

RESERVES IN DOCKYARDS.—At each of the ports where there is a dockyard, Pembroke excepted, a certain number of ships when put out of commission, or new ships not commissioned, are laid up in reserve, being classed in one of the four classes, according to the state in which they are when paid off, or the state of forwardness for further service to which they may be ordered by the Admiralty. The reserves used to be comprehended in what was called "the ordinary." But since twenty years the reserve ships have been placed under a captain of the navy, the flag captain of the dockyard admiral. The captain of the reserve is responsible for the care of ship and engines, and also for the due preservation and readiness for immediate service of all the ship's stores and equipment. The latter, excepting very heavy gear, which is kept on board, are kept in special storehouses at the dockyard, where all the items of the ship's "establishment," from cordage to hammocks and lanterns, are kept ready for immediate shipment. These arrangements apply to the ships in the first division of the reserve. Competent technical officers, all the ship's artificers in port not otherwise employed, and a large body of seamen are under the orders of the captain of the reserve.

HISTORY OF MANAGEMENT OF DOCKYARDS.—When Henry VIII. first established a regular king's dockyard at Woolwich, he appointed a board, consisting of certain commissioners for the management of all naval matters; and it is curious enough (see the *Pepysian Collection of Manuscripts* in the university of Cambridge), that the regulations which he made for the civil government of the navy, and which were in the reign of Edward VI. revised, arranged, and turned into ordinances, form the broad basis of all the subsequent instructions given to the several officers to whom the management of the civil affairs of the navy has been committed. The commissioners of the navy then consisted of the vice-admiral of England, the master of the ordnance, the surveyor of the marine causes, the treasurer, comptroller, general surveyor of the victualling, clerk of the ships, and clerk of the stores. They had each their particular duties; and once a week they were ordered to meet at their office on Tower Hill, and once a month report their proceedings to the lord high admiral.

In 1609 the principal officers for conducting the civil affairs of the navy were suspended, in consequence of many abuses being complained of; and other commissioners were appointed, with powers to manage, settle, and put the affairs of the navy into a proper train, and to prevent, by such measures as might appear to be necessary, the continuance of the many great frauds and abuses which had prevailed. A similar commission was renewed in 1618, which in a full and minute report detailed and explained those frauds and abuses. That commission, which ended on the death of James I., was renewed by his successor, and remained in force till 1628, when it was dissolved, and the management of the navy was restored to the board of officers established by Edward VI.

In the disturbed reign of Charles I. the navy was suffered to go to decay; but by the extraordinary exertions of Cromwell it was raised to a height which it had never before reached; it again declined, however, under the administration of his son. At the Restoration, the duke of York, of whom Macaulay wrote that he was the only honest man in his dockyards, was appointed lord high admiral; and by his advice a committee was appointed to consider a plan he had drawn out for the future regulation of the affairs of the navy, at which he himself presided. "In all naval affairs," say the commissioners of revision, "he appears to have acted with the advice and assistance of Mr Samuel Pepys, who first held the

office of clerk of the acts, and was afterwards secretary of the Admiralty,—a man of extraordinary knowledge in all that related to the business of that department, of great talents, and the most indefatigable industry."

The entire management of the navy was now in the hands of the duke, as lord high admiral, by whom three new commissioners were appointed to act with the treasurer of the navy, the comptroller, the surveyor, and clerk of the acts, as principal officers and commissioners of the navy. A book of instructions, drawn out by Pepys, was sent to the navy board for its guidance. A rapid progress was made in the repair and augmentation of the fleet; but the duke being called away, in consequence of the Dutch war in 1664, the example of zeal and industry set by Pepys was not sufficient, in the duke's absence, to prevent neglect and mismanagement in every department, except his own.

From 1673 to 1679, the office of lord high admiral was put in commission with Prince Rupert at the head of it. The king, through Pepys, arranged all naval affairs; but in the latter year, when the duke was sent abroad, and Pepys to the Tower, a new set of men were made commissioners of the navy, who, without experience, ability, or industry, suffered the navy to go to decay. "All the wise regulations," say the commissioners of revision, "formed during the administration of the duke of York, were neglected; and such supineness and waste appear to have prevailed as, at the end of not more than five years, when he was recalled to the office of lord high admiral, only twenty-two ships, none larger than a fourth-rate, with two fireships, were at sea; those in the harbour were quite unfit for service; even the thirty new ships which he had left building had been suffered to fall into a state of great decay, and hardly any stores were found to remain in the dock-yards." Pepys was re-appointed secretary of the Admiralty; the king instituted an inquiry into the characters and abilities of the first ship-builders in England, and by the advice of Pepys added Sir Anthony Dean, eminent in that profession, with three others, to the former principal officers. The old commissioners were directed entirely to confine their attention to the business of a committee of accounts. To each of the new commissioners was intrusted a distinct branch of the proposed reform; and it appears that, highly to their credit, "they performed what they had undertaken in less time than was allowed for it, and at less expense," having completed their business to the general satisfaction of the public two months before the Revolution. The business of the navy, thus methodized and settled, remained undisturbed by that event.

It will readily be seen that the vast increase of our naval force since that time has necessarily required many additional orders and regulations, some of which, from circumstances, were not compatible with each other; some were given to one dockyard and not to another; others in one yard became obsolete, while they continued to be acted upon in another; so that there was no longer that uniformity in the management which it is desirable—indeed, essentially necessary—to preserve. From the year 1764 to 1804, when the king appointed a commission "for revising and digesting the civil affairs of his navy," the attention of the lords of the admiralty and the navy board had frequently been directed to this important subject; but nothing was done to forward so desirable an arrangement, except that Sir Charles Middleton (afterwards Lord Barham), when comptroller of the navy, classed and digested under distinct heads all orders and regulations prior to the year 1786. The commissioners of naval inquiry, appointed in 1803, state the necessity of revising the instructions, and digesting the immense mass of orders

issued to the dockyard officers, and regret that a work of such utility should not have been completed. The commission consisted of Admiral Lord Barham, John Fordyce, Esq., Admiral Sir Roger Curtis, Bart., Vice-Admiral Domett, and Ambrose Serle, Esq. They made fifteen distinct reports, the date of the first being 13th June 1805, of the last the 6th March 1808. All these except two were printed by order of the House of Commons, and were mostly carried into effect by Orders in Council. One of the two not printed is an inquiry into the state of the navy at different periods, and of naval timber; the other relates to the formation of a new dock-yard at Northfleet.

These reports led to the establishment, for the first time, in all dockyards, of one uniform system of management, by which it was hoped incalculable advantages would have been secured, in the preventing of frauds, in the saving of labour and materials, and consequently time and expense, and in securing better workmanship in the construction of ships; but the system was cumbrous and expensive, and has given way to other more judicious management.

The management of the dockyards, and of all the civil affairs of the navy, was formerly intrusted to certain commissioners, of whom the comptroller of the navy, three surveyors, and seven other commissioners formed a board at Somerset House, for the general direction and superintendence of the civil concerns of the navy, subject to the control of the Admiralty. At most of the yards, both home and foreign, was a commissioner of the navy, who was nearly always a naval officer of the rank of captain. The foreign yards over which a commissioner presided were Bermuda, Cape of Good Hope, Gibraltar, Halifax, Jamaica, Malta, Quebec, Kingston (Canada), and Trincomalee. These, with the five belonging to the home yards, Woolwich (including Deptford), Chatham, Sheerness, Portsmouth, and Plymouth, made the whole number of commissioners of the navy amount to twenty-four.

In 1832 Sir James Graham, then first lord of the Admiralty, substituted for these commissioners five departmental officers, who were called "principal" officers of the navy. These were the surveyor of the navy, the accountant-general, the storekeeper-general, the comptroller of victualling and transports, the director general of the medical department (see ADMIRALTY). To these were subsequently added a director of works and a director of transports. In 1869 this arrangement was modified. The post of storekeeper-general was abolished, and the duties discharged by him were incorporated with the department of the comptroller of the navy, who had a few years before superseded the more limited surveyor of the navy; the office of comptroller of victualling was also modified, and the work of his department was incorporated with that of the Admiralty generally, under the control of the sea lord. The business of purchase and sale for each of the five departments was at the same time concentrated in one purchase department under a director of navy contracts.

Victualling establishments.—At each of the dockyards at Deptford, Portsmouth, and Plymouth are victualling establishments for supplying the fleet with provisions and water; and also at Cork, Cape of Good Hope, Gibraltar, Malta, Jamaica, Halifax, Trincomalee, Rio de Janeiro, Barbados, Sierra Leone, Hong Kong, Valparaiso, and Bermuda. The victualling board at Somerset House consisted formerly of a chairman and deputy chairman, and five other commissioners, two secretaries, a registrar of securities, and 136 clerks.

The transport board having been dissolved at the end of the great French war, its twofold duties were divided between the navy and victualling boards; those which concerned the hiring of transports devolved on the commissioners of the

navy, and those which related to the sick and hurt department, on the commissioners of the victualling board, on whom also devolved the direction and superintendence of all the naval hospitals at home and abroad. These have also merged in the Admiralty, where there is a transport department under the supervision of a director of transports,—a naval officer, first appointed after the Crimean war.

Officers of the dockyard.—The principal officers of an established dockyard, prior to 1833, were—1, the commissioner; 2, the master attendant; 3, the master shipwright; 4, the clerk of the check; 5, the storekeeper; 6, the clerk of the survey; to which were added the subordinate officers of timber-master, and the master measurer. By the regulations in 1833, the commissioner was superseded by a superintendent, the offices of clerk of the check, clerk of the survey, and master measurer were abolished, and a store-receiver was substituted for the timber-master. Many subordinate offices were abolished, and the whole system of working the men and keeping the accounts was simplified and amended. Some idea may be formed of the diminution of the expense by the simple fact that, while in the ordinary estimate of the navy for 1817 the establishment of officers in Portsmouth yard was £50,065, in 1833 it was only £19,803, and in 1853, £20,121. To this last, however, must be added the salaries of officers employed in the steam factory, which amounted to £2555. The principal officers in the factory are—1, the chief engineer and inspector of machinery; 2, his assistant; 3, assistant inspector of machinery; 4, foreman of the factory; 5, foreman of boilermakers; 6, pay-clerk and book-keeper.

At one time the men in the dockyards were employed almost wholly on job and task-work. Between 1850 and the present time they have been almost wholly on a day pay smaller than that given in the general trade, but having a title to a pension, contingently upon good service and good behaviour, attached to it. In 1869 Mr Childers cut down to a considerable extent the "establishment" system of dockyardmen, replaced the vacancies with hired men on higher pay, but without a title to pension, and with the usual liability to discharge at a week's notice when work is slack. The salary system, with its concomitant vested interests, was not found to be productive of quick and therefore of economical work. Mr Childers's alteration improved matters not a little, but job and task-work, besides being more in accordance with the usages of the day, is far more likely to interest and stimulate the men. One great advantage, however, of the salary system is the discouragement it gives to strikes. The conditions under which alone pensions are earned act as deterrents.

In ordinary years the number of workmen of all kinds required for the service of the dockyards is, in round numbers, 16,000.

Defence of the yards.—In the year 1847 the workmen of the several dockyards were enrolled into a corps for the defence of the yards; and certain numbers were trained to the use of the great gun exercise, so that each of the dockyard battalions had some artillery attached to them. In 1854 the corps fell into desuetude, and was finally swallowed up in the volunteer movement.

FOREIGN DOCKYARDS.—The dockyards of the principal foreign states at the present time (1877) are as follows:—
Austria..... Pola and Trieste.
Denmark..... Copenhagen.
France..... Cherbourg, Brest, L'Orient, Rochefort, Toulon.
Germany..... Kiel, Danzig, Wilhelmshafen.
Italy..... Spezia, Naples, Castellamare.
Russia..... Cronstadt, St Petersburg, Sevastopol, Nicholaieff.
Spain..... Cartagena, Cadiz.
United States... Portsmouth, Charlestown, Brooklyn, Philadelphia, Washington, Norfolk, Pensacola, Mare Island (Pacific).

Table with multiple columns: DOCKYARD, LENGTH (ft. in., ft. in.), BREADTH (ft. in., ft. in.), DEPTH ON SILL (ft. in., ft. in., ft. in., ft. in.), Depth of Dock Floor below Sill (ft. in.), Caisson or Gates, and REMARKS. Rows include CHATHAM, PORTSMOUTH, SHEERNESS, DEVONPORT, KEYHAM, PEMBROKE, HAULBOWLINE, WOOLWICH, MALTA, and BERMUDA.

DOCTOR, denoting etymologically a teacher, is the title conferred by the highest university degree. Originally there were only two steps in graduation, those of bachelor and master, and the title doctor was given to certain masters as an alternative or as a merely honorary appellation. It is in this sense that the word is to be understood in the phrase Doctor Angelicus applied to Aquinas, and in many other familiar instances of a similar kind. The process by which the doctorate became established as a third degree, distinct from and superior to that of master, cannot be very clearly traced.

While maintaining the re-established dynasty their efforts were mainly directed towards moulding the constitution into a shape resembling as nearly as possible that of England. The leaders of the doctrinaires were Royer-Collard, the Duc de Broglie, and Guizot. After the revolution of 1830 several of them came into power and proved strong supporters of constitutional monarchy on the model that has existed in England since the reign of William.

The name doctrinaires fell entirely out of use after 1848, but the principles of the party have faithfully represented since that date by the Orleanists. See FRANCE. DODD, DR WILLIAM (1729-1777), an unfortunate English divine, eldest son of the Rev. William Dodd, many years vicar of Bourne, in Lincolnshire was born there in May 1729. He was sent, at the age of sixteen, to the university of Cambridge, where he was admitted a sizar of Clare Hall in 1745.

He took the degree of B.A. in 1750, being in the list of wranglers. On leaving the university, he married a young woman of the name of Perkins, the daughter of a verger. She had a more than questionable reputation, and her extravagant habits contributed in no small degree to her husband's disgrace and ruin. In 1751 he was ordained deacon, and in 1753 priest, and he soon became a popular and celebrated preacher. His first preferment was the lectureship of West-Ham and Bow. In 1754 he was also chosen lecturer of St Olave's, Hart Street; and in 1757 he took the degree of M.A. at Cambridge.

DOCTORS' COMMONS was a society of ecclesiastical lawyers in London, forming a distinct profession for the practice of the civil and canon laws. Some members of the profession purchased in 1567 a site near St Paul's, on which at their own expense they erected houses for the residence of the judges and advocates, and proper buildings for holding the ecclesiastical and admiralty courts. In the year 1768 a royal charter was obtained by virtue of which the then members of the society and their successors were incorporated under the name and title of 'The College of Doctors of Law exercent in the Ecclesiastical and Admiralty Courts.'

On the living of St George's, Hanover Square, becoming vacant, he wrote an anonymous letter to the wife of the lord chancellor offering three thousand guineas if, by her assistance, he was promoted to the benefice. This letter having been traced to him, a complaint was immediately made to the king, and he was dismissed with disgrace from his office of chaplain. After residing for some time at Geneva and Paris, he returned to England in 1776. He still continued to exercise his clerical functions, but his extravagant mode of life soon involved him in difficulties. To meet the demands of his creditors he forged a bond on his former pupil Lord Chesterfield for £4200, and actually received the money. But he was detected, committed to prison, tried at the Old Bailey, found guilty, and sentenced to death; and, in spite of numerous applications for mercy, he was executed at Tyburn on the 27th June 1777.

DOCTRINAIRES, the name applied by its opponents to a small but very influential political party in France which made itself prominent after the restoration of the Bourbons in 1815. The doctrine or fundamental principle on which its action was based was that the sole justification of any form of government was the manner in which it exercised its power. Rejecting the claim of divine right, whether urged for monarchy or for republicanism, the doctrinaires were opposed alike to the ultra-royalists and to the revolutionists. In the chamber they occupied the left centre, and thus marked themselves out from the centre or ministerialist and the left or opposition party.

DR DODDER (Frisian *dodd*, a bunch; Dutch *dot*, ravelled thread), the popular name of the annual leafless twining