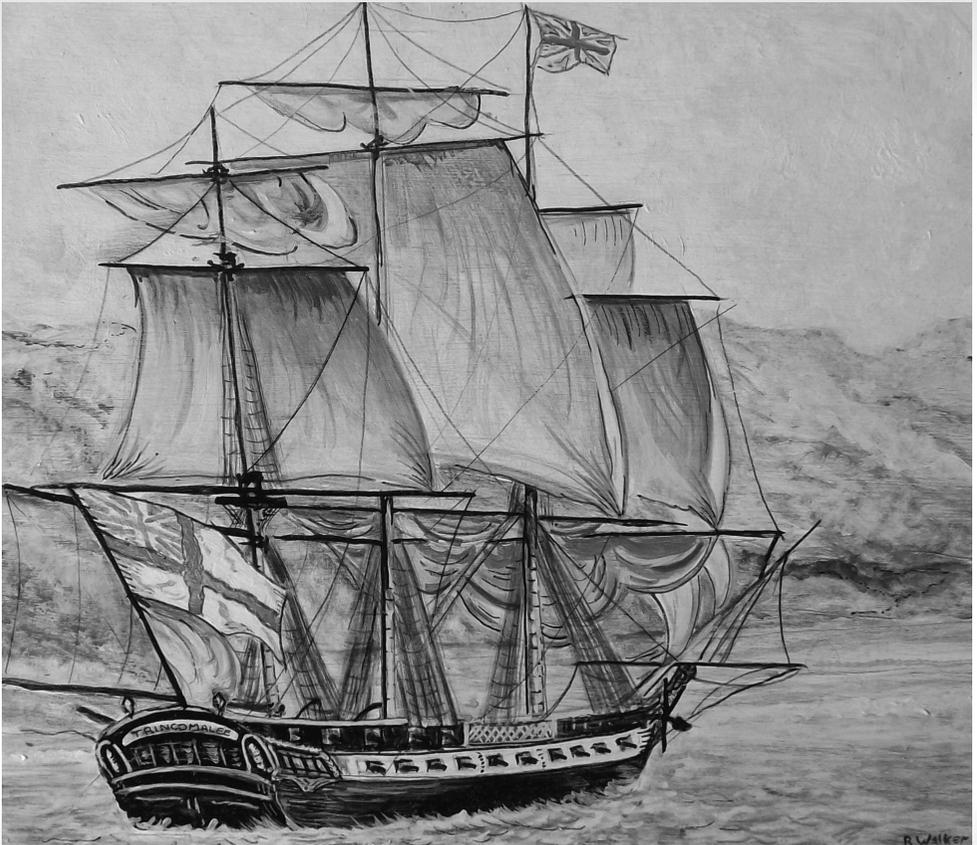


Quarterdeck

FRIENDS OF HMS TRINCOMALEE

SUMMER 2016



The Life of Sir Philip Broke

TS Foudroyant at the Movies

Mess Deck Crossword / Wordsearch / Future events

Annual General Meeting

Notice is hereby given of our:

Annual General Meeting 2016
Wednesday 14th September at 7.30pm
Hart Village Hall, Hartlepool, TS27 3AW

AGENDA:

1. Welcome and apologies for absence
2. Minutes of the last Annual General Meeting held on 23rd September 2015
3. Chairman's report
4. Honorary Treasurer's report and accounts for the 12 month period ending 31st March 2016
5. Election of Trustees
6. Appointment of Honorary Auditor
7. Any other business (Notified to the Secretary prior to the meeting)

Members interested in joining the Committee are warmly encouraged to make themselves known to the Secretary of the 'Friends'.

All candidates for election need at least one nominee from the present Committee. The closing time for all nominations to be submitted to the Secretary is 2nd September 2016.

Ian Purdy Hon. Secretary

Any correspondence concerning the Friends Association should be sent to:

The Secretary, Ian Purdy

39 The Poplars, Wolviston, Billingham TS22 5LY

Tel: 01740 644381 E-mail: secretary@friendsofhmstrincomalee.org.uk

Correspondence and contributions for the magazine to:

The Editor, Hugh Turner

Chevin House, 30 Kingfisher Close, Bishop Cuthbert, Hartlepool TS26 0GA

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Membership matters directed to:

The Membership Secretary, Martin Barker

The Friends of HMS Trincomalee

Jackson Dock, Maritime Avenue, Hartlepool TS24 0XZ

E-Mail: membership@friendsofhmstrincomalee.org.uk

Editorial

At the time of writing this editorial, our negotiations with the National Museum of the Royal Navy are still in progress.

I am delighted to report that our present membership fees do not require any adjustment and they will remain the same until 31st August 2017. Members are able to visit the Historic Quay at Hartlepool, and our ship, in the usual way on presentation of their membership cards.

With the changes in the management of the Historic Quay and our ship having only occurred at the beginning of June, there is a period of transition at present. Due to this the remaining three meetings of the Friends this year will be held at Hart Village Hall, the full address being:

Hart Village Hall
Front Street
Hart Village
Hartlepool
TS27 3AW

This is a fully accessible venue.

Hopefully we will be in a position to return to the Historic Quay for our evening meetings in the New Year.

In this issue of our magazine, Keith Atkinson has provided an informative article for us relating in part to our Patron, Lord De Saumarez, who is paying an informal visit to Hartlepool this Summer accompanied by his wife.

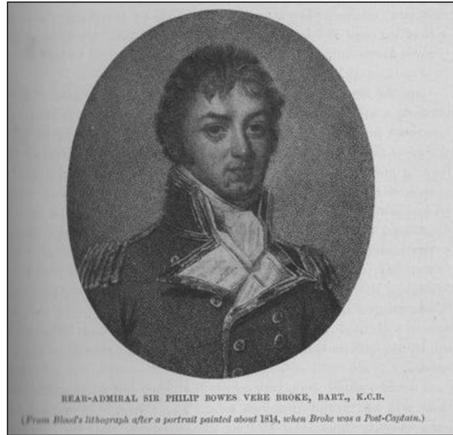
During the last hundred years of our ship's history it has been useful as a setting for movies. The earliest I am aware of is from 1927 as detailed within.

Should the now annual cryptic crossword be over challenging, there is a word search included in this issue. The cover picture is of our ship, being an oil painting I was presented with by R Walker in 2012.

Finally should any members be interested in standing for election as a Trustee for the Friends of HMS Trincomalee, they are warmly encouraged to make contact with our Secretary, or any existing committee member. The closing date for nominations is 2nd September 2016.

Hugh Turner (*Editor*)

The life and family of Admiral Sir Philip Broke, Bt.



This article will show the link across time between HMS Trincomalee, Sir Philip Broke of the *Shannon*, Lord De Saumarez and *Trincomalee's* Midshipman (Sir) Lambton Loraine.

Philip Broke's Early Life

Philip Broke was born on the 9th September 1776, at Broke Hall, in the village of Nacton, Ipswich, which stands alongside the river Orwell. The son of Philip and Elizabeth Bowes Broke, the family itself has a distinguished pedigree. Philip Broke could count amongst his ancestors a Chief Baron of the Exchequer and a naval Captain, Packington Broke, killed at the battle of Solebay in 1665.

As a small boy Philip Broke would frequently walk along the banks of the Orwell contemplating the fishing boats and other passing vessels. When not watching ships it would appear that he was somewhat of an amateur shipwright and could often be found cutting out ships from pieces of paper or wood.

At the age of 12, Philip, an enthusiastic, red-headed young man managed to persuade his father, much against his wishes, to enrol him at the Naval Academy at Portsmouth. For the next three years he was able to study the art of seamanship and the theory and science of naval gunnery, something which would stand him in good stead in his later life.

First Steps

In 1792, at the conclusion of his studies, he was appointed Midshipman in the sloop *Bulldog* (Captain George Hope). Philip's studious nature won him many friends and his first captain would become a useful patron. For a young midshipman arguably there is no better berth than in a small, active ship. The letters that young Broke writes home are full of tales of pursuit, cutting out expeditions and prize taking.



Broke Hall
Nacton

In 1795 Broke is commissioned as third Lieutenant of the frigate *Southampton* and sent to serve with Nelson in the Mediterranean. He is present at the battle of Cape St Vincent on 14th February 1797 and continues to serve in the Mediterranean, returning home after five years to a hero's welcome.

1798 is a bleak year for Great Britain. It is a year of great unrest in Ireland. Philip's next appointment is to the frigate *Amelia*, part of the channel fleet under command of Alexander Hood, Lord Bridport. In May, Irish rebellion erupted and word came that France was planning an expedition to assist the rebels. This would sail from Brest. *Amelia* was despatched to watch Brest and report on French movements. Finally, In October, the French sailed for Ireland. On October 11th, they were sighted by the British and a general chase began. An action commenced between the two fleets on the 12th, with the British ultimately victorious.

Invasion plans were thus thwarted. *Amelia* was placed in charge of the captured French vessels, but shortly afterwards she was sent to Greenock for supplies and then Portsmouth. Philip Broke would stay with *Amelia* for around 2 years.

Independent commands then followed in the brig *Falcon* and the sloop *Shark* (the latter under Admiral Duncan in the North Sea). *Shark* was a poor ship and mainly employed in escort duty for Britain's Baltic trade.

Post Captain

A strong feature of Georgian era politics was patronage and Broke certainly benefited from it. His father, a staunch Tory, had been actively lobbying and at the age of 25 his son was made Post Captain. If he could avoid an early demise he was now guaranteed, in time, to reach flag rank.

It is now 1801 and Philip is on leave. He begins a relationship with Sarah Louisa, second daughter of Sir William Middleton of Shrubland Park, not far from Ipswich. They marry in November 1802. The marriage would last 39 years. It was clearly a success. Philip's journals often refer to "Loo" and he always wore a small blue case suspended around his neck which contained a lock of her hair.

Unfortunately at this time his naval career hit the buffers. For four years he would be unemployed on half pay, until in 1805 after a further period of lobbying he is given a command of a worn, badly undermanned 32 gun frigate, *Druid*.

Although Philip is happy to be back at sea, service in *Druid* was probably tedious. It is 1806 and Britain is at a low ebb, both Nelson and Prime Minister Pitt are dead. Britain's enemies have largely been swept from the seas by a combination of battle victories and blockade. *Druid* patrols relentlessly, becoming more worn with little to show for it.

Broke uses the time effectively though, honing his men's gunnery skills. He considers, as do British fighting instructions for the time, that a shot fired above men standing on an enemy deck is a waste and that the sole purpose of gunnery was to kill or incapacitate opposing manpower. Aiming at rigging was not the Royal Navy way.

Shannon

Finally, welcome news arrives, he is to take command of *HMS Shannon*, a new fast sailing frigate of the Leda class of which HMS Trincomalee is a surviving example. This is undoubtedly a step up. The *Shannon* is described by writers at the time as "a very fine frigate of 38 guns". A former messmate wrote to Broke:

"We hear your new ship is a very fine craft; and I hope you will enjoy better health than in the damp old Druid"

The entry for Shannon gives dimensions, complement and armament as follows:

- **Dimensions and tons:** 150' 1½", 125" 2 7/8 x 39'9" x 13'9" 1052 55/94
- **Men:** 284
- **Guns:** Upper Deck 28 x 18lb, Quarterdeck 8x9lb and 6x 32lb carronades, Forecastle 2x 9lb and 2 x 32lb carronades.
- **Built:** Brindley, Frindsbury
- **Ordered 1802, Keel laid down August 1804, launched 5th May 1806, hulked 1831**

On appointment to *Shannon*, Broke immediately put his scientific approach to work. His crew, pitifully thin of trained seamen, was brought up to standard and once again gunnery arrangements were fine tuned. Backsights were fitted to guns and constantly adjusted and degrees of elevation painted on barrels of carronades to assist with accuracy. Chocks were fitted to carronade slides. Lines of bearing were cut into deck planking. All measures that would hopefully give *Shannon* the slightest of advantages in any action to follow.

Shannon's initial service under Broke was in the Channel on blockade duty. She was present at an attack in Boulogne and thereafter was sent to Greenland to protect British whaling interests, returning home in 1807.

Next, *Shannon* was dispatched as part of a squadron sent to take the island of Madeira, the Portuguese Government having declared war against Great Britain at that time. On Christmas Eve, the squadron sailed into Funchal Roads, anchored close to the walls of the town and intimidated the Portuguese governor into a surrender.

Shannon then undertook a short cruise in the Bay of Biscay under Lord Gardner, during which she took a number a prizes and followed that with a long period of service in home waters under Admiral Lord Gambier on blockade duty.

It is now 1811, relations between the United States and Great Britain are at breaking point. The events which would eventually lead to the war of 1812 had already begun.

In July of this year, *Shannon* was ordered to Portsmouth in order to complete for Foreign Service and by the end of September she was at Halifax, Nova Scotia under Vice Admiral Sawyer. This period of Broke's life seems to have been very socially active. His journals for most evenings being littered with various dinners and shooting parties with one group or another.

Chesapeake

For all of this jollity, we are now unavoidably in the build up to the single ship action which will mark the high point of Broke's career, six months after the loss of the *Java* (*Which had the original plans for HMS Trincomalee on board*). In Boston harbour lies the *USS Chesapeake*, commanded by her newly appointed Captain, James Lawrence. Meanwhile, a short distance out to sea, *HMS Shannon* waits patiently. Waiting. Waiting for revenge, for James Lawrence had played a small role the downfall of *HMS Java*- he had been in command of the *USS Hornet* during that previous engagement.

A challenge is issued by Broke to Lawrence inviting him to try his luck against the *Shannon*, ending

“Favour me with a speedy reply. We are short of provisions and water, and cannot stay long here.”

The challenge was never received. It would not have mattered as Lawrence had already decided to come out and fight. He was supremely confident in his ship and crew given recent American victories against the British and was freshly provisioned. *Shannon*, by comparison, had been at sea almost two months and was beginning to suffer.

Philip Broke, as we've already discovered though was a perfectionist who left little to chance.

The morning of Tuesday June 1st 1813, according to the Reverend Brighton:

“Broke over the shores and islands of the Bay of Boston in unclouded summer loveliness”

At eight bells of the morning watch (8am) *Shannon* beat to quarters. Her Captain climbed to the maintop. He was to stay there for three and a half hours, yet the *Chesapeake* did not show. Deeply disappointed, Broke climbed down and the men went to dinner. The suspense was not to last. About an hour after noon, the *Chesapeake* came out.

On noticing the somewhat showy appearance of their adversary, a seaman on board *Shannon* eyed the somewhat worn, rusty ensign flying on his own ship and enquired of Broke:

“Mayn’t we have three ensigns sir, like she has?”

“No”, replied Broke “We’ve always been an unassuming ship.”

All now went quietly to their allotted stations for action. The *Chesapeake* rapidly bore down on her foe and when almost at pistol shot, rounded-to on *Shannon*’s starboard quarter.

The ensuing battle was short but fierce. The two ships opened fire on each other for the first time just before 6pm with *Shannon* quickly inflicting great damage on The American forward gun crews. *Chesapeake*’s crew were not to be put off however, and quickly returned fire from both long guns and carronades. Most of this was ineffective but the carronade fire did batter *Shannon*’s rigging. Unfortunately for *Chesapeake*, she was travelling faster than *Shannon* and Captain Lawrence soon realised that he would have to luff up (a small turn which would slow the ship). As he did this British shots poured into *Chesapeake*’s quarterdeck, killing her helmsman and destroying the ships wheel. Further shots carried away most of the fore-topsail.

In response, American carronade fire struck *Shannon*’s forecastle, killing three men, wounding others and destroying the ship’s bell.

As a result of her damage, *Chesapeake* rapidly lost much of her manoeuvrability. She drifted backwards and became entangled with the *Shannon* and she was unable to bring many of her remaining guns to bear. Her stern was very exposed and was subjected to accurate raking fire. With many of *Chesapeake*’s guns now disabled, Captain Broke gave the order to board. Captain Lawrence did likewise, but his bugler did not relay the order and only those men close to him actually heard it. By the time his third lieutenant had arrived with men to form a boarding party, Lawrence had been injured by a musket ball and had to be carried below, shouting the now famous words:

“Tell the men to fire faster! Don't give up the ship!”

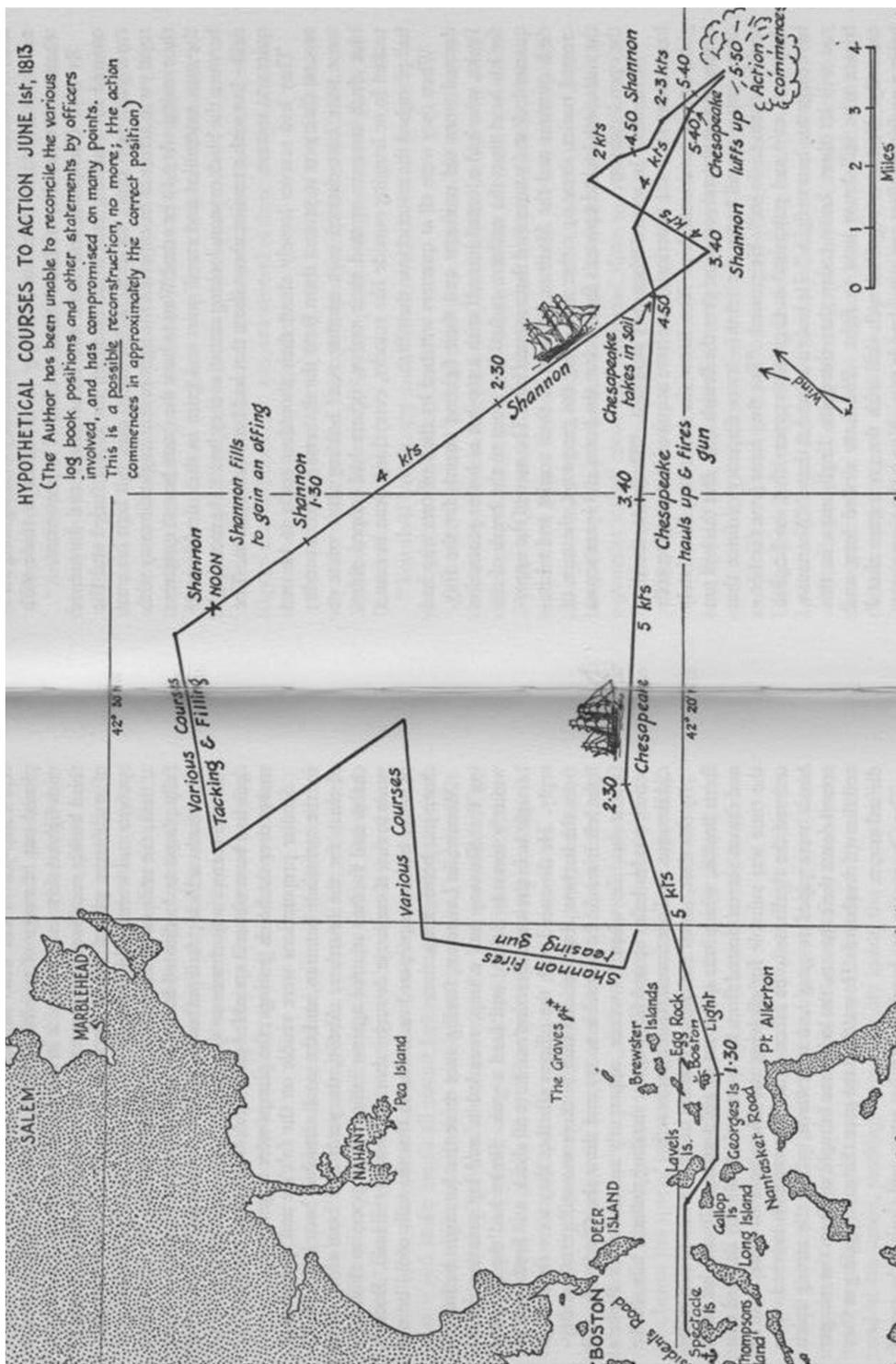
On *Shannon*, things were more organised. The first boarders crossed to *Chesapeake* led by Broke. These included *Shannon*’s clerk and purser, who were unfortunately both killed in the act.

When the group arrived on *Chesapeake*’s quarterdeck, they found no American officers there to oppose them. The main deck likewise was almost deserted. All the while, a furious exchange was taking place between the opposing sharpshooters located in the fighting tops of both ships, with the British swiftly gaining the upper hand.

Soon however the Americans managed to organise a counter-attack. By this time though, it was too late- the British had managed to get significant numbers of men across and onto the deck of the *Chesapeake* and this numerical superiority soon told. The counter-attack was swiftly defeated and overall American resistance began to fall apart. However there was to be one final twist.

HYPOTHETICAL COURSES TO ACTION JUNE 1st, 1813

(The Author has been unable to reconcile the various log book positions and other statements by officers involved, and has compromised on many points. This is a possible reconstruction, no more; the action commences in approximately the correct position.)



With the British firmly in the ascendancy, the wind suddenly blew the two ships apart, leaving Broke and approximately 50 men momentarily stranded. Broke led a charge against a number of Americans who had managed to rally on *Chesapeake's* forecastle, but three American sailors, probably from the rigging, descended and attacked him. Taken by surprise, he killed the first, but the second hit him with a musket which stunned him and he was seriously wounded by a sabre cut to the skull by a third.

Others came to his rescue, and he propped himself up against a gun on the forecastle, allowing his wound to be dressed by a fellow boarder. Meanwhile, *Shannon's* first Lieutenant attempted to hoist the British colours over *Chesapeake's*, but this was misinterpreted aboard *Shannon*, and he was hit in the forehead by grapeshot and killed as he did so.

Chesapeake was now firmly in British hands. Soon after the ship had been secured, Captain Broke fainted from loss of blood and was rowed back to *Shannon* to be attended to by the ship's surgeon.

In all, the battle and boarding had lasted just over ten minutes. Over 20 men from *Shannon's* crew were killed, with about 60 wounded, a handful of which later died. Most of these casualties were caused by grape shot.

Chesapeake had about 48 killed, including four lieutenants, the master and many other officers with 99 wounded. Captain Lawrence himself would not survive. His body was carried to Halifax and a funeral there was held on 8th June 1813. The body was subsequently exhumed and interred in New York.

Philip Broke's own journal entries following the battle are, possibly due to the nature of his injuries, quite succinct:

"June 1st. Off Boston. Moderate

"N. W. W(rote) Lawrence

"P.M. Took Chesapeake"

It would take Broke, unsurprisingly, quite some time to recover from his injury. His letters to his wife while recovering at Halifax indicate that he was keen to try to play down the serious nature of that injury. On June 11th 1813 he writes to his wife:

"I am happy to tell you that we have at last gained a glorious victory....I am fast recovering of my wounds and trust shall be quite well in another week I was wounded in the head, which also deprived me of the use of right hand.... But I mend well. The papers will tell you particulars"

A steady series of optimistic letters then follows, but June and July quickly pass. By August it seems he is aware things will not carry on as before and is starting to write of the future:

“I have just had the pleasure of receiving your letter, It came by Majestic..... Some good prizes have arrived here lately, which makes our folks anxious to get to sea again. Oliver has been very lucky. He has made more already than I have since I left England. But our last capture was more valuable to me than all the wealth in this world, it enables me to retire happily and without reproach. I shall, perhaps just muster cash enough to make Nacton habitable and sit down on the same establishment as before, neither richer nor poorer for all my wanderings”

Broke finally returned home in October 1813.

The Aftermath

News of Broke’s victory was brought home by the brig *Nova Scotia* on 7th July 1813, and announced around the same time as Lord Wellington’s victory at Vittoria. There was much celebration. The announcement was timely- the British Government had been under some pressure in Parliament over previous American victories at sea. Lord Wellington himself, at an anniversary dinner for the battle of Salamanca in fact proposed a toast to “Captain Broke and the Shannon”.

On September 25th, Philip Broke was created a Baronet of the United Kingdom and on January 3rd 1815 he became a Knight Commander of the Bath (KCB). His coat of arms were to be “Issuant from a naval crown, a dexter arm embowed, encircled by a wreath of laurel, the hand grasping a trident erect” with the motto “Saevumque tridentem servamus”



The honours bestowed did not stop there, however. The underwriters of Nova Scotia presented to him an address and a piece of plate worth 100 guineas. The Court of Common Council of London voted Captain Broke their thanks, the freedom of the city and a sword of value 100 guineas. The Corporation of Ipswich unanimously voted their thanks. The gentry of Suffolk subscribed £730 which was expended in the purchase of silver plate and the members of the “Free and Easy Club”, Ipswich voted a 100 guinea silver cup. Congratulatory letters also flooded in from all quarters.

Much of 1814 was spent by Sir Philip in London. While in Suffolk Broke spent his time between Shrubland Park and Broke Hall. In 1815 he settled at Broke Hall. Much of his time seems to have been spent planting trees, an orchard and farming livestock. He went regularly to church and occasionally to court.

Sir Philip Broke would not hold an active naval command again but reminders of that eventful day in 1813 would never be far away. His advice on naval tactics and gunnery techniques would continue to be sought by those at the highest level in the Admiralty and elsewhere.

With the passage of time his health declined, mostly traceable to his injury. He suffered from frequent headaches, reduced mobility on his right side, heart, nerve and stomach complaints. These lead him to frequent communication with doctors, including the eminent physician Sir Astley Cooper. Cooper’s recommendation was that Broke would recover and remain in reasonable health if he did not over exert himself, eat moderately well with plenty of fruit, avoid red meat and too much alcohol and ride often. Significant improvement in his condition was not to be expected however.

In 1830 Sir Philip Broke became a Rear Admiral. He would live on in quiet retirement for a further ten years, until in late autumn 1840, his health failing, he set off to London to undergo a major operation which he hoped would restore him. It was not to be. Admiral Sir Philip Broke died in London on the 6th January 1841.

Family

Admiral Sir Phillip Broke and his wife Louisa had eleven children. Two sons followed him into the navy.

The eldest, Philip, entered into the service following a period of study at the Royal Naval College, Portsmouth. His first appointment came as a midshipman to the fifty gun *Liffey*, then commanded by Captain Henry Duncan. Appointments to the 42 gun *Iphigenia* (Captain Hyde Parker) and 48 gun *Cambrian* (Captain Hamilton) followed.

He was commissioned Lieutenant on 16th August 1824 into the 46 gun *Aurora* under John Maxwell off Lisbon, then in October 1826 to the 74 gun three decker *Genoa* (Commodore Walter Bathurst) As a 2nd Lieutenant he was present at the battle of Navarino on 20th October 1827.

After Navarino he was appointed to the *Asia*, flagship of Sir Edward Coddington. He became a Commander in June 1828 and was Captain of the *Erebus* bomb ship on the Mediterranean station until she was paid off in 1830. He was advanced to Post rank in September 1835. He also served as High Sheriff for the county of Suffolk and succeeded to the Baronetcy. He died in 1855.

The second son, George Nathaniel entered the navy in August 1825 and passed for Lieutenant in 1831. He was commissioned on 29th June 1833 and appointed in December of that year to the *Belvidera* (Captain Charles Burrough Strong) on the North America and West Indies station. On 21st October 1837 (Trafalgar Day!) he was appointed first Lieutenant to the 16 gun brig *Wasp*, (Dudley Worsley Anderson Pelham and George Pelham). Under George Pelham, he saw service during the Syria campaign. He became a Commander in November 1840 and commissioned the *Thunderbolt* for service on the Cape of Good Hope station in November 1842. He was made Post in December 1845. During the Russian war he was Captain of *Gladiator* in the Black Sea and by 1858 he was back in the Mediterranean in *Centurion*.

His final service was in *Hero* at Sheerness, after which he was invalided out of the service. In 1860, on inheriting the estate of his cousin, he changed his name to Sir George Broke Middleton. The estate included Shrubland Hall near Ipswich. 1863 he advanced by seniority to Rear Admiral (retired) in 1870 to Vice Admiral (retired) and in 1877 Admiral (retired). He died in 1887.

Philip Broke's youngest son, Charles Acton Vere Broke, unlike his brothers, chose the army. He served as a Royal Engineer and served in Malta. He married Anna Maria Hamilton of Sundrum, Ayrshire and two of their children, sisters, Jane Anne and Frederica Mary Horatia are important to our narrative. Charles Acton Vere Broke died in 1855 and is buried in Alloway old Kirkyard.

On the death of Admiral Sir George Broke Middleton, Shrubland Hall passed to his niece Jane Anne.

Jane Anne later married the 4th Baron De Saumarez and by marriage, Shrubland Hall passed to the family of Baron De Saumarez. The 4th Baron De Saumarez was the great grandfather of our Patron, the present, 7th Baron De Saumarez. Lord De Saumarez spent much of his early life at Shrubland Hall. Members of the Saumarez family served on *Trincomalee* (See spring 2015 edition of *Quarterdeck*).

There is one other connection to HMS *Trincomalee*. Jane Anne Vere Broke had a sister, Frederica Mary Horatia Vere-Broke who would go on to marry Sir Lambton Loraine, the 11th Baronet of Kirkharle in Northumberland and at one time *Trincomalee's* young Midshipman.

In order to attempt to show the connections between the three famous families, a somewhat abridged family tree is included with this article. It is not complete, but contains key people, including our new patron.

Bibliography & Credits:

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ADM 196/5 Service Record of Admiral George Nathaniel Broke Middleton

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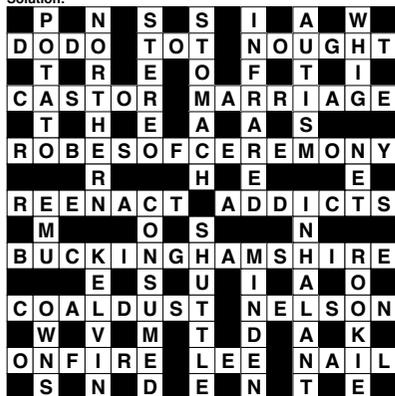
“Pedigree and Memoirs of the family of Loraine of Kirkharle” (1902)

“The Naval Chronicle Volume 31” (1814)

Keith Atkinson

Mess Deck Spring Crossword Solution

Solution:



Spring 2016

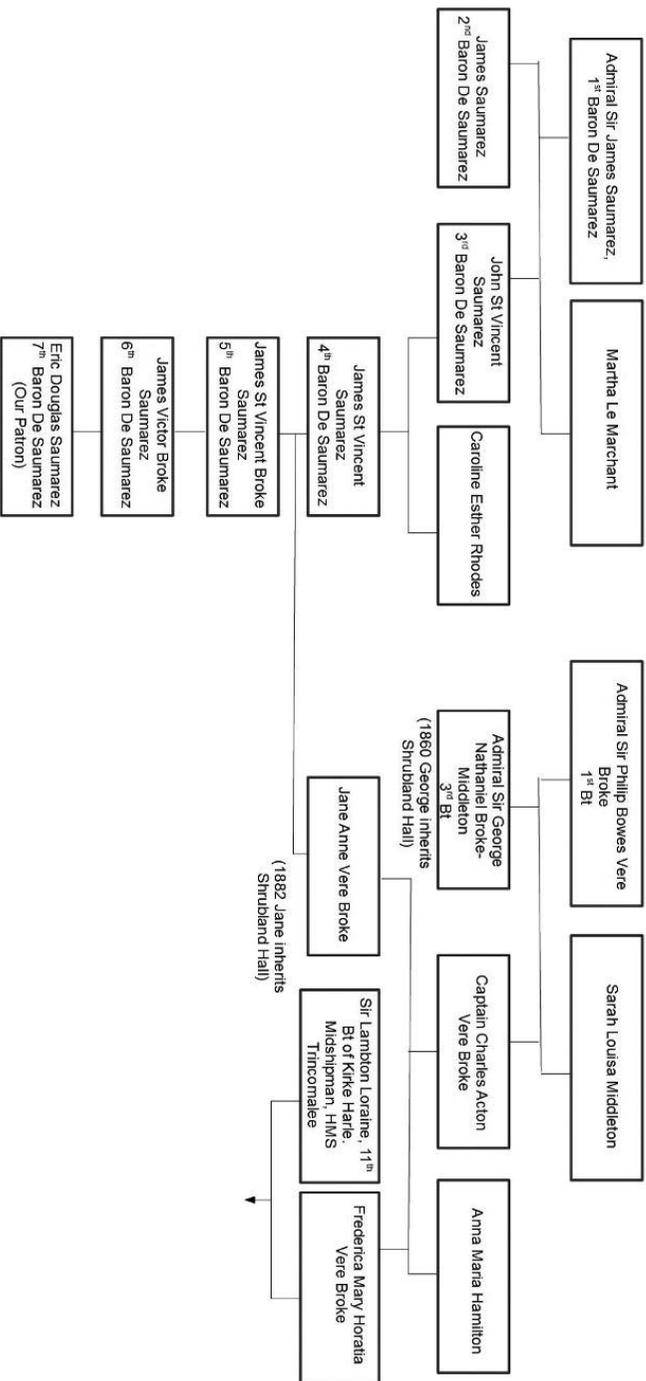
ACROSS

- 8 Extinct bird (4)
- 9 Rum measure (3)
- 10 Nothing (6)
- 11 North Shields Naval base (6)
- 12 Under such a treaty Bombay became a British possession (8)
- 13 Worn by Bombay shipbuilders on special occasions (5,2,8)
- 15 Role play (2-5)
- 18 Slaves to habit (7)
- 21 Floated out of Bombay docks in 1816 (15)
- 25 The Durham lived in such an unhealthy atmosphere (4,4)
- 27 English Admiral (6)
- 28 Bombay dockyards were this in 2011 (2,4)
- 29 Downwind (3)
- 30 A silver one was used in dockyard ceremony (4)

DOWN

- 1 Brought to England by Raleigh (6)
- 2 Captain Gardner inspected this district's Naval reserve (8)
- 3 Music player (5)
- 4 Thomas Quinn was struck here by a steel shot (7)
- 5 Just outside our visible spectrum (5-3)
- 6 Loss of contact with reality (6)
- 7 Liberal (4)
- 14 May get you the butterflies (3)
- 16 Flightless bird (3)
- 17 Exhausted (8)
- 19 May help breathing problems (8)
- 20 Transport back and forth (7)
- 22 K (6)
- 23 First British ship of the line built outside of Britain (6)
- 24 Beginner (6)
- 26 Has (4)

Tree showing the connections between the families of Broke, Saumarez and Lorraine



At the Movies with the Foudroyant

Between the two World Wars, when our ship was called the Foudroyant, she made appearances in the movies as these newspaper reports reveal:

Saturday 24 December 1927 The Bury Free Press

Great Holiday Attraction at Bury Playhouse.

A beautiful and thrilling film version of Nelson, our nation's hero, is to be the holiday attraction at the Playhouse, Bury St. Edmund's, on Monday, Tuesday and Wednesday next, with matinee on each day. Only a British company could have produced a life of "Nelson" with such dignity and accuracy as is seen in this new production, released by New Era.

The film has been approved by the Admiralty, and by Admiralty permission, too, many of the most thrilling scenes were actually filmed on board such famous ships as the "Victory," the "Foudroyant," and "Implacable." An expert on naval period uniforms worked throughout the production of the film in close touch with the director, so that every detail should be correct.

The picture opens with the birth of Nelson, gives a glimpse of his school days, his marriage, and then sweeps on with him from victory to victory, until after having touched delicately on his romance with Lady Hamilton, finishes with his death at Trafalgar.



The photographs reflect that the film dates to 1927!

Cedric Hardwicke brings Nelson to life on the screen with great skill and understanding. Here, before the audience is Nelson himself, living again through his victories, his disappointments, his romance – and at the end of the film one realises that there is more drama and thrill in the life of our national hero than in any film story of the modern type.

Gertrude McCoy appears as Lady Hamilton, while Gladys Harvey and Johnny Butt are also in the cast, which is all-British. Frank Perfit gives a sympathetic rendering of the part of Captain Hardy.”



Monday 5 September 1938 Portsmouth Evening News

“SEA CADETS IN TRAINING-SHIP

“Action at Sea”

PORTSMOUTH HARBOUR SCENES

Dressed like early Nineteenth Century seamen in battle on the high seas, and looking like pirates of old, a party of sea cadets on board the old frigate Foudroyant, in Portsmouth Harbour, yesterday, tried to fire two of the old guns which are left on the break of the poop.

These guns were made about 120 years ago, and to make it look as though they were in action again, smoke bombs were used and attempts were made to get a recoil.

At any rate, the cadets presented an action at sea in the old sailing days, and a record was made by cameramen, who took a film in conjunction with the Navy League which is to popularize the sea cadet movement and help the Implacable Fund.

In contrast with the historic scene, modern life on board a training ship was depicted – reveille, breakfast, Church parade, which was conducted by Col. Harold Wyllie, O.B.E., physical exercises, club swinging, climbing the rigging, and boat pulling and sailing. They also danced the hornpipe in the rig of Nelson's day.

Versed in Seamanship

The four officers and 56 cadets of the Kingston Steadfast Corps were fine film actors. They are well versed in seamanship, and because they hold a high place among Sea Cadet Corps they were chosen for the making of the League film. The operations were conducted by Cadet Lieut. W.J. Muddock, assisted by Mr. John Wyllie and the ship's staff.

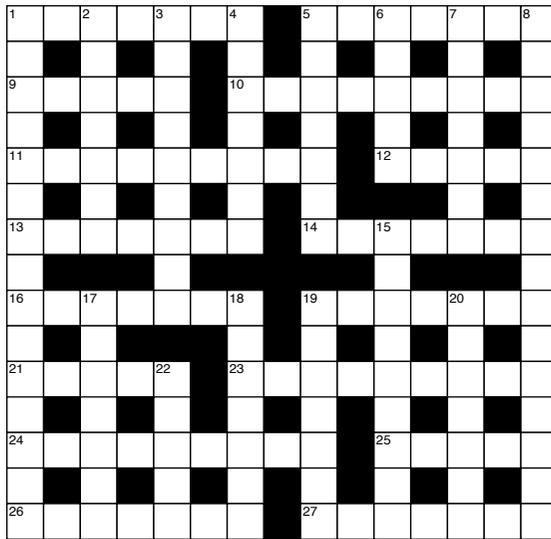
The shooting of the scene was watched by Commander E.L. Hill, R.N., of the Navy League, and in an interview with an Evening News representative he said that the League, of which Lord Lloyd is President, had 60 sea cadet units throughout the country. A great expansion had taken place during the last 12 months, and the result was that there were nearly 5,000 cadets in training. “

HMS Trincomalee Wordsearch

BOMBAY
 BRIDGES
 BUNT
 COBB
 FALMOUTH
 FOUAROYANT
 HARTLEPOOL
 HONOLULU
 HOUSTOUN
 LORAINÉ
 PARRY
 STHELENA
 TRINCOMALEE
 VICTORIA
 WARREN

G	R	O	J	N	C	C	O	B	B	D	H	M	S	S
X	T	V	U	I	B	N	B	L	B	A	D	N	K	L
T	Q	R	X	J	J	V	B	R	R	Q	A	E	H	O
T	N	X	I	E	V	Y	I	T	I	H	R	O	Y	R
R	A	A	U	N	R	F	L	S	Y	D	U	L	V	A
U	N	J	Y	S	C	E	P	U	U	S	G	C	G	I
L	E	W	P	O	P	O	F	T	T	E	Z	E	R	N
U	L	B	N	O	R	A	M	O	M	O	Y	N	S	E
L	E	Z	O	R	L	D	U	A	B	Z	P	E	J	T
O	H	L	F	M	T	N	U	O	L	A	C	R	T	M
N	T	S	O	S	L	F	M	O	R	E	L	R	N	Y
O	S	U	A	R	X	B	K	R	F	J	E	A	U	Y
H	T	U	X	Z	A	I	Y	O	D	S	G	W	B	Q
H	H	F	R	Y	T	Y	T	W	Z	Z	K	A	R	Q
O	D	E	O	S	A	I	R	O	T	C	I	V	B	R

Mess Deck Summer 2016 Cryptic Crossword



HDT

ACROSS

- 1 Ship: a cutter? (7)
- 5 Plight of Austen's book after opening backfires (7)
- 9 Change in her banker (5)
- 10 Maybe Neptune is safe in the main (9)
- 11 Total agreement with one about a minute back (9)
- 12 Wild Australian animal doing wrong (5)
- 13 Requiring engined construction (7)
- 14 It eases in the most simple way (7)
- 16 Used to preserve divine garden feature (7)
- 19 Storage chest found in casinos (7)
- 21 Leaving one wearing a medal (5)
- 23 They petition workers after shell surrounds one (9)
- 24 Fitting in retail or in global trading (9)
- 25 Forbidden to turn boat over (5)
- 26 Novel source of income for Kings and Queens (7)
- 27 Stage for a rum sort of play (7)

DOWN

- 1 One of the great all-rounders (15)
- 2 Faked old penniless copy (7)
- 3 Quietly staying in charge (9)
- 4 Iron to iron oxide (7)
- 5 Sail dye needed for medical intervention request (7)
- 6 One who made ship list (5)
- 7 Meet in a mess for a theatrical performance (7)
- 8 Some left at sea during gale - not choosy where they land (3,4,2,1,5)
- 15 Crew rescued from damaged steamship (9)
- 17 Sounding a lot to redo in oils before end of day (7)
- 18 Certify new remedy (7)
- 19 Attack the king's warhorse (7)
- 20 Drinks on the beach, a sailor's hazard (7)
- 22 Sound of fallout from having row late at night (5)

Solution next issue

THE FRIENDS OF HMS TRINCOMALEE

Events in Autumn 2016

14 September Annual General Meeting
Wednesday Details inside

Followed by:
A talk by Ian Bean, Projects Manager
of the Friends of Beamish Museum

26 October “War Eagle”
Wednesday Alan Jackson

23 November “Ship-Owners' Houses in Hartlepool – part two”
Wednesday Edward Bunting

Unless otherwise stated all events take place at Hart Village Hall
Hartlepool at 7.00pm – Talks starting at 7.30pm after refreshments

These events are free for Friends, with guests charged £3 each.

Friends receive free entry to HMS Trincomalee and Hartlepool's Maritime Experience for twelve months, can attend talks and presentations, receive the Quarterdeck magazine which is published three times a year and receive a discount on items in the Ship Shop.

An application form is on our website:

friendsofhmstrincomalee.org.uk