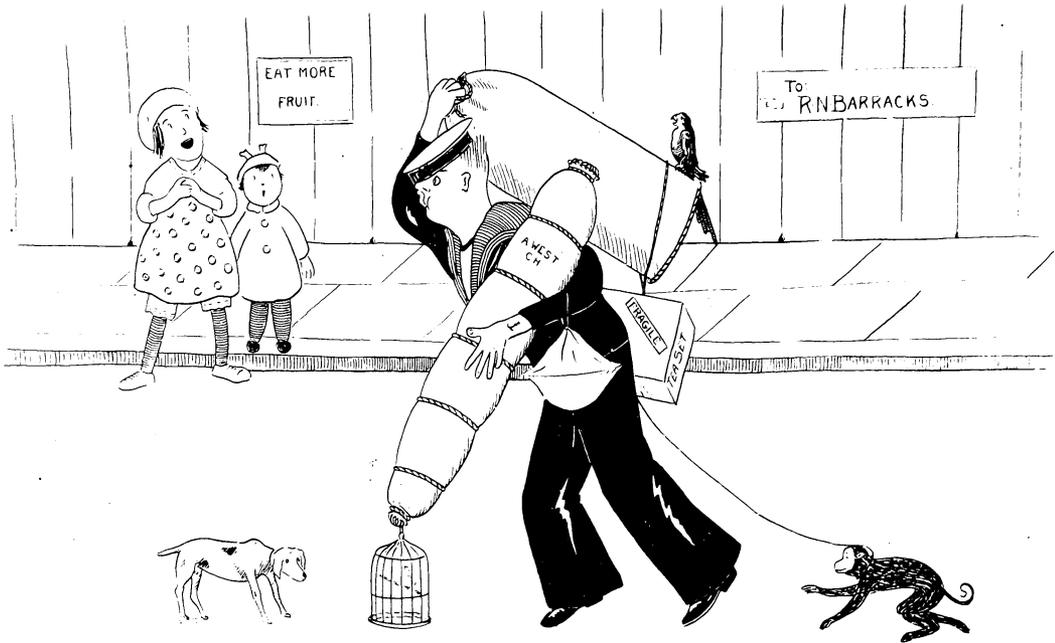


# Quarterdeck

FRIENDS OF HMS TRINCOMALEE

AUTUMN 2015



♪ JACK COMES HOME FROM  
SEA. ♪

H.S.J.

“Sheet Anchor” / Our ship in advertisement & promotions  
1915 Foudroyant crew members in court  
1870 Trincomalee officer in court martial  
Annual General Meeting 2015 / Crossword / Future events

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# Editorial

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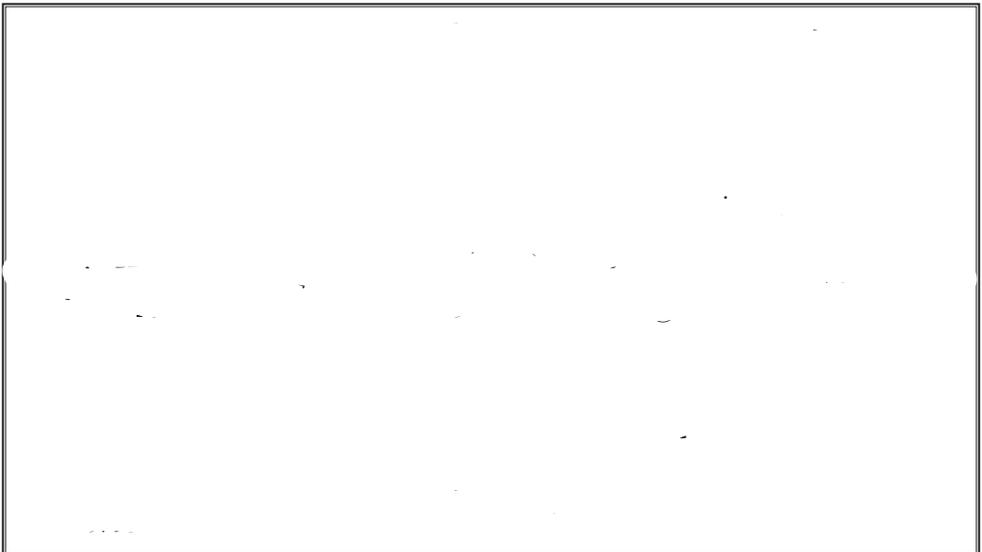
The front and back cover pictures in this Quarterdeck come courtesy of a flea-market in the Cotswolds. The former cartoon shows Jack on shore-leave, and two articles in this issue relate to the perils of going ashore. One hundred years ago two of the TS Foudroyant crew ended up in court after their shore-leave, and in 1850 a Lieutenant of HMS Trincomalee ended up facing a court martial after he over-stayed his leave. The newspaper reports give further information.

There can also be unexpected perils of staying on board ship when in dock, as illustrated by the back cover cartoon. Further examples of graphic art, this time featuring our ship in advertising promotions, are included in this issue.

I thank Peter Noble for providing another article for us, this time relating to a book his father possessed, "Sheet Anchor". The extract from this book of 1808 gives a flavour of its content and the style of writing used.

The Annual General Meeting of the Friends was held on board HMS Trincomalee on 23rd September. The report I gave as Chairman, and our Secretary, Ian Purdy's speech concerning Nigel Hogg are to be found inside. The Friends have a more sound constitution, and healthier finances as we approach the New Year.

**Hugh Turner** (*Editor*)



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## *“Sheet Anchor”*

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My father Stanley Spencer Noble was appointed Captain Superintendent of the Training Ship Foudroyant when he retired from the Royal Navy. His final RN posting was as Captain of HMS Victory where he had been very involved in the consideration and implementation of extensive restoration of its hull and rigging. Starting life as a boatswain and progressing through postings at higher levels in this specialism, including a spell as Master Rigger of Plymouth Naval Dockyard, he had an enduring passion for any task needing rope! When he died in 1973 it was no surprise that one of his treasured possessions was “Sheet Anchor”, arguably the leading textbook in the era of sail on “Rigging and Practical Seamanship for Young Sea Officers.”

First printed in 1808 it became the “must have” standard training manual across the world. My father's copy is a first edition. A few pages were added in a second edition in 1809, and since then this inspirational manual has been published in many languages in its original form right through to the end of the era of sail in the early 20th Century. It is still available in paperback at modest prices today for “model” shipbuilders and full scale restorations of historic vessels. Recently, I have searched the internet to find out more about the author, why it became a universal maritime textbook and how it may have links to the history of HMS Trincomalee.

“Sheet Anchor” was conceived by Darcy Lever who was born the son of a Clergyman about 1760 in Alkrington near Manchester. As a young man he joined the Honourable East India Company spending many years in India where he earned a comfortable living. Although he never worked on board sailing ships he was fascinated by the complex nature of their rigging and sails, and the seamanship training of the officers who directed sail handling and navigation.

Based in Bombay he would have been close to the commercial shipping of the East India Company and the long established shipyards run by the Wadia dynasty of Parsee origin. The Wadia yards built 170 “war vessels” for the East India Company and 34 for the Royal Navy, including HMS Trincomalee. It was an amazing early example of outsourcing as result of lack of capacity in British shipyards, especially during the Napoleonic Wars, and the availability of locally sourced teak. Thus he would have been able to meet and talk extensively with both mariners and shipbuilders as he compiled “Sheet Anchor's” clear narratives and detailed engravings that complement them.

It was an amazing feat for someone who had little direct experience under sail. His understanding and observation of what was required would have been put together through many hours spent talking and listening to experienced shipbuilders and sailors at all levels on board vessels in the course of construction or as working East India Company and other ships. The meticulous preparation of the text and superb engravings is evident of his commitment to “Sheet Anchor” the only book he would write.

THE  
YOUNG SEA OFFICERS  
**SHEET ANCHOR;**  
OR, A  
KEY TO THE LEADING OF RIGGING,  
AND TO  
*PRACTICAL SEAMANSHIP.*

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BY DARCY LEVER.

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LONDON:

PRINTED FOR JOHN RICHARDSON, UNDER THE ROYAL EXCHANGE;  
BLACK, PARRY, AND KINGSBURY, BOOKSELLERS TO THE HONOURABLE EAST INDIA COMPANY;  
AND WILLIAM HEATHER, LEADENHALL STREET.

1808.

“Sheet Anchor” title page

Its first edition was published in 1808 just 9 years before HMS Trincomalee was launched in 1817 in a Wadia family shipyard. It is almost certain that some of the Officers that sailed it back to England and later on its World voyages in the 1840's would have used "Sheet Anchor" in training for their sea going careers.

On his return to England Darcy Lever settled first in Leeds and later Pontefract. At the end of the Napoleonic Wars he served as Adjutant to the North Battalion of the Leeds Volunteers. He died in Edinburgh in 1837.

An interesting aside is that the first owner of the book my father bought signed his name, John Davies, against a title of Master RN. Up to the 1880's a Master RN was a key officer on sailing ships of the Royal Navy managing everything to do with the fabric of the vessel; sails, rigging etc. He had his own cabin close to the senior Deck Officers from where he would clearly oversee most of what he was responsible for. The internet identifies several John Davies, Master RN all of whom sailed vessels from ports in Cardigan Bay and South Wales. That is about as close as I can get to the one who first owned my father's copy of "Sheet Anchor."

**Peter Noble**

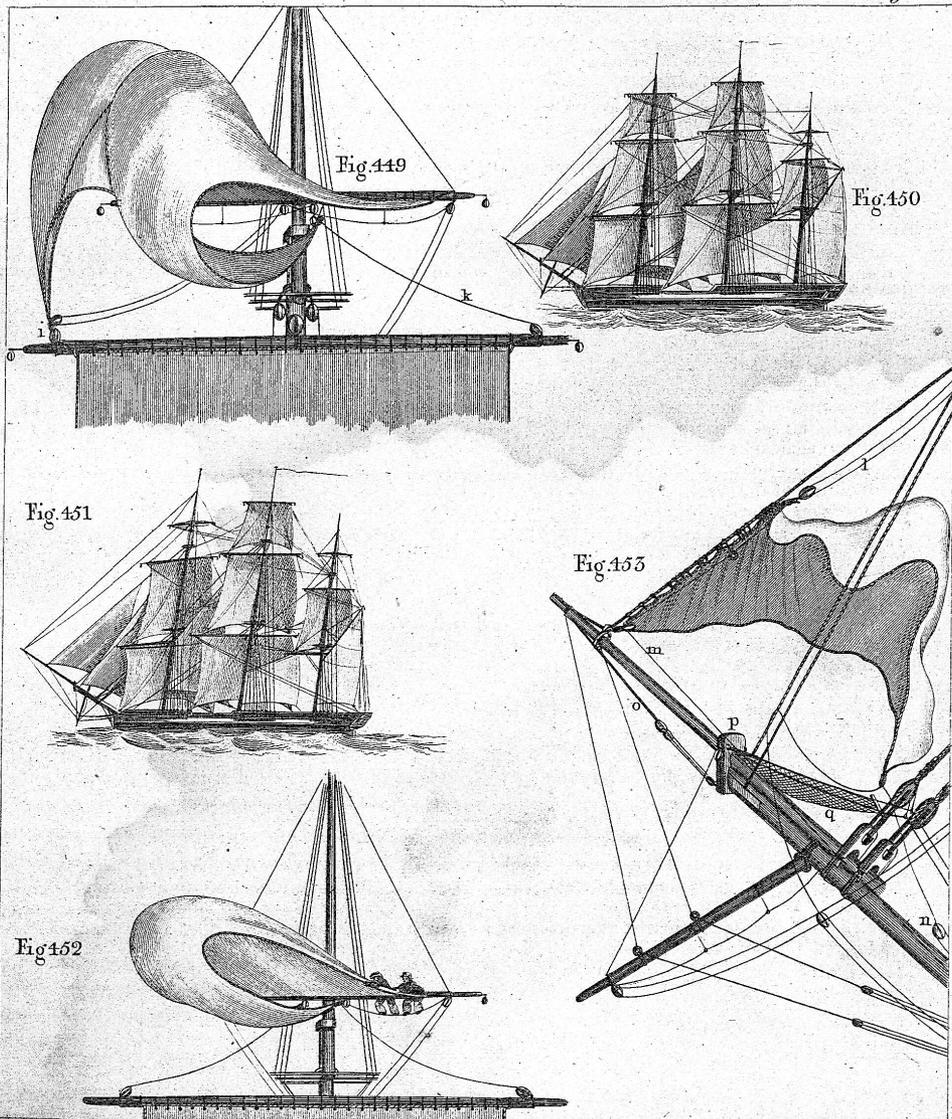
May 2015



John Davies  
Master  
R.N.

*Setting and taking in Top-Gallant Sails — Taking in the Jib &c.*

Page 84.



*J. Lewis del.*

*Belcher sculp. &c. sculp.*

## Extract from "Sheet Anchor"

"When a ship gripes or carries her Helm too much to windward, it is commonly the rule to haul up the Mizzen, and if that be not sufficient, to take in the Mizzen Staysail also; but it should be well considered, what is the occasion of her requiring so much Weather Helm, otherwise the taking in of these Sails, instead of remedying, may greatly increase the defect; for a Ship is as likely to gripe by having too much sail set forward as abaft, the consequence of which is, that she meets with great lateral resistance against the Bows to leeward, for the Head Sails may press her down forward, and raise her proportionately abaft, and then the Rudder loses a deal of its power to make her ware, by being lifted so much out of the water. Thus the Ship is in the same situation as if she were trimmed by the Head, which is well known to be much against either sailing or steerage. Therefore when the Ship gripes from this cause, instead of the Mizzen and Mizzen Staysail being taken in, the Fore Top Gallant Sail is handed, Fig. 451, which eases her forward: she then slackens her Helm, consequently makes her way better through the water, by not having the flat part of the Rudder to drag after her ....

... As many vessels in the Coasting Trade have no Buntlines to their Top Gallant sails, it would be well if the necessity of carrying them were strongly enforced. When it blows fresh, these Sails (generally left to the management of boys) are very heavy to hand, and if there be no Buntlines to spill them, the result may be fatal to those on the lee Yard Arm, by the Sail's blowing over to leeward, as may be seen by Fig. 452. Surely the saving of a few Fathoms of small Rope should not be put in competition with the life of a fellow-creature!"

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# Mess Deck Summer Crossword Solution

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Solution:

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

## Summer 2015

### ACROSS

- 1 A stooage managed to become a sailor (2,2,3)
- 5 Defendant's current account (7)
- 9 Generally middle age (3)
- 10 Leave behind sailor and almost one boat (7,4)
- 11 Preserver of period watch (10)
- 12 A place of retreat in port (4)
- 14 Meet Carol in new ship (11)
- 18 Tidy lock-keeper (11)
- 21 Catches alien between poles (4)
- 22 Declares cabins private accommodation (5-5)
- 26 East German lied about French trickery (5-2-4)
- 27 One spotted in the deck (3)
- 28 Sailors can, in tattered clothes (7)
- 29 Oriental type of sea fowl (7)

### DOWN

- 1 Those invited take tea first in a random way (6)
- 2 In hindsight a Greek's letter on painting causes distress (6)
- 3 Hit by a fishing boat (5)
- 4 Concious of a sign of nautical progress (5)
- 5 Concert goes opportunities for regal discourse (9)
- 6 Could be pine found on a firm bearing (4)
- 7 He'd clues altered to plan (7)
- 8 Relled on submarine dock in action (8)
- 13 Commander retreating in the Crimea War (4)
- 14 Soundly moored for the ebb and flow (4)
- 15 In Eastern exercises on loch incompetencies revealed (9)
- 16 Century holder supplies the ships (8)
- 17 Sealed for a song by drunk (8)
- 19 Some enjoy aged 50, on the trip (6)
- 20 Mainly at the back (6)
- 23 A wind that is good for business (5)
- 24 Talks excitedly about the north star (5)
- 25 Jenny who went to sea (4)

*"Seamen & their Uniform, Fined for a technical offence at Falmouth"*

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At Falmouth, on Thursday, William Williams and Jack Rommery, of the Training ship Foudroyant, were charged that on the previous day, being unauthorised, they wore a naval uniform, or one nearly resembling the same which was calculated to deceive.

Supt. Nicholls said the uniform worn by the defendants was the same that had been worn by the crew of the Foudroyant for many years, but after the commencement of the war arrangements were made by the naval authorities and Mr. Cobb whereby the Foudroyant's crew should wear a white armband on the right arm so as to distinguish them from the men of H.M. Navy. On the previous day the defendants were at the docks in their uniform without the armband, and it was difficult to distinguish them from naval men.

Commander W.C. Cochrane, R.N., said that thinking the defendants were naval men he went and spoke to them, and discovered that they were from the Foudroyant.

Williams contended that there was a great deal of difference in the uniforms worn by the Foudroyant and naval men.

Mr. Wheatley Cobb, owner of the Training ship, said he did not admit that it was a naval uniform. He also submitted that the uniform was authorised with the armband. The caps worn by the Foudroyant crew were worn by every yachtsman, and had no "H.M.S." on them. They wore blue jerseys with jumpers similar to those worn in the navy. They also wore blue trousers, but not of the same pattern as naval men. They wore a collar and lanyard, but the former was not a naval one. He agreed that any casual person might mistake them for naval collars. He admitted that defendants did not wear an armband, which was stupid carelessness on his part, as he sent the men to the docks not noticing that they had not the armbands on.

Commander Cochrane said that by the Foudroyant crew wearing this particular uniform they avoided being tackled by the recruiting sergeant, who took them for naval men.

The Mayor (Alderman A.W. Chard) said a good many lads had enlisted from the Foudroyant.

Mr. Cobb said that over 30 had enlisted since the war started, and over 50 altogether. He also offered his two ships to the Fortress Commander for any purpose he thought fit.

The Magistrates' Clerk said the Foudroyant had a good record as regards enlisting.

The Mayor said a technical offence had been committed through not wearing the armband, and defendants would be fined 5s each."

## *Naval Court Martial*

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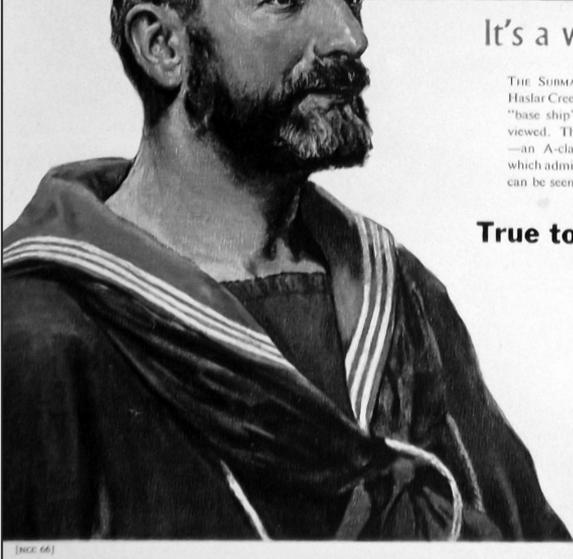
A court martial assembled on board H.M.S. Impregnable at Devonport on Thursday, for the trial of First Lieutenant Jermyn Charles Symonds of the Royal Marines, on service in H.M.S. Trincomalee.

The following was the charge:- In that the said First Lieutenant Jermyn Charles Symonds, of her Majesty's Royal Marines, while borne on the books of H.M.S. Trincomalee, in commission, did not on the 4th of April, 1850, return to the said ship, then being in the harbour of St. Jago de Cuba, until after eleven o'clock p.m. of that day.

Second charge – For that the said First Lieutenant Jermyn C. Symonds, while so borne as aforesaid, and when he returned to the ship after eleven o'clock p.m. of the said day as aforesaid, did force his way on board of the said ship when ordered by the officer of the watch and the sentry on the gangway of the said ship to keep off.

Several of the officers belonging to the Trincomalee having given evidence on support of both clauses of the charge, - the prisoner, in defence, stated that he had no intention to disobey orders, and had, unfortunately, acted under a mistake, believing that the order to keep off from the ship had been given in jest by one of the youngsters. He also stated that he had been four months a prisoner, five weeks of which he had been kept in close confinement. Three witnesses were called for the defence, to prove that Mr Symonds had the impression, which he stated in his speech, and had been confined as he represented.

After consultation, the court decided that the prisoner be reduced in rank two years, and be severely reprimanded.



## It's a way they have in the Navy

THE SUBMARINE BASE IN PORTSMOUTH HARBOUR. At the entrance of Haslar Creek, close by the famous training ship Foudroyant, is the principal "base ship" for submarines—a shore station from which this scene is viewed. The submarine coming in to her moorings is H.M.S. Acheron—an A-class vessel with eight 21-inch torpedo tubes. The "snort", which admits air to the submarine when it is submerged to periscope depth, can be seen above the conning tower.

**True to tradition...**

*Player's  
Please*



TS Foudroyant is shown in the advertisement for Player's Navy Cut.

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# Examples of our ship in Advertisement & Promotions

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## PLAYER'S NAVY CUT

TS Foudroyant is shown in the advertisement on the opposite page for Player's Navy Cut.

The words are:

“It's a way they have in the Navy

THE SUBMARINE BASE IN PORTSMOUTH HARBOUR. At the entrance of Haslar Creek, close by the famous training ship Foudroyant, is the principal “base ship” for submarines – a shore station from which this scene is viewed. The submarine coming in to her moorings is H.M.S. Acheron – an A-class vessel with eight 21-inch torpedo tubes. The “snort”, which admits air to the submarine when it is submerged to periscope depth, can be seen above the conning tower.

True to tradition Player's Please”

## PLAYER'S CIGARETTES



*H.M.S. "Trincomalee" (now "Foudroyant")*

The figurehead of our ship appeared as number 16 in a series of 25 cigarette cards issued by John Player & Sons on the theme of Ships' Figure-Heads in 1931. The back of the card states:

“H.M.S. “Trincomalee,” 1817,  
Now “Foudroyant”

One of the few old “wooden walls” whose original figure-head can still be studied (at Falmouth) is the Foudroyant, built in India as the 31-gun frigate Trincomalee. She has an Eastern figure-head, as usual the figure of a ferocious-looking warrior. This gave good opportunities for the brilliant decoration which was loved both by bluejackets and by the carvers of figure-heads. The old Trincomalee was preserved in rather a curious fashion. In

1892 Nelson's famous Foudroyant was sold by the Admiralty to German scrappers, and there was great public indignation until the contract was cancelled and a Mr. Cobb was allowed to take her over and exhibit her around the country. When she was wrecked in 1897 the Trincomalee was bought, given her name, and equipped with as many of her guns and fittings as could be saved.”

## BROOKE BOND TEA AND TEA BAGS

When in 1970 Brooke Bond Oxo Ltd. produced its collection of 50 picture cards, "The Saga of Ships", TS Foudroyant appeared as card number 22. The illustrations were by David Cobb, and card descriptions by George Naish.



The introduction in the album by Alan Villiers says:

“The sailing-ship was one of the greatest, most beautiful and most lasting creations ever developed by man. Vasco da Gama, Magellan, Columbus, Cabot, Captain Cook: all made their discoveries in ships that sailed. Nelson fought in such ships. Drake sailed one around the world, and fought in others against Spain's Armada. Fighting-ship, exploring ship, world-lumbering argosy or swift clipper, these knew and overcame the perils of the sea with only Man's courage and ability to aid them. ...

...It will be fun to assemble and study these Brooke Bond cards in this handsome album. For these ships share grace, courage, and the ageless spirit of Adventure – and so do the men who manned them, and still do.

Browsing through this record, you will understand.”

The following information is given about card number 22:

“T.S. Foudroyant (ex-H.M.S. Trincomalee)



H.M.S. Trincomalee was a 46-gun frigate, teak-built in 1817 for the Royal Navy by the Honourable East India Company. Her gun-deck was 150 feet long by 40 feet and her tonnage 1,066, with a ship's company of 220. She served two commissions, in the West Indies and Pacific 1847-1857. Then, when wooden war ships were discarded, she was kept on as a training ship. In private ownership, and renamed the Foudroyant after Nelson's flag-ship, a Trust now runs her as a Holiday Training Ship for youngsters, in Portsmouth Harbour.”

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## *Annual General Meeting 23rd September 2015*

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### **Chairman's Report**

I am pleased to report that the Friends of HMS Trincomalee, at twenty two years of age, can be given a good bill of health.

Over the last year, we have held a variety of Friends' meetings on board our ship.

After last year's Annual General Meeting, Colonel Euan Houstoun entertained us with a talk about the founding of the Friends and his family ties with the ship. In October, Alan Jackson gave a well informed talk about “Royal Naval Submarine Operations during the Cold War”, and last November Paul Brunyee held our interest with his talk about the “Austen Brothers.” We ended last year in good voice, with Peter Craddy accompanying us, at the Carols in the Captain's Cabin event. All joined in with the quiz, identifying the owners of items on a washing line.

So far in 2015, we have learnt about the ship-owners' houses in Hartlepool from Edward Bunting, had an overview of two hundred years of HMS Trincomalee from myself, and last April the video "History of the Royal Navy – Wooden Walls (1600 – 1805)" was screened, observant viewers recognising those scenes which had been filmed on board our ship.

The "Maiden Voyage" event last May provided us with a pleasant evening. John Megson, as the Admiral, and Martin Barker, as an Officer, entertained us with their "Health and Safety" sketch. Peter Craddy accompanied us in the singing of sea shanties selected by Ruth Turner. Ruth also contributed a reading as she had done at the Christmas Carols event.

In addition to recognising the support of all the trustees, I thank Maria Blades for providing splendid cakes for us.

So, on behalf of the Friends, I extend heartfelt thanks to all those mentioned.

With respect to the business side of our charity, the trustees had an "away-day" in November, resulting in a business plan for the three years 2014 to 2017. The uncertainties surrounding the relationships developing between the National Museum of the Royal Navy, the Trincomalee Trust and Hartlepool Borough Council make it important, at present, that the Friends maintain a degree of independence from these bodies.

We have also received a substantial financial legacy. The level of money in our account at the end of our financial year, on 31st March 2015, was £32,742, which being greater than £10,000 opens us up to the possibility of increased scrutiny by the Charity Commission. Item 5 of the agenda, looking at constitution changes, relates to this.

Membership numbers have fallen a little in the last year, with 189 current memberships compared with 201 a year ago, representing a fall of 6%. This fall is entirely due to a decline in members living outside the North-East of England, where the fall has been 38%, this has been offset by a rise of 4% amongst the North-East members who now represent 85% of our membership.

The trustees have decided to keep membership fees fixed at their current levels until our Annual General Meeting in 2016. We are looking at ways of attracting new members, particularly of the younger generation where the use of the internet for joining and the dissemination of information is more in keeping with the trends of today. When possible payment of subscriptions by standing order is encouraged to reduce postage costs.

The Quarterdeck magazine remains a significant part of the package for members of the “Friends of HMS Trincomalee”, more so for our many members who are unable to attend our meetings on the ship. Presently the back issues are being digitalised, the more recent editions already existing in a digital format.

The number of pages has been increased to twenty an issue, and since most of the pictures in the issues are black and white it makes financial sense to have the magazine printed in black and white, rather than colour.

The on-going intention is to make the magazine more informative about the ship and related matters, and I thank Paul Brunyee, Keith Atkinson and Matthew Willis for the contributions they have made to the magazine in the last year.

Next year the intention is to enable members to join on-line with access to past issues of the Quarterdeck and articles related to the ship in digital format, however we will still be producing hard copies of the magazine in the normal way, and I thank the printers, Atkinsons of Hartlepool, for their continuing help with producing the magazine.

Today two trustees are standing down from our committee. Maureen Storm, whose “hands on” experience as a volunteer manning the exhibition gallery with her contributions at committee meetings have been much appreciated. Nigel Hogg is also standing down, and we shall return to him later this evening.

### **What of the future?**

I am happy to report that we have a full agenda of meetings arranged until our Annual General Meeting in September 2016.

Barring an unexpected response from the congregation, we have two new trustees waiting “at the altar” to join the committee, Martin Barker and Keith Atkinson - I view the altar more like a church altar than a sacrificial altar.

The challenges of adapting to changes occurring within the Historic Quay in the next year and developing a membership package for this digital age should keep us on our toes.

Finally, at a personal level, there have been two highlights in my year as Chairman of the Friends. First of all I have found it a pleasurable experience, with all the committee working well together to provide support and direction to our charity. The second highlight though has to be at last finding a cryptic crossword clue for the word “Trincomalee”.

**Hugh Turner**

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# *Honorary Membership Presentation Speech*

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As we know from last year, the Friends organisation came into being in 1993, and at the behest of Capt. David Smith, and/or Col. Euan Houston, it was decided that an approach be made to Nigel Hogg to become it's first Chairman.

Nigel came from a family steeped in civic duty in Hartlepool, and was at the time running the family business Smith Hogg and Co., Chartered Shipbrokers in the town.

He quite naturally agreed to the request, and set about creating a committee to drive the Friends. That's where I come in. Nigel and myself had become firm friends during our membership of Hartlepool Round Table, and



Nigel Hogg

over a couple of beers, at one of our regular lunchtime meetings, he invited me to be Secretary on the pretence that all he wanted was a Minute Secretary. Naïve that I am, I agreed, and I'm still here in one form or another. So I have therefore witnessed at first hand the amount of talent brought, and work put into the Friends, by Nigel. Nigel stayed as Chairman for twelve years, during which time he invented, wrote and published Quarterdeck, as well as growing the Friends, raising money, giving talks and spreading the word at every opportunity. He remained on the committee as a Trustee until now, giving valuable advice, and helping our Chairman edit Quarterdeck. It is only because Nigel spends most of his time living in France, that he feels he should step down in favour of someone who can dedicate more time to the role of Trustee. Nigel is also a Vice President of the Trincomalee Trust.

It is entirely appropriate, therefore, Chairman, that I recommend the Friends bestow an Honorary Membership on Nigel, to reflect all that he has done for the Friends.

**Ian Purdy**

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# THE FRIENDS OF HMS TRINCOMALEE

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## *Events in Autumn 2015 to Summer 2016*

- 25 November      *“All at sea with Waterloo 200”*  
Wednesday      *Paul Brunyee*
- 24 February      *“HMS Trincomalee on the World Wide Web”*  
Wednesday      *An audio-visual presentation*
- 23 March          *“Women associated with HMS Trincomalee*  
Wednesday      *and TS Foudroyant over the last 200 years”*  
*Ruth Turner*
- 27 April          *“The Little Blue Book*  
Wednesday      *-The boys' manual of seamanship and gunnery,*  
*fourth edition 1872” Sandy Kinghorn*
- 25 May            *“At Honolulu with HMS Trincomalee”*  
Wednesday      *Entertainment and refreshments on board*  
*– more details with next magazine*
- 14 September    *Annual General Meeting*  
Wednesday

*Unless otherwise stated all events take place  
in the Captain's Quarters on board HMS Trincomalee at 7.00pm  
– Talks starting at 7.30pm after refreshments*

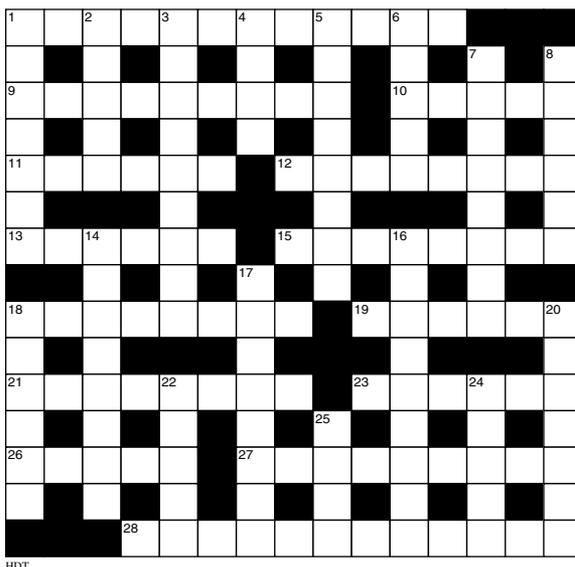
These events are free for Friends, with guests charged £1 each.

Friends receive free entry to HMS Trincomalee and Hartlepool's Maritime Experience for one year, can attend talks and presentations on board, receive the Quarterdeck magazine which is published three times a year and receive a 10% discount on items in the Ship Shop.

An application form is overleaf.

# Mess Deck Crossword

Autumn 2015



HDT

## ACROSS

- 1 Boat makers (4,8)
- 9 Belfry (4,5)
- 10 Such 1 across may use "Sheet Anchor" (5)
- 11 Will lose power when a ship is raised abaft (6)
- 12 Difficult to understand (8)
- 13 In 1915 Foudroyant's crew should have worn a white one (6)
- 15 "Sheet Anchor" was such a manual in 1808 (4,4)
- 18 English protestants (8)
- 19 On the house (6)
- 21 Famous (8)
- 23 Settle down (2,4)
- 26 Made a mistake (5)
- 27 HMS Trincomalee was part of this navy (9)
- 28 Darcy Lever never worked on these (7,5)

## DOWN

- 1 Cold area of Russia (7)
- 2 Did little activity (5)
- 3 Most acidic (9)
- 4 State (4)
- 5 Navy (4,4)
- 6 Cancel a punishment or debt (5)
- 7 Darcy Lever served as one after the Napoleonic Wars (8)
- 8 Part of a coat (6)
- 14 Darcy Lever was able to talk extensively with them (8)
- 16 HMS Acheron had eight 21-inch tubes for these (9)
- 17 Difference in pitch between notes (8)
- 18 The origin of 22 down (6)
- 20 Faced a court martial in 1850 (7)
- 22 A dynasty of ship builders (5)
- 24 Excuse (5)
- 25 "Button" on computer screen (4)

*Solution next issue*

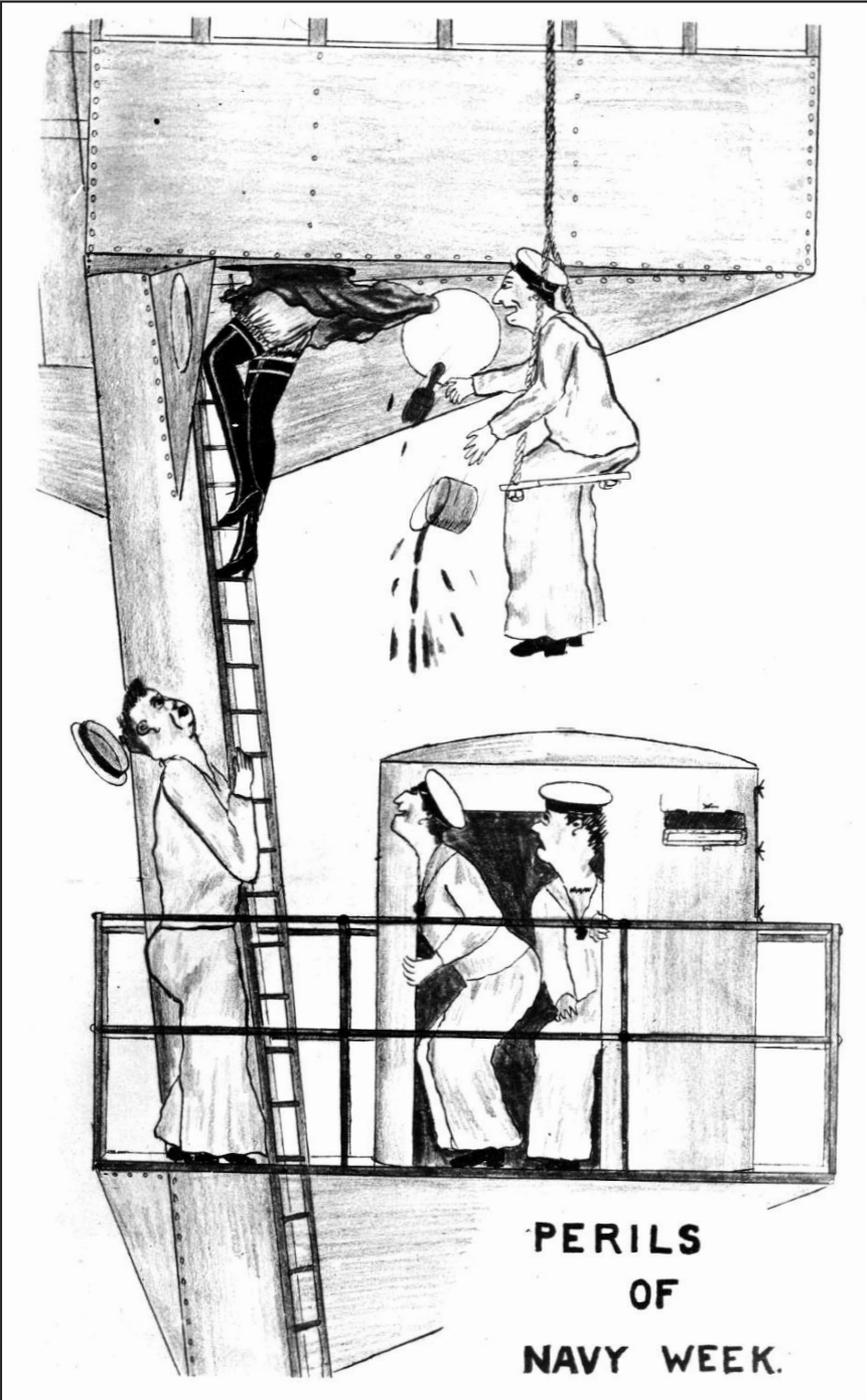
**APPLICATION FORM**  
**to join**  
**THE FRIENDS OF HMS TRINCOMALEE**

Membership categories and twelve monthly subscriptions:  
(Fixed until 1st September 2016)

Adult	£20.00
Concessionary *	£15.00
Joint Adult	£35.00
Joint Concessionary *	£27.00
Family Group +	£45.00

\* Children, students, senior citizens and those unwaged

+ Two adults and up to three children in a family



**PERILS  
OF  
NAVY WEEK.**