
QUARTERDECK

The Friends of HMS Trincomalee

Summer 2019



The Sea Biscuit

Titanic Memorial Cruise 2017 Reunion

The Hon. H.F. Deane

Lieutenant Oliver Handfield

Mansion House appeal of 1950

Cryptic Mess Deck Crossword

Forward Events

Notice is hereby given of our:

**Annual General Meeting 2019
Wednesday 25th September at 7.30pm
The Historic Quay, Hartlepool**

AGENDA:

1. Welcome and apologies for absence
2. Minutes of the last Annual General Meeting held on 26th September 2018
3. Chairman's report
4. Treasurer's report and accounts for the year ending 31st March 2019
5. Voting on an amendment to our Constitution

Presently:

4.5 The committee will meet where and when they feel appropriate but shall meet not less than four times a year. A quorum shall consist of five members of the committee entitled to vote.

RECOMMENDATION – Change to:

4.5 The committee will meet where, when and how they feel appropriate but shall meet not less than two times a year. A quorum shall consist of four members of the committee entitled to vote.

6. Election of Trustees
7. Appointment of Honorary Auditor
8. 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 be nominated by at least one member of the present Committee.

The closing date for all nominations to be submitted to the Secretary is Friday 13th September 2019.

Ruth Turner, Hon. Secretary

EDITORIAL

The articles in this issue once again reflect the long life of our ship. We start in 1815 with sea biscuits, look at some characters aboard the ship in her mid-Victorian age commissions, and there is a report of an appeal for funds held at the Mansion House, London, in 1950.

The last meeting of the Friends in Hartlepool was entitled “Flotsam and Jetsam”, and it consisted of an interesting miscellany of short presentations by different members of our society. I thank Bill Telford for letting me include his contribution, “The Titanic Cruise 2017 Reunion”, in our magazine.

Whilst researching for items to put in the Quarterdeck over the last eleven years, there have been many occasions when I have found scraps of information relating to the ship and people associated with her, but not enough for a substantial article. This issue continues the “Flotsam and Jetsam” theme with an airing of some of these findings. Perhaps others can provide us with further related information.

Finally, the Friends’ trustees are proposing to reduce the number of committee meetings in the year and to permit committee meetings to be held in other than face to face encounters around a table, making use of modern communications. The notice of our Annual General Meeting on the opposite page gives more details, and any Friend interested in joining the committee is encouraged to get in touch.

Hugh Turner

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The Sea Biscuit

(From Falconer's Dictionary of the Marine, 1815 edition.)



Mess Deck HMS Trincomalee

The sea biscuit is a sort of bread much dried, to make it keep for the use of the navy, and is good for a whole year after it is baked.

The process of biscuit-baking for the navy is simple and ingenious, and is nearly as follows. A large lump of dough, consisting merely of flour and water, is mixed up together, and placed exactly in the centre of a raised platform, where a man sits upon a machine, called a horse, and literally rides up and down throughout its whole circular direction, till the dough is sufficiently kneaded.

In this state it is handed over to a second workman, who, with a large knife, puts it in a proper state for the use of those bakers who more immediately attend the oven. They are five in number; and their different departments are well calculated for expedition and exactness.

The first man on the farthest side of a large table moulds the dough, till it has the appearance of muffins, and which he does two together, with each hand; and then delivers them over to the man on the other side of the table, who stamps them on both sides with a mark, and throws them on a smaller table, where

stands the third workman, whose business is merely to separate the different pieces into two, and place them under the hand of him who supplies the oven, whose work of throwing or chucking the biscuits on the peel must be performed with the greatest exactness and regularity. The fifth arranges them in the oven, and is so expert, that though the different biscuits are thrown to him at the rate of seventy in a minute, the peel is always disengaged in time to receive them separately.

So much critical exactness and neat activity occur in the exercise of this labour, that it is difficult to decide whether the palm of excellence is due to the moulder, the splitter, the chucker, or the depositor; all of them, like the wheels of a machine, seeming to be actuated by the same principle. The business is to deposit in the oven seventy biscuits in a minute; and this is accomplished with the regularity of a clock; the clack of the peel, during its motion in the oven, operating like the pendulum. The biscuits thus baked are kept in repositories, which receive warmth from being placed in drying lofts over the ovens, till they are sufficiently dry to be packed into bags, of an hundred weight each, and removed into store-houses for immediate use.

At Deptford the bake-house belonging to the victualling-office has twelve ovens; each of which bakes twenty shoots daily; the quantity of flour used for each shoot is two bushels, or 112 pounds; which baked, produce 102 pounds of biscuit. Ten pounds are regularly allowed on each shoot for shrinkage, &c. The allowance of biscuit in the navy is, one pound for each man per day; so that, at Deptford alone, they can furnish bread, daily, for 24,480 men, independent of Portsmouth and Plymouth.

Sea Biscuits in British Columbia.

Whilst based at Vancouver Island in the 1850s, the off-duty crew of HMS Trincomalee were enlisted by a settler on the island called McKenzie to assist him on Craigflower Farm, located between Esquimalt and Fort Victoria. This farm was ideally situated to supply the naval squadron, and in September 1856 McKenzie reported that he had supplied the squadron with nearly 1,000 pounds of meat, and 400 pounds of vegetables per day. He established mills at Craigflower to provide flour to the navy's bakers, who frequently used McKenzie's ovens. In 1860 he entered into a regular contract with the Commander-in-Chief, Pacific Station, to supply 10,000 pounds of biscuits within twenty-four hours of demand, and an unlimited quantity within fourteen days of demand.

The Titanic Memorial Cruise 2017 Reunion

Between April 8th and 20th, 2012, a hundred years after its fateful maiden voyage, Andrena and I went on a Titanic Memorial Cruise that left from Southampton, travelled to Cobh, crossed the Atlantic to the wreck site off the coast of Newfoundland, and sailed thence to Halifax, Nova Scotia, and New York. On Wednesday, October 23rd, 2013, we gave a presentation to the Friends of HMS Trincomalee entitled 'A Hundred Years After: Reflections on the Titanic Memorial Cruise'. Since that historic voyage in 2012, we have met with a number of our fellow Titanoraks from all over the world for a series of Titanic Memorial Cruise reunions, all around the time of Titanic's maiden voyage: in Belfast (2014), London (2015), New York City (2016), Alnwick, Northumberland (2017) and this year, Southampton (2019).



Our venue was the White Swan, Alnwick. We were given exclusive use of the famous Olympic Suite for the five days we were there. This was the first class lounge of Titanic's sister ship, the *Olympic*, and it incorporates panelling, mirrors, a ceiling and stained glass windows which were removed from the *RMS Olympic* when she was being dismantled in Jarrow in 1936. Today it is used for a variety of social and business functions. We arranged a very full programme for everyone, introducing them to Alnwick and then to Titanic - or Titanic period - related places in the North East.

On Day 1 (Friday, April 7th) we had a tour of Barter Books housed in the superb old Victorian railway station designed by William Bell in 1887. The building together with the bookshop's Maritime History section were of great interest to the Titanoraks. Each evening we had a dinner drawn from the menu offered to Titanic passengers, and the first evening we had dinner served to first class passengers. Everyone dressed up for the occasion.



On Day 2 (Saturday, April 8th), we did a Town Trail of Historic Alnwick, focusing mainly on the pre-First World War buildings that coincided approximately with the Titanic period. We also had a Special Tour of Alnwick Castle, led by a guide, who, as it turned out, had met, in his infancy, Frederick Fleet, the sailor on duty aboard the *Titanic* when the ship struck the iceberg, and who first sighted it. We finished with a guided Tour of Alnwick Gardens.

On Day 3 (Sunday, April 9th), we had a Titanic Day in Newcastle and on the River Tyne, which began with a special tour of the Discovery Museum, which not only opened up early for us, but gave us access to its Titanic-related archives such as photographs and material on the *Carpathia*, which was built on the Tyne and came to the rescue of Titanic survivors. In addition to its Titanic-era ship models, including the *Mauretania*, the Museum has a model of the River Tyne which proved an excellent introduction to the trip that we made down the Tyne thereafter.

Our trip downriver to Tynemouth was accompanied by a special commentary by our guide, John Glendinning. We started off from the Newcastle Quayside, where W.T. Stead (born in Embleton, Northumberland) was clerk in a merchant's office, while beginning his career in journalism; we passed St Peter's Marina, once the site of Thomas Toward's shipyard, where Edward Harland was manager for a year before moving to Belfast; then passed the remains of Tyneside's great shipbuilding history, including the Swan Hunter shipyard at Wallsend, where the '*Carpathia*' was built and launched in 1902 (and where the '*Mauretania*' was also built).

After we got back, we had afternoon tea and a tour at the nearby Trinity House. Dating from the early 16th century, Trinity House is one of the oldest and most atmospheric buildings in Newcastle. Formed by and devoted to the city's seafarers, its chapel, banqueting hall, board room, courtyards, furnishings and paintings all breathe the air of five centuries of maritime history.

Day 3 ended with an Irish evening, in which everyone dressed up as third class Irish passengers, and we enjoyed an Irish buffet-style dinner in the Olympic Suite. It is traditional for us also to hold a Titanic Raffle, as well as a Quiz, on these occasions. Titanoraks bring with them Titanic-related gifts or relevant items from their own countries and the proceeds from the Raffle go to charities related to seamen. One of the activities that we had running throughout the reunion was the construction of a Titanic jigsaw.

Day 4 (Monday, April 10th) began with an early morning coach drive down to Hartlepool to visit the Historic Quay and HMS Trincomalee. This was one of the highlights of the reunion for our Titanoraks. We arranged the visit with Paula

Gouldburn, and as soon as we arrived at 9.30 am, the group was split into two, with guides Stuart and Jo, who showed us around the ship until 10.30. People explored the Quay on their own thereafter, or had coffee, and just before our departure at 11.30, we had a group photograph. Since we were on a tight time schedule, my enduring memory is of summoning the group by means of my White Star whistle, and seeing Titanoraks emerge from every corner of the Quay to join up for the photograph.



After lunch at the Shepherd & Shepherdess, we visited Beamish Open Air Museum, an entirely relevant venue given the cultural and chronological preponderance of 1913 throughout the Museum, the year after Titanic's maiden voyage. A number of the Titanoraks are re-enactors in their own countries, and so came dressed in the costume of the period, a fact that sometimes made for confusion with the Beamish costumed staff!

On the last evening, we said goodbye to each other and to the ship with a splendid dinner based on the first class menu on Titanic's fatal night. Everyone dressed up, and we had live entertainment from pianist, Phil Richardson, and Alnwick's own celebrated Lionheart Barbershop Harmony Group. I got a last chance to use my replica bell from Titanic Captain's Table, and thanks and good wishes were warmly distributed.

This year, less than six weeks ago, the reunion was held in Southampton, where we stayed at the historic Dolphin Hotel, attended the British Titanic Society Convention, had a guided tour of the Titanic graves by members of the Friends of Southampton Old Cemetery (FoSOC), toured the Titanic section of the SeaCity Museum, had a walking tour of Southampton's Titanic Memorials, laying a wreath at the Engineers' Memorial and had a tour of Southampton Harbour, where we witnessed the departure of Queen Mary 2 from the very Ocean Dock that Titanic had sailed from in 1912, and we had sailed from in 2012. There isn't time to describe this latest reunion, or to show the photographs, but perhaps next year!

Dr William Telford



The author on the right with a fellow Titanorak

The Hon. H. F. Deane

This honourable gentleman was a midshipman aboard HMS Trincomalee during her first commission to the West Indies. The London Evening Standard of Saturday 12th August 1848 informs us of his appointment to the "Trincomalee, 28 [guns] West Indies". By the end of 1850 he had left our ship, the Admiralty reporting on 21st November 1850 of the appointment of the "Hon. H. F. Deane Midshipman to the Hogue (60 Screw-Sloop, Portsmouth)."

Whilst he was still a naval cadet, in 1845, he was involved in a Court-Martial, as reported in the Naval & Military Gazette of Saturday 27th September 1845:

A Court-Martial .. assembled on board the Amazon, 26, Capt. Stopford, in Valetta harbour, Malta, on the 27th ult., to try George White of the Amazon, able seaman, on the following charges, preferred by his Captain, J.J. Stopford :-

"1. That on the evening of 29th May, the ship being at anchor off the town of Smyrna, he did, when doing duty as coxswain of the gig, make use of mutinous language when ordered by Lieut. T. H. Downes, the senior Lieut., to pull a certain number of times round the nearest vessel, as a punishment for making a noise when coming alongside, and that he took command of the said gig out of the hands of the Hon. H.F. Deane, Naval Cadet, under whose orders she had been placed, and obliged him, the said Hon. H.F. Deane, to land.

2. That he did on the same evening desert, and entice the rest of the boat's crew to desert, and run away with the said gig, and did not return until brought back to the ship on the afternoon of the 31st."

(Outcome, not found guilty of using mutinous language to Lieut. Downes, but he was guilty of using mutinous words to the Hon. Mr. Deane, whom he had disobeyed and dispossessed in his command of, and landed him from the boat; and that he had deserted and enticed others to desert, in breach of the Articles of War. The sentence of the Court, therefore, was that George White should suffer death by being hanged by the neck from the yard-arm of such a vessel as the Commander-in-Chief might be pleased to order and direct; but from the circumstances of the case, the Court strongly recommended the prisoner to the merciful consideration of the Admiralty.)

Over 40 years later there are two mentions of the Hon. H. F. Deane in relationship to Eastman's Academy at Southsea.

Hampshire Telegraph 14th July 1888:

Athletics. ... EASTMAN'S ACADEMY.- The annual athletic sports at the above

popular and successful school took place on Saturday afternoon, when Mr. and Mrs. Graham Collier entertained a number of their friends and well-wishers of the school to witness them. A course was roped off on the school recreation ground near Lumps Villa, and in a large marquee, where refreshments were hospitably dispensed, the prizes, which were numerous and valuable, were displayedthe Hon. H.F. Deane [and others] formed the Committee Half-mile handicap [was won by] Hon. C. Deane.



Eastman's Academy, Southsea

Hampshire Telegraph Saturday 22nd December 1888:

AMATEUR THEATRICALS AT SOUTHSEA-

At Eastman's Royal Naval Academy, South Parade, Southsea, on Wednesday night, the breaking up for the Christmas vacation was celebrated by a series of private theatricals got up for the edification of the pupils, their parents, and friends. The curtain, when it rose on the opening scene of one of Lecocq's lesser known comic operettas, disclosed, to a fashionable house, a charming scene of nymph-land and a bevy of beautiful flaxen-haired sea-nymphs listening to Coralie and Pearline (Masters S. Ellis and C. White) reciting their love of earthly things. Then the inevitable Smith and Jones (Hickman I. and Le Sueur) who had won these damsels' affections while they were finishing their education at Peckham Rye, discover their way into this submarine home, and

find the telegraph cable belonging to the company of which they are engineers, broken through the playfulness of the nymphs who have used it for a swing. The usual happy denouement follows their adventure, and they are presumed to be “spliced” with the sanction of Father Neptune (Hon. H. F. Deane). The scenic arrangements were excellent, and there was a happy naïvete about the young actors which took the hearts of the audience.

Eastman’s Academy:

After an entrance examination for the Royal Navy was introduced in 1838 places were established where training for the examination took place. In 1851 a retired naval instructor, Thomas Eastman, founded Eastman’s Royal Navy Academy, however it had no formal association with the Navy. In 1854 the Academy moved to a purpose-built building on South Parade, Southsea. In 1870 the school advertised that it took boys from the age of nine, and offered supervised bathing and boating, together with instruction in the tying of knots, carpentry and the rudiments of navigation. Latin, Greek and English literature were also on the curriculum.

By 1898 the Academy had relocated to Winchester and became accredited by the Admiralty as an examination centre for entrance to the Royal Navy. The school finally closed down during the Second World War. The original Academy in Southsea was on the corner of Burgoyne Road. It has since been knocked down and replaced by an office block, Fastnet House .

Commander Henry Thomas Clanchy

Henry Thomas Clanchy was born in Dublin, 10th January 1841. On 25th April 1883 The Naval & Military Gazette reported:

Commander Henry T Clanchy, RN, has been appointed to the Trincomalee, in succession to Commander Crohan. Commander Clanchy was midshipman of the Tribune and Hornet during the operations in the Canton River, 1857-59; was present at the destruction of the junks in Escape Creek on the 25th to 26th May; and was engaged in the destruction of the Fatshan flotilla of war junks on the 1st January, 1857 (China medal, Fatshan clasp).

Whilst in command of HMS Trincomalee he was involved with the construction of a new folding raft as the following two newspaper articles inform us:

12 August 1885 Portsmouth Evening News :

A Raft, the joint patent of Commander Clanchy, RN., of HMS Trincomalee, and

Mr. T.A. Hall, of Millbrook, Southampton, will shortly be tried at Portsmouth. Its advantages over other rafts are represented to be strength of structure, buoyancy, readiness of launching, arrangement as a military pontoon, and facility of storage. The patentees are of the opinion that if introduced into HM's service they could take the place of the Berthon boats, and supersede the pontoon rafts of the Indian troopships.

26 September 1885 Isle of Wight Observer :

By order of the Admiralty a highly successful practical trial has been made at Portsmouth Dockyard of a folding raft, the joint invention of Mr. Hall of Southampton, and Commander Clanchy, of the Royal Navy. These rafts are so constructed as to be conveniently carried on the outside of a vessel's bulwarks, from which position they can be launched in half a minute, in all respects ready to accommodate a load of from thirty to forty persons. The rafts are easily adapted for service as military pontoons by attaching under them flexible air-tight bags which, on being inflated, give a large amount of buoyancy. Four of the rafts when connected together form a substantial military pontoon.

Sir James and Lady Graham

Wednesday 25 August 1852 Dublin Evening News:

"Sir James and Lady Graham arrived in Devonport on Thursday, and are sojourning at Moorshead's Royal Hotel. The object of the Right Hon. Baronet's and Lady Graham's visit was to see their son, who is entered on board H.M.S. Trincomalee, at Devonport, and which vessel sailed for South America on Saturday. On Friday Sir J. Graham visited the Devonport Dockyard, in company with Admiral Sir J. Pym and Commodore Seymour."



Join the Friends of HMS Trincomalee

Your membership card entitles you to free recurrent admission to HMS Trincomalee and the Historic Quay for twelve months, and to attend Friends' events. You will receive the magazine Quarterdeck which is issued three times a year, and know that you are contributing to the upkeep and presentation of our Ship. Further details are on our website:

www.friendsofhmstrincomalee.org.uk

Lieutenant Frederick Oliver Handfield



In the Navy List of June 1853, Frederick O. Handfield is listed as one of three mates attached to HMS Trincomalee, being appointed on 29th June 1852. The other two were William Dawson, appointed on 3rd July 1852, who penned the "Doings of Ye Trincomalee" which is on display at the Historic Quay at Hartlepool, and James Saumarez, appointed 21st July 1852.

Handfield was born in Dublin on 15th April 1830, his parents being Commander Edward and Louisa Sarah (nee Coakley) Handfield. When he became fourteen, Frederick joined the Royal Navy as a cadet and two years later qualified as a midshipman. Prior to becoming a mate on HMS Trincomalee he held the same post on HMS Royal William.

Between 1854 and 1856 Frederick was an acting lieutenant on HMS Rattlesnake. In 1854 this ship was sent to the Arctic to search for the 'Monongahela' lost late 1853 and thought to have been taken up into the arctic by the ice. The Rattlesnake sailed up to the limits of navigation allowed by the ice but nothing was found of the 'Monongahela', although natives had reported seeing a ship of her description sailing towards the Arctic Ocean.

Handfield was awarded the Arctic Medal, probably as a result of this search, he is seen wearing the medal in the photograph taken in about 1868.

After postings to HMS London and HMS Trident, Frederick resigned from the Royal Navy and followed his brothers to Melbourne, Australia, in 1858. In August 1861 he joined the Victorian Navy and was posted as a mate to Her Majesty's Colonial Steam Sloop Victoria, under the command of Captain William Henry Norman.

Soon after he joined the Victoria she embarked for the Gulf of Carpentaria to search for the explorers William O'Hara Burke and William John Wills, feared lost in the interior the previous month. The ship Firefly was chartered to accompany the Victoria and to carry the explorer William Landsborough, and his party, for an overland trek in search of the missing men.

The Firefly grounded on a reef in the Coral Sea during a gale and sustained considerable damage before being refloated. Captain Norman placed Handfield in charge of the crippled ship on 20th September prior to it being put under tow behind the Victoria, with the pumps going day and night to keep her afloat. It was then grounded on the banks of the Albert River and used as a depot for the exploration party. Handfield remained in charge of the depot until the wreck was abandoned, and the expedition left the area in early 1862. The Victoria returned to Melbourne on 31st March 1862. Soon after returning Handfield married Mary Ellen Tatham at St Peter's Church in Melbourne.

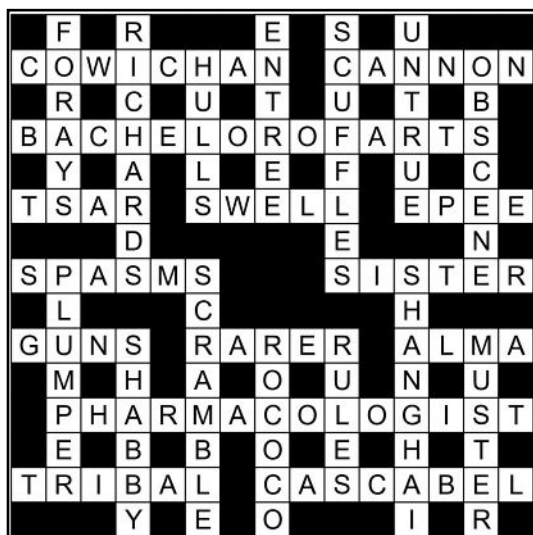
In January the following year, Frederick marched as part of the HMCSS Victoria contingent in the Burke and Wills funeral procession.

On 11th May 1865 he was appointed to the naval training ship 'Sir Harry Smith', as sub-lieutenant and by September 1867 was a lieutenant in command of the vessel. During the latter years of his naval career he was made superintendant over both the 'Sir Harry Smith' and the prison hulk 'Deborah', now juvenile reformatory ships. He retired from the navy on 31st December 1870 and was working for the Education Department when he died on 18th July 1886 at the age of fifty-six.

The images are credited to the Australian War Memorial - Lieutenant Frederick Oliver Handfield - , and the National Library of Australia - "Sir Harry Smith" .



The Training Ship "Sir Harry Smith" c1865



Solution for last issue's
Mess Deck Crossword

Thursday 13 May 1950 Portsmouth Evening News

£60,000 TOAST TO OLD MAN-O'-WAR

Soul Is Sound:

Desperately anxious that the 133-year-old frigate Foudroyant, employed as a holiday training ship for boys and girls in Portsmouth Harbour, shall not suffer the same fate as the Implacable, the Committee responsible for her organization have launched an appeal for £60,000. Nearly 400 influential people from all walks of life attended a dinner at the Mansion House, London, last night, presided by the Lord Mayor of London (Sir Frederick Rowland) and held in support of the appeal.

Principal guests were Vice-Admiral Earl Mountbatten of Burma and Countess Mountbatten. Proposing "The Foudroyant," Lord Mountbatten said it was a great pleasure for him to do so because when one proposed anybody's health one also wished them long life. "The Foudroyant," he added, "is the last of the holiday training ships, and to-night we are gathered to make sure she will last a long while."

Great Thrill:

He went on board the ship the day before yesterday, and it was a great thrill to visit an old wooden man-o'-war still afloat. He recalled how the ship was rescued by Mr. Wheatley Cobb and episodes in her long career.

Boys and girls were welcomed on board for holiday seamanship courses. It was a very great fascination to live on board a man-o'-war as one of the ship's company. In the Foudroyant you had the impression that Captain Hornblower was sleeping below. The Implacable had had room for 200 boys or girls and the Foudroyant could accommodate 100. Now that the Implacable had been lost they should turn that loss to their account. The cost of running the Foudroyant was far less than a third of that of keeping the two ships together.

The target set was not beyond the bounds of possibility, he said. Three guineas a week covered the cost of the boys' and girls' sojourn on board. The cost of maintaining the ship was £1,200 a year, and she required refitting; £60,000 would provide an endowment which would bring in the money and prevent the Committee having to make an appeal every year.

Lord Mountbatten paid tribute to Lt.-Col. Harold Wyllie, who is supervising the restoration, and Cmdr. K. Michell, her Superintendent. "This afternoon," he said, "Princess Elizabeth told me that she and her husband had very great



Sea Rangers on board the Foudroyant

interest in the ship. She is making a contribution. She will not say how much, but in my opinion it is a mighty generous one.” (Applause.)

Lord Mountbatten was introduced by the Lord Mayor, who warmly commended the appeal.

Admiral Sir Percy Noble, who proposed “The Guests,” said “Last year the Foudroyant Committee found themselves next door to bankruptcy. We were told there was not enough money to keep the ship going as she ought to be kept. It was a question of shutting down altogether, selling up, and finishing the whole project, or making some sort of appeal. We thought that to make an appeal was the most brave thing to do. If we did so the ship would go down, whether sunk or sold, with colours flying.”

Responding, Admiral of the Fleet Sir Algernon Willis said that he had the honour to hold the appointment of Commander-in-Chief, Portsmouth. “This old ship lies in Portsmouth Harbour. She is very well berthed close to the entrance on the Gosport side and there, those on board, boys and girls, have a front-row view

of H.M. Ships of all classes and sizes, from battleships and aircraft carriers to submarines and coastal craft. They can also see across the harbour the towering masts of the Victory, and in Spithead the great liners ..." he said.

He had been on board the Foudroyant several times and had also sensed the atmosphere. Sailors thought of ships as living organisms, with souls and spiritual senses. In their experience there were happy ships, and not-so-lucky ships. In a few cases there were unhappy ships. "I can assure you that the soul of the Foudroyant is as sound as a bell and she is a very happy ship," he declared.

Grizzly Task:

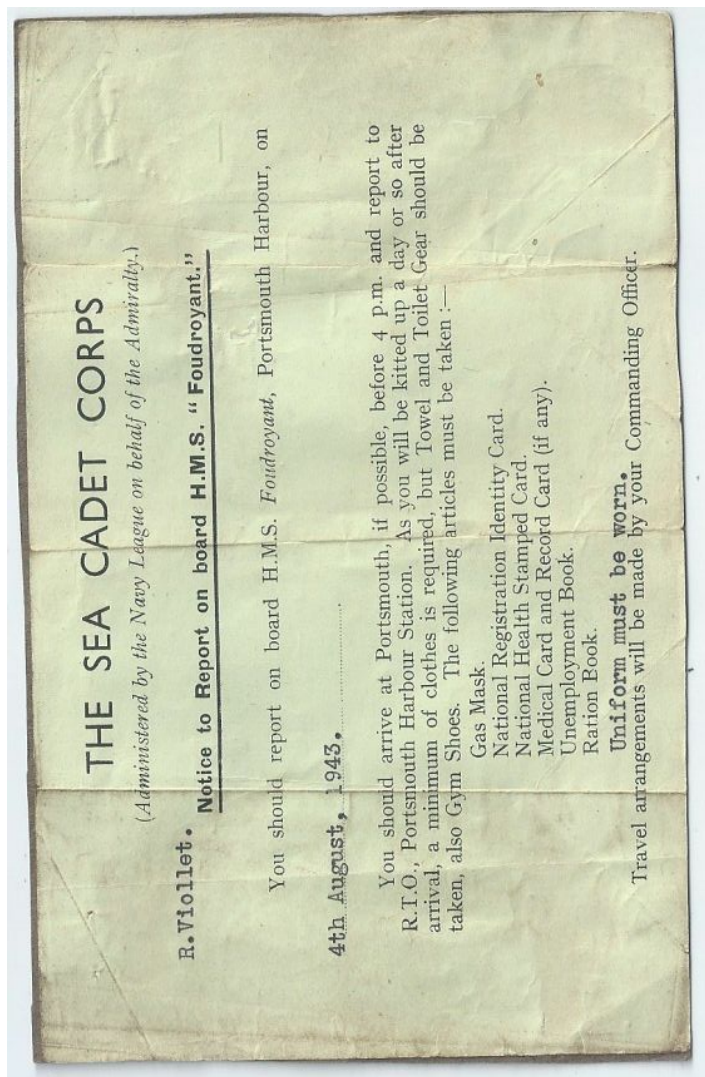
He referred to the "grizzly task" he had last autumn of supervising the sinking of the old Implacable. It gave him the grim and very unpleasant feeling that those who held high command had when they had to send ships and men on operations, knowing that many of them were going to certain death.

It would be a lamentable thing if the Foudroyant had to go the same way as the Implacable – due to lack of funds, not only to maintain her, but to help with the excellent work of maintaining the boys and girls on their holidays on board.

Cmdr. Douglas Fairbanks, whose work to foster Anglo-American co-operation had been mentioned with gratitude, made a brilliant speech in which he appealed for support, stating "The Foudroyant conjures up in one's mind pictures of past glories and heroisms, and to a romantically minded people such as we (the Americans) are, it is something to which we aspire." These pictures were of family pride, of ingenuity, of the resourcefulness and character of the British race – that race which gave them in the New World, in addition to many other things, their naval heritage and traditions.



A Notice to report to HMS Foudroyant given to R. Viollet in 1943



R. Viollet.

THE SEA CADET CORPS

(Administered by the Navy League on behalf of the Admiralty.)

Notice to Report on board H.M.S. "Foudroyant."

You should report on board H.M.S. *Foudroyant*, Portsmouth Harbour, on

4th August, 1943.

You should arrive at Portsmouth, if possible, before 4 p.m. and report to R.T.O., Portsmouth Harbour Station. As you will be kitted up a day or so after arrival, a minimum of clothes is required, but Towel and Toilet Gear should be taken, also Gym Shoes. The following articles must be taken :—

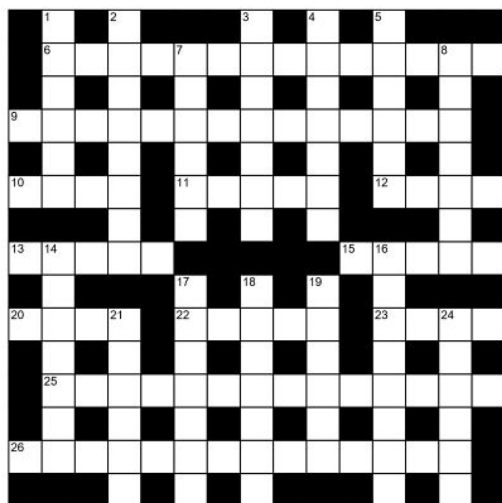
Gas Mask.
National Registration Identity Card.
National Health Stamped Card.
Medical Card and Record Card (if any).
Unemployment Book.
Ration Book.

Uniform must be worn.
Travel arrangements will be made by your Commanding Officer.



Mess Deck Crossword

Cryptic - Summer 2019



HDT

ACROSS

- 6 Lor! Boats finish in poor repair - not like this (7,7)
- 9 Very fast is how the carpet maker works! (2,1,4,2,5)
- 10 Prepare for the turning tide (4)
- 11 It occurs during eventide (5)
- 12 Cart returns the ship's beam (4)
- 13 Bishop arranged deal for cutter (5)
- 15 Joined in sad deduction (5)
- 20 Ten naval men make even (4)
- 22 The navy supports a firm nutty fruit (5)
- 23 Ship featured in extract from retrospective programme (4)
- 25 Thrown out of church when former spouse got in touch (14)
- 26 Two ships lead single nations to murderous situations (14)

DOWN

- 1 Weakened sailor dined at the start of day (6)
- 2 Shook when challenged about the annoying child (8)
- 3 Everywhere Capone has a paramour (3,4)
- 4 Noisy tennis tools (7)
- 5 Reformed, Roy follows the general principle (6)
- 7 Rock on the verge of ruin (6)
- 8 See the alumnus wait (7)
- 14 Bounty was a sizable ship (7)
- 16 Stop the bass part (8)
- 17 Most high temperatures saw term disrupted (7)
- 18 Nelson's and the Court Circular? (7)
- 19 Join up, strangely silent (6)
- 21 Canter around for a delicious beverage (6)
- 24 Ship's engineer finishes early for bribe (5)

THE FRIENDS OF HMS TRINCOMALEE EVENTS

Autumn & Winter 2019

The meetings are at the Historic Quay, Hartlepool.

- | | |
|---------------------------|--|
| 25 September
Wednesday | Annual General Meeting
to include a report from the National
Museum of the Royal Navy – Hartlepool.
(See notice on page 25) |
| 23 October
Wednesday | “From post chaise to cable -
Naval communication in the nineteenth century”
Hugh Turner |
| 27 November
Wednesday | A talk about the Coronica, the Dunkirk
little ship being restored at Hartlepool.
Pauline Field |

All begin at 7.00pm – Talks starting at 7.30pm after refreshments

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

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