
QUARTERDECK

The Friends of HMS Trincomalee

Summer 2020



The Foudroyant at Falmouth (part one)

Herbert Elcox, bandmaster

Kneller Hall

Setting out as a Midshipman

Cryptic Mess Deck Crossword


The Friends of HMS Trincomalee on the Internet

Website : friendsofhmstrincomalee.org.uk

This has an archive of many of the articles that have appeared in the Quarterdeck, together with news and a listing of events.

The Friends of HMS Trincomalee



HOME	MAGAZINE	EVENTS	NEWS	EBOOKS	GALLERY
ARCHIVE	LINKS	CONTACT	OVERSEAS MEMBERSHIP		
PUZZLES	JOIN US / DONATE	PAST TALKS			



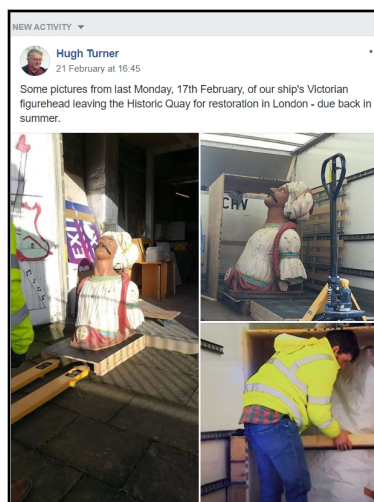
Welcome to the website of the Friends of HMS Trincomalee.

There is plenty of information relating to our ship's history on our [ARCHIVE](#) page which is free to download, please credit the Friends should you use this material elsewhere.

The [PUZZLES](#) page may entertain you for a while, and if you are interested in joining us please look at the [JOIN US](#) section.



Facebook Group : Friends of HMS Trincomalee



We have a closed membership Facebook Group. Members wishing to join this should either approach the group via its Facebook page, or send an email to the membership secretary.

EDITORIAL

It is uncertain what the immediate future holds for our ship, HMS Trincomalee, and the Historic Quay at Hartlepool. The National Museum of the Royal Navy is running with a small number of staff at the Quay to maintain and protect the site, with other members of staff being on furlough. As our “lockdown” measures for the Coronavirus pandemic are eased, we wait to see how things develop with respect to the Quay.

The Victorian figurehead left Hartlepool just a few weeks before the “lockdown” and is being restored in London with funds from the Friends and the Art Fund. Our charity remains in a good financial state, a further legacy was received by us in June, and we will be in a position to help support the ship in a suitable fashion in the times ahead.

After looking at our constitution and the Charity Commission guidelines, particularly with respect to functioning within the confines of the pandemic, the officers of our charity have decided not to hold an Annual General Meeting in September. Our specific constitution does not tie us down to holding an Annual General Meeting within a set time period.

There will be a chairman’s report produced for the period 2019 to 2020 which will be submitted as required to the Charity Commission, together with our annual financial accounts. My intention is to include these in the next Quarterdeck after they have been submitted to the Commission. When things improve sufficiently with respect to public health issues we will consider holding an Annual General Meeting.

In this edition of the Quarterdeck we look at the period of time of our ship’s long life, from her rescue in 1897 from being broken up for scrap, to 1914 when the ship was at Falmouth. The next issue will cover the remaining years that the Foudroyant was at Falmouth until she left there in 1927.

The pictures on the front and back covers are three of a series of drawings made in 1820 by Captain Frederick Marryat, the author of “Mr. Midshipman Easy”. There is an article about the midshipman in the early nineteenth century. As for a few years now, the Summer crossword is cryptic in nature.

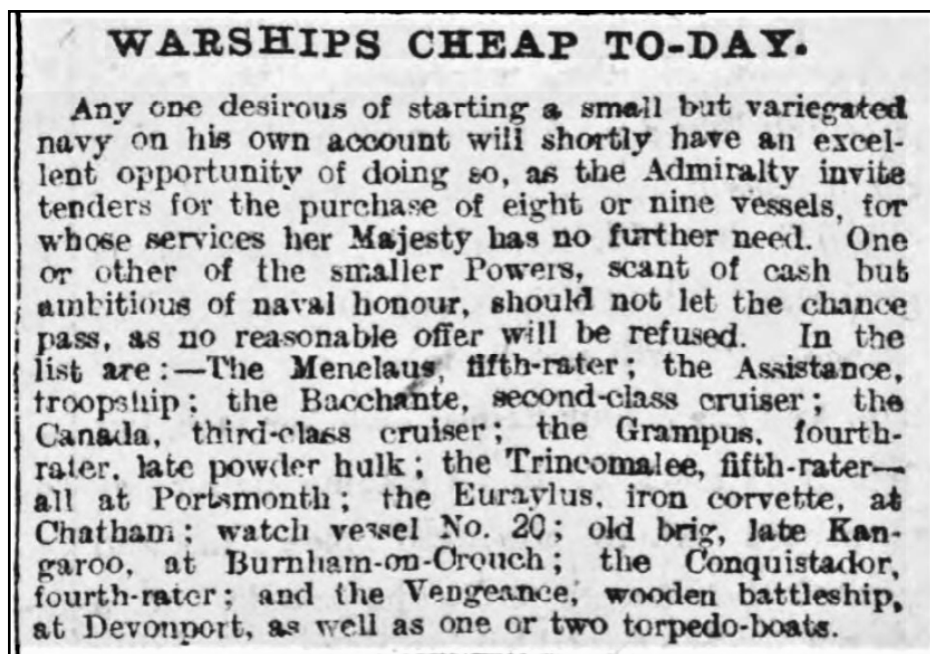
I thank those Friends who have sent me information about the ship and navy life, and those members of our private facebook group who have shared pictures and information with us. These all help to build up a stock of material for future Quarterdecks, and this is greatly appreciated by the editor.

Hugh Turner

The Foudroyant at Falmouth (1903 to 1927) part 1

After leaving Hartlepool in February 1877, HMS Trincomalee spent the last eighteen months of her naval service during the nineteenth century, moored at Southampton Water. She was replaced by a new drill ship, HMS Medea, on 12th October 1895, and our ship was deemed not worth moving.

A newspaper article dated 13th April 1897 reports that the Admiralty had put on sale eight to nine warships, one of which was HMS Trincomalee.



WARSHIPS CHEAP TO-DAY.

Any one desirous of starting a small but variegated navy on his own account will shortly have an excellent opportunity of doing so, as the Admiralty invite tenders for the purchase of eight or nine vessels, for whose services her Majesty has no further need. One or other of the smaller Powers, scant of cash but ambitious of naval honour, should not let the chance pass, as no reasonable offer will be refused. In the list are:—The Menelaus, fifth-rater; the Assistance, troopship; the Bacchante, second-class cruiser; the Canada, third-class cruiser; the Grampus, fourth-rater, late powder hulk; the Trincomalee, fifth-rater—all at Portsmouth; the Euraylus, iron corvette, at Chatham; watch vessel No. 20; old brig, late Kangaroo, at Burnham-on-Crouch; the Conquistador, fourth-rater; and the Vengeance, wooden battleship, at Devonport, as well as one or two torpedo-boats.

On 19th May 1897 our ship sold to Read's Shipbreakers of Portsmouth Camber who paid £ 1,323 for the ship. The thoughts were that she would be converted into teak timber for reuse in ships, possibly as decking or for furniture.

On 16th June 1897, HMS Foudroyant (Nelson's flagship in 1799-1800) was wrecked in a gale just off the shore at Blackpool, at this time she was being used as a training ship under the care of Geoffrey Wheatly Cobb. Cobb wanted to continue with his training of boys for merchant or naval careers, and on asking the Admiralty for another ship they directed him to Read's Shipbreakers who sold him the Trincomalee.

Our ship was towed over to East Cowes on the Isle of Wight, where she spent the next five years being fitted. Timbers that had already been removed were replaced, however not with durable teak. A new poop was built to house a large wardroom, with a false forecastle to house bathrooms and heads for the trainees.



HMS Trincomalee at Cowes in 1897

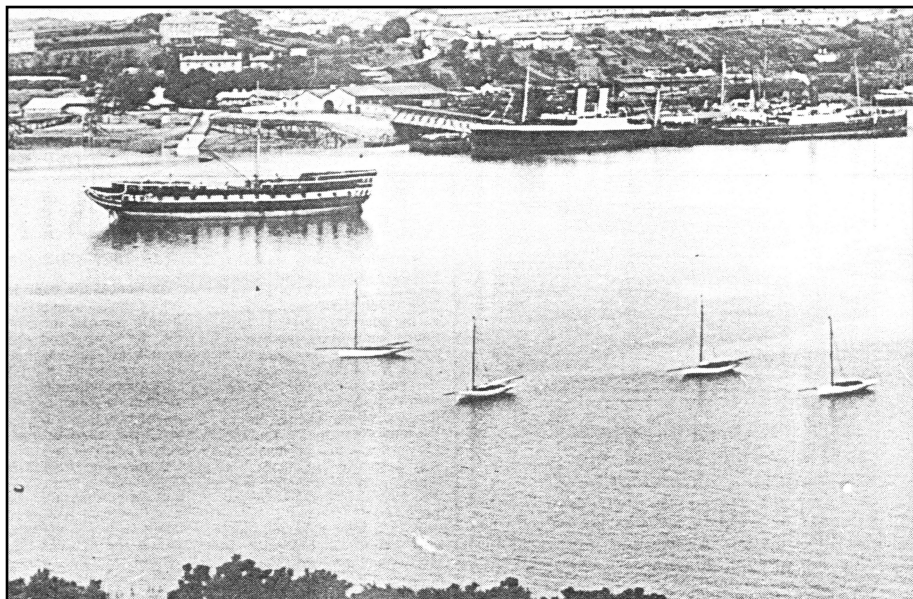
The Trincomalee was towed to Falmouth in September 1903, arriving there on the 19th September renamed as the Foudroyant. The training programme started.



The Foudroyant in Dry Dock at Falmouth 1903

In June 1904 she was moved to Milford Haven where she spent the best part of a year moored close to the Naval Dockyard at Pembroke, before being moved on to Milford in May 1905. Guns saved from the original Foudroyant were loaded on board.

In September 1905 Cobb took the ship back to Falmouth with several boys from Milford on board. On the centenary of the Battle of Trafalgar, 21st October 1905, the Foudroyant was dressed overall, flying flags to mark the occasion. Our ship was to remain at Falmouth until 1927.



The Foudroyant at Pembroke Dock 1904

The following five extracts from a local Newspaper to Falmouth, The West Briton, show the crew of the Foudroyant taking part in local Regattas and tending to win the races:

Monday 19 August 1907 The West Briton

**"ROYAL CORNWALL YACHT CLUB.
REGATTA AT FALMOUTH.**

" Dull wet weather was associated with the annual regatta of the Royal Cornwall Yacht Club, held at Falmouth on Friday

Service cutters' rowing race – 1, Training-ship Foudroyant;; 2, R.G.A.; 3, Training-ship Foudroyant."

Monday 26 August 1907 The West Briton

"REGATTA AT St. MAWES.

St. Mawes regatta was held on Friday. The events were evenly contested throughout, and the whole programme was a source of interest and delight to the large number of spectators who thronged the harbour. ...

Rowing - ... Special race – 1 and 2, Training-ship Foudroyant; 3, R.G.A., Falmouth.”

Monday 17 August 1908 The West Briton

“MYLOR REGATTA

On the occasion of the annual regatta, on Thursday, the little Mylor river looked its best. ...

Service boats – 1, “Foudroyant”; 2, R.G.A. (Falmouth); 3, Coastguards (Falmouth). ...There was an extra class for boats of the training ship “Foudroyant.”

Monday 7 September 1908 The West Briton

“ST. MAWES REGATTA.

St. Mawes regatta was held on Friday in ideal climatic conditions. The sea was comparatively smooth, and a fresh breeze greatly favoured the sailing events. The extra class for all comers was the event of the day, the crew from the training ship “Foudroyant” winning in fine style.Extra race, open to all comers – 1, “Foudroyant”; 2, R.G.A.; 3, St. Mawes Town.”

Monday 19 August 1912 The West Briton

“ST. MAWES REGATTA.

SAILING CLASSES FOR SMALL CRAFT ABANDONED.

Stormy weather marred the attractiveness which otherwise would have characterised St. Mawes regatta on Saturday.

Entries had been received for five sailing classes, but owing to the conditions three classes for smaller craft fell through, as the entrants did not appear. A high breeze from the S.S.W. prevailed, and the larger sailing craft accomplished keen sailing. The competitors in the rowing events experienced a rough time on account of the rain and the very choppy sea.

ROWING.

Service boats, 4 oars. - Though this race was stated to be one for service boats only, the sportsmanlike coxswains of the service boats consented to a boat from the training ship Foudroyant competing. The Foudroyant boat came in first, but in acknowledgement of the courtesy of their competitors they took third prize. This left H.M.S. Julia first, and H.M.S. Argus second.

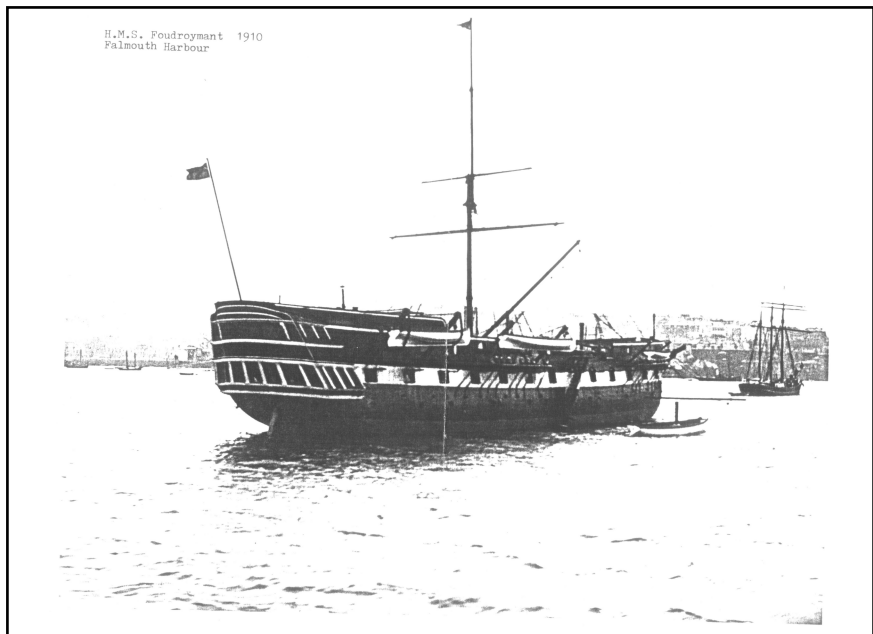
Foudroyant galleys. - 1, Red flag (Coxswain Fenn); 2, Blue flag (Coxswain Swadling); 3, White flag (Coxswain Smart). ...”

The Falmouth branch of the Royal Cornwall Yacht Club as well as having teams from the Foudroyant at their regattas from August 1907, also shared the

marking of sunset with our ship as reported in their history:

“In 1909, the club ceremonial was introduced of firing a daily gun at 8 a.m. and at sunset from 1 May to 30 September. The sunset gun coincided with the buglers aboard the Foudroyant sounding "Retreat," a signal for all yachts in the harbour to haul down their flags. This was a survival of an older custom, when the time for hoisting and lowering flags was taken from H.M.S. Ganges.”

Geoffrey Wheatly Cobb is listed as having joined the Yacht Club in 1908. In the same year it is recorded that the only boat to finish in the handicap for ex-raters not exceeding 30 feet, in their regatta held on 8th July, was the Red Heart belonging to artist Henry Tuke Scott, who years later was Geoffrey's best man when he married Anna Beech.



The Foudroyant at Falmouth 1910

There is a report in West Briton of how some of the crew of our ship helped attend a fire at Falmouth in 1912:

Thursday 4 July 1912 The West Briton

“FOUNDRY FIRE AT FALMOUTH

About ten p.m. On Friday, the roof of the moulding shop of Messrs. Cox and

Co.'s Foundry, Falmouth, was observed to be on fire. One of the first men on the scene was P.C. Butson, of the Docks Police, who was quickly followed by members of the Coastguard, part of the crew of the training brig Foudroyant, several workmen engaged on the premises, members of the Fire Brigade, under Capt. H. Kelway, and members of the County Police.

Thus not long after the alarm had been given hundreds of people were assembled on the scene. A moderate breeze was blowing at the time, and the fire seemed to be gaining a firm hold on the extensive premises, with every possibility of it spreading further. Ladders were procured, and with these a number of men ascended to the blazing roof, and soon had the fire under control. They prevented the outbreak from spreading by cutting away the blazing portions of the roof, which were freely flooded with water as they fell. The use of the steam fire engine was not deemed necessary, but had the breeze been stronger the fire would have undoubtedly assumed a much more serious aspect. During the day workmen had been casting, and the only cause that can be assigned for the fire is that sparks must have strayed and lodged in the roof."

On Thursday 19th September 1912 the Foudroyant was joined at Falmouth by the old wooden battleship, HMS Implacable, which was towed to Falmouth from Plymouth by the two tugs, Dragon and Triton.

The West Briton newspaper report of this states:

This old "wooden wall" has been lent by the Government to Mr. Wheatly Cobb for the purpose of preservation. She has been berthed in St. Just Pool, a part of Falmouth Roads, near the anchorage of the old training ship H.M.S. Ganges, which was at Falmouth for a number of years. Mr. Wheatly Cobb was on board the Implacable during the journey to Falmouth, which was made in excellent weather.

According to a statement published recently by Mr. Wheatly Cobb, who some years ago brought to Falmouth the training frigate Foudroyant, the Implacable will be fitted out at the expense of a generous lady, and placed at the disposal of parties of boys, who come from inland towns for holidays. She will not be a training ship, neither will she be fitted up as near as possible to what she was in her old fighting days when as the French ship, Duguay Trouin, she took part in the battle at Trafalgar, and was twice captured by the English.



The Implacable

The statement that Cobb had published was part of a letter to Lord Knollys in which he sought to gain the interest of King Edward VII in the matter:

“The King's gracious interest in the Navy is well known that I venture to submit to you the desirability of bringing to his Majesty's notice that on October 6 there is ordered to be sold at Devonport a ship that in historic interest is hardly second to the Victory. The ship in question is the 74 gun battleship Implacable, the oldest two-decker in the world and the last surviving French prize, and one of the few ships in history that twice over passed from the enemies' hands into our own. As the Duguay-Trouin she was building at Toulon in 1793, when that town and its dockyard were surrendered to the British by the French Royalists. When the place was evacuated she was set on fire by Sir Sidney Smith, but on the entry of the French the fire was extinguished.

“The ship was completed and saw much service under the French flag. She was one of the allied van at Trafalgar, and after exchanging shots with the Victory escaped with three others. Quite a fortnight after the battle all four were captured by a squadron under Sir Richard Strachan. Her active service as a

British ship extended over 40 years. In 1808 she captured a large Russian 74 in the Baltic. In her last commission she was the smartest ship in the Mediterranean Fleet, and carried a cock at her masthead. For many years past she has been part of the Lion training establishment at Devonport. Should his Majesty see fit to order that the Implacable should survive as a representative of the 74's which formed the strength of the fleets of Nelson, the gracious act will be hailed with gratitude by all his loyal subjects, who treasure the great traditions of the Navy."

Now Cobb was looking after two old wooden warships at Falmouth, and was a respected person in there, he received the freedom of Falmouth on Wednesday 16th October 1912 This was reported in the West Briton newspaper the next day:

**"FALMOUTH'S FREEMEN.
MR. WHEATLY COBB, NAVAL ANTIQUARIAN.
PRESERVER OF BATTLESHIPS OF THE NELSONIAN ERA.**

Mr. George Geoffrey Edward Wheatly Cobb, who is widely known as the preserver of the old battleships of the Nelsonian era, the Foudroyant and Implacable now at Falmouth, and canon Christopherson, the retiring Rector of Falmouth, were presented with the freedom of Falmouth on Wednesday afternoon. ---

--- Mr. Wheatly Cobb was born at Nythpa, Brecon, in 1858, the son of the late Mr. J.R. Cobb F.S.A., of Nythpa and Caldicot Castle. The late Mr. Cobb, it is interesting to note, was a well-known South Wales solicitor and antiquary, and did much for the restoration of the Castles of Manorbier and Pembroke, the Priory Church of Brecon and other ancient buildings. The new freeman has received the highest honour at the disposal of the Town of Falmouth in recognition of his interest in naval and other maritime matters, which has resulted in the famous old relic of Trafalgar, the Implacable, being moored at Falmouth for preservation, and the training frigate for boys, the Foudroyant, also finding a berth in the port.

Mr. Wheatly Cobb, like his father, is well known in South Wales, and in addition to being Justice of the Peace for Breconshire and Monmouthshire, he was for six years chairman of Breconshire County Council, retiring in 1910 to give fuller attention to his present work. He was educated as a solicitor, but has not practised for many years and he is now on the directorate of several Welsh companies.

Prior to the First World War, Cobb, and the lads from the Foudroyant contributed to the musical and sporting life around Falmouth as the following reports from the West Briton show:

Thursday 21 November 1912 The West Briton

“ CONCERT AT GWENNAP, - An enjoyable concert was given in Gwennap Churchtown schoolroom on Wednesday evening. There was a large attendance, and among those contributing were Mrs. Robinson, Mrs. Rodds, Mrs. Hoare, Miss Gladys Rodds, Messrs. W. Tembath, E. Bartlett, J. Parnell, and T. Toy. Miss Clarice Richards accompanied. Lads from the training ship “Foudroyant” (Falmouth) gave songs, dances and hornpipes.”

Thursday 28 November 1912 The west Briton

“ Mr. G. Wheatly Cobb, J.P., popular owner of the “Foudroyant” training ship, has accepted an invitation to become the president of the Falmouth Philharmonic Society, in succession to the ex-Mayor (Alderman F.J. Bowles).”

Monday 9 December 1912 The West Briton

“BAZAAR METHODS
CHAPLAIN BADGER'S STAND AT FALMOUTH.
MONEY BACK FOR DISSATISFIED PURCHASERS.

Chaplain J.C. Badger, of the Seamen's Bethel, Falmouth, is evidently one of those who consider that there is room for improvements in the methods employed in the disposal of goods at bazaars. At a bazaar held in the seamen's Bethel, Falmouth, on Friday, in aid of the local branch of the British and Foreign Sailors' Society, he announced that, as previously stated on the posters, there would be no raffling, side-shows or competitions. He also offered to refund the money to any person who after buying a shilling's worth, did not think the purchase of that value. Further, people would not be asked to pay threepence to put their hands into a bran-pie to take out an article, perhaps valued at one half-penny. (Hear,hear.) If he could do anything to purify bazaars and their methods, he would do all he could. (Applause.)

..... The opening ceremony, which was performed by Mr. Wheatly Cobb, was presided over by the Mayor of Falmouth (Mr. A.W. Chard),

Thursday 12 December 1912 The West Briton

“CORNWALL COUNTY F.A. ...
Truro City Reserves had a point deducted for playing an unregistered player

against St. Agnes in the Junior Cup Competition, and similar action was taken against Falmouth Reserves for a like infringement in their game with Foudroyant. ...”

Herbert Elcox (Bandmaster with the Foudroyant at Falmouth)



Herbert was the son of a tea porter, William, and his wife Susan. He was born on 16th February 1868, when the family were living at 81 Long Place, Southwark. Herbert was baptised at Saint Saviour's Church, Southwark on 27th September 1869. His younger brother, Edward, died at the age of 3 years, and his younger sister before the age of one year. William, his father died in 1872 when Herbert was four years old.

Herbert studied at Kneller Hall, where the Royal Military School of Music was based. The Army & Navy Gazette of 3rd July 1897 reported:

Programme at the Royal Military School of Music on Wednesday next at four pm, ... Ungarische Tänze, Nos 1 and 2 (Brahms), conductor, Student H Elcox ...

In 1902 he was a "Bandmaster of the Army" with the 1st Battalion of the Royal Munster Fusiliers. In 1905, at the age of 37 years he was admitted to the Royal Hospital Chelsea as a pensioner on 23rd November for 8 days.

Herbert married Mary Rafferty in 1897, and in 1911 he was living at 1 Clifton Terrace, Falmouth with Mary and their two sons. It is at this time that he was Bandmaster with the Foudroyant.

CLIFTON TERRACE.

- 1 H. Elcox, bandmaster "Foudroyant"
- 2 Wm. Helman, pensioner; H. Helman, picture frame maker
- 3 Harry V. Moss, builder's foreman
- 4 Samuel Bray, carter and dairyman
- 5 Wm. J. Trethowan, shipwright
- 6 Peter Ould
- 7 "Palmira," Richard Jago, chief stoker R.N.
- 8 Wm. Summers, war department
- 9 Hugh Hammell, rigger
- 10 W. D. Rogers, accountant
- 11 Peter Cundy, mariner
- 12 J. Medlin, mason
- 13 "Gordon House," Mrs. Abigail Phillpotts; J. Bishop; John Bray, labourer
- 14 "Stanley House," W. Richards, mason; Thomas Tresidder, H.M. Customs

*From Lake's 1912 Directory
for Falmouth*

KING EDWARD MEMORIAL FUND.

Under the Patronage of His Worship the Mayor of Falmouth.

TWO CONCERTS

Will be given in aid of the above Fund at the

DRILL HALL, FALMOUTH,

ON

MONDAY and TUESDAY EVENINGS

NOVEMBER 21st and 22nd, by the

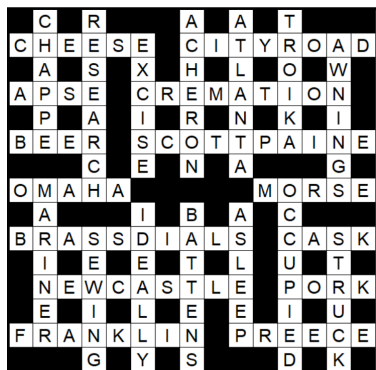
BAND OF THE FOUDROYANT

(Under the conductorship of Mr. H. Elcox, Bandmaster).

10th November 1910 Falmouth Newspaper Advertisement

Records show that on 21st February 1919 he was discharged from the Gordon Highlanders with whom he had been a bandmaster, his home address then being 4 Clifton Crescent, Falmouth.

His wife, Mary, died in 1923, and Herbert on 12th December 1940 at Falmouth.



Solution to the Spring

2020 crossword

Kneller Hall



Kneller Hall in 1896

The present Kneller Hall was built in 1849 on the site of the country residence of the Court painter, Sir Geoffrey Kneller, in Whitton, near Twickenham. The Military Music Class opened at the Hall on 3rd March 1857 and was an initiative of HRH the Duke of Cambridge, Commander-in-Chief of the British Army and a cousin of Queen Victoria.

Up to the time of the Crimean War bandmasters in the British Army had been mostly citizens, with no guarantee of competence, and their band members were instructed in a casual manner by each regiment. There is a story of a review of the troops at Scutari in celebration of Queen Victoria's birthday in 1854. The massed bands, not accustomed to playing together, rendered the National Anthem in a variety of different keys and arrangements causing much embarrassment. Whether or not this was the real case remains uncertain, but two contemporary sources confirm that the performance in question left much to be desired.

The Times' war correspondent, W H Russell, witnessed the review and wrote:

"They ... [Lord Raglan and his staff] ... were received by the bands of all the regiments striking up God Save the Queen but not with the unanimity which would have been desirable in order to give a perfect effect to the noble strains of our national anthem."



The new Military Music Class at Kneller Hall was responsible for setting a standard pitch to which all instruments in army bands were to be tuned. Tuning forks were issued and had to be kept under lock and key so that they would not be tampered with. In 1879 the length of term for training was two years. In 1887 the school received its present title of The Royal Military School of Music.

(Credit: The Friends of the Museum of Army Music)

Setting out as a Midshipman

In the 1815 edition of Falconer's Dictionary of the Marine, a midshipman is described as "a young gentleman generally appointed by a captain of a man of war, as a junior officer, from the first class of volunteers, to second the orders of the lieutenants and other officers, and assist in carrying on the necessary duty of the ship, either aboard or on shore, at the dock-yards, etc.."

Prior to a new regulation in the early Nineteenth Century midshipmen joined the Royal Navy at a very young age. The new regulation was that no young gentleman could be borne on any ship's books until he was thirteen years old, unless he was an officer's son, in which case he may be entered at eleven. It was also thought expedient that he should serve at least two years on board as a volunteer, before he could be rated midshipman, unless he had been educated at the Naval College where he was allowed two years' time, and was supposed to have had opportunities afforded him of learning much of the duty expected of a midshipman.

The number of midshipmen in a man of war was always in proportion to the size of the ship. A first rate ship was allowed to have 24, a second rate 18, a third rate 12, and so on in proportion.

The Marine Dictionary of 1815 states:

"All the young gentlemen of the first class of volunteers are allowed to walk the quarter-deck, and are considered as looking forward to become rated midshipmen; therefore they are permitted to wear the naval uniform from their first entering into the service. During their servitude as volunteers they are generally styled as "youngsters"; and are, in most ships, put under the care of the gunner, who is, generally, a steady officer, and who caters for them, looks after their clothes, and superintends their mess. If they have not finished their nautical studies, they are also put under the care of the school-master, for some hours each morning; but, where there is no school-master, the captain frequently takes that trouble on himself; and the rest of the day the youngsters are exercised in learning the use of the ropes, rigging etc."

When they reached fifteen years of age these youngsters would get rated as midshipman, their pay would be increased and they would now be called "oldsters" on board, forming a mess among themselves with the mates.

If all went well with their career progression, after serving two years as a midshipman they could be promoted to the situation of master's-mate when they were often placed in responsible situations, in charge of boats, and frequently being entrusted to navigate prizes into port.

At the age of nineteen, provided they had been constantly at sea for the previous six years and passed their examinations in navigation and seamanship, they could become lieutenants. It used to be that the examinations were only held at the Navy office in London, however by 1815 the examinations could be held "before the three senior captains at any of the regular sea-ports, where they may happen to be at the end of their six years servitude; and on the home station, the examinations take place on the first Wednesday of the month."

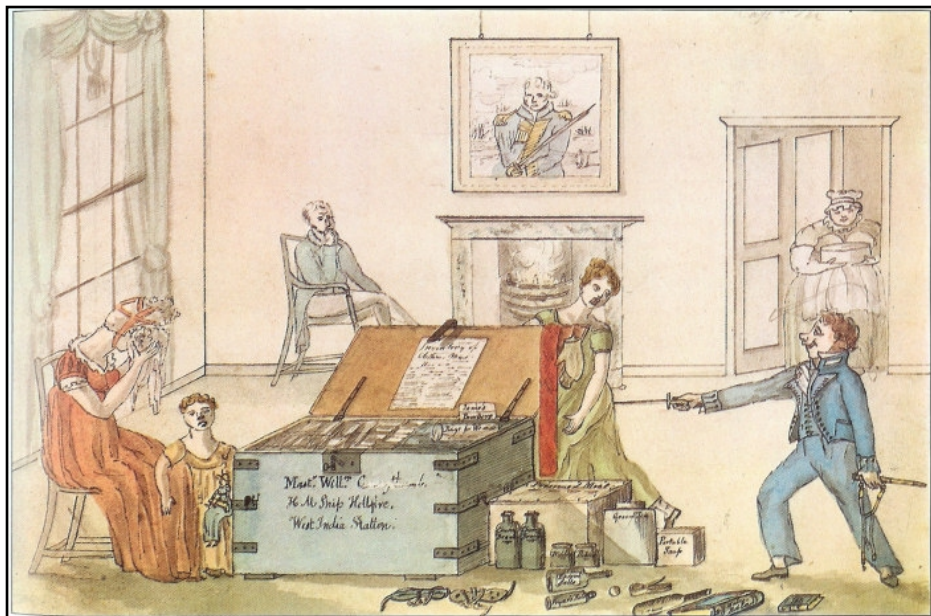
Preparing your child or ward for service at sea:

"No young gentleman ought ever to be received as a volunteer of the first class, unless he has had at least, a good English education, so as to be able to read, and spell correctly, and has gone through the English grammar, and is able to construe a sentence in any common English author. He ought also to be able to write a good plain hand, and be well acquainted with vulgar and decimal arithmetic, as almost all nautical calculations are performed by logarithms, which is a species of decimals: and it is strongly recommended that he should be acquainted with the French grammar, and know something of drawing before he goes to sea.

His friends should also be expected to allow him from thirty to fifty pounds per annum, besides his pay, for his mess, clothes, and other expenses. This sum should always be paid in advance to the captain's agent in London, and then he will have it in his power to furnish the youngster with money, or to order him clothes whenever he sees him in want of them.

While considered youngsters, they ought on no account to have care of money themselves, as it would, probably, be the means of leading them into every kind of vice and idleness when they get on shore, and can be of little use to them on board: should they not be inclined to spend it themselves, the senior midshipmen will soon induce them to do so, or else contrive, on some pretence, to borrow it of them.

For the information of parents and guardians living remote from sea-ports, it may be necessary to touch upon the expense of fitting out a young gentleman on his first entering into the sea service. Should the ship in which he is about to embark be on the home station, or on Channel service, the expense will generally be from £70 to £80, and for a foreign service from £90 to £100, including his entrance to the mess, which generally comes to from £8 to £10, and pocket money to pay for his washing, and other contingent expenses. Afterwards, he should only depend on his pay and what is allowed by his friends, which he ought to receive through the hands of the captain, as, by that means, he will be more likely to avoid extravagance, and learn to set a proper value on money when he receives it through that channel"



An Inventory of what is generally required when at first going to sea:

- 1 Uniform jacket or coatée suit, superfine cloth.
- 1 Uniform jacket or coatée suit, second best cloth.
- 1 Round jacket suit, second best cloth.
- 1 Surtout coat, and a watch-coat.
- 3 Pair of white jean trowsers and waistcoats.
- 3 Pair of nankeen trowsers, and 3 kerseymere waistcoats.

- 2 Round hats, with gold loop and cockade.
- 1 Glazed hat, hanger and belt.
- 18 Linen shirts, frilled.
- 12 Plain calico shirts.
- 3 Black silk handkerchiefs.
- 18 Pocket cotton handkerchiefs.

- 12 Pair of brown cotton stockings.
- 6 Pair of white cotton stockings.
- 6 Pair of worsted, or lamb's wool stockings.
- 2 Strong pair of shoes, and 2 light pair of shoes.

- 6 Towels, and 3 pair of sheets and pillow-cases.
- 2 Table-cloths, about three yards long.
- A mattress, 3 blankets, and a coverlet.

A set of combs and clothes brushes.
A set of tooth-brushes and tooth-powder.
A pewter wash-hand-basin, and a pewter cup.

A set of shoe-brushes, and a dozen cakes of blacking, or half a dozen bottles of blacking.

A strong sea-chest, with a till and two trays in it, and a good lock, with two keys.

A quadrant, and a small day and night glass.

A silver table-spoon and tea-spoon.

A knife and fork, and a pocket-knife and pen-knife.

A log-book and journal, with paper, pens, and ink.

ROBINSON's "Elements of Navigation"; or MACKAY's, NORIE's or MOORE's Epitome of the same.

The Requisite Tables and Nautical Almanac.

A Bible, Prayer Book, and an Introduction to the Christian Religion.

The above articles and apparel are deemed absolutely necessary on a home station; and, when going on a foreign one, an additional dress-suit must be added, with more light waistcoats and trowsers, a cocked hat, and some additional linen.

Any correspondence concerning the Friends Association should be sent to:

The Secretary, Ruth Turner
Pinewood Lodge, Hude, Middleton-in-Teesdale, Barnard Castle,
County Durham DL12 0QW
E-mail: secretary@friendsofhmstrincomalee.org.uk

Correspondence and contributions for the magazine to:

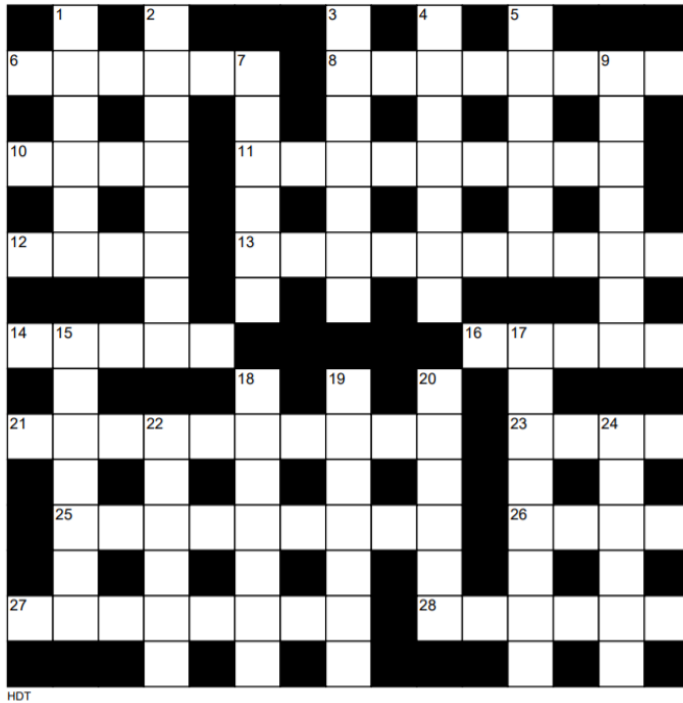
The Editor, Hugh Turner
Pinewood Lodge, Hude, Middleton-in-Teesdale, Barnard Castle,
E-Mail: magazine@friendsofhmstrincomalee.org.uk

Membership matters directed to:

The Membership Secretary, Martin Barker
E-mail: membership@friendsofhmstrincomalee.org.uk

Mess Deck Crossword

Summer 2020 (Cryptic)



HDT

ACROSS

- 6 The said clergyman's gun (6)
- 8 Bang tool making vessel (4,4)
- 10 Army team transport (4)
- 11 *** (9)
- 12 Secure top of foresail in rough sea (4)
- 13 Dance in West Virginia (10)
- 14 The navy supports a firm nutty fruit (5)
- 16 Measures the mast beams (5)
- 21 Instrument shaken about miner (10)
- 23 A knot seamen consider dangerous (4)
- 25 Rude about vessel's prow being on the rocks (9)
- 26 Heard to jump charge (4)
- 27 A supporter in a friend or servant (8)
- 28 Dour doctor stood up (6)

DOWN

- 1 Vessel with a master on canal (6)
- 2 Fashion design in oriental green (8)
- 3 Remains of wrecked ship mast returned to Florence (7)
- 4 Lay ring around in a rage (7)
- 5 Corrupt practices a sailor employs (6)
- 7 Subtly shown by sister around a church (6)
- 9 Bodyscan arranged without unknown leave (7)
- 15 Ran coil around brass instrument (7)
- 17 Anteater finds a way into Bible, with Noah's vessel (8)
- 18 Sounds like you could hurt a girl with this weapon (7)
- 19 Rifle sack with a sailor (7)
- 20 A deviated one makes you snore (6)
- 22 Found on board next to the monarch (6)
- 24 Listen, the last two will be first to join (6)

