of the gunnery lieutenant's little jokes, he having arranged that the whole ship's company should march round twice or thrice to impress Garibaldi with the numerical strength of our crew.

I should also like to add that your father possessed a strong sense of comic humour and he was able to caricature most cleverly people or things which had impressed him much to the amusement of his ship mates, unfortunately I forget the details connected with these various impersonations.

With his keen sense of humour - his 'joie de vivre' he was a deeply religious and good man and lived a real Christian life.

In conclusion and having this favourable opportunity (although somewhat belated) I should like to express my deepest sorrow on the loss you sustained by the passing away of your mother and father for both of whom I always had the greatest regard and esteem and whose friendship I always valued most highly.

Yours sincerely

John H Heffernan

Transcript from 'Album' – record of the press cuttings and letters at the time of the death of Sir John Heffernan

Times 20.9.21

A Naval Engineer

Death of Sir John Heffernan

The death occurred on Saturday, at the home of his daughter, at Burton-on-Trent, of Sir John Harold Heffernan, K.C.B., who served in the engineering branch of the Royal Navy from 1855 to 1892, and was in charge of the machinery of the Inflexible, Lord Fisher's ship, at the bombardment of Alexandria in 1882.

Sir John was the son of Dr Heffernan, H.E.I.C.S., (*Honourable East India Civil Service*) of Carisbrooke, Isle of Wight, and was born in 1834. He became an assistant engineer in the Navy on September 10, 1855, and was promoted to engineer in August, 1861, and to chief engineer in February, 1868. In 1871 he was appointed in charge of the engines of the Spartan, screw sloop, on the North American Station, where he served for four years, and in 1875 he became chief engineer of the Indian troopship Crocodile. It was in February, 1876, that he was selected for duty in connexion with the Inflexible, then building at Portsmouth, although the vessel was not completed until 1881. Describing her in his "Memories," Lord Fisher said:-

"The Inflexible in 1882 was a wonder. She had the thickest armour, the biggest guns, and the largest of everything beyond any ship in the world. A man could crawl up inside the bore of one of her guns. Controversy had raged around her. The greatest naval architects of the time quarrelled with each other. Endless inventions were on board her, accumulated there by cranks in the long years she took building. A German put a new type of gas into the engine-room, which was lovely, and no smell, so bright, so simple! But when it chanced to escape from a leaking joint, it descended, and did not rise, so it go into all the double bottoms, and nearly polished off a goodly number of the crew. There were whistles in my cabin that yelled when the boiler was going to burst, or the ship

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was not properly steered, and so on..."

Commissioned at Portsmouth on July 5, 1881, for the Mediterranean Fleet, the Invincible was the principal ship in the bombardment of Alexandria a year later, during the Egyptian War. For his services on that occasion, and throughout the war, Sir John Heffernan was promoted to the rank of Inspector of Machinery, or, as it was afterwards called, Engineer-captain, with effect from the day of the bombardment July 11, 1882. In the following year he was appointed chief engineer of Bermuda Dockyard, and served there until July, 1885, when he was promoted to Chief Inspector of Machinery (Engineer Rear-Admiral). His next appointment was to the Asia, flagship of the Admiral-Superintendent at Portsmouth, for the charge of the machinery of ships in the Steam Reserve, and while holding this post he received the C.B. on the Queen's Birthday, 1891. He retired from the active list on October 14 of the following year.

In the Honours List at the Coronation of King George in 1911, when four officers from what were formerly known as the civil branches of the navy were awarded the K.C.B., Sir John was the representative of the engineering branch selected to receive this honour. Sir John Heffernan married, in 1861, Eliza Sarah, the daughter of Mr W Hilton, of Ollerton Lodge, Knutsford, Cheshire. Lady Heffernan died in 1914, having had three sons and two daughters.

(John Harold Heffernan was christened 18 Jan 1835 St Mary's Chatham; his father was Daniel Harold Heffernan born circa 1809 Cork, Ireland, died 23 Oct 1873 Portsea who had enlisted 10th Nov 1829 in the 84th Foot soldiers 1st Battalion. The British Regimental Registration of Service records Daniel Heffernan, age 20, born Blarney, Cork, 5ft 7ins, fresh complexion, grey eyes, black hair, occupation labourer, period of service UL. At the time of his son's birth he was a private in the East India Company.

In the 1841 census he is 30, born outside England and living at Brompton Barracks, Gillingham, Chatham with his wife Mary 30, John 6, Eliza 4, Mary Anne 3 and Richard, 1.

In 1851 he is living with wife Mary, John 16 and Eliza 14. He, his wife and daughter are described as servants; John is ap[prentice]. The household is that of Daniel Hampson and his wife Sarah. Daniel Hampson is 40 and a sergeant major E.I.C. service on full pay.

In 1861 he is living at the same address, 28 Soho Square, Westminster. The occupants are Henry Brown 63 colonel in HM Indian Army, Daniel Heffernan 57 soldier in the Indian Army born Cork, his wife Mary is 52 born Newport Hants, and Jane H. Dallimore 22 born Newport, Hants is the house servant. Jane is likely to be Jane Hannah Dallimore, Mary's niece, daughter of her brother Richard and his wife Jane.

In 1871 Daniel Heffernan 62 b. Chatham, Kent is described as a retired commercial clerk living in Carisbrooke IOW. He is living with Mary aged 63 b. Newport.

He died in 1873 as an East India pensioner receiving 13s.

John Heffernan's mother Mary Dallimore was christened 17th April 1808 Newport IOW, died 1873 Portsea. They were married 27th November 1831 St Mary Magdalene, Gillingham, Kent. Her parents were Richard Dallimore and Martha Linington, of Newport.)

For Lord Fisher and HMS Invincible see:

http://en.wikipedia.org/wiki/John_Fisher,_1st_Baron_Fisher

Daily Telegraph 20.9.21

Sir John Harold Heffernan, K.C.B. who died on Saturday, at Burton-upon-Trent, in his 87th year, had a distinguished career as an engineer in the Navy. He was the son of the late Dr D Heffernan, H.E.I.C.S., of Carisbrooke, Isle of Wight, and entered the Navy in 1855. He served in the Agamemnon when laying the first Atlantic cable in 1858, and joined the Warrior, the first British armour-clad battleship, in 1861. He was specially promoted for his services in helping to save the hydraulic gun vessel Waterwitch, in 1868, and as fleet engineer of the Inflexible he was at the

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bombardment of Alexandria in 1882, and in the subsequent Egyptian Campaign, He served as superintending engineer of Bermuda Dockyard from 1883 to 1886, and was then appointed head of the engineering department of Portsmouth Dockyard, and onerous and responsible position, which he held for over five years. Prior to his retirement, in 1892, when he received a letter of thanks from the Lords of the Admiralty "for his long and meritorious services," Sir John was offered the post of Engineer-in-Chief of the Navy, but because of his wife's failing health he declined it. He was created C.B. (mil) 1891 and KCM (Mil) 1911. A man of strong physique, great intellectual ability, and imbued with a keen sense of duty, Sir John Heffernan was a fine type of the officer, who helped to train the engineering personnel of the Navy for the Great War. He married, in 1861, Eliza Sara, daughter of the late Mr William Hilton, of Ollerton Lodge, Knutsford, Cheshire, who died in 1914, and had five children. They all survive him, two of his sons serving as medical officers in the Army during the late war.

Morning Post 20.9.21

Sir John Heffernan

Sir John Heffernan, formerly Chief Inspector of Machinery, R.N., has died at Burton-on-Trent in his eighty-seventh year. He was a shipmate and lifelong friend of the late Lord Fisher, with whom he served on the Warrior, the first British ironclad, which acted as an escort when Queen Alexandra crossed from Denmark for her marriage to King Edward. He was Chief Engineer of the Inflexible at the bombardment of Alexandria, July 11 1882 and served during the Egyptian War, receiving the Egyptian medal, the Alexandria clasp, and the Khedive's bronze star. In 1858, when Assistant Engineer, he was awarded a gold medal in connection with the laying of the first Atlantic cable. Sir John, who retired in 1892, was created a Knight on the coronation of the King in June, 1911. He married in 1861 Elizabeth Sarah, daughter of the late Mr W Hilton, of Ollerton Lodge, Knutsford, by whom he had three sons and two daughters. Lady Heffernan died in 1914.

Star 19.9.21

Naval Engineer's death

St John Harold Heffernan, the naval engineer, has died at Burton-on-Trent, in his 87th year. He was awarded a gold medal in connection with the laying of the first Atlantic cable. Deceased served in the Warrior, the first British ironclad, which acted as escort when Queen Alexandra crossed from Denmark to marry King Edward.

Daily Chronicle

20.9.21

Sir John Heffernan

Famous Naval Engineer died at eight six

Sir John Harold Heffernan, whose sudden death is reported from Burton-on-Trent, was a famous naval engineer who retired nearly 30 years ago. He was 86 years of age.

He was a shipmate of the late Lord Fisher on the Warrior, the first British ironclad, in 1860. It was the vessel which acted as escort to Queen Alexandra when she came from Denmark in 1863 to marry King Edward.

Sir John was awarded a gold medal in connection with the laying of the first Atlantic cable. He saw war service at Alexandria, and afterwards held high appointments in the Navy, the last being Chief Inspector of Machinery.

Westminster Gazette 20.9.21

The late Sir J H Heffernan

Sir J H Heffernan, the naval engineer, who has died at the age of eighty-seven, was given a gold medal for laying the first Atlantic cable, and served in the "Warrior", the first British ironclad,

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which escorted Queen Alexandra from Denmark for her wedding in 1863.

Birmingham Post 20.9.21

Sir J H Heffernan

A Life-long friend of the late Lord Fisher

The death has occurred at the residence of his daughter, Mrs Frowen, of Burton-on-Trent, of Sir John Harold Heffernan, R.N., at the age of 86. Of Irish extraction, Sir John entered the Navy in 1855. In 1858 he served on HMS Agamemnon at the laying of the first Atlantic cable, and received a gold medal. At the bombardment of Alexandria in 1882 he was on the Inflexible, and subsequently served in the Egyptian campaign, receiving a medal with a clasp and bronze star. His last appointment prior to his retirement with the rank of Engineer Admiral was in Portsmouth, where from 1887 to 1892 he was in command of the steam reserve.

The late Lord Fisher and Sir John were shipmates in 1860 on the Warrior, the first British ironclad, and a lifelong friend and intimate friendship ensued. One letter, written to the deceased in Lord Fisher's characteristic style at the termination of the war on December 23, 1918, is of peculiar interest. Lord Fisher wrote: - "It is most true and most striking what you say, that no great event by land or sea, such as Waterloo, or a Sedan, or a Trafalgar caused the sudden, the totally unexpected, absolute collapse of the war in so dramatic a manner! No! It was the Angel of the Lord! (See the 35th verse of the 19th chapter of the Second Book of Kings. "The Angel of the Lord went forth, and Sennacherib's army vanished!')."."

Nottingham Guardian 20.9.21

Friend of Lord Fisher

Sir John H Heffernan dies at Burton

The death has taken place at the residence of his son-in-law – Dr Frowen, Burton-On-Trent – of Sir John Harold Heffernan, KCB (Military) RN, at the age of 86 years. For many generations, members of the family, who hail from County Tipperary, have rendered loyal service to the Crown in India. Sir John entered the navy in 1855, and was on board the Agamemnon at the laying of the first Atlantic cable, and received a gold medal for his services. He was on board the Inflexible at the bombardment of Alexandria. His last appointment was at Portsmouth from 1887 to 1892, where he held an important post under the Admiralty.

He was a shipmate of the late Lord Fisher, on the Warrior in 1860 when they formed a lifelong friendship. Since the death of Lady Heffernan in 1914, Sir John has been living with his daughter at Burton. After the armistice he received the following letter from Lord Fisher:-

Palace Hamilton, Lanarkshire, Dec 23rd 1918

My beloved Old Friend, - Your kind and welcome letter greatly delights me, as it shows me your brain is as clear as ever, and your dear heart as warm. It is most true and most striking what you say, that no great event by land or sea, such as Waterloo, or a Sedan, or a Trafalgar caused the sudden, the totally unexpected, absolute collapse of the war in so dramatic a manner! No! It was the Angel of the Lord! See the 35th verse of the 19th chapter of the Second Book of Kings. "The Angel of the Lord went forth, and Sennacherib's army vanished!" Often I enjoy the remembrance of our ancient days, and dear old Buchan on the Warrior so delighted me with his praises of malleable iron, and your splendid work in after years is associated with my happiest memories. Always your affectionate friend, Fisher.

I just love your beautiful lines you sent me.

Yorkshire Post 20.9.21

Sir John Heffernan

Sir John H Heffernan, K.C.B., who had a distinguished career as a naval engineer, has died at Burton-on-Trent, at the age of 87. On joining the navy in 1855 he was appointed assistant engineer

HEFFERNAN FAMILY DOCUMENTS TRANSCRIBED (Oct 2013)

on HMS Victory, and three years later was engaged in laying the first Atlantic cable. He served on H.M.S. Warrior, the first armoured battleship in the British Navy, from 1861 to 1864, and subsequently acted as engineer in charge of the water-propelled gun-vessel Waterwitch. He was present at the bombardment of Alexandria as fleet engineer of H.M.S. Inflexible and in recognition of his services on that occasion he received promotion to the rank of inspector of machinery. After serving three years as superintending engineer at Bermuda Dockyard, he was placed in charge of Portsmouth steam reserve as chief inspector of machinery. He was chairman of the committee of designs for fleet machinery until his retirement in 1892.

Glasgow Herald 20.9.21

The death has taken place at Burton-on-Trent of Sir John Harold Heffernan, KCB, a distinguished naval engineer and member of one of the oldest Irish families in Munster. He was well known in Portsmouth where he had resided for over 40 years. Deceased, who was 86, received a gold medal in connection with laying the Atlantic cable by Lord Kelvin.

Naval and Military Record 21.9.21

Sir J H Heffernan

Distinguished engineer's Death

At the age of 86, the death has occurred at Burton-on-Trent of Sir John Harold Heffernan, KCB, a distinguished naval engineer officer and a member of one of the oldest families in Munster. He was well known in Portsmouth where he resided for over forty years.

Entering the Royal Navy as an assistant engineer on September 10, 1855, the deceased officer had attained the rank of chief inspector of machinery when he retired in October, 1892. He was chief engineer of the Inflexible at the bombardment of Alexandria on July 11, 1882, and during the Egyptian War, and besides being promoted for his services, received the medal with Alexandria clasp and the Khedive's Bronze Star. In connection with the laying of the Atlantic cable in 1855, he was awarded the gold telegraph medal. He received the C.B. on the occasion of Queen Victoria's birthday in 1891, and was promoted to K.C.B. in 1911.

Times 23.9.21

Funeral

Sir J H Heffernan

The funeral took place at Southsea yesterday of Sir John Harold Heffernan, K.C.B., R.N., who died at Burton-on-Trent last Saturday in his 67th [sic] year. Among those present were Rear-Admiral Vining, Deputy Inspector General Sedgwick, R.N., Major H.H. Heffernan, Captain W. Heffernan and Commander Sargent R.N.

Manchester Dispatch 26.9.21

Fisher's Shipmate

Late Admiral's Letter to Sir John Heffernan

Sir John Heffernan, who died on Sunday in Burton-on-Trent at the age of 87, was a shipmate of the late Lord Fisher on the Warrior in 1860. After the Armistice Lord Fisher wrote to Sir John the following: - My beloved Old Friend, - It is most true and most striking what you say, that no great event by land or sea, such as Waterloo, or a Sedan, or a Trafalgar caused the sudden, the totally unexpected, absolute collapse of the war in so dramatic a manner! No! It was the Angel of the Lord! See the 35th verse of the 19th chapter of the Second Book of Kings. "The Angel of the Lord went forth, and Sennacherib's army vanished!"

Sir John married the daughter of the late Mr W Hilton of Ollerton Lodge, Cheshire. She died in 1914.

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Western Mail 20.9.21

Obituary

Distinguished Naval Engineer

The death has taken place at Burton-on-Trent of Sir John Harold Heffernan KCB a distinguished naval engineer officer and member of one of the oldest Irish families in Munster. He was well known in Portsmouth, where he had resided over 40 years. Sir John, who was aged 86, received the gold medal in connection with the laying of the Atlantic cable by Lord Kelvin. He served in the Warrior, the first British ironclad, which acted as escort when Queen Alexandra crossed from Denmark to marry King Edward.

Liverpool Echo 20.9.21

Advisor to navy on machinery

Sir J H Heffernan KCB passes away

Sir John Harold Heffernan KCB who was for twenty years a resident in Liverpool, has died at Burton-on-Trent, at the age of 87 years.

His Liverpool residence was in Bentley Road, prince's Park, which is now occupied by Commander F.M. Sergeant, R.D., chief examiner in navigation and seamanship to the Board of Trade in Liverpool, who married Sir John Heffernan's youngest daughter.

Sir John joined the Navy in 1855, when he was appointed as assistant engineer on HMS Victory. Three years later he was engaged in laying the first Atlantic cable, and as commendation he received a gold medal and promotion.

He served on HMS warrior, the first armoured battleship in the British Navy from 1861 to 1864, and subsequently acted as engineer in charge of the water propelled gun vessel Waterwitch. In this capacity he was instrumental in preventing the ship from foundering during a heavy gale in the English Channel.

AT BOMBARDMENT OF ALEXANDRIA

Sir John was present at the bombardment of Alexandria as fleet engineer of HMS Inflexible, and in recognition of his services on that occasion he received promotion to the rank of inspector of machinery. After serving three years as superintending engineer at Bermuda Dockyard he was placed in charge of Portsmouth steam reserve as chief inspector of machinery, being engaged in Admiralty work of a varied character, including the committee on reorganisation for the mobilisation of the fleet, boiler designs, the reorganisation and revision of the stores for the engineering board of the fleet, and the reorganisation and reconstruction of various reserves of the fleet.

He was chairman of the committee of designs for fleet machinery until his retirement in 1892. The Companionship of the Bath was conferred upon him in 1891, and the honour of Knight Companion in 1911.

Liverpool Express 19.9.21

SERVED ON THE VICTORY

Death of Sir J H Heffernan KCB

Aged 87, Sir John Harold Heffernan, KCB, a well-known former resident of Liverpool, died yesterday at Burton-on-Trent. Sir John resided at 4, Bentley road, princes park, for 20 years, having come to this city on retiring from the navy after a distinguished career.

In 1855 he was appointed to HMS Victory, Lord Nelson's flagship at Portsmouth. (*Nelson's HMS Victory was taken out of service in 1812 and became a depot ship and finally a school of telegraphy.*) Later he was transferred to HMS Agamemnon, and in 1858 was employed in the laying of the first Atlantic cable. For his services in the latter capacity he was awarded a gold medal and promotion by the Admiralty.

Between 1861 and 1864 he served in HMS Warrior, the first armoured battleship in the British

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Navy, and during that period the vessel was selected to escort Queen Alexandra from Flushing to Gravesend on the occasion of her approaching nuptials with the later King Edward, then Prince of Wales.

He subsequently became chief inspector of machinery and took charge of the Portsmouth Steam Reserve.

By a curious coincidence, he was, during the last period of service in the navy, borne on the books of the Victory, on which ship he began his career.

His later residence in the city is now occupied by Commander F.M.Sergeant, RD, RNR, Chief Examiner in Navigation and Seamanship to the Board of Trade in Liverpool, and secretary of the Liverpool Marine Board, who married Sir John's daughter.

Liverpool Post 20.9.21

Sir J H Heffernan's Death

Twenty Years Association with Liverpool

Sir John Harold Heffernan KCB who was for twenty years a resident in Liverpool, has died at Burton-on-Trent, at the age of eighty-seven years. His Liverpool residence was in Bentley-road, Prince's Park, which is now occupied by Commander F M Sergeant, RD, chief examiner in navigation and seamanship to the Board of Trade in Liverpool, who married Sir John Heffernan's younger daughter.

Sir John joined the Navy in September, 1855, being appointed to HMS Victory, Lord Nelson's flagship at Portsmouth, as assistant engineer. He was later transferred to HMS Agamemnon, and in 1858 was employed in the laying of the first Atlantic cable, and for his successful services in this connection he was awarded a gold medal and promotion by the Admiralty. From 1861 to 1864 he served in HMS Warrior, the first armoured battleship in the British Navy, and during that period the vessel was selected to escort Queen Alexandra from Flushing to Gravesend on the occasion of her approaching marriage to the late Majesty King Edward VII, who was then Prince of Wales.

Subsequently, he was appointed engineer-in-charge of the water-propelled gun vessel Water Witch, which through his exertions was saved from foundering during a gale in the English Channel. His meritorious conduct on the occasion was rewarded with special promotion. In 1882 he served as fleet engineer of HMS Inflexible under the captaincy of the late Lord Fisher, at the battle of Alexandria, and for his service on that occasion was promoted to the rank of Inspector of Machinery. Later he was for three years superintending engineer at Bermuda Dockyard, and on his appointment as Chief Inspector of Machinery he took charge of the Portsmouth steam reserve. By a curious coincidence he was during the last period of service in the Navy, as at the commencement, borne on the books of HMS Victory. In 1891 the honour of the Companionship of the Bath was conferred upon him.

Burton Evening Gazette 20.9.21

An interesting and distinguished career ended on Saturday with the death at the residence in Lichfield Street of his son in law, Dr Fraser Frowen, of Sir John Harold Heffernan, KCB (Mil) RN at the age of 86. Of Irish extraction, being a son of the late Captain D Heffernan, HEICS, of County Tipperary, Ireland and India, where members of the family for several generations have rendered loyal and faithful service to the Crown, Sir John entered the Navy in 1855, and had a long and honourable record with the senior service. In 1858 he served on HMS Agamemnon at the laying of the first Atlantic cable, and received a gold medal. At the bombardment of Alexandria in 1882 he was on the Inflexible, and he subsequently served also in the Egyptian campaign, receiving a medal with clasp and bronze star. His last appointment prior to his retirement with the rank of Engineer Admiral on a good service pension in recognition of his great services was in Portsmouth, where from 1887 to 1892 he was in command of the steam reserve. The late Sir John was created CB (Mil) in 1891, being invested by Queen Victoria at Osborne, and KCB in the Coronation year of the

HEFFERNAN FAMILY DOCUMENTS TRANSCRIBED (Oct 2013)

present King, by whom he was invested at St James's Palace. Lady Heffernan predeceased her husband seven years ago, and on her death Sir John left Liverpool, where he had resided after his retirement, to come to Burton, and live with his son-in-law and daughter, Dr and Mrs Fraser Frowen. He leaves three sons and two daughters, and although the former were in middle age, all served with the forces during the Great War. He is to be buried in the family grave at Portsmouth. A pathetic feature of Sir John's demise is that the marriage of his granddaughter, Miss Joy Frowen, is arranged to take place on September 26th, the diamond anniversary of his own wedding day. The late Lord Fisher and Sir John were ship mates in 1860 on the Warrior, the first British ironclad, and a lifelong and intimate friendship ensued. Many letters from the late First Lord of the Admiralty to Sir John, written in characteristic style, have been preserved, including one of peculiar interest written at the termination of the great war. From Palace Hamilton, Lanarkshire, on December 23rd, 1918, Lord Fisher wrote: "My beloved old friend. Your kind and welcome letter greatly delights me, as it shows me your brain is as clear as ever, and your dear heart as warm. It is most true and most striking what you say, that no great event by land or sea, such as Waterloo, or a Sedan, or a Trafalgar caused the sudden, the totally unexpected, absolute collapse of the war in so dramatic a manner! No! It was the Angel of the Lord! (See the 35th verse of the 19th chapter of the Second Book of Kings. "The Angel of the Lord went forth, and Sennacherib's army vanished!") Often I enjoy the remembrance of our ancient days, and dear old Buchan on the Warrior so delighted me with his praises of malleable iron, and your splendid work in after years is associated with my happiest memories. Always your affectionate friend, Fisher. I just love your beautiful lines you sent me."

Burton Evening Gazette 20.9.21

Heffernan – On September 17th, at 48 Lichfield Street, the residence of his son-in-law, Dr Fraser Frowen, Sir John Harold Heffernan, KCB (Mil), RN, aged 86 years. R.I.P.

Burton Observer 20.9.1921

Late Sir John Harold Heffernan KCB, RN

Friend of Lord Fisher Dies in Burton

"It was the Angel of the Lord"

It is with deep regret that we have to record the death of Sir John Harold Heffernan, KCB (Mil) RN who passed away at the residence of his son-in-law, Dr Fraser Frowen, in Lichfield Street, Burton, yesterday, at the age of 86 years.

He was the son of the late Captain Heffernan, H.E.T.C.S. 9sic), of County Tipperary, Ireland and India. For many generation members of the family have rendered loyal and faithful service to the Crown in India. Sir John was born in 1834, and entered the Royal Navy in 1855, and was on board the "Agamenone (sic)" at the laying of the first Atlantic cable, and received a gold medal for his services on that occasion. In 1882 he was on board the "Inflexible" at the bombardment of Alexandria, and subsequently rendered great and valuable services in the Egyptian campaign, for which he was awarded a medal and clasp, with the bronze star. His last appointment was at Portsmouth, from 1776 to 1892, where he was in command of the steamers. He was created CB (Military) in 1891 and was invested with the order at Osborne by the later Queen Victoria. He was made a KCB in 1911 – the year of the coronation of King George, who invested Sir John with the Order of St James.

He was a shipmate of the late Lord Fisher on the "Warrior" in 1860, and in that year they formed a life-long friendship, and always corresponded. On the occasion of his retirement Sir John went to live at Liverpool. In 1914 lady Heffernan died and Sir John came to Burton in order to spend his last days with Mrs Fraser Frowen, his daughter. He leaves three sons and two daughters, and his sons served their King and country during the war.

After the Armistice had been signed Lord Fisher sent the following (sic) letter to Sir John:

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Palace Hamilton

Lanarkshire December 23rd 1918

My beloved Old Friend

Your kind and welcome letter greatly delights me, as it shows me your brain is as clear as ever, and your dear heart as warm.

It is most true and most striking what you say, that no great event by land or sea, such as Waterloo, or a Sedan, or a Trafalgar caused the sudden, the totally unexpected, absolute collapse of the war in so dramatic a manner! No! It was the Angel of the Lord!

See the 35th verse of the 19th chapter of the Second Book of Kings. "The Angel of the Lord went forth, and Sennacherib's army vanished!" Often I enjoy the remembrance of our ancient days, and dear old Buchan on the Warrior so delighted me with his praises of malleable iron, and your splendid work in after years is associated with my happiest memories.

Always your affectionate friend, Fisher.

I just love your beautiful lines you sent me.

There is a pathetic incident in connection with Sir John's death. Miss Joy Frowen is to be married in London on Monday next, which would be her grandfather's diamond wedding anniversary.

The funeral will be at Portsmouth on Thursday next and will be attended by only immediate relatives.

Burton Chronicle 22.9.1921

The "Times" quotes an interesting extract from the "Memories" of Lord Fisher with regard to the Inflexible, which he commanded at the bombardment of Alexandria in 1882, and of which Sir John was in charge of the machinery. Lord Fisher wrote: "The Inflexible in 1882 was a wonder: She had the thickest armour, the biggest guns, and the largest of everything beyond any ship in the world. A man could crawl up inside the bore of one of her guns. Controversy had raged around her. The greatest naval architects of the time quarrelled with each other. Endless inventions were on board her, accumulated there by cranks in the years she took building. A German put a new type of gas into the engine room, which was lovely and no smell, so bright, so simple! But when it chanced to escape from a leaky joint, it descended, and did not rise, so it got into all the double bottoms, and nearly polished off a goodly number of the crew. There were whistles in my cabin that yelled when the boiler was going to burst, or if the ship was not properly steered, and so on..."

Commissioned at Portsmouth on July 5th, 1881, for the Mediterranean Fleet, the Inflexible, "The Times" recalls, was the principal ship in the bombardment of Alexandria a year later during the Egyptian war. For his services on that occasion, and throughout the war, Sir John Heffernan was promoted to the rank of Inspector of Machinery, or as it was afterwards called, Engineer-Captain, with effect from the day of the bombardment, July 11th, 1882. In the following year he was appointed chief engineer of Bermuda Dockyard, and served there until July 1885 when he was promoted to Chief Inspector of Machinery (Engineer Rear-Admiral). His next appointment was to the Asia, flagship of the Admiral Superintendent at Portsmouth, for the charge of the machinery of ships in the Steam Reserve, and while holding the post he received the C.B. on the Queen's birthday, 1891. He retired from the active list on October 14th of the following year. In the Honours list at the Coronation of King George in 1911 when four officers from what were formerly known as the civil branches of the navy, were awarded the KCB, Sir John was the representative of the engineering branch selected to receive this honour.

Portsmouth Times 23.9.1921

Death of Sir John Heffernan

Funeral at Southsea

The death took place at Burton-on-Trent on Saturday of Sir John Harold Heffernan KCB (Mil), CIM (Ret), formerly Chief Inspector of Machinery, R.N. and son of the late Surgeon-Major D

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Harold Heffernan, BD, H.E.I.C.S. The deceased who was in his 87th year, was a shipmate and lifelong friend of the late Lord Fisher, with whom he served on the warrior, the first British ironclad, which acted as an escort when Queen Alexander (sic) crossed from Denmark for her marriage to King Edward. He was Chief Engineer of the Inflexible at the bombardment of Alexandria, July 11th, 1882, and served during the Egyptian War, receiving the Egyptian medal the Alexandrian clasp, and the Khedive's bronze star. In 1858, when Assistant Engineer, he was awarded a gold medal in connection with the laying of the first Atlantic cable. Sir John, who retired in 1892, was created a knight on the coronation of the King in June 1911. He married in 1861 Elizabeth Sarah, daughter of the late Mr W Hilton, of Ollerton Lodge, Knutsford, by whom he had three sons and two daughters. Lady Heffernan died in 1914.

After his retirement from the service the deceased resided for many years in Victoria road, North, afterwards removing to the residence of his daughter at Burton. For nearly 40 years he was a regular subscriber to the "Portsmouth Times".

The funeral service, conducted at Burton by the Rev. Freeman DD was, at the deceased's request, of a very simple nature. The remains were subsequently removed to Portsmouth and were interred at the Highland road Cemetery yesterday morning. A large number of the deceased's old shipmates assembled at the graveside to pay their last respects, undoubted evidence of the high esteem in which deceased was held by all ranks. The family mourners were: Major Hilton Heffernan, RAMC, and Capt W Heffernan, RAMC; Mrs Sergeant and Mrs Frowen (daughters); Commander Cavendish Sergeant RN and Dr Fraser Frowen (sons-in-law). Other present at the graveside were: Deputy Inspector general Henry M M Sedgwick RN (ret); Engineer Rear-Admiral H P Vining, RN. M J L Brunton (London); Fleet Engineer and Mrs John T Morgan (Liss). The deceased's old shipmates include Mr Fred Cook (ex-CPO); Mr C Duckworth (ex-CERAS); Mr Charles Pope (who acted as the deceased's coxswain on the Inflexible); Mr H Mears and Mt J Burbidge (ex-leading stokers); ex-Sergt J Smith (the deceased's old Marine servant on the Spartan 1871-75), and Messrs J Hindman, D Sargent, G Baldwin, W Stoddart (ex-CERA's who served with Sir John on the Inflexible).

Floral tributes were sent from: Fleet Engineer and Mrs John T Morgan, Mrs A B Sparrow, Commander and Mrs Cavendish Sargent; Miss Jeffries; Jack, Joy and Louise; Major H Hilton Heffernan, Lieutenant-Commander Robinson and family; Jack; Margaret Ashwin; Miss Molland Taylor; Fleet-Surgeon James W.H.Hawton R.N.; Mr and Mrs F.J. Goodwin; and Mrs Hilton and Gladys.

Liverpool Courier 20.9.21

A brilliant Naval Career

Death of Sir John Harold Heffernan, KCB

His many former friends and colleagues in Liverpool will hear with deep regret of the death of Sir John Harold Heffernan, KCB, at Burton-on-Trent, on the 17th inst., at the age of 87. Sir John, who resided for 20 years in Bentley-road, prince's Park, has been associated with many famous ships and naval movements.

Joining the Navy in 1855, he was appointed assistant engineer on HMS Victory, Nelson's flag ship, then a training ship. Later he was transferred to HMS Agamemnon, and in 1858 took a leading role in the laying of the first Atlantic cable, being rewarded for his services in the latter connection with a gold medal and advancement by the Admiralty.

Subsequently he was appointed engineer-in-charge of the water-propelled gun vessel, water Witch, which through his exertions was saved from foundering during a gale in the English Channel.

Special promotion attended his meritorious conduct on this occasion.

In 1882 he served as Fleet Engineer of HMS Inflexible under the captaincy of the late Admiral of the Fleet Lord Fisher, at the battle of Alexandria, and for his services on that occasion he was promoted to the rank of Inspector of machinery.

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Later, for three years he was superintending engineer of Bermuda Dockyard, and on his appointment as Chief Inspector of machinery he took charge of the Portsmouth Steam Reserve. By a curious coincidence his name was, during the last period of service in the Navy, as at his commencement, borne on the books of the old Victory. In 1891 the honour of Companionship of the Bath was conferred upon him.

He retired and came to reside in Liverpool in 1899. He received the honour of knighthood in 1911 on the occasion of his present Majesty's conferring the Coronation honours.

His youngest daughter married Commander F M Sergeant RD chief examiner in navigation and seamanship to the Board of Trade in Liverpool, and secretary of the Local Marine Board, who now resides at Sir John's old residence in Prince's Park.

Heffernan – September 17th, at his daughter's residence, at Burton-on-Trent, Sir John Harold Heffernan, KCB. (Mil) CIM (Ret). R.N., son of late Surgeon-Major D Harold Heffernan MD, HEICS in his 87th year.

Naval Military record 28.9.21

Half a Century's Progress

By the death of Sir John H Heffernan (sic) we are reminded of the great developments which were taking place in naval construction nearly half a century ago, and the important part which that distinguished engineer played in connection with those epoch-making changes. It is gratifying to know that his valuable services to the Royal Navy met with due recognition and as he was in his 87th year at the time of his death, he had the satisfaction, after his retirement, of seeing the labours of his contemporaries and himself bearing abundant fruit. As early as February 1876, Sir John was selected for service in connection with the building of the Inflexible at Portsmouth, and, although the vessel was not commissioned until five years later, he remained in the vessel, and was present at the bombardment of Alexandria a year later. The Inflexible was at that time a veritable wonder ship, and the fact is recalled that Lord Fisher, in describing her in his "Memories," said: "She had the thickest armour, the biggest guns, and the largest of everything beyond any ship in the world." Even to an officer with Lord Fisher's experience she was evidently something of a mystery, for he goes on to say that "endless inventions were on board her, accumulated there by cranks in the long years she took building. A German put a new type of gas into the engine room, which was lovely and no smell, so bright, so simple! But when it chanced to escape from a leaky joint, it descended, and did not rise, so it got into all the double bottoms, and nearly polished off a goodly number of the crew. There were whistles in my cabin that yelled when the boiler was going to burst, or if the ship was not properly steered, and so on." Only naval engineers can adequately appreciate the responsibility attaching to the duties of Sir John Heffernan (sic) and the other engineer officers serving in the Inflexible at that time.

Engineering 28.9.21

The death is announced, as having occurred on Saturday last, of Sir John Harold Heffernan, who was in his eighty-seventh year. Sir John was an almost lifelong friend of the late Lord Fisher, the two having served together in the Warrior, the first British ironclad. The son of the late Dr Heffernan, of Carisbrooke, isle of Wight, John Harold Heffernan became assistant engineer in the Royal Navy in 1855, receiving, while holding that rank, a gold medal in connection with the laying of the first Atlantic cable. He was promoted to the rank of engineer in 1861 and to that of chief engineer in 1868. After service on the North American station and elsewhere, he was appointed to the Inflexible, which was commissioned in 1881 for the Mediterranean. This ship, it will be remembered, took a prominent part in the bombardment of Alexandria in 1882, and for his services in that connection and subsequently, John Heffernan was appointed to the rank of inspector of machinery, subsequently changed to engineer-captain. He received the Egyptian Medal, the

HEFFERNAN FAMILY DOCUMENTS TRANSCRIBED (Oct 2013)

Alexandria Clasp, and the Khedive's Bronze Star for his work in this war. His next appointment was that of chief engineer of Bermuda Dockyard. In 1885 Sur John was promoted to chief inspector of machinery (engineer rear-admiral) and was responsible for the machinery of ships of the Reserve. In 1891 the honour of CB was conferred upon him, and in 1911 he had the distinction of being chosen as representative of the engineering branch of the Navy for the honour of KCB awarded on the occasion of the Coronation of His Majesty King George. Sir John retired in 1892. His death occurred at the home of his daughter, at Burton-on-Trent.

Hampshire Telegraph 23.9.21

Death of Sir J H Heffernan

A Distinguished Naval Engineer Officer

The death has taken place at the residence of his daughter in Burton-on-Trent of Sir John Harold Heffernan KCB a member of one of the oldest Irish families in Munster and a gallant and distinguished naval engineer officer.

The deceased was an old, very well known and greatly respected resident of Portsmouth for a period of about 40 years. He was a son of the later Captain D Harold Heffernan HEICB and was in his 87th year. He served on HMS Agamemnon in his early days receiving a gold medal in connection with the laying of the Atlantic cable by Lord Kelvin. He also served in the first British ironclad HMS Warrior which acted as escort when Queen Alexandria came over for her marriage to the late King Edward.

He was especially promoted and received the thanks of the Admiralty for his gallantry in saving HMS Waterwitch (familiarily known in the Navy as the "Squirt") and served in the Inflexible at the bombardment of Alexandria under the late Lord Fisher being specially promoted and receiving the Egyptian medal with clasps and the Khedive star.

Whilst Chief Inspector of machinery (Engineer Rear Admiral) at Portsmouth Dockyard he received the Companionship of the Most Honourable Order of the Bath which was conferred on him at Osborne by the late Queen Victoria. In 1911 he was created a Military Knight of the same order and in 1918 was the recipient of a Good Service Pension of £200 a year. During his long and honourable career he received the thanks of the Admiralty on various occasions.

His wife Lade Heffernan predeceased him in 1914. The funeral took place at Southsea yesterday. The committal service took place at Highland Road Cemetery in the morning. The mourners present included Rear Admiral H P Vining, Rear Admiral James Wootton CB, Captain Goldsmith, Captain Richard Lee, Captain Hall, Captain W Hilton Heffernan RAMC, Major H Hilton and wife, Commander Cavendish Sergeant and wife – also coc. C.P.O Frank Cook coc C.E.R.A's Duckworth Hindman, Sargent, Baldwin and Stoddart ex. Coxswain Charles Pope, Sergeant Smith who as private was the deceased's marine servant in the Spartan 1871 to 1975 also many others.

Wreaths laid on the grave from Major H H Heffernan, Captain W Hilton Heffernan, Dr and Mrs Fraser Frowen, Commander and Mrs Sergeant, Captain and Mrs John T Morgan (Liss), Fleet Surgeon James W H Hawton, Lieut Commander Robinson and family, Mr and Mrs Robinson (Burton Grammar School) his old and faithful nurse attendant Alice – Jack, Joy and Louis "Jack" Miss Jeffries, Miss Margaret Ashwin, Miss Molland Taylor, Mrs Sparrow, Ada – Dr and Mrs F J Goodwin and family – the Rev O'Gorman Power officiated at the graveside.

Newcastle Illustrated Chronicle 20.9.21

Distinguished Naval Engineer

The death has occurred at Burton-on-Trent of Sir John Harold Heffernan K.C.B. a distinguished naval engineer officer and a member of one of the oldest Irish families in Munster: He was well known in Portsmouth where he had resided over forty years.

Deceased who was 86 years of age received a gold medal in connection with the laying of the Atlantic cable by Lord Kelvin. He entered the Royal Navy in 1855 and became Chief Engineer

HEFFERNAN FAMILY DOCUMENTS TRANSCRIBED (Oct 2013)

(Engineer Commander) in 1868, Inspector of machinery (Engineer Captain) in 1882 and chief Inspector of machinery (Engineer Rear Admiral) in 1885. He retired in 1892.

Pall Mall and Globe 19.9.1921

Famous Engineer Dead

Man who helped to lay first Atlantic Cable

Sir John Harold Heffernan the distinguished naval engineer has died at Burton on Trent in his 87th year. He was awarded a gold medal in connection with the laying of the first Atlantic Cable. Deceased served in the Warrior the first British ironclad which acted as escort – when Queen Alexandra crossed from Denmark to marry King Edward.

South Wales News 20.9.21

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Newcastle Journal

26.9.21

Sir J H Heffernan

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Scotsman 20.9.21

Sir John Heffernan's death

Letter from Lord Fisher recalled

Sir John Heffernan who died on Saturday at Burton-on-Trent was a shipmate of the late Lord Fisher on board the Warrior in 1860 and his life long friend. After the Armistice Lord Fisher wrote: - My beloved Old Friend. It is most true and most striking what you say, that no great event by land or sea, such as Waterloo, or a Sedan, or a Trafalgar caused the sudden, the totally unexpected, absolute collapse of the war in so dramatic a manner! No! It was the Angel of the Lord!

See the 35th verse of the 19th chapter of the Second Book of Kings. "The Angel of the Lord went forth, and Sennacherib's army vanished!" I just love your beautiful lines you sent me.

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Sussex daily News 20.9.21

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Southern Weekly News 24.9.21

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Market Rasen Mail 1.10.21

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Brighton Gazette 21.9.21

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Newcastle Weekly Chronicle 24.9.21

Sir John Heffernan KCB who helped to lay the first Atlantic cable and was in the Warrior when it escorted Queen Alexandra on her wedding trip from Denmark has died in his 87th year.

The Naval Engineering Review October 1921

The Hydraulic Propulsion of ships

The Hydraulic propulsion of ships is neither a novel nor a new idea, but fraught with practical possibilities which time will sanction and adopt.

The week in which these lines were written the writer stood by the graveside to witness the burial of the late Sir John Heffernan RN who passed away full of years and honours at the age of 86 years.

The reason for this sad allusion is, that Sir John in the sixties of the last century was one of the naval engineer officers who brought the water propelled Waterwitch from Woolwich to Portsmouth and who incidentally was the means of saving the Waterwitch when the gratings of the inlets to the vessel's powerful pumps became choked. The ship would have foundered it being heavy weather at the time had not the then Mr Heffernan a young naval officer gallantly direct to clear away the obstruction to the inflow of water.

The Waterwitch never progressed beyond the experimental stage and the idea of hydraulic propulsion received a set-back thereby. That was more than fifty years ago. (Editor)

Extract from a letter of appreciation written by Mr W Stoddart and old "Inflexible" E.R.A. and which shows the esteem and regard in which Sir John was held by the men who served under him as well as by the Captain of that same ship who eventually became the greatest sailor of his time – "Lord Fisher".

I had the honour to serve in the Inflexible with John Harold Heffernan (that is how we always spoke of him in the eighties). In those days I was a young and immature ERA and memory suggests that as a result of my immaturity I was frequently at loggerheads with the Chief.

The Inflexible was a holy terror to all of the engine room personal throughout the Navy and my dear father was the bogie man of the ship but what we all knew and admired was the Chief's absolute

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straightness and integrity. We worked and growled – and cursed occasionally but all the time we were fully conscious we were serving under a great gentleman and that knowledge tempered all our growls about our task master.

I served for 20 years as a chief and engine room artificer and during that time I met but few officers to whom I could apply the word ‘gentleman’ in the sense in which I use the term. During the time that we were together the chief never came below before announcing his advent. This courtesy was much appreciated by all the staff. It seems paltry to make reference to such apparently a minor trait of a man’s personality, but it was indicative of his great chivalry and love for the square deal as between officers and subordinates. There were 4 old Inflexible E.M.A.s at the graveside. There were two whom I missed but I have seen both since and each deeply regretted the causes which kept them from paying their last respects to one of nature’s noblemen. 29/10/21

Extract from letter written by the Hon. Mrs Neeld daughter of Lord Fisher

Sep.22.22

Dear Mrs Frowen

It was very kind of you to write to us in a time of such great sorrow and my husband and I very much appreciate your having thought of us. I was just about to write to you when our letter came as we had seen the notice in the times.

Our two fathers were such life long friends that we cannot be strangers to each other though I don’t know if we have ever met. I remember your mother very well; it must have been about 81 or 82 I think it was when in the Steam Reserve at Portsmouth that your father and my husband (Admiral Neeld) were such friends. He feels your father’s death so much and bids me tell you what pleasant memories he has of those days.

It is sad how many friends one loses as time goes on and we feel old ourselves.

We have thought of you so much today. The parting is so terrible though we know it is only for a time. We cannot wish our dear ones back again when they have gone to their rest but I always think there is a very special love between father and daughter which makes the parting so hard.

We shall so much miss having letters from your father. He was so wonderfully cheerful it seemed to me in spite of his affliction. Blindness must be such a trial however much people may do for you.

With our kindest regards and again many thanks for your letter and very heartfelt sympathy.

Yours very sincerely

Beatrix Neeld

I know what a faithful friend your father always was to my father.

Extract from a letter written by Mrs Weir mother of Lord Weir Sep 22.22

Dear Mrs Frowen,

It was with sincere sorrow that I heard of the death of your dear father for whom my late husband and myself had always the highest regard. He was always spoken of in our household with love and respect. Blessed are the dead who die in the Lord.

It is always so sad to see our dear ones suffer but God was merciful and gracious and your dear father is safe in His keeping until the “day dawn and the shadows fee away.”

With heartfelt and sincere sympathy in your sorrow in which all my family join. God guard and keep you always is the sincere prayer

Yours most sincerely

Mary Weir

Extract from letter written by Mrs Blake widow of Canon Blake vicar of St Jude’s Southsea where Sir John as a regular attendant for many years.

Mt dear Mrs Frowen

I know full well what you are feeling mingled joy and sadness. For our dear ones passed we can

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praise God for their lovely lives. Your dear Father's happy release for him is a mercy. For them all is well. Your dear old father so bright and cheery as I remember him and as I shall always think of him. No more weary bodies for them! Just the happy freed spirit close to their dear Lord and loved ones gone before.

It was a great privilege to know your father, my husband held him in the greatest affection and respect.

With my love and all warmest sympathy.

Yours sincerely

Alice Blake

Canon Blake passed away in July 1921

His mother's hymn which she learnt from her grandmother and mother and which they all repeated in their dying beds. My father learned it at his mother's knee and he also repeated it on his dying bed.

*There is a land of pure delight,
where saints immortal reign,
infinite day excludes the night,
and pleasures banish pain.*

*There everlasting spring abides,
and never-withering flowers:
death, like a narrow sea, divides
this heavenly land from ours.*

*Sweet fields beyond the swelling flood
stand dressed in living green:
so to the Jews old Canaan stood,
while Jordan rolled between.*

*But timorous mortals start and shrink
to cross this narrow sea;
and linger, shivering on the brink,
and fear to launch away.*

*O could we make our doubts remove,
those gloomy thoughts that rise,
and see the Canaan that we love
with unclouded eyes!*

*Could we but climb where Moses stood,
and view the landscape o'er,
not Jordan's stream, nor death's cold flood,
should fright us from the shore.*

Isaac Watts 1694-1748