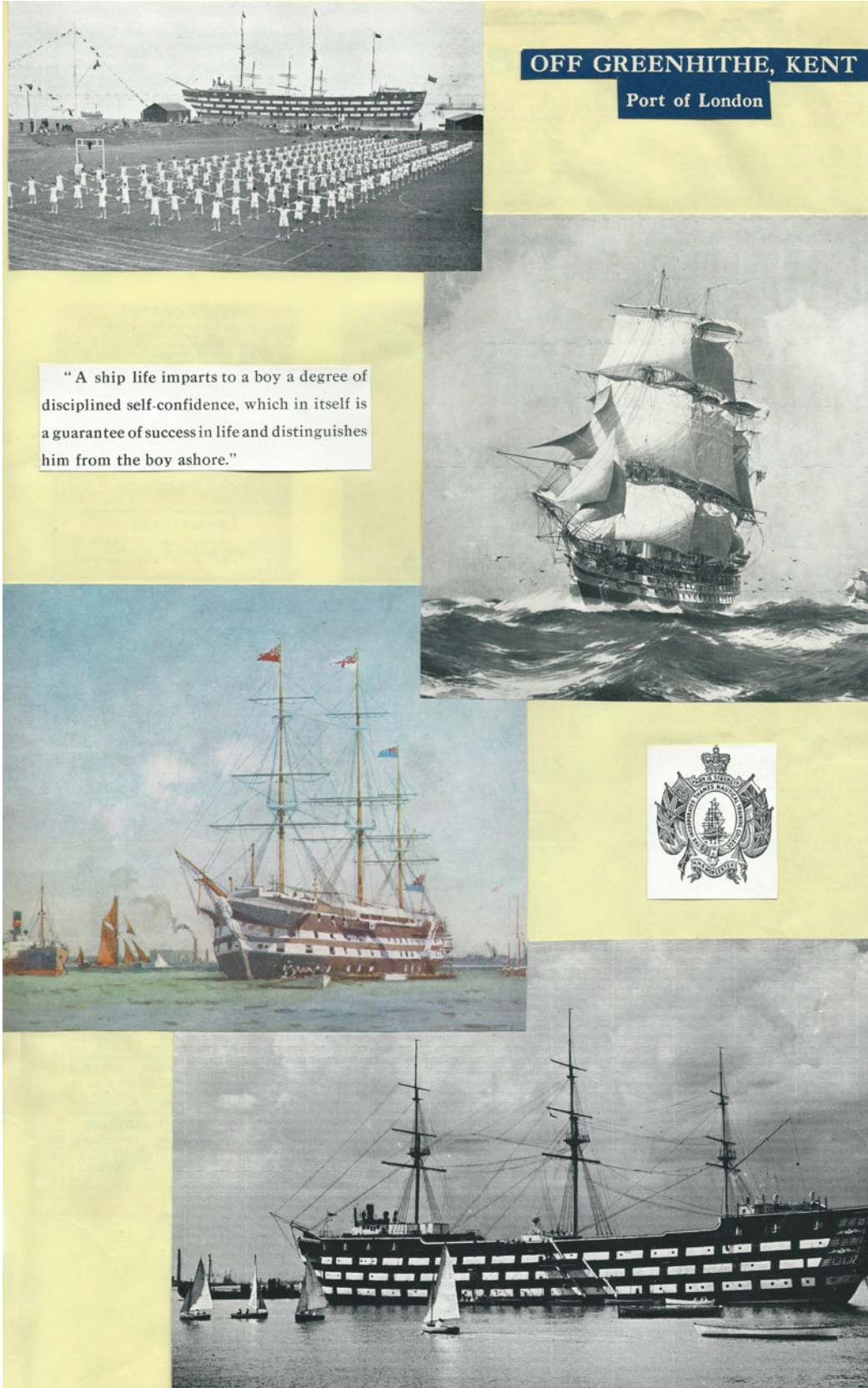
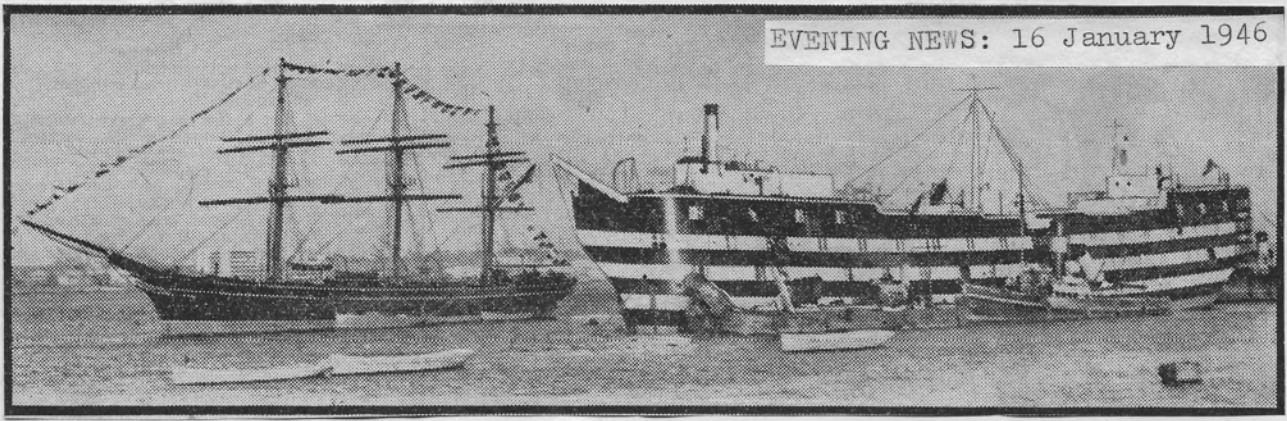


BRYAN MELLONIE WAS AN OLD WORCESTER (1944-46) THIS IS HIS "SCRAPBOOK" AND HIS SON'S COLLECTION OF WORCESTER MEMORABILIA. SCANNED AND SENT TO ME BY KEITH BRODERICK OW

Keith Broderick has this to say in May 2014 - "Stan Benjamin and I have lunch once a month with 3 Old Conways. One of them told me about Bryan Mellonie, an Old Worcester, who had recently died. He told me his son Steve had a lot of HMS Worcester memorabilia. I met Steve a few weeks ago and he kindly lent it all to me to scan/copy etc. He and his brother wish to keep it but they have no objection to our putting it up on the website. Bryan was on the ship in the 2nd world war and was evacuated to Footscray. In the photo of the ships company at Footscray he is first cadet on left hand side 3rd row from the top.





## MASTER OF THE CUTTY SARK.

A MEMORABLE GATHERING.

### GREATEST SAILING SHIP IN HISTORY.

"On Monday at Falmouth Captain Woodget will take command again of the ship he loves so well, and the soul of that great ship will awake to life again. I am going down myself to take the wheel at which I first learnt to steer 40 years ago, and will say, 'Aye, aye, sir' to my old commander."

The room in Anderton's Hotel in Fleet Street (chronicles a London correspondent of the "Manchester Guardian") roared as it never had before in its long history of celebrations as the brown-faced, steady-eyed men of the Seven Seas Club and the Anchorite reacted to these words of Captain Millett, once mate of the Cutty Sark, that stirred them all deeply. The famous skipper of the Cutty Sark, in the emotion of the night, looked for a moment his 78 years.

Captain Woodget is a small, white-bearded man whom no landsman would take for a sailor, although his features have a peering look and recede a little under the dome of his head, as though blown in by strong winds and beating seas, and his hands are "rope-hokey," as sailors say, and still strong and hard for all his years. "An old man eloquent" they say of ancient active statesmen, an old master mariner this whose eloquence spoke only to the initiate of the sea. To the shoreman he looked like a little local preacher in his old-fashioned black coat and black tie.

#### SERVICE IN SAIL.

The men round the room included four old shipmasters, and nearly all of them had served in sail and knew the ports of the world.

Captain Woodget did not reply to the toast. The voice that had roared against the tempest in the 'seventies and 'eighties could not now be heard in Anderton's room, and his return to sea life and the welcome of his fellows had unnerved the old man so that his hard old hands shook as he clutched his gold watch-chain. So his old apprentice, Captain Millett, spoke for him, and often the old man pulled the speaker up to qualify or explain a point.

Captain Millett told the great story of the Cutty Sark that is now popular history, the greatest sailing ship in history, not for her records, although she had many, but for the consistent wonder of her sailing so that people could count on her arrival in and out to Australia within a day. She is now 35. She was built to race of the Thermopylae, the greatest clipper of her time, and proofs that she was better than the Thermopylae were discussed again.

They raced only once, and the Cutty Sark lost her rudder and eleven days in making the finest jury rudder ever made, yet she came in only six days behind her rival. She had never made passages like the American ships Lightning, James Bayes, and Schomberg, but these fine ships were three times her size and spread of canvas, and were passenger ships able to carry 5,000 tons of cargo, and carrying 1,400. The Lightning had made 436 miles in 24 hours; the Cutty Sark had averaged five hours at 1 knot an hour and had averaged 13 knots for seven days.

#### CAPTAIN'S REMINISCENCES.

Captain Millett in his narrative gave some of his own reminiscences. He was apprentice in the Cutty Sark under Moore, before Woodget took over. "I was at the wheel in the South-East Trades," he said, "close-hauled, and Moore was walking back and forward much strung up, although, being a boy, I did not see what was happening as he did. At last he broke out: 'Here, my boy, don't you ever forget all your life that we are going 15 knots full and by, and that's going.'"

Captain Millett many years afterwards, when in Sydney, saw the log of the crack ship Britannia, showing that she had come up at 14.7 knots, and an officer of the Britannia told him when they were coming along like that it was reported that a ship was coming up on them. He couldn't believe it, but sure enough "there was our famous friend in the Cutty Sark coming up and past, and was inside Sydney heads before the Britannia arrived."

He denied that the Cutty Sark was a wet ship, and gave instances that impressed the gathering. Ships were ships in those days, and commanded by such men as Captain Woodget.

#### RETURN OF THE CUTTY SARK.

He told the late history of the Cutty Sark, which, after years in bondage with her tall masts cut down and sailed in another rig under an alien flag, had at last returned to the British flag, rigged as in her great days by the great-hearted act of Mrs. Downman and Captain Dowman. The Cutty Sark, under Captain Woodget, is sailing on Monday from Falmouth to Fowey, where she will be the flagship of the regatta. The great mariner "swallowed the anchor" in 1898, and has been living in the depth of the country until Captain Dowman, having rescued the old Cutty Sark, asked the old commander to go on board again.

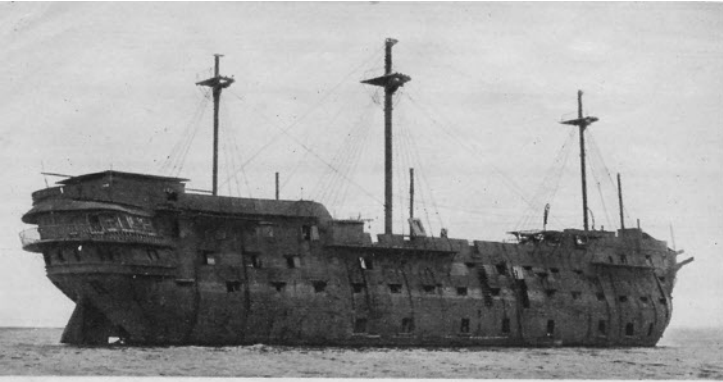
The other speeches at the gathering included a very interesting one from Captain Delix Riesenberg, of the American cadet barquentine Newport, now lying at Gravesend. He said, to the enthusiastic assent of the gathering, that a sailor must be trained on sail because the law of sail was emergency, and a sailor, whether of steam or sail, must have that in his bones.

Another speaker deplored the absence of anything related to the mercantile marine in the Empire Exhibition. "Without the mercantile marine would there have been an Empire? Yet the only sign of it there was an exhibit of Indian teak in the form of a captain's cabin with a bottle of whisky and a syphon of soda on the table.

It was a memorable gathering and as many of the members said sadly as they dispensed, there would never be another like it in the world. "It is a landmark in the history of our mercantile marine," said one. "It is a landmark," sadly said another

CAPE ARGUS: 21 August 1924

THE INCORPORATED  
THAMES NAUTICAL TRAINING  
COLLEGE  
H.M.S. WORCESTER



THE "WORCESTER" AT HER LAST MOORINGS OFF GRAYS, ESSEX: The famous old wooden training-ship, formerly known as H.M.S. "Worcester," has been berthed at Grays for over two years, and earlier this year she was sold to Frary Industries, of Queenborough, Kent, for breaking up. It was while this shipbreaking was taking place that the "Worcester" sank at her moorings, three men narrowly escaping with their lives. The sinking was immediately made the subject of an inquiry

### ANCIENT SHIP OVERTURNS

London, Monday.

The 109-year-old wooden training ship, Worcester, turned over and sank in the Thames off Grays, Essex, last night.

The ship was built in 1839 for coastguard duties and was sold to breakers early this year.—Sapa-Reuter.



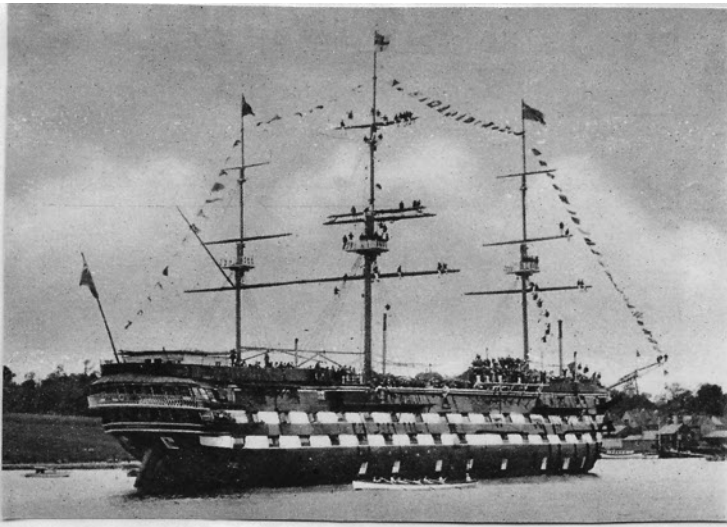
A PROUD 74-GUN SHIP OF THE ROYAL NAVY: A stern view of the "Worcester" as she lay embedded in the Thames mud off Grays, Essex. She was laid down in 1839, and one of her first tasks was to engage in coastguard duties, smuggling at that time being particularly rife. During "Worcester's" long career of unexampled service, more than 4,000 cadets passed through her



Many a naval man deeply regretted the passing of the old *Worcester* when she was moved from her moorings at Greenhithe early in 1946, and the news became known that she was destined for the shipbreakers. As it transpired the old vessel was not to pass into oblivion without one more kick, and on Sunday of last week, in the middle of the night, she sank on to the Thames mud with a heavy list, thereby providing some hard thinking and some expensive operations for her new owners, an Isle of Sheppey ship-breaking firm. The *Worcester*, 214 ft. long and with a beam of 60 ft., was laid down in 1839 and had been known under many names. She was launched under the name of *Frederick William*. A 74-gun ship, she was used at first for coastguard duties. In 1876 the Admiralty agreed to lend her to the Thames Nautical Training College for training purposes, and in 1877 she came into use as a training-ship and her name was changed to *Worcester*. During the Second World War she was again taken over by the Admiralty and used as the headquarters of the Greenhithe section of the London Auxiliary Patrol. She was handed back to the Thames Nautical Training College in 1945, but her usefulness had passed. She was returned to the Admiralty and her place as a training-ship was taken by the *Exmouth*

### THE SINKING OF THE "WORCESTER"

The Celebrated Old  
Training-Ship Meets  
with Disaster

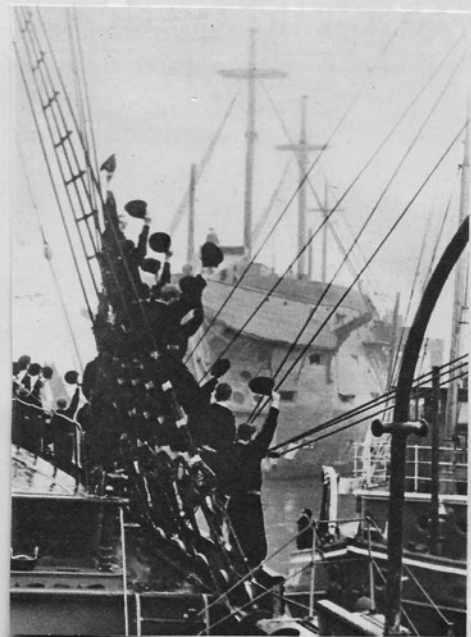
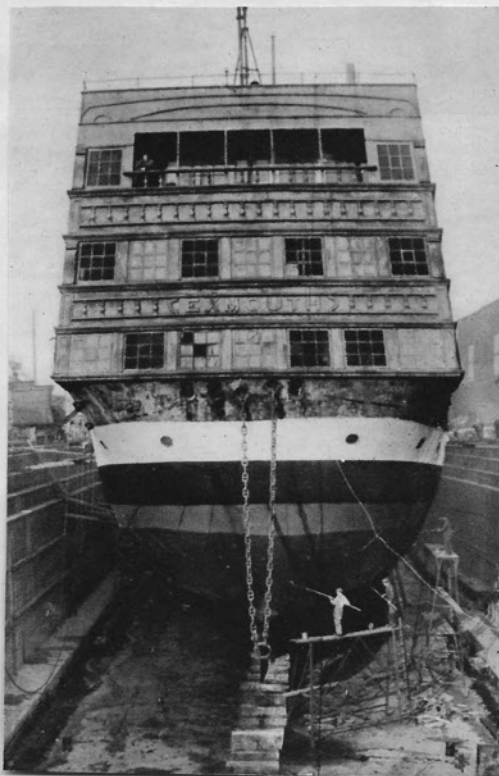


BUILT 115 YEARS AGO AND NOW TO BE BROKEN UP: THE OLD WORCESTER, THE FORMER CADET-SHIP, SEEN LYING AT HER MOORINGS IN THE THAMES.

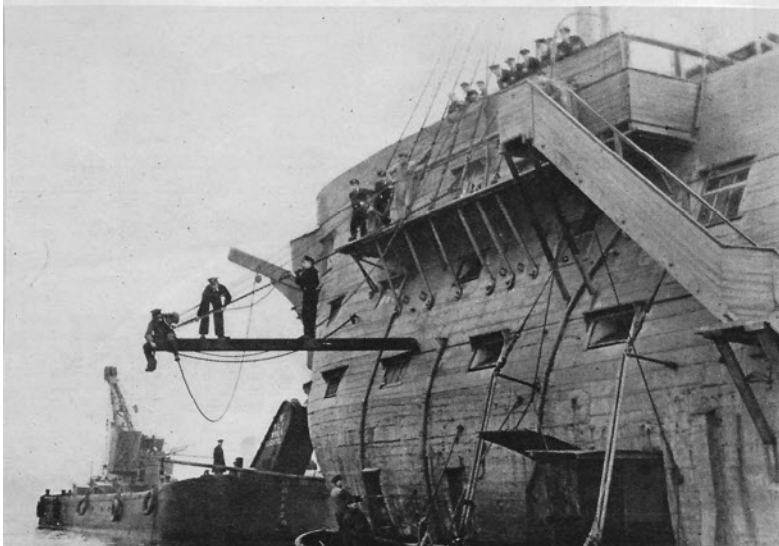
About 5000 cadets were trained in the old Worcester for commissions in the Royal Navy and the Merchant Navy, and regret will be widespread that the cost of maintenance of the old ship has proved too great since her retirement in 1945, and that the Admiralty have decided that she must be broken up.



The famous H.M.S. "Worcester," one of the last of the "wooden walls of England," and for seventy-nine years a training-ship for cadets for the Merchant Navy, has been now towed away from her old moorings at Greenhithe. She is to be replaced by the "Exmouth," which will be renamed "Worcester." The "Exmouth" was until recently the parent ship of the naval minesweepers at Scapa Flow. She has been refitting at the East India Docks and it is stated that she will go to the Greenhithe moorings in January. She will be the third "Worcester." During the war, 1000 old "Worcester" boys served in the forces and 130 were killed. Cadets from the "Worcester," in common with those of H.M.S. "Conway" and the Nautical College, Pangbourne, enjoy certain special privileges granted by the Admiralty—such as wearing the uniform of the R.N.R.



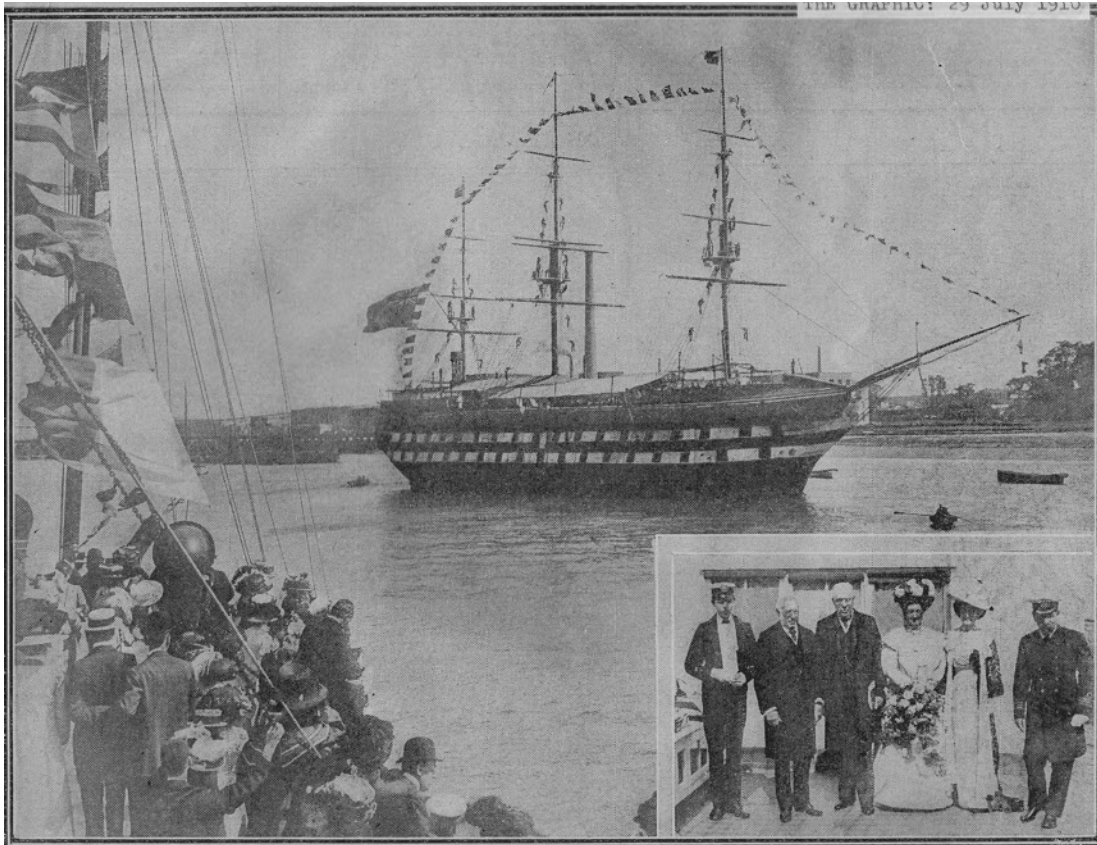
"WORCESTER" BOYS WAVING FAREWELL TO THEIR OLD TRAINING-SHIP, AS THE TUGS TOWED HER PAST THE STERN OF THE "CUTTY SARK."



CADETS HOISTING-IN THE ROOMS OF H.M.S. "WORCESTER," THEIR LAST TASK BEFORE THE OLD TRAINING-SHIP WAS TOWED AWAY FROM HER MOORINGS AT GREENHITHE.





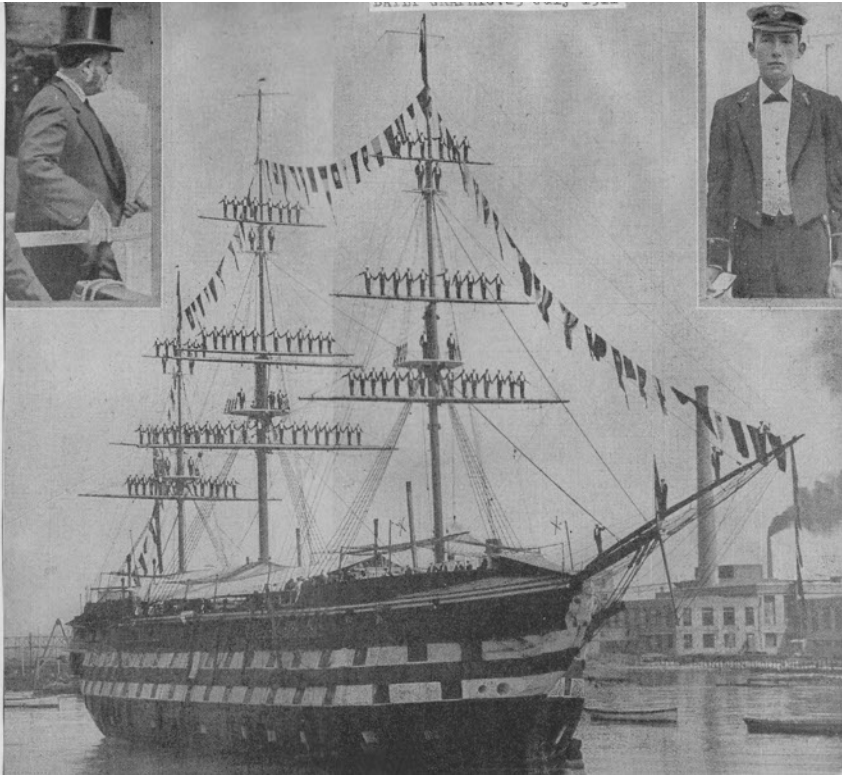



PRIZE DAY ON THE THAMES NAUTICAL TRAINING COLLEGE, H.M.S. WORCESTER, OFF GREENHITHE, KENT,—MANNING THE SHIP TO WELCOME THE RELATIONS AND GUESTS. INSET (LEFT TO RIGHT): GORDON VICTOR THOMAS, WINNER OF THE KING'S GOLD MEDAL, ADMIRAL FREEMANTLE, LORD GORELL, LADY GORELL, AND (ON RIGHT) COMMANDER WILSON-BARKER, CAPTAIN-SUPERINTENDENT OF THE WORCESTER. ("Daily Graphic" photographs.)



REMAINS OF THE SECOND "WORCESTER," OFF GRAYS, ESSEX, JULY, 1949.

—but who look so healthy and so cheerful, and withal so intelligent, that it really constitutes a great privilege to come and exchange a few words with you. As to my future trips to sea, when I get beyond Battersea, if ever I see an exceptionally smart officer who impresses me as being really smart and possessed of more than the ordinary accomplishments of a first-class man, I shall not make any mental remark, but I shall go up to him and say, "you must have been trained on board the 'Worcester.'" Probably, in ninety-nine cases out of a hundred I shall be correct. And in the hundredth case—well, I shall say, "if you were not trained on board the 'Worcester,' you are almost equal to those who were." We are all very much obliged to you for giving us so delightful an afternoon in the open air.





ESTABLISHED 1863 INCORPORATED 1893

OFF GREENHITHE, KENT.  
PORT OF LONDON.

Proceedings at the Distribution of Prizes  
GRANTED BY  
HIS MOST GRACIOUS MAJESTY THE KING,  
THE COMMITTEE OF  
THE INCORPORATED THAMES NAUTICAL TRAINING COLLEGE,  
H.M.S. "WORCESTER,"  
AND OTHER DONORS,  
PRESENTED BY  
THE RIGHT HON.  
SIR T. VEZEY STRONG, P.C.  
LORD MAYOR.

## LIST OF THE PRIZES

### HIS MOST GRACIOUS MAJESTY'S ANNUAL PRIZE

#### GOLD MEDAL.

This Most Gracious Majesty the King has been graciously pleased to continue to grant for competition by the Cadets of the "Worcester," this Prize, under the conditions previously granted by Her late Majesty, Queen Victoria, viz.:—"A GOLD MEDAL to be annually awarded to the Boy who shows the qualities likely to make the finest sailor: these consist of cheerful submission to superiors, self-respect and independence of character, kindness and protection to the weak, readiness to forgive offences, desire to conciliate the differences of others, and, above all, fearless devotion to duty and unflinching truthfulness."

The following Regulations will, by His Majesty's command, be observed in awarding this Prize:—

"The Medal will be open to boys who have been one year on board the Ship, and have received not less than half the total number of marks at the previous Quarterly Examination. The Commander, after conferring with the Head Master, shall select not less than three nor more than five of the boys whom he considers to possess the qualities for which the prize is given. He shall then submit these names to the boys who have been assembled for the purpose in the School, and each boy who has been on board six months (one session) previously to the time of distribution, shall then and there vote for one of the boys so selected.

The boy who obtains the highest number of votes shall receive the Medal."

Awarded to THOMAS ERSKINE (CROSSE).

ADMIRAL SIR E. R. FREMANTLE said: It is very kind of the Chairman to give me the opportunity, which I fully appreciate, of saying a few words to the young men whose happy faces I see before me. I need scarcely say that on a fine day like this it is a pleasure to come down to the "Worcester," even although it is a little warm. But the pleasure is—

curriculum, and sometimes I wonder whether we have been wise to exclude altogether the old-world seamanship, at least so long as sailing ships continue to exist. I am glad that you got good places at the Coronation, and I hope you saw all there was to be seen. I am sure you will all remember it. I know it interfered, to some extent, with your studies, but, after all, you saw something which I trust you will not be

animated those in the Navy at the time I joined, many of whom not only recollected but had served with Nelson. My first admiral was one of Nelson's captains, and I have heard him speak of the work he had done under Nelson in the Mediterranean. Therefore, the traditions of those days were with us when I joined the Royal Navy over sixty years ago. I believe those traditions will live—and do still live—in the hearts of those who man our present Dreadnoughts. I believe the traditions of the Mercantile Marine are as bright and as strong as those of the Royal Navy. I believe the story of Commodore Dance, who by the bold appearance he made with his Indiamen, frightened the French Admiral from forcing home an attack, which was repulsed. I believe our sailors do their duty as our great Admiral Nelson told us was necessary for every British sailor. We have only to know what has taken place in the "Worcester"—we have

the yards which you Cadets did extremely well—to realise how thorough is the discipline maintained here. Nothing is so absolutely necessary in this world—nothing is so absolutely necessary on board ship—as a high state of discipline, and I am sure in your future careers you will recollect that, and always maintain it thoroughly in your own persons and with those under your command.

### MIDSHIPMEN TO THE ROYAL NAVAL RESERVE.

The following Cadets (subject to approval) are recommended for appointments as Midshipmen in the Royal Naval Reserve granted by the Admiralty to "Worcester" Cadets.

W. H. BENNETT-DAMPIER	H. P. K. ORAM
C. G. O. BRENSAN	J. W. FAINE
T. E. CROSSE	A. H. DE C. QUINCE
G. ENGLAND	

#### A HANDSOME SEXTANT.

Given annually by the ELDER BROTHERS OF THE TRINITY HOUSE to the Boy who obtains HIS MAJESTY'S GOLD MEDAL.—Presented to THOMAS ERSKINE CROSSE.

#### GOLD WATCH.

Given annually by the PENINSULAR & ORIENTAL STRAM NAVIGATION COMPANY, to a Boy in the Gold Medal Competition, with preference for employment in that Company's service, if on obtaining his Second Mate's Certificate he produces good Certificates for steadiness and ability, and passes the Company's Medical and Nautical Inspectors.—Presented to J. S. T. BENNETT-DAMPIER.

The three following Boys also were selected and competed for HIS MAJESTY'S GOLD MEDAL: T. S. GRIEVE, H. P. K. ORAM, G. ENGLAND.

#### EFFICIENCY IN EXECUTIVE DUTIES.

Prize.—Sextant, given by the ORIENT STRAM NAVIGATION COMPANY, LTD.—Presented to M. J. MORTON.

#### RULES OF THE ROAD.

Prize.—Sextant, given by the BRITISH INDIA STRAM NAVIGATION COMPANY, LTD., with preference for employment in that Company, if on obtaining his Second Mate's Certificate he produces good Certificates for steadiness and ability.—Presented to C. G. O. BRENSAN.

#### SIGNALS.

Prize.—Binocular, given by the ROYAL MAIL STRAM PACKET COMPANY with preference for employment in that Company's service, if on obtaining his Second Mate's Certificate he produces good Certificates for steadiness and ability, and passes the Company's Medical and Nautical Inspectors.—Presented to H. M. RENNIE.

\*Since appointed.

pper deck under the break of the fore-castle, and believe me, my fingers still ache when I think of my sufferings on a cold morning, with the icy wind coming down Long Reach and through that open Porthole.

At first we had no Gym, but later on we had one in the old Engine room, but the Library was not opened until after my time. We had a good deal of boating and some sailing. On one occasion of "Away Boats' Crews" we met the celebrated "Cutty Sark" being towed back to London after having been run down whilst at anchor in The Downs outward bound. There were two old "Worcesters" aboard of her who were, of course, great heroes. During my time on board, I saw nearly all the celebrated sailing ships that Lubbock tells about in his three books, which I enjoy so much, and I also have a distant recollection of seeing the Orient liner "Orient" coming up the river for the first time with guns at either end of her, and what a monster she looked to us! I suppose she would hardly be a good-sized "Jolly Boat" to some of the "Majesties" of to-day.

We used to have great interest in the Yacht and Barge racing fifty years ago. There were two very fast little cutters called the "Torch" and the "Dodo," sister vessels who frequently raced from the back to just ahead of the "Worcester." I still recall the "Torch" nosing out the "Dodo" by going round the winning buoy "in Stays."

Among other memorable events of my time aboard was the visiting of the Japanese Coorvette "Siki," the first modern war-ship the Japanese owned. "Mr. Togo," later on the celebrated Admiral Togo, was aboard of her and came to visit us and renew old ties. You, of course, know he was a Worcester Cadet. Then Lord Brassey, always an enthusiastic friend of the "Worcester," moored his wonderful Yacht

Regarded from the standpoints of both work and health the Ship has been more than fortunate. From the point of view of health the Ship has been more than fortunate. Not a single infectious disease has occurred and even dreaded influenza visited many schools and families with dire results, honor to the Ship's medical staff. Despite the bad weather experienced in February engagements were fulfilled, and in the latter part of the month training was carried through both earnestly and successfully and Starboard race—the grand finale of the Lent Term—exciting of those held during recent years.

## EDITORIAL.

707, Hoyt St.,  
Portland, Oregon,  
Feb. 5th, 1927.

To the Editor of "The Dog Watch,"  
H.M.S. Worcester.

Dear Sir,

Fifty years ago to-day I joined H.M.S. "Worcester," as a cadet, and I am inspired to write you a few of my recollections.

Owing to the delay of equipping the new Line of Battleship that replaced the old Frigate, The Training Ship, winter term opened late, February 5th, 1877. When we arrived aboard, there were lots of wet paint to be wiped off by our nice new uniforms, lots of poorly fitting ports, some leaks from poorly caulked decks, etc. Aloft there were three bare lower masts, except for a gantline to each mast head, and I am proud to say, we youngsters rigged her completely, except for splicing the wire rigging. The experience then gained came in useful to me later on, when a junior officer on a steamer, and we had to strike topmasts. The job was entirely entrusted to me. The hulk of the old Frigate "Worcester" was moored along the Starboard side.

We had the same school desks you have now, perhaps not quite so much carved up by industrious cadets. The mess room was also practically the same as you have it, but our wash room was on the Orlop deck and we had to chase down every morning in undershirt and pants to the Orlop deck, dodging the cold drafts as best we could, and washing was often somewhat curtailed.

As a Fore-castleman, it was my pleasant!!! duty to wring swabs on wash-deck days. At the start all the swabs were wrung forward on the

Price 1/6

EASTER, 1927

## THE DOG WATCH

The Journal of the *Tianan* Nautical Training College, H.M.S. "Worcester."  
A Magazine for "Worcesters" Past and Present  
Edited by W. S. LULY, B.A.

Assisted by  
R. F. JACKSON, Mr. C. E. DALL, B.Sc., Cadet-Captains B. M. HARMAN  
and D. COWLEY.

Hon. Treasurer: Capt. M. B. SAYER, C.B.E., R.D., R.N.R.

#### NOTICES.

The cover picture may not be reproduced in any form without the consent of the artist, to be obtained through the Editor.

HERE FOLLOWS ON THE NEXT THREE PAGES, A LETTER WRITTEN TO  
BRYAN MELLONIE WHICH CONTAINS SOME INTERESTING  
RECOLLECTIONS.



35, Court Road,  
Eltham, S.E.9 5AF.

TEL. ELTHAM 1737

26th. April 1975.

Bryan Mellonie,  
31 Neate Avenue,  
Blackwood,  
South Australia,  
5051.

Dear Mr. Mellonie,

Having just read Ian Borlands News Letter and noted that you are thinking of commtting some Worcester memories tp paper, I feel constrained to endeavour to assist with some scraps dragged from my own somewhat unimaginative recollections. Spelling will be as hammered into a dullard many years ago.

I joined the Ship in September 1928 just prior to the death of the then Captain Superintendent--whose name escapes me for the moment--~~did~~ he was buried in Old Bexley Churchyard--I think I still have a photograph of the interrment--it shows me, with others, holding a Worcester ensign--upside down alongside the still open grave.

My first Sunday morning Divisions was a disaster the memory of which still rankles--Silvers had not packed any "Butterfly" collars in my kit--I appeared with standard hard collar Captain showed his displeasure by ripping it off my necked in one savage tear--I fell over and was dult beaten by the Cadet Captain--a very poor start.

After having found my way around the Ship and having realised that I and the 20-30 other new boys were required to answer each and every call for a "New Boy" that echoed around the lower decks at peril of being beaten for being the last to answer the call and having found that I was required to fag for every man on the ship above a third term--I was then told of the "Bimming" that would take place at half term--horrific tales of having to crawl on ones hands and knees between two lines of bimster swinging old hands--on arrival at the end of the torment, ones ~~xxx~~ face was platered with a mixture of gease, tar and feathers, one was required to sing or recite and then return down the line of savages who would reward ones efforts with either harder beating or if they were pleased--lighter.

I didn't really believe the half of it--but it all came to pass--and a pretty disturbing experiance it was. At ones third term the whole business was repeated but his time with the opportunity to take part in the free-for all fighting that took place on the floor of the Gym in between the chastising of the first termers.

All good clean fun of course, but it left its mark on many frightened lads and I for one was not sorry to hear that Captain Steele had put a stop to the whole thing.

Did you experiance the farce of turning-in?

After having slung hammocks--we were indulged in two minutes of silent prayer before undressing.



As the last boy to turn in was invariably pulled out and beaten by the Top Captain for his slowness--it was the custom to undress as far as humanly possible during the silent prayers--collars ties cuff links etc could be coped with, but most of us found that after a few days we had no buttons left on our shirts and rips and tears were abundant. I was fortunate in being a big chap for my age, I weighed best part of 14 stone, so after my first term I was moved into the Starboard where I came under the protection of the dreaded Fore'sle men, mark you I still had to fag for all and sundry but a quick promotion to the 1sts. Fifteen took care of most of that. Did you box in the Gym? We had boxing every Saturday evening when it was Captain Sayers (that was his name) pleasure to reward the bout winners with an apple--very hard earned they were too. I managed to take the Heavy Weight boxing cup--another reason why I wasn't pushed around too much.

Another of Captain Sayers pleasures was to put four blindfolded boxers in the ring together, one starting out from each corner and mixing it to the best of ones ability in the centre of the ring--great stuff--to watch.

Did you ever hear of the pastime of "Kneeing" ?.

The rules were simplicity itself--Call for a new boy-- when he arrived say I am going to beat you--if he were fool enough to ask why--then the reason was for arguing ---you then told him to stand on one leg and hold the other knee up---then with the handle end of a cricket bat you bashed him on the inside of the thigh, just behind the knee, extremely painful I can assure you--St el stopped that too.

I don't know your term so don't know whether you were acquainted with Bimsters--they were fun to make and even greater fun to use--most lads in my first term were adept at whipping a bimster tightly enough to stand up by itself, six on the stern with such a weapon was not easily forgotten.

Old Pete the Sick Berth attendant and Senior Instructor of that time had a very special one whipped up with wire, which he wielded at Captains beatings--I saw him use it once--the recipient being quite happy to be expelled after it--he had been caught making love to one of the Captains chambermaids--silly boy.

Talking of Old Pete, were they still dishing out a tooth mug full of Epsom Salts once a week, in your day. Pete sat outside the wash-room door with a bucketful of the beastly stuff--Saturday morning Starboard watch--Sunday Port Watch--the smaller your tooth mug the less you got--I really hated it and had the greatest difficulty in holding it down--all sorts of subterfuges were tried to dispose of it--such as pouring it into ones sponge bag or even onto the sponge--Pete knew it all of course and a smart rap with his cane and a refill were the usual answers--a truly horrid memory.

My memory is working better today--so a correction--Mobbs was the Sick Berth attendant--I remember seeing him treat blokes with boils on the bottom--snip off the top with scissors--dab on the iodine and next please--I never complained of mine.

Now perhaps some of the better memories.

Haymaking in the top field on a lovely June day was something worth remembering--although at the time we classed it as purely a cheap way of getting the grass cut.. Mid-Term dances in the Gym to the Ships Band was quite something too--my elder sister always enjoyed coming to the Ship because nowhere else could she see so many boys dancing together.

The bottles of drink that were used aboard for the last night of term were fun too.



35, Court Road,

Eltham, S.E.9

TEL. ELTHAM 1737

I still well remember being very sick after drinking the better part of a bottle of Port wine--it cost something like 3/9 per bottle in those halcyon days. Yes there was smoking too, but being in the fifteenth I did not indulge.

Talking of Rigger, we did have a pretty good side and were in fact the only team to beat Sevenoaks College in their almost unbeaten record year.

I also had the great privilege and pleasure to play for the Ship against Pangbourne at Twickenham ---- nearly the whole Ship's company taken there by coach to support us--great days.

I spent many weary hours being trained by Jacko the Chief Officer to row against Conway, I was the reserve and never did row the actual race, but it was all well worth it as we crew members were on a somewhat better diet than the rest of the Ship--even had an egg once a week, a very real treat.

We were of course still doing Sail Drill in those days and I still marvel that no-one was killed in falling from aloft.

We did lose one man over the side whilst bringing the Captains gig onto the landing stage--he was bowman and toppled over as we bumped he just didn't come up again and the body was found round the point some seven days later--I was there and saw it happen.

I was also there on the never to be forgotten day when the Galley caught fire--what excitement--we of course thought it was the weekly Fire Drill until we saw the smoke.

My station was in charge of the big Fire Queen and I was first on the scene, very proud too until Jacko dashed up, took the extinguisher away from me and proceeded to put out the fire.

I have to remind you that this was the old wooden Worcester and fire was an ever present fear with us. Our very best effort was a complete evacuation of the ship in just under three minutes--very much assisted by well wielded binsters at all points.

You will appreciate that most of my Term were killed in the last war, so they are now very much memories. There were some big chaps amongst them, I being quite average at the afore mentioned 11 stone. Greene-Kelly sticks in my mind, he could do the 100 yards sprint in County record time and was a first class oar to boot. Stannard, later to be Second Officer, was like me a true dullard, whilst Kinney a fine looking chap, took the Kings Gold Medal in my first term and later went to sea in the Garthpool, he was I was told on watch when she was lost.

Repairs to the fabric of the ship was always in progress, we had three ships carpenters in my day, I still have a piece of the original timber which was taken out of the Orlop deck, I had it carved into an oversize Ships uniform button, oak as heavy as lead.

I was fortunate to be one of the Guard of Honour when Lord Inchcape opened the Swimming Baths--until that time we did our swimming in a floating pool attached to the Foreshore opposite the Ship, and a very messy old thing it was too. At night time some of us swam off the ship at slack water, but it was a bit dicey and a well deserved beating was the price of being caught.

Did they still have Route Marches in your day?

On Sunday afternoons Badge Cadets were allowed a Free walk, but all others partook of the route march which was usually to the Merrie Chest and back--pue purgatoryt --on a hot summers day in Sunday Rig. equally miserable in wet greatcoats in the winter.

Well all that sounds a lot of real old tosh but I am hoping that you might find some grain of interest amongst it all.

Please let me know if you publish--I will be the first to purchase a copy.

One more memory, I shall never forget the toilet paper that floated away with one tide and back with the next, I have seen the Ship really surrounded with it and many years later, at a time when our Bakery was supplying the Ship with bread I was more than amused to see my own name on bread wrapping paper also floating back to the ship with the tide.

All very best wishes in your effort, I'm sor y  
I haven't the time to make s fair copy .

Yours very sincerely,



# The Dog Watch

# The Dog Watch



The Magazine of the Incorporated Thames Nautical Training College, G.M.S. "Worcester"

—ON 3rd November, 1920, at Moorak, Melbourne, in his 73rd year, Edward Northcote.

Concerning deceased, a correspondent of the Melbourne "Argus" wrote:—

"Mr. Northcote had been for 32 years general manager of the Adelaide Steamship Company, and only retired from active work on medical advice at the end of September. Mr. Northcote came of an old English family originating in Newton Abbott, Devonshire, and was a cousin of the late Lord Northcote, formerly Governor-General of Australia. He was born in Kent, England, in April, 1854, and from his love for the sea as a boy he became a cadet on H.M.S. "Worcester," then a training ship, in 1868. He afterwards entered the mercantile marine, where he had an adventurous career, under sail and steam, and had three experiences of shipwreck. Later he joined the Orient Steam Navigation Company, and as navigating officer of the 'Orient,' which was then in commission as a troopship, he arrived at Alexandria on the day after the bombardment of that port. Among the officers on board was His Royal Highness the Duke of Connaught.

"Mr. Northcote retired from the sea and came to Australia in 1885, and shortly afterwards entered the service of the Adelaide Steamship Company, which then carried on in a small way. He became general manager of the company in 1894, and under his management the company has grown to be one of the largest shipping interests in the Commonwealth.

"Before settling in Melbourne Mr. Northcote had lived in both Sydney and Adelaide, and his work in connection with the company caused him to become a frequent visitor to the various State capitals, so that he was well known in all, and wherever he went his great popularity followed him. He never lost his great love



ALAN REID (1962-66), has written an interesting letter, for which we thank him. He is serving on the Tanker *Lucigen* of Moss Tankers Limited, which is in the Cunard Group of Companies. He has travelled extensively and visited Arriba the West Indies, Trinidad, Durban, Singapore, Indonesia, Bahrain, Karachi, Adan, Hong Kong, Rastanura in the Persian Gulf, and Jeddah in the Red Sea. He was due home last June, but due to the crisis in the Middle East the ship's movements had to be altered. Reid now expects to come home via Cape Town, and when he wrote was looking forward to being present at the Old Boys' regatta match at Greenhithe in November.

## "O.W." NOTES

### AND CORRESPONDENCE.

LADY COOPER: "Lord Inchcape, ladies and gentlemen, I do not know why I am called upon to say anything to you. This is a gala day for us as well as for you, and it is a very real joy to us sisters and mothers of all you dear boys to come down and spend this afternoon with you. Lord Inchcape gave you one good piece of advice which

"I do not know if I have any particular advice to give you because dear children, you can give good advice to us by your splendid conduct. There is a good deal behind manners, because like the Winchester motto 'Manners maketh the man.' I would like to tell you a little tale of a little London boy. I am very fond of them. You can learn a good deal from them. There was a crowd of children watching a Punch and Judy show, and I always gape at everything in the street. There they were on that nasty wet day, a lot of little girls in front and the boy behind, just as they do with their kind little hearts. There was one poor little girl in the wet with no shoes, and one boy behind could not stand it any longer, and throwing down his hat said, 'there, stand on that platform to illustrate the incident.' I am quite sure that is how you dear children would behave to your sisters and mothers and to anyone who wanted help. That is what you are going to do during your holiday

"I do not know whether you play cricket on board ship, but the other day I was going along under Waterloo Arches to Waterloo Station and some boys were playing cricket there with a little bit of wood for bat and a sort of nondescript ball, and I was marching along like this on the pitch!—(Laughter)—and quite unaware of it until, the poor darlings! I noticed the agonised look on their faces as they said, 'Oh do hurry up ma' and ma hurried!—(Laughter.)

## CUTTY SARK (Page 3)

FAMOUS clipper Cutty Sark is coming to Thames.

Built in 1869 by Hercules Linton, of Dumbarton. Carried, cloud of canvas. Under "all plain sail" spread 27 separate "clouts" and had 20 more "trills" for light winds.

Proved herself fastest clipper afloat in carrying home wool clip from Australia, and made many good voyages from Shanghai with tea. Best run for 24 hours was 370 miles, averaging 15½ knots. Once outpaced P. and O. mail steamer Britannia when logging steady 13 knots.

# The Tale of an Ancient Mariner

## Life as a Cadet 50 Years Ago

*In this article Cape Town's oldest master mariner recalls the days when he was a cadet aboard the famous training ship "The Worcester."*

SAILORS of to-day may be interested to recall the conditions under which the youths of Britain were trained for a sea career in the year 1872.

I left school at the age of 14 and joined H.M.S. Worcester, the training ship, lying at Greenhithe, in the lower reaches of the Thames, on January 24, 1872, as a cadet.

I had from my earliest remembrance a desire to follow the sea as a profession. In after years I found about all I wanted.

I soon became accustomed to the new order of things, and settled down to my job. We were given two years' tuition in all kinds of seamanship: knotting, splicing, sail-making, reefing and furling sail, boat and gun drill, and were also well grounded in navigation and the use of the sextant. At the end of the two years' course the cadet became the finished article.

Some time after I had joined up, a number of new cadets arrived, among them being a young fellow named Hehachi Togo. We little thought at that time that he would, in after years, rise to world fame by becoming Admiral of the Japanese High Fleet. It was he who was afterwards responsible for the destruction of the Russian Fleet in the Straits of Tushima in the late Russo-Japanese War.

He was of a modest and quiet disposition and a studious turn of mind. He once made a remark (in broken English), which impressed me to one of the instructors, who had unnecessarily repeated some order. He said: "I see, I hear, I remember."

As his sleeping hammock on the oplop deck was in near proximity to mine, we saw a good deal of each other, and even at that early stage I found him a modest and dignified companion.

An episode occurred, during my career on the Worcester, of a very unpleasant nature and to which I refer only in order to show what stern discipline was in force in those days. It certainly would not be tolerated at the present time.

A boy was found guilty of stealing the sum of five shillings from a fellow cadet, and was, by the decision of the Board of Directors, sentenced to be publicly expelled from the ship. But the manner in which his expulsion was carried out was, to my mind, both brutal and degrading.

This was the procedure. At 9 o'clock in the morning he was taken to the matron's quarters and had the brass buttons removed from his uniform, the badge taken off his cap, and even his belt taken away. He was left to keep his trousers up with a yard of tape. So he started on his via dolorosa.

Arriving on deck, he had to run the gauntlet of the ship's company, numbering, approximately, 150 cadets, who beat him unmercifully with rope ends. He then reached the gangway ladder, where a small galley dinghy, which was generally used for taking the refuse from ship to shore, was waiting to take him, with his kit, to the pier.

This little boat was towed stern-first by the ship's cutter, manned by his own colleagues. It carried the yellow quarantine flag, hoisted on an old broom-handle, and in this fashion the boy was landed at Greenhithe Pier, an object of curiosity to the villagers.

I was an eye-witness of this occurrence, and it left an indelible mark on my mind.

The punishment and degradation was out of all proportion to the offence, and was certainly a blot on the administration of those days. What became of the unfortunate fellow in after years, I do not know.

Many of the captains of what is now known as the Union Castle Line of steamers have passed through the Worcester, and I often "have a crack" with these old sons of the sea when their ships come to the Cape Town docks. Many of them have since passed on, and are seen on the bridge no more.

Don't forget that night watches are often times of reflection and communing with Nature, and tend to bring the best out of a man. He learns that there is something more to look forward to than the striking of eight bells.



*The men who commanded Worcester 50 years ago—a naval officer of the old school.*

# Worcester pays off again

## NAVY HAND OVER TO-DAY

Evening Standard Correspondent

GREENHITHE, Friday.—H.M.S. Worcester, moored off this little town, is being returned to the Thames Nautical Training College by the Admiralty at a special ceremony to-day after having been used for naval purposes since 1941.

It took 27 years to build this famous old wooden ship. The keel was laid at Portsmouth in 1833 and the launch took place in 1860. She has been a training ship for more than 80 years and some of the greatest sailors in modern times have been among her pupils. Admiral Sir Edward Evans, until recently London Regional Commissioner, was a cadet there over 40 years ago.

### A proud boast

It is a proud boast of the Worcester that Captain Scott had three Worcester boys in his first expedition and three in his last. One of them, Lieutenant Bowers, of the Royal Indian Marines, to whom a memorial lies at the foot of the Worcester mainmast, reached the South Pole with Scott, and died at his side.

Admiral Evans (then lieutenant) was one of the survivors.

Still good for many years, the Worcester was strengthened some years ago by iron girders placed amidships.

The present captain-superintendent, Captain G. C. Steele, V.C., is an old Worcester boy, and from the beginning of the war until recently was back in the Navy helping to combat the U-boat menace.

At the outbreak of war the Worcester cadets were transferred to a shore establishment near Sidcup.

EVENING STANDARD  
11 May 1945

## THAMES NAUTICAL TRAINING COLLEGE

H.M.S. "WORCESTER,"  
Established 1862. Incorporated

Chairman—  
SIR THOMAS SUTHERLAND, G.C.M.G., I

Vice Chairman—  
Admiral the Hon. Sir EDMUND FREMAN  
G.C.B., C.M.G.

Captain-Superintendent—  
Commr. D. WILSON-BARKER, R.N.R., F.R.  
F.R.G.S.



The ship is anchored in the Thames, off Greenhithe, in one of the most healthy reaches of the River. The College is devoted more particularly to the education of youths intending to become

OFFICERS IN THE MERCANTILE MARINE and over 3,000 Cadets have already passed and are duly qualified in that capacity.

At the same time an excellent system of GENERAL EDUCATION is carried out.

Two years on the "Worcester" counts a year's sea service to holders of "Worcester" Certificates.

MODERATE TERMS.

For illustrated Prospectus, apply to J. STAFF  
Secretary, 72, Mark Lane, London, E.C.

Supplement to COUNTRY LIFE.

Dec. 2nd, 1911.]

## Association of Old Worcesters

PRESIDENT:  
AIR CHIEF MARSHAL SIR FREDERICK BOWHILL, G.B.E., K.C.B., C.M.G., D.S.O.  
CHAIRMAN:  
COMMODORE R. HARRISON D.S.O., R.D., R.N.R.  
HON. SECRETARY:  
IAN A. BORLAND

INGRESS ABBEY,  
GREENHITHE,  
KENT.

31st March, 1954.

Dear Old Worcester,

I have much pleasure in enclosing the "Old Boys" number of the "Dog Watch" Magazine, which I trust you will find of interest. If you are not already a subscriber and would like to receive the other two issues published each year, you can do so by forwarding a reduced subscription of 4/- for the year, or more conveniently, £1 to cover the subscription for five years.

ANNUAL GENERAL MEETING - This was held on the 23rd March when the Accounts for the year ended 31st December, 1953, were adopted. The Accounts showed a Debit Balance on the year's working of £3.12s. The Vice Chairman for 1953, Captain R.M. Richardson (1917) was elected Chairman for the current year and Captain V.C. Baxter-Jones (1912) was elected Vice-Chairman. The Council re-elected en bloc with the addition of Mr. M.F. Caspell (1917) and Mr. H.L. Fisher (1936).

COCKTAIL PARTY - It will be recalled that last year to mark Her Majesty's Coronation a Cocktail Party was held on board H.Q.S. "Wellington", the home of the Honourable Company of Master Mariners moored in the Thames off Temple Stairs, Victoria Embankment, London, W.C.2. This event was so successful that the Council have decided to hold a similar function this year. The date has been fixed for Friday, 4th June, (NOT 28th May as mentioned in "Dog Watch") between the hours of 6 p.m. and 8 p.m. Tickets will be £1. 1s. each and Members are asked to make early application on the form enclosed. Guests are welcome, and if you were not able to attend last year, you would be well advised to join the party this year. You will have a most enjoyable time, and if I might make a suggestion, the party will end early enough for you to visit a theatre or other entertainment to complete a good evening in London.

OLD BOYS' DAY - This event, which is becoming increasingly popular, will be held at Greenhithe on Saturday, 5th June. On this occasion the Annual Cricket Match against the "Worcester" 1st XI. will be played commencing at 2.30 p.m. Members (with their Ladies) are most welcome even if not playing in the Match, as apart from Cricket the event is regarded as a social occasion when Old Worcesters visit Greenhithe and go on board the "Worcester" to renew memories of earlier days. If you are able to attend will you please complete the appropriate form enclosed and return to me before the 31st May. This will assist in making adequate catering arrangements.

"WORCESTER" SPORTS DAY - This will be held at Greenhithe on Saturday, 26th June. Old Worcesters with their Ladies are welcome, but to assist in catering arrangements those attending are asked to advise the Captain-Superintendent on board H.M.S. "Worcester" telling him also the number in their party.

OTHER EVENTS - In conclusion I would like to bring to your notice the following additional dates:- ANNUAL DINNER at the Connaught Rooms, London, W.C.2, on Thursday, October 7th. Dress - Dinner Jackets, Tickets £1. 1s. each. ANNUAL DINNER-DANCE at the Criterion Restaurant, Piccadilly, London, W.1, on Friday, 26th November. Dress - Dinner Jackets. Double Tickets (Lady and Gentleman) £2.10s. each. Further details of these two events will be forwarded to you later and the Council hope to have the pleasure of your company at some of the functions mentioned above.

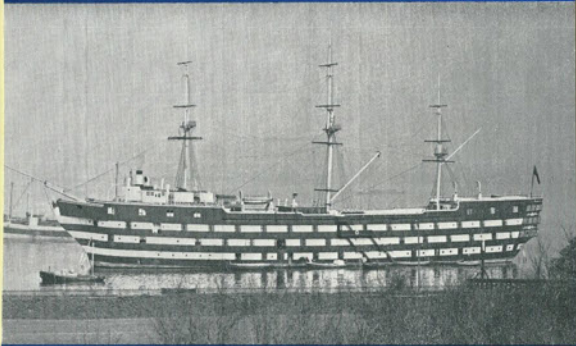
With all good wishes,

Yours sincerely,

IAN A. BORLAND,

Hon. Secretary.

# H.M.S. WORCESTER



## CENTENARY 1862 - 1962

### LATE CAPT. M. B. SAYER.

The news of the death of Captain Sayer, of the Worcester, came as a great shock to a wide circle of friends and acquaintances. Many of the captains visiting the port are old Worcester boys, and a few are employed in the service of the Railways and Harbours. During the nine years and a half years Capt. Sayer had been in charge of the famous training-ship, some hundreds of cadets have passed into the service of the shipping lines or into the Royal Navy.

Himself an "Old Worcester," Capt. Sayer subsequently gained experience in many parts of the world. He served in the South African war, and won distinction in the Great War. One of his enterprises was the fitting-out of a large fleet of shallow-draught hospital-ships and other craft and their dispatch to Mesopotamia. Previously he had been in command for two years of one of the first armed boarding steamers commissioned by the Admiralty. A favourite theme of Captain Sayer's was the value of training under sail, following a course such as that given in the Worcester. He tried to persuade the Honourable Company of Master Mariners (of the Court of which he was a member) to take up the matter with a view to ship-owners themselves finding the money to provide the training.

At the invitation of the India Office, he submitted a scheme for the sea-training of native cadets in India, and the establishment of the Dufferin was the result, while at the request of the Egyptian Government he advised them respecting the country's marine service, and won the personal approbation of King Fuad. A fine sailor, his death at the early age of 54 is much to be regretted.

To-morrow is the 90th birthday of Admiral the Hon. Sir Edmund Fremantle (Rear-Admiral of the United Kingdom and father of Mr. Sydney Fremantle, Commander-in-Chief at Plymouth). Sir Edmund Fremantle's uncle was Admiral Sir Charles Fremantle, after whom Fremantle in Australia is called. His father, Admiral Sir Thomas Fremantle, the friend of Nelson, fought under him at Copenhagen and Trafalgar, where he captured the Spanish flagship, and at the time of his death was Commander-in-Chief of the Mediterranean.

### 100 YEARS OF WORCESTER 1862 - 1962

- 1862 H.M.S. Worcester lent by Admiralty to the Committee of Management and moored at Blackwall.
- 1866 H.R.H. Prince of Wales (later King Edward VII) visited Worcester, then moored at Erith.
- 1867 H.M. Queen Victoria announced her intention of presenting annually a Gold Medal to the cadet showing the qualities likely to make the finest sailor. The award of this Medal has been continued without interruption by each succeeding Monarch.
- 1877 The first H.M.S. Worcester became too small for the expanding needs of the College and was replaced by a larger vessel H.M.S. Frederick William, renamed H.M.S. Worcester. The ship was then moored off Greenhithe and cadets joined her for the first time on 24th February.
- 1904 H.R.H. Prince of Wales and H.R.H. Princess of Wales (later King George V and Queen Mary) visited Worcester.
- 1914-18 Great War: Roll of Honour recorded that 68 Old Worcesters lost their lives. Two V.C.s gained.
- 1921 H.R.H. Prince of Wales (later King Edward VIII) visited Worcester. The College acquired Ingress Abbey and Estate of 39 acres immediately opposite Worcester. The Abbey is used for Secretarial Offices, classroom accommodation and staff residences, whilst a limited part of the Estate is used as playing fields.
- 1926 H.R.H. Duke of York (later King George VI) visited Worcester.
- 1927 H.M. King Fuad of Egypt visited Worcester, at which time 19 Egyptian Cadets were undergoing nautical training on board.
- 1929 H.R.H. Prince of Wales, as Master of the British Merchant Navy and Fishing Fleets, became Hon. President of Worcester.
- 1937 H.M. King George VI graciously consented to become Patron of the College.
- 1938 The College accepted ownership of the world famous s.v. Cutty Sark, to provide additional training facilities.
- 1939 Cadets evacuated to Fooks Cray Place, Fooks Cray, Kent, on the outbreak of war.
- 1939-45 Second World War: Roll of Honour recorded that 159 Old Worcesters lost their lives.
- 1946 Cadets returned to Greenhithe to receive their education and training on board Worcester III, formerly the training ship Exmouth, which had been made available to the Committee of Management by the Ministry of Transport. This vessel continues in service.
- 1952 H.M. Queen Elizabeth II graciously consented to become Patron of the College.
- 1953 H.R.H. the Prince Philip, Duke of Edinburgh, visited Cutty Sark and Worcester to receive from the Chairman of the Committee of Management, Sir William C. Currie, G.B.E., on behalf of the newly formed Cutty Sark Preservation Society, the Cutty Sark, which the College presented to the Society as a permanent National monument. The vessel is now in dry dock at Greenhithe and open to the public.
- 1962 H.M. Queen Elizabeth II graciously consented to present her Gold Medal and to distribute the Prizes on board H.M.S. Worcester on the 18th July, accompanied by H.R.H. the Prince Philip, Duke of Edinburgh.
- 1962 Special Centenary Thanksgiving Service in St. Mary's Church, Greenhithe, 31st October. Address by the Right Rev. Bishop of Rochester.

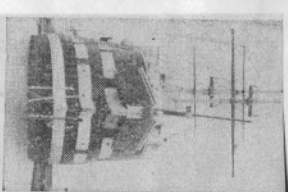
### OLD SHIP DUE FOR A BRUSH-UP



THE EVENING NEWS: 18 August 1967

**A Thames landmark**

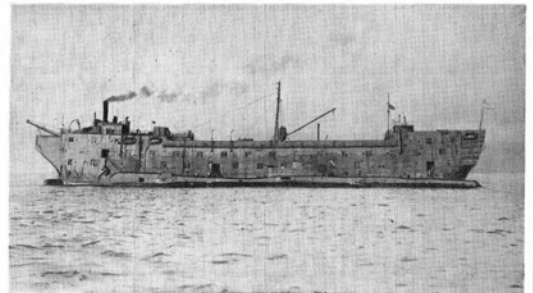
IN YOUR issue of August 15 you showed a picture of H.M.S. Worcester being pulled into the West India Dry Dock for repairs. India Dry Dock for correct a slightly erroneous information regarding the origin of this famous Thames landmark? originally used as a floating reformatory for boys. This was formerly the Worcester ship Exmouth and was moored on Grays, Essex.



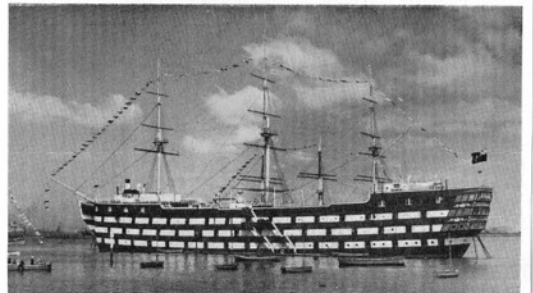
The iron-built ship, HMS Worcester, built in 1905, is manually pulled into the West India Dry Dock for repairs. She was moved up from her berth at the Thames Nautical College at Greenhithe. The Worcester was built to resemble a man-of-war and was originally used as a floating reformatory for boys. Repairs include bottom strapping and improvements to admit accommodation.

### THE DOG WATCH.

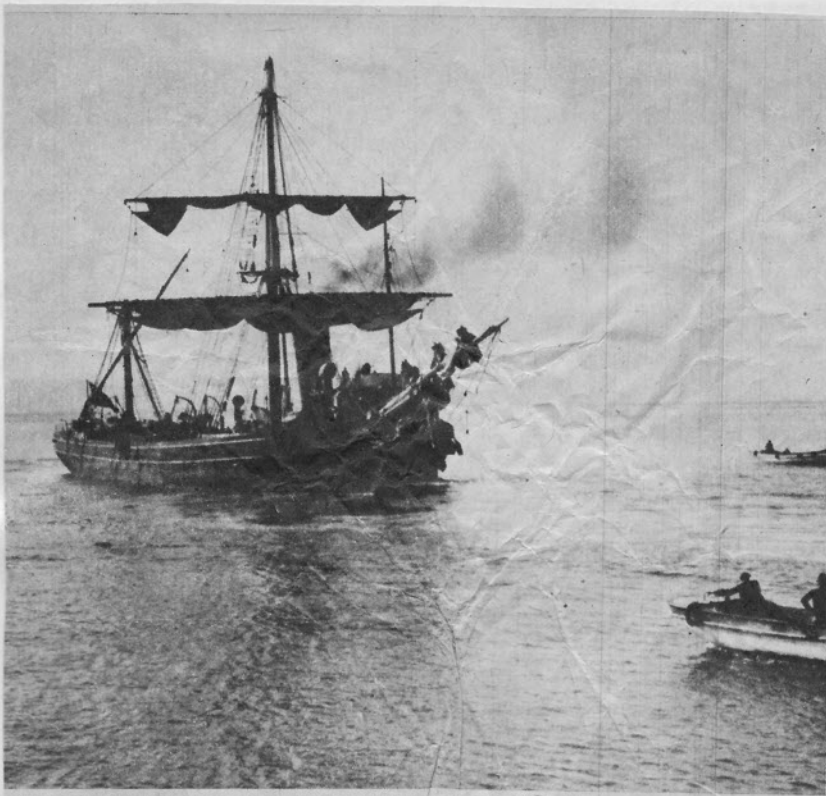
### THROUGH TEN YEARS.



H.M.S. EXMOUTH, 1945.



H.M.S. WORCESTER, 1955.



The Cutty Sark, famous tea clipper, after being dismantled off the Cape 40 years ago, being brought in by the tug Ludwig Wiener. The smoke reveals the concealed tug.

CAPE TIMES: 21 June 1958

16  
7  
48

## Famous Old Training Ship's End

London, Friday.

The famous old wooden training-ship Worcester, which has been berthed off Grays, Essex, for the past two years, is to be broken up.

Her timber, all English oak, will be used mainly for Government construction, some possibly in the renovation of the Law Courts.

The cost of upkeep has been considerable, and she has been sold for a nominal sum.

Originally a 74-gun ship, the Worcester was laid down in 1839, and was used for coastguard duties.

### TOWED TO LONDON

In 1876 the Admiralty lent her to the Thames Nautical Training College. Her engines and boilers were removed and she was towed to London.

During the First World War several bombs fell close to the ship, one only a few yards from her starboard bow.

In the last war she was taken over again by the Admiralty and used as headquarters of the Greenwich section of the London Auxiliary Patrol.

She was handed back to the Thames Nautical Training College in 1945, but her usefulness had passed.—Sapa-Reuter.

## Marched with U.S. Cadets

Timothy, from Cheam, in Presidential procession

A sixteen year old Cheam boy from the Merchant Navy ship Worcester arrived in New York by plane on Saturday on the first stage of his journey to Washington for the inauguration of Mr. Dwight D. Eisenhower as President.

He is Timothy Massey, of Wickham Avenue, Cheam. As Chief Cadet Captain of the Worcester, he was invited to America by Admiral McClintock, head of the United States Merchant Marine Academy at Kings Point, Long Island, with whom he will stay during his ten-day visit.

At the inauguration ceremony he was in the front rank of 700 cadets as they marched past the new President.

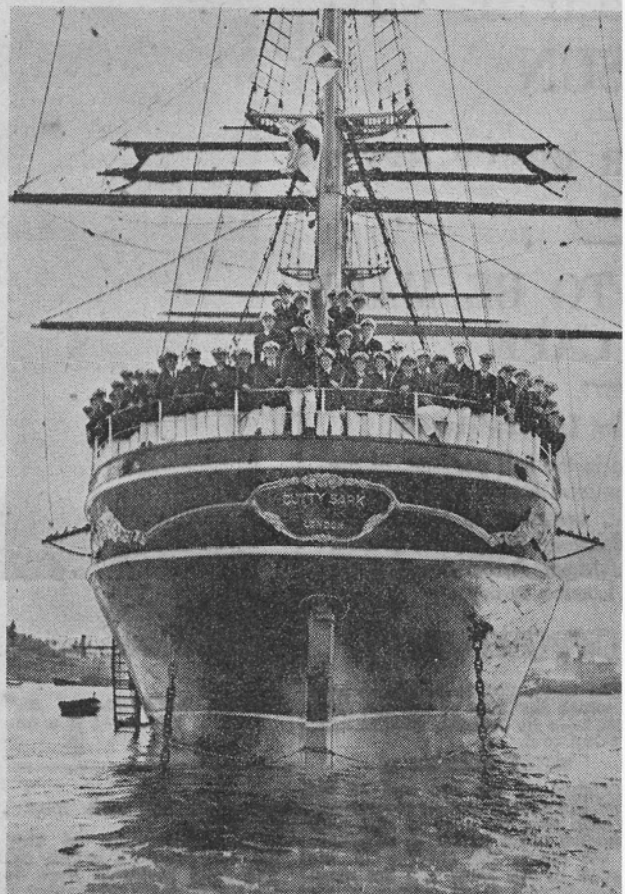
He went to Sutton High School before attending Kingston Grammar School for five years. He left at the age of fifteen. He was in the choir of St. Dunstan's Parish Church, Cheam.

His mother told an "Advertiser" reporter this week: "Tim was very thrilled at the idea of going to America as it opened up such opportunities. He is going to be a merchant officer—he has always wanted to go to sea."



Timothy Massey

THE CAPE ARGUS, FRIDAY, JULY 7, 1958



THE FAMOUS OLD CLIPPER Cutty Sark, now moored in the Thames next to H.M.S. Worcester, was the scene of a reception on the completion of the stern-carving restoration, the cost of which was defrayed by parents of the Worcester cadets.

# 230 cadets riot over 'sacking'

## BUT HMS WORCESTER CAPTAIN DENIES GREEK YOUTH WAS EXPELLED

By LEONARD COTTON

**B**ECAUSE 230 cadets in H.M.S. Worcester—the Thames Nautical Training College—thought a boy had been expelled, they rioted and broke crockery at supper-time in the ship.

They started the uproar believing that 18-year-old Nicholas Vernicos, son of a wealthy Greek shipowner, had been sacked for absenting himself ashore for three hours without permission. Several boys have been "wiggid" (caned) as a result.

Nicholas Vernicos, son of one of the partners of Vernicos Brothers, important ship-owners of the Piræus, near Athens, went ashore on Saturday, December 14, to Greenhithe, which was "out of bounds."

He returned to the ship and was brought before the Captain-Superintendent, Commander Gabbett-Mulhally, Chief Officer Donner, and Commander Fraser.

He had almost completed a three-and-a-half-year course when the incident occurred, and he left H.M.S. Worcester (fees £370 a year) on the same day—four days before term ended.

That was quite unusual. For boys who live abroad are usually given only 24 hours extra leave.

"We thought that our Captain-Superintendent had expelled 'Nicky' just before he would have finished his service, and we felt it was unfair," a cadet told me.

"He was worried because he had told us his father had warned him 'If you ever get into any trouble, I will disown you.'"

"Nicky was well liked by the cadets, that is why we demonstrated."

"In Nicky's mess the boys really took it to heart. Several of them got a flogging for breaking crockery and were told they would have to pay for it."

In Athens at her luxury flat, Mrs. Vernicos, Nicky's mother, said:

"The only news I have had was from an English friend in Kensington, London, who was kind enough to put my son up at her home."



**NICHOLAS VERNICOS.** He went ashore for three hours and started a riot. Last night he flew home to tell his parents all about it.

### 'Not expelled'

In London yesterday Nicholas told me: "On the day I left the ship I had been absent without permission in Greenhithe from 9 a.m. until mid-day."

"I went before the Captain Superintendent and was reprimanded. I was allowed to leave but later he sent for me and said that instead of leaving for Greece on the following Tuesday, I should go immediately."

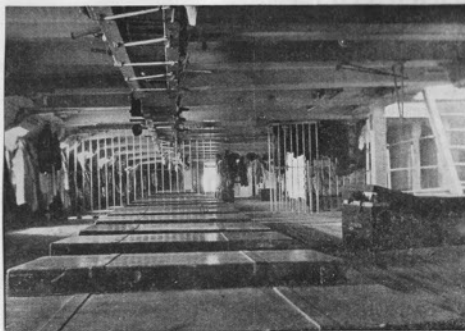
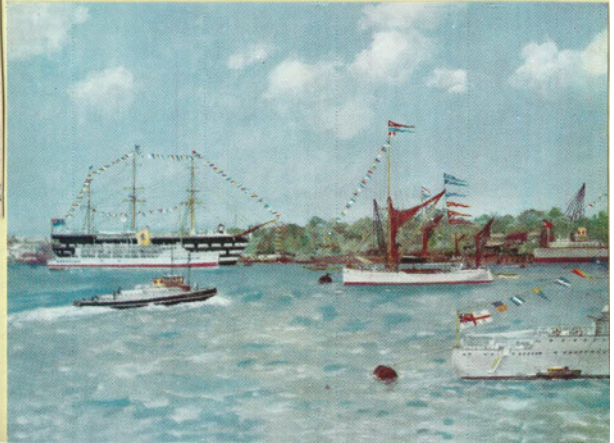
"He was quite concerned about my absence and said he nearly sent a diver over the side to look for me."

Commander Gabbett-Mulhally is annoyed about the whole affair.

"Nicholas Vernicos left this college in the ordinary way at the end of the term after passing his final examination," he said.

"He did nothing that was punishable beyond any ordinary boyish pranks to which we are all subject when at school. He certainly was not expelled."

Nicholas Vernicos flew home to Greece last night to tell his parents all about it.



THE LOWER DECK (LOOKING AFT).



DESOLATE GUN-DECK OF THE "WORCESTER" DURING THE DAYS OF BREAKING HER UP AND BEFORE HER SURPRISE SINKING: The timber, all English oak, is to be used mainly for Government purposes. She also has valuable copper fittings. Even though "Worcester" has sunk, it is hoped that the salvage of woodwork will be complete.

### Famous "Wooden Walls" Sold.

There was news to-day of another old ship in the decision to break up the famous training ship, Worcester. Her timber, all English oak, is to be used mainly for Government construction purposes, some of it in connection with the Law Courts. The cost of the Worcester has been considerable, and she has been sold to a well-known firm for a nominal sum. The breaking up of wooden ships is a dying art, and few firms were prepared to dispose of her completely. There are valuable metal fastenings and copper in addition to the timber. The Worcester is 214 feet in length and has a beam of 60 feet. She was laid down in 1839, a 74-gun ship, and was used originally for coastguard duties, but from 1876 onwards she was lent to the Thames Nautical Training College for training purposes, several prominent men being trained on her, including Admiral Lord Mountevans ("Evans of the Brooke"). Air Vice-Marshal Sir Frederick Bowhill, remembered for his service with coastal and training commands during the war, and six Elder Brethren of Trinity House. The Worcester was used as the headquarters of the Greenhithe section of the London Auxiliary Patrol during the second world war, but curiously enough she was nearer to destruction in World War I, when general bombs fell close to her, one only a few yards from her starboard bow.



THE NEW HEADMASTER of the Thames Nautical Training College, Mr. Wynward Wright, being shown round H.M.S. Worcester, its headquarters, by Commander Steele, V.C.



VICE-ADMIRAL J. HUGHES-HALLETT

If you judge the value of a job by the money you get for it, the Merchant Navy is not for you.

That, in effect, was what Vice-Admiral J. Hughes-Hallett, M.P., Parliamentary Secretary to the Minister of Transport, told cadets of H.M.S. Worcester (the Thames Nautical Training College) at the annual prize-giving.

"Officers of the Merchant Navy," he said, "resemble certain other professions, such as parsons, nurses, teachers, and indeed the fighting services, inasmuch as if their main interest lies in making money they had better give up at once, as they have chosen the wrong profession."

"Service at sea is a way of life, and it calls for a sense of vocation," he went on. "It is also of great importance to our country. It used to be said that officers and men of the Royal Navy were 'Britain's best ambassadors.' Today the Navy is grown so small that this particular task has largely devolved upon the Merchant Navy."

Vice-Admiral Hughes-Hallett said few people seemed to realize that Britain was fighting today for its industrial survival—fighting, that is to say, to maintain our present high standard of living.

"You have chosen a profession," he told the cadets, "which, by its nature, will put you in the forefront of that struggle. That in itself should provide you with a sufficient purpose in your lives."



S.V. "CUTTY SARK" and H.M.S. "WORCESTER"



## "Watch There, Watch"

Those who are going to sea as Midshipmen, Cadets or Apprentices should realise how much their interests depend in the future upon an organisation like

### The Imperial Merchant Service Guild.

When at sea you will have to work **hard and long**, and it will take you many years to **get to the top of the tree**.

At the same time, your **personal and material interests** require **watching, protecting and promoting**. When the Imperial Merchant Service Guild first came into existence conditions at sea did not approach those existing now. In short, as regards Captains and Officers, it has revolutionised conditions at sea—much as there remains room for further improvement.

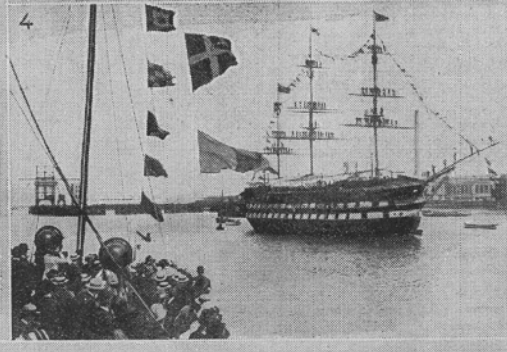
As a Midshipman, Cadet or Apprentice, you can become an Associate Member for the nominal subscription of **10/6** per annum, which includes a monthly copy, gratis, of "The Dolphin"—the most popular and most widely circulated magazine of its kind in existence.

When you get your first Board of Trade Certificate you will then qualify for **full membership**. Do not delay. Take advantage of this splendid opportunity in **your own interests alone**. You are embarking on a **long journey**—see to it that the **goal is worth attaining**. Send **10/6** to:—

Mr. T. W. MOORE, C.B.E., Hon. Lieut., R.N.R.  
Secretary,  
**THE IMPERIAL MERCHANT SERVICE GUILD,**  
LIVERPOOL

(Agencies at all sea ports)

and your name will be inscribed on the Membership Roll of the biggest organisation of its kind in the world, and you will be entitled to advice and assistance, which you may stand in need of at any time.



### DISTRIBUTION OF PRIZES TO BUDDING JACK TARS.

The Marquess and Marchioness of Graham yesterday visited the training ship Worcester, off Greenhithe, to perform the annual distribution of prizes. 1. Cadets listening to the Marquess of Graham's speech. 2. Cadet James William Beatty, winner of the gold medal presented by the King for the boy showing the qualities likely to make the finest sailor. 3. A group on board the Worcester: Standing (left to right), Sir Thomas Sutherland; Vice-Admiral A. M. Farquhar; Mr. Frank Evans; Mr. G. L. King; Cadet Beatty, winner of the King's Gold Medal; the Marquess of Graham; Miss Vaughan; Admiral Fremantle; Sir William Corry, and the Captain-Supt. of the Worcester, Captain W. Wilson-Barker. In front are seen the Marchioness of Graham (in centre, with bouquet); Lady Sutherland (also with bouquet); Mrs. Frank Evans, and Mrs. Farquhar. 4. Cadets man the Worcester on the approach of the boat containing Lord Graham and his party. ("Daily Graphic" photographs.)

by  
R. A. C.

*The magazine of the Ship  
Society of S.A. (formerly  
World Ship Society) October  
1963 No 68 & T. Brown*

A heavy tread on the fore ladder.  
Rattle, rattle, rattle. Wheee-e-e-e-uw!  
'All hands, all hands; "Forepartawash"!

The scene is the lower deck of the Training Ship "WORCESTER", seven a.m. of a cold winter's day in the year 1910. Two hundred heads are already half awake. "Thank Heaven, I'm second wash today!" One hundred figures in pyjama trousers hurriedly tumble out, grab soap and towel and double forward whence vigorous sounds of splashing are heard. Steadily they filter back to their hammocks and chests; ten minutes later comes the pipe "After part to wash". Another rush of half bare forms emerges to dodge the first party. Thereafter the hum of conversation enlivens the lower deck as clothes are hurriedly donned, hammocks lashed up and stowed. Another pipe "Main deck sweepers up". A small party, more or less clad break away to the hatch ladders and sounds of brooming arise. Gradually figures filter on deck for a "slew" round the upper deck, and a knot gathers on the fo'c'sle head listening to the scream of the gulls and speculating on the weather, a cold, foggy morning. "Hands to Divisions" is shortly piped, and another rush below to the main deck ensues, for everything is done at the double. A brief inspection by the Chief Officer, and the Chaplain reads Prayers. Barely is the last "Amen" heard and "Dismiss" than "Hands to mess" is piped. Pandemonium breaks out as two hundred sturdy lads vainly endeavour to be first through the two narrow doors of the messroom, from which follows a chatter and a clatter. A brief half hour for breakfast is allowed, and warmed by steaming hot coffee, the ship's company fall to the allotted daily tasks of polishing brasswork, sweeping down and cleaning ship, during which the order is heard "Rig school" followed by the scramble of the riggers of the week hauling heavy desks into position for school on the main deck.

Meanwhile, the Mate of the Deck, the acting watchkeeping officer for the day, in brassbound uniform, has reported for duty on the upper deck, hoisted the ensign and greeted the Captain. Under his supervision, he reads the instruments and enters the Met. observations in the log. Shortly afterwards his assistant relieves him for breakfast. School begins at 9 a.m. and outwardly the ship appears deserted, staffed only by the Mates of the Deck, the duty boat's crew and an occasional officer about his tasks. Eleven a.m. gives a welcome break of ten minutes. A knot gathers expectantly at the main hatchway as the Chief Petty Officer calls out names and distributes the post.

Back into school and at noon lessons cease. The seamanship sections fall in, scattered here and there in the ship; knotting

and splicing, signals, compass and helm, rule of the road, or a lecture for the more advanced on anchoring and mooring.

Summer days may see a party of new boys filing into the big launches for instruction in boat pulling, or if the tide serves to the swimming raft. Another section is aloft furling and unfurling topsails and learning their gear.

One p.m. and another rush to the messroom for dinner, the main meal of the day. Monday's dinner includes a hot steaming duff with golden syrup, and a thirsty queue at the water tank after school; Tuesday's, spotted dog and Thursday's roly poly duff; Friday's a no pudding, and consequently known as starvation day.

Two p.m. and silence again as heads wrestle with navigation problems. "Sailed from Rio, course S. S. E., departure 1½ miles" chants the Master. Four p.m. and "unrig school" and "sweep down" are the orders, and the tuckshop opens. More swimming or boat pulling in summer and leisure in winter. Five o'clock sees the last mad rush to the messroom.

Evenings have their allotted routine. Some are school and prep. nights, others hot baths for sections in turn, Fridays gymnastics and Saturdays a dance or sing-song in the gymnasium, when the wits of the ship exercise their skill. Interspersed with it all are the manifold duties of a ship's company, so that there is never an idle moment.

Wednesdays and Saturdays are half holidays, and shore leave to the playing fields is given for cricket tennis, football or rifle shooting according to the season. Saturdays also sees all decks and ladders scrubbed down, boats cleaned and special drills.

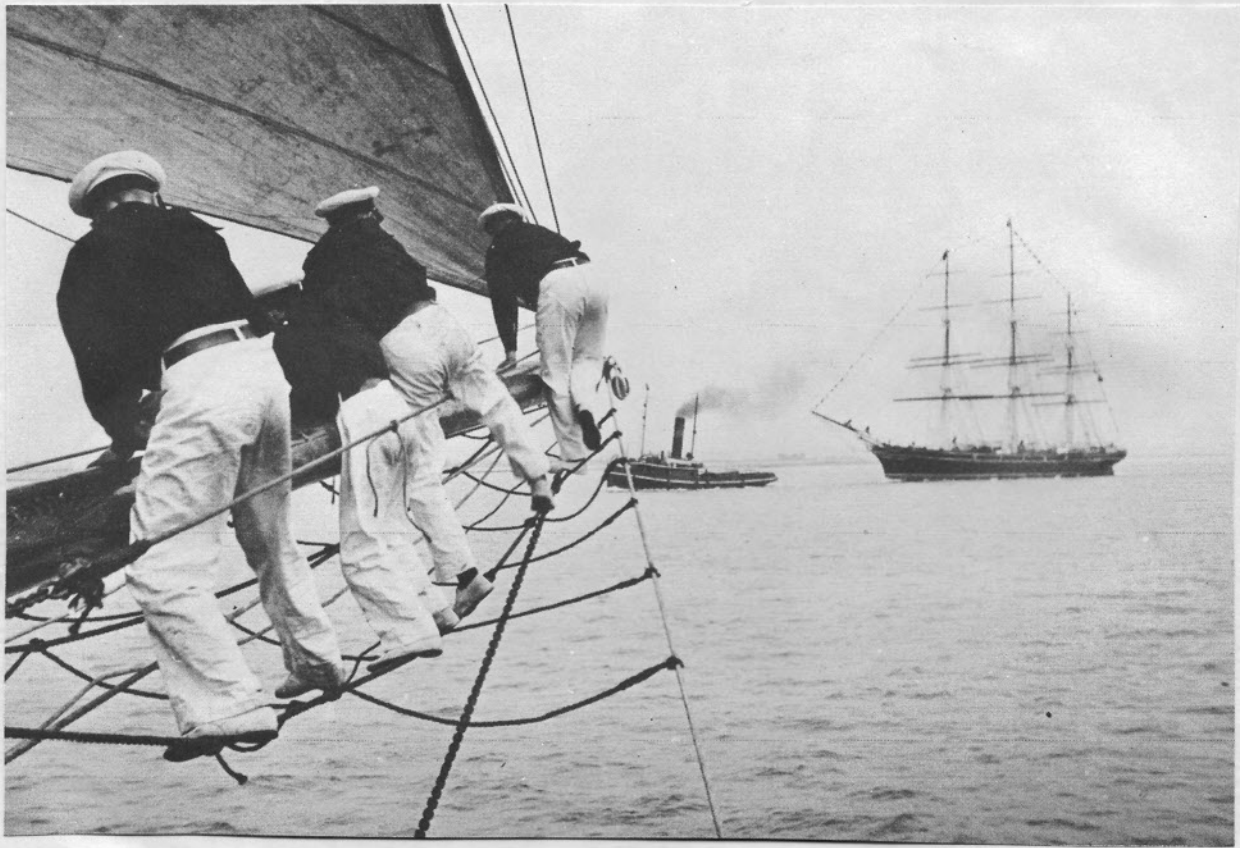
A loud and prolonged clanging of the ship's bell. Fire Stations! and all hands immediately assemble on the upper deck. "Fire in the starboard gangway" shouts the Chief Officer. A concerted rush to the Downton pumps, hoses are lugged from their lockers, coupled up and buckets collected, for fire is everybody's business. "Heave round". A dozen broad backs sway up and down. Nothing happens! "No suction, Sir" reports the Chief Petty Officer. The Pump cover is hastily unbolted, buckets of water drawn from overside and poured down the pump. A dozen broad backs sway up and down once more. A steady stream fills the hoses and the starboard gangway is soaked. "Vast heaving and secure". The gear is stowed away and the upper deck heads fall to swabbing down once more again. Another fire is out!

Eight bells. The Mate of the Deck goes off watch and reports to the Chief Officer. Under him he writes up and signs the ship's log of the day's events.

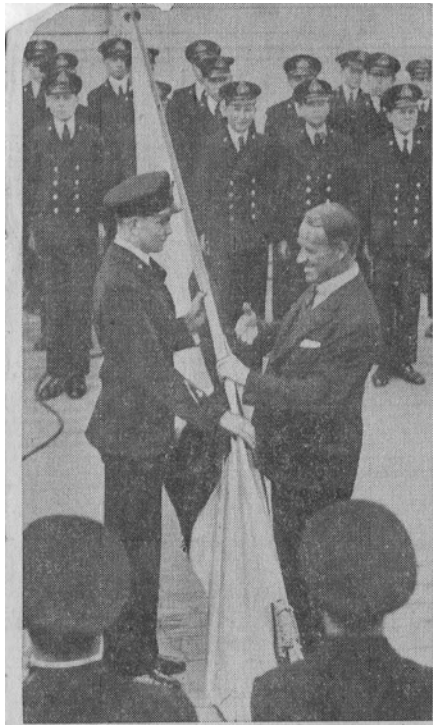
One bell in the first watch. Divisions fall in for brief evening prayers, followed by a hectic scramble into hammocks, urged on by the voices, and if necessary, by a ropes end from the petty officers of the top, that they may not be the last to report to the Chief Officer "So-and-so Top turned in, Sir". And so two hundred heads seek sleep, or whisper circumspectly to a neighbouring chum. A few privileged badge cadets sit quietly reading or writing. Three bells and the petty officers turn in.

Silence descends on the lower deck, accentuated by the muffled footsteps on the night watchman, and the dull glow of a few pilot lights.

Another day in the life of a training ship has come to an end.



MANNING THE BOWSPRIT.—  
Cadets of H.M.S. Worcester at  
Greenhith, awaiting the arrival  
of Viscount Glenapp to present  
the King's Gold Medal to the  
lucky winner.

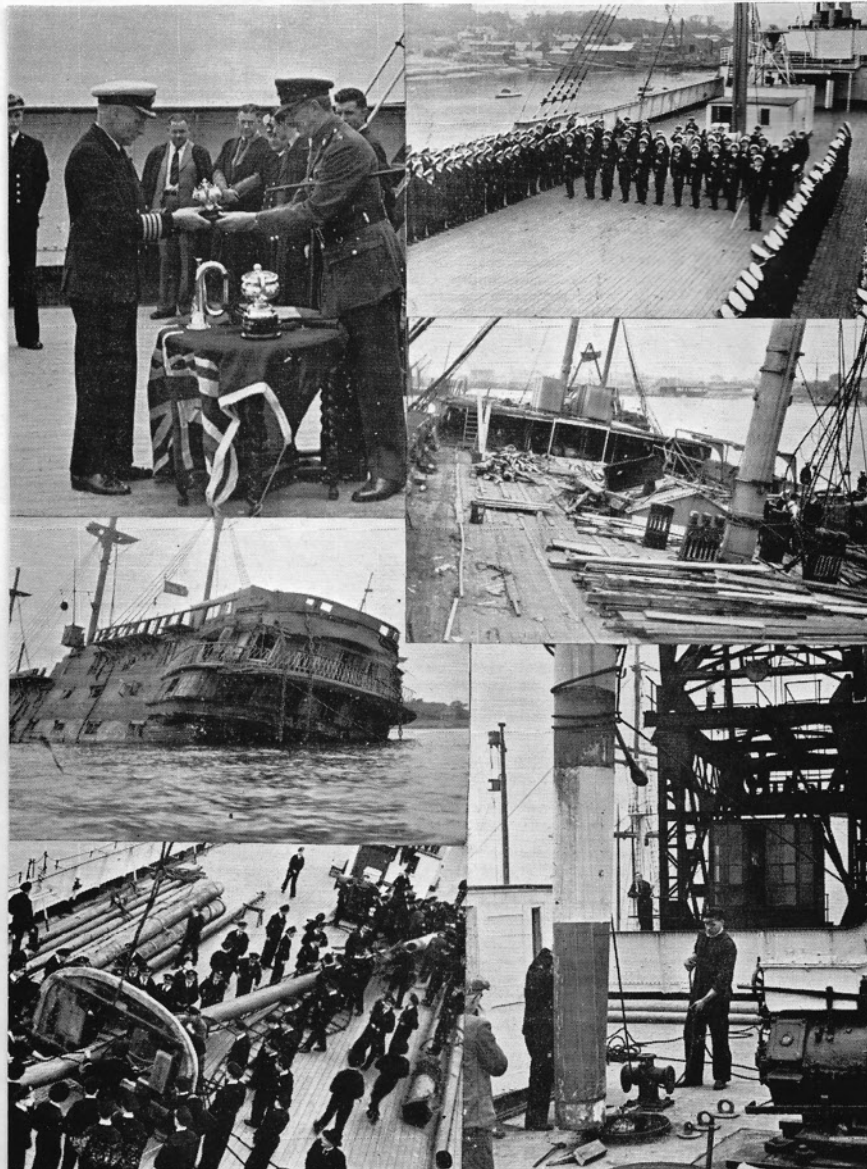


BACK TO HIS OLD SHIP.—Admiral Evans ("of the Broke") presenting the flag he flew as Commander-in-Chief of the Australian Navy to the chief cadet of the Worcester. He was trained in the vessel.



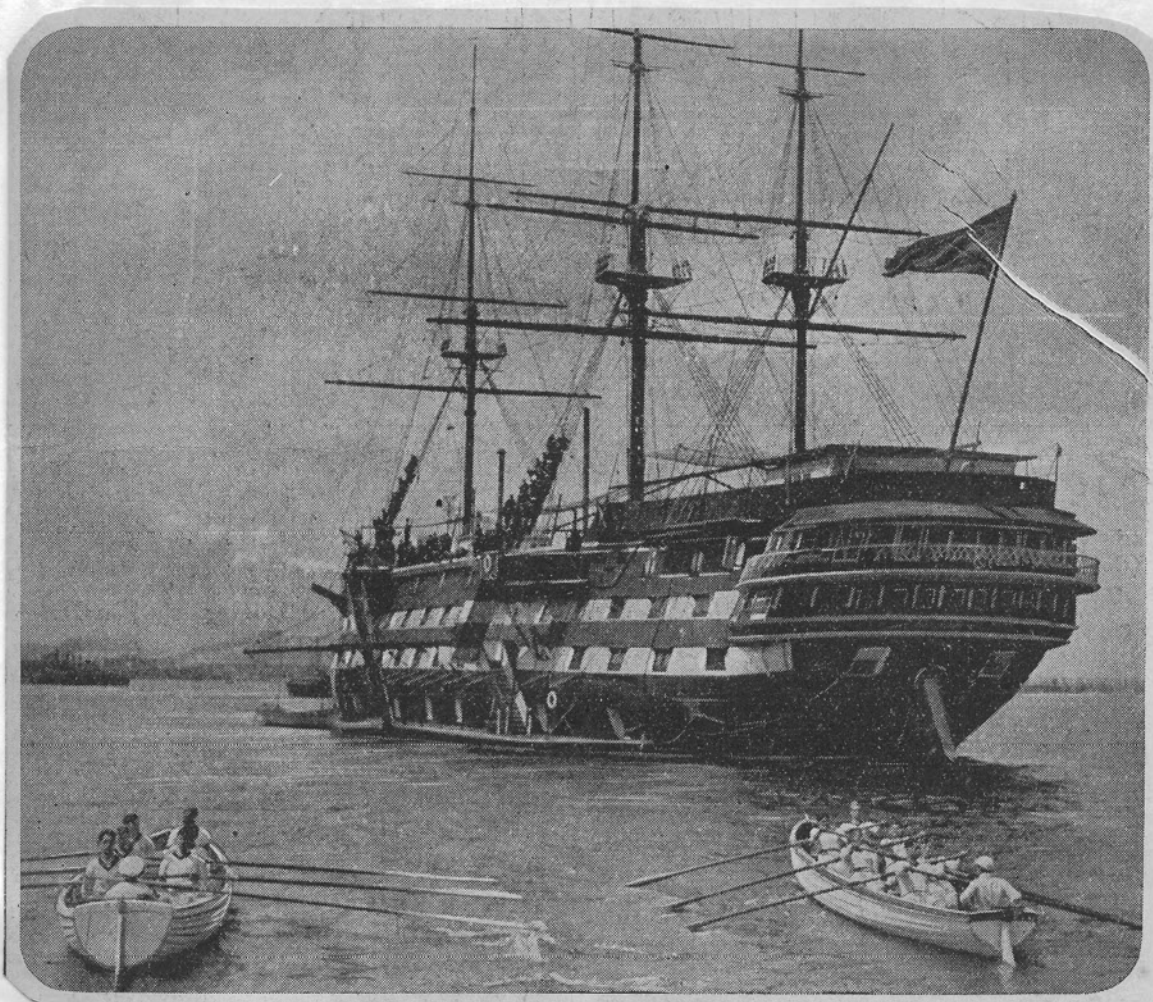
TOGO'S FLAG as High Admiral of Japan being presented by the Japanese Naval Attaché to the training ship Worcester, in which the Admiral received his early training.

*from "Daily Telegraph" Thursday  
13th October 1932.*



Photos by E.R. & G.C.S

Upper: CEREMONIAL PRESENTATION OF BUGLE.  
Centre: LATEST VIEWS OF THE OLD SHIP.  
Lower: "IN MIZZEN—OUT MAIN."



"NO SEAMEN without sail," is an old salt's tradition. Boys from training ship Worcester learn about sail—and rowing too.

DAILY EXPRESS: 21 May 1935



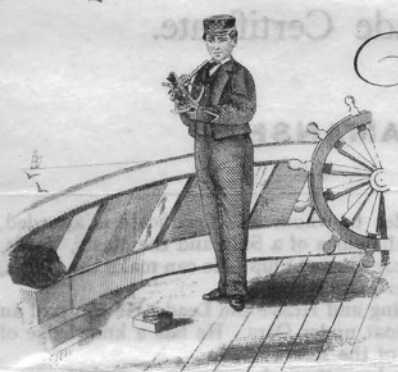
*At Greenhithe the Alignity is aground between H.M.S. Worcester and the shore.*

THE EVENING NEWS: 7 November 1952



504

THE INCORPORATED  
**Thames Nautical Training College,**  
 H.M.S. WORCESTER,  
 OFF GREENHITHE,  
 PORT OF LONDON.



*By permission of the Board of Trade the holder of this Certificate is allowed to sit for Examination as Second Mate after being three instead of four years at sea.*

*Presented to* Bryan Mellonie  
*Date* 26th July 1946

**Certificate**

*Scholastic.*  
*First class.*

*Seamanship.*  
*First class.*

*Bryan Mellonie*  
 CHAIRMAN.

*The qualifications for which this Certificate is granted are stated on the back.*

26. CRAWESWATER AVENUE,  
SOUTHSEA,  
HANTS.

13<sup>th</sup> OCTOBER 1963

My dear Anson Cook,

I enclose something interesting!!!  
but, as usual, there were only 3 O.Ws. of our time -  
of very soon, we shall all fade away! You must  
accept this as my Xmas card - please - & read it &  
see how many O.Ws. you know, use there? Also  
show it to any O.Ws. in your district, as I  
shall not want it back - as I was there!!  
do you remember P. J. B. Oakley; well, he passed  
away 2 weeks ago - at Poole, in Dorset -  
How are you, & family, all well, I hope - we are  
just struggling along - taking life gently.  
My wife has rheumatism, so do I!! But, everyone  
is getting older - & struggling along.

My grandson leaves the W in December - & hopes to go  
in the U/C as a Purser - Cadet in January next -  
He takes his G.C.E. in Maths. in November -  
but competition is VERY HARD.

Gordon Stalk come in to see us, last week & he has written  
another book, called Neptune's Lads, but I have not seen  
it yet - he just plots along, at Follstone -

They had an "uprising" on board the W last week - the  
cadets refused to eat their supper! & the food is POOR -  
also some of the boys are getting un-easy to handle! but  
that goes with the Times, & has to be adjusted. Quite a  
lot of boys fail their Eyesight - & now go on to the  
Engineering part of the M.V. - & others for Radio.

Sorry to be so depressing - but that is all news.  
Do you know ANY of the Deck Staff of the U/C, in C.T.?  
also many officers reflect in their fleet? of course,  
they keep on changing, from time to time -  
When are you coming to the U.K. for some leave? it is  
nearly time you had a change, & rest.

Just sit down, & write & tell me your news & scandal!!  
Here's wishing you all the Best etc - Good Health & God bless -

Yours as ever,

Harry Hallett

HERE FOLLOWS, ON THE NEXT SIX PAGES, A LETTER WRITTEN TO BRYAN MELLONIE BY A GENTLEMAN IN SINGAPORE CONTAINING THE RECOLLECTIONS OF HIS TIME ON WORCESTER II. I AM NOT SURE ALL THE PAGES ARE THERE, BUT, I HAVE INCLUDED WHAT I HAVE.

A 5/12/10

Singapore

October 14th 1975

Dear Mr Mellonie,

Thanks for your letter of August 16th. I am very glad that my letter is appreciated and has been useful to you. To answer your further enquiries I have to recall my thoughts and feelings of fifty years ago. I think that the 'Worcester' of those days is best forgotten; in the years since then the Ship became a far more efficient training establishment for the Merchant Navy and also other walks in life than it was in my time, when there was more 'eyewash' than anything really useful, always excepting the scholastic side, which was very good.

It must be realized that the boys of fifty years ago accepted the ship as it was and never thought that it ought to be different. New cadets were brainwashed on arrival. Strict conformity was essential. The 'Worcester' bore no resemblance to anything, and I think that the cadets understood this instinctively. The ship itself was totally unlike any vessel, either naval or mercantile, which was then in service, with the exception of other training ships. Of those, the 'Exmouth' which lay further downstream, was actually built and designed as a training ship, and in due course took the place of the old wooden ship in which I was trained.

Also off Greenhithe then were the 'Arethusa', run by the Shaftesbury Homes, also a wooden sailing ship, and 'Warspite' which was a steel ship and probably ex-Navy. 'Arethusa' is in the Medway near Upnor now.

I was intensely interested when I first saw the 'Worcester', but I had known what she would be like from her photograph in the Prospectus. At that time I was much concerned about getting on board, so I didn't have much time to consider it all...I was told to get into one of the barges where I sat on a thwart like the others. There seemed to be much confusion on board the ship, all the lads were coming back from leave; sea chests, bearing the owners name in bold white letters, were taken home at the end of the summer term. Now it was September and these chests had been unloaded and were lying on the ~~left~~<sup>tier</sup> deck. Working parties were dragging them up to the lower deck where they would be placed in their proper places. The sea chests had been despatched to the ship a few days earlier and most of them were already in place, I can't remember how all that was organised; by the following year I was a senior boy and didn't have to be in a working party.

I found my way up to the Lower Deck and eventually was directed to the Poop to report to the Captain, and then was directed by someone to Mizen Port where I found my sea chest in its place, where I would later sling my hammock.

Certain customs come to mind. <sup>when</sup> Turned in one night before 'Lights Out', a senior lad whom I hardly knew came down to our end of the deck, and shook hands with everyone.

'I am leaving. Goodbye' he explained. He shook the hand of every boy on board. This was the custom, though usually the leavers left in a bunch at the end of a term. I thought it romantic and exciting at the time. This lad was taking off

...the old course took the place of the old wooden ship in which I was trained.

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As for that damned bimster...us first-termers had a foretaste of that one morning. It was our job to sweep the Main Deck after breakfast. During some horseplay outside the Mess one boy, V.N. Ford (Commander, R.D. RNR since) had his cap knocked off, it fell down the companion ladder to the Fore Section of the Lower Deck. Ford ran down the ladder to get it. When he reached the Main Deck again there was a P.O. waiting.

'Who gave you leave for'ard?'

'I went down to get my cap'

'Go into the Cabin'



first and I didn't enjoy that term, January-April, as I did others. The weather was grey, damp, and cold. The next term was important. The Summer Term was full of events, culminating in the end of the scholastic year, the prize giving, and the award of the King's Gold Medal, and the departure of about sixty cadets.

There were Sports, Boat Races, and tennis, and swimming in the river. There was no swimming bath then, and at a suitable ~~zick~~<sup>slack</sup> water those who could swim dived off the platform and swam out among the moored boats until recalled.

Creasing trousers: The only pair that needed creasing were those worn at Sunday Divisions, and the usual practice was to keep them under the hammock mattress. The thick pilot cloth blue trousers worn in the winter months weren't creased; white ducks came creased from the laundry. These were unpopular anyway for obvious reasons...too thin for junior boys who were liable to be beaten.

Junior boys were liable to serve as batmen to P.O.s, a post of danger. Sunday Divisions were a bit of an ordeal. Much time was spent on deck brushing the uniform; junior boys brushed down senior boys. The Captain with his entourage inspected the Lower Deck, the Messroom, and Galley &c. When the Divisions bugle was sounded we formed up, and the Captain would appear on the Port side forward so that the first division inspected would be Forecastle Port. He would work aft, closely inspecting each boy. The dress was a white shirt, starched wing collar and a black bow tie, tied, a navy blue waistcoat with brass buttons, a navy blue bum-freezer on top of that, and navy blue trousers, black shoes.

Roman Catholic cadets did not attend Divisions because they were landed shortly beforehand to go to Mass ashore. I remember that on one Sunday this arrangement broke down for some reason and the R.Cs had to attend divisions. One of them was standing next to me and when the Captain reached him he exploded with anger.

The wretched lad was wearing a striped shirt. The Chief Officer, in the Captain's procession explained that the boy normally never attended Sunday Divisions and didn't have the appropriate garments.

'All boys have to have a white shirt' said the Captain, 'This is damned impertinence'.

I was quaking because I feared that the Captain's anger would rub off on me.

I don't remember what happened on that occasion, but it passed off all right as far as I was concerned.

The Sick Bay was little more than a First Aid station. I was berthed there for a few days because I had impetigo, and I only remember that I felt lonely.

The only regrets I had upon leaving the 'Worcester' was parting from all the friends I had made. I was in the top form and the top seamanship section and had won the Howard Prize so I hadn't much to be unhappy about, but all the same I never liked the ship much and I knew that the training there had little relation to reality. About six weeks later I joined my first Merchant ship, at Liverpool. None of the officers had ever been to any training ship and four out of the five had served their time in sail, the one exception being the third mate who had served his apprenticeship in steamships, having gone to sea straight from school, as 90% of men did in those days. It seemed rather tactless to talk about the 'Worcester', and I never mentioned the fact that I had been there unless I met an O.W. I lost touch with the whole thing until 1962, when I met a man at Durban who had been there with me, H.J.E. Gilroy. We talked for hours about it, and the upshot was that I took a more active interest thereafter. I wrote to the Captain Superintendent offering to give the ship a couple of sailing dinghies and this was accepted. I thought that sailing boats would be a more useful training for a seaman than a lot of the things we did in my day. In 1965 I paid a visit to England after an absence of twenty years, contacted the Captain and was invited to lunch on board. It was most encouraging.

I understand that the sailing dinghy idea caught on so that there was a flotilla of twenty eventually, and the Captain complained that sailing was so popular that proficiency at football and cricket declined.

One feature of the ship that I remember was a rather sombre painting of the battle of Tsu Shima (1905) in the Mess Room. Admiral Togo was an O.W. and at that time, and for many years, the only one who had attained Flag Rank in any Navy.

Captain Sayers told us that Togo never played games and spent all his time studying. I don't think any of us were impressed at the time and it was long years after before I learned that Togo was in his twenties when he was a student in the 'Worcester', which would account for his not playing games with the teenagers.

Admiral E.R.G. Evans was the next O.W. to become a Flag Officer, as far as I know. He mentioned it in his memoirs and he seemed to have been rather a wild lad then; he recounted that he often swam across the river to the Stoneness Lt Ho. Evans had an outstanding physique and was a strong swimmer. He was on an Antarctic Expedition, and once when on the China Station he went overboard in a typhoon to free the fouled propellor of the motorboat which was rescuing the crew of a stranded freighter, earning Lloyds Gold Medal.

I am posting this and if required can send you a further instalment if you have any queries.

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With best wishes,



P.G. Fitzherbert

c/o The Chartered Bank

P.O. Box 1901

SINGAPORE



The Chairman and Committee  
of the  
Incorporated Thames Nautical Training College  
H.M.S. WORCESTER

Invite R. E. Aram - Cook, Esq. & Lady  
to be present on board the "Worcester" to witness the

**Distribution of the Queen's Gold Medal and other Prizes**

ON FRIDAY 22nd JULY, 1955, at 2.30 p.m.

BY

**ADMIRAL THE EARL MOUNTBATTEN OF BURMA**  
K.G., P.C., G.C.S.I., G.C.I.E., G.C.V.O., K.C.B., D.S.O.  
(FIRST SEA LORD)

and

**THE COUNTESS MOUNTBATTEN OF BURMA**

The "Royal Sovereign" will convey Visitors to the "Worcester," off Greenhithe.  
(For particulars see back)

R.S.V.P.—Ian A. Borland, Secretary,  
Ingress Abbey, Greenhithe. Kent

P.T.O.

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The "Royal Sovereign" will leave Tower Pier, Tower Bridge,  
London, E.C.3, at 11.15 a.m. and return there about 6 p.m.

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On receipt of your acceptance, necessary tickets for the  
"Royal Sovereign" will be forwarded.  
Acceptances must be received by the 21st July.

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Owing to the limited accommodation available on both "Royal  
Sovereign" and "Worcester" it is regretted that invitations cannot  
be extended to children.

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## A CALL AT PITCAIRN ISLAND.

BY B. MELLONIE (O.W.).

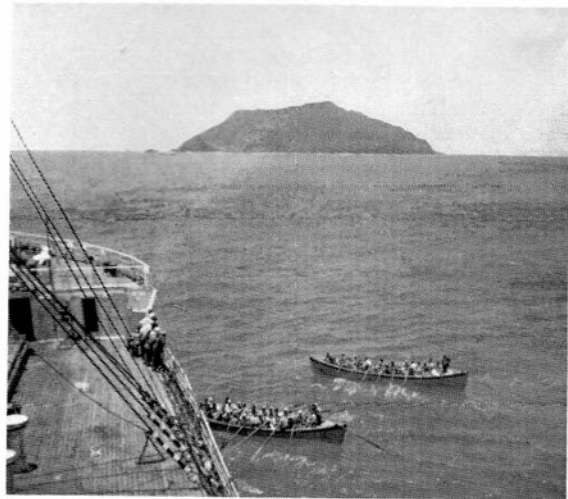
The Captain and the Second Mate had already deliberated over the course before we left the New Zealand coast, and their final decision was to go via Pitcairn Island, but not with the intention of staying there, even for a very short while.

However, the gods were not with us, and decided otherwise, and, I believe, they were in close contact with the Pitcairn Islanders all the time!

One evening, about 6 p.m., we were roughly 300 miles from the island, and "Sparks" was sitting in his cabin—"on watch," as he called it, when over the ether came:

"Hello, *Port Huon*, Hello, *Port Huon*, Hello, *Port Huon*."

"Pitcairn calling, Pitcairn calling—over!"



PITCAIRN ISLAND AND ISLANDERS.

I may be allowed to speak as a sailor of some twenty years' experience—especially as I have practically gone through exactly the same training which you go through on board this ship. The advice I should like to offer you is based on that experience. There are two points which you should keep before you as guiding principles. In the first place I should say above all things be loyal—loyal to your King, loyal to your country, loyal to your ship. The other principle I would recommend to you is contained in the words, be thorough. Whatever you do, do it as well as you can. Put your whole heart and soul into it. The sea service, to my mind, is the finest service which any man can adopt, and the particular branch which you have chosen affords an ample field for your ambition.

Such were the foundations of *Worcester's* high ideals. Mark you keep them well if you want not haunting. The spirits group round me, and I, the Spirit, speak to you for them.

No history, I said, no history. Cadets, rightly so, have always been severely practical. As future officers they have asked, "What is the use?" But I, who may not die, am much made of history. For you, I should suggest my story is both conciliation and education. Study it, study these men, well.

Certainly they were as others are: They worked, so hard, to "coal ship" when that meant days out of school. They painted my figurehead blue, or his nose red, or refloated a gig in the swimming pool for fun, and out-manoeuvered the constabulary as part of the game; painted departing messages in the dead of night when the tide was low, so that they would appear, slowly, as the tide receded when their departure had been marked by "cheered Ship". They were young men, they left enjoying life. I am not a precious Spirit. There is strength and wit and humour in me. Mark me well.

I remember when I had the charge of the famous *Cutty Sark*. *Worcesters* sailed her, *Worcesters* kept her, *Worcesters* used her, so that this nation could, when it was able, preserve her. What a link we had! What mutual benefit we were! But I meander: now she is no longer part of *Worcester* training. She has her own place in the nation's heritage. I am proud we kept her in some darker days.

And I? I do not die. I said before, Spirits do not die. There is much ahead for me, too. In 1927 one "O.W." recorded his memories of joining fifty years before. In 1877 he had watched "the Collier Briggs, Barques and an occasional full-rigged ships being worked up river by 'Backing and filling', their skippers, often wearing full hats and long-tail coats buttoned at the throat, and with cutty pipe in their gills". In another fifty years I expect a present son to record his environment. I shall be here to hear. Remember that, *Worcesters*!

And what am I, that preach so long? Why, I am the spirit of *Worcester*. "... the qualities likely to make the finest sailor; these consist of cheerful submission to superiors, self-respect and independence of character, kindness and protection to the weak, readiness to forgive offence, desire to conciliate the differences of others, and above all, fearless devotion to duty and unflinching truthfulness." Aye, of course, "Old *Worcesters*", you recognise those words! They are those which characterise the winners of the Gold Medal presented each year by the Sovereign since Queen Victoria offered the first in 1868. They are the principles on which you voted in your time, for your winner. Proud men!

Keep 'wake, *Worcesters*. You have tradition behind you that bear watching. Lest I haunt you not, keep to them. Whatever the circumstances—REMEMBER. The Spirit of *Worcester* may never die—the only fate you can assign to me is to wander lonely in the wilderness.

## THE DOG WATCH.

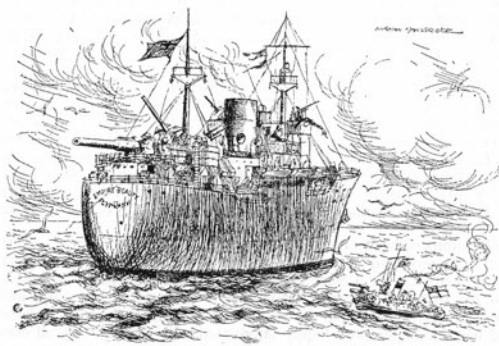
### EDITORIAL

And that is that. The final *Dog Watch*, the final *Worcester* term. You will, I hope, forgive us if we feel a little introspective, a trifle nostalgic. We think we have occasion to indulge. And if we flavour with a gentle spice of irreverence, good; we have not lost the grace of seeing our own frailties. But, please, do not judge too harshly whatever you may not see here. There is so much to recall. It simply could not be done.

So many cadets responded to the call for material that we have been overwhelmed. Now, the embarrassed apologies; to all, poets, philosophers, artists, raconteurs, humorists, if you do not see your creation here, forgive us. It was not that they did not deserve a space, if only a space could have been found.

*Worcester* has many things to offer the Merchant Navy College. The tangible need nothing said here. The intangible, the tradition, the pride, the service, the achievement need only a simple comment. If they are forgotten or neglected a great disservice is done to "O.Ws.", to ourselves, to the sea, and to the new college. Let them not be forgotten. Adaptability is a virtue all seamen cultivate; preserving ideals is another. They are by no means mutually exclusive.

So, knowing that the future is a challenge already accepted, indulgence for this final presentation of the past and present. If it gives pleasure, that would be a highly satisfactory conclusion to this final edition.



# The Dog Watch



The Magazine of the Incorporated Thames Nautical Training College, H. M. S. "Worcester"

Summer, 1968

Volume 6 Number 7  
Final Edition

## THE DOG WATCH.

### THE SPIRIT SPEAKS

Spirits such as I do not die. We share with humanity the privilege of birth, but we do not die. There is another fate for us. I was conceived in the early summer of 1861, in the course of a Sunday morning's walk: my progenitors were good and faithful men, they performed a most important task in asking a Mr. W. M. Bullivant, a rising and energetic man, to act as midwife in the important post of Honorary Secretary.

But history you do not want. It is an unfortunate word. So many attach their private inclinations and disinclinations to it. I am old, as humanity counts, and to tell my history would require far more time than I am allowed. Those who want history, my history, can do no better than to acquire my records—I am proud enough of them—or the books that have been produced about me. One of my sons, later Captain W. A. Morgan, produced the "Thames Nautical Training College H.M.S. *Worcester*" in 1929, and Commander G. C. Steele, V.C., R.N., but, most dearly, "O.W." and Captain-Superintendent 1929-57, wrote "The Story of the *Worcester*" to mark my centenary in 1962. If history you want, look there.

No, only those that die recognise history: I do not. As a spirit, the Spirit of *Worcester*, I know best that which makes me live. I can tell you best what memories keep me as I am, my spirit life-blood, my spirit soul. Ask not for order, for reason, for earthly form—look only for my evocation of ought that was noble, and, please God, enlightening in my tradition of service and training this last 106 years.

I remember, yes, I remember. I have had three bodies, the "*Worcester*", the "Frederick William", and the "Exmouth". I did not see Ingress Abbey until 1871, when the guns fired at my arrival shattered much glass which the committee had to replace. Humanity, frail humanity! you have changed since then, not I. Once you troubled not about vitamins and other such monsters. Feet dry, no draughts where cadets sat, two in a bed if ailments such as measles arrived, such were the maxims once. And a hardy breed of sailor survived.

A hardy breed indeed. About a thousand "Old Boys" served in the First War and won a V.C., an A.D.C., K.C.G.M., four C.Bs., three C.M.Gs.; oh, and so much more. Their gallantry, their devotion to duty and ready acceptance of suffering and death for a great cause—I am proud of them and by now pride outweighs all sadness. And when humanity fought again—but, no, their record stands. Let me say no more. First War, Second War, peace-time; they were men. *Worcesters*. Do not dare forget, living!

They had high ideals. I remember the many royal visits I was privileged to see. Particularly I remember the words of the Prince of Wales, later King George V on the 30th July, 1904. He said—and it is worth recording:—

"We live in an age of education, and it is necessary to success in any walk of life that we should work hard. In your case you must not count on assistance so much but must learn to study by yourselves. I think that perhaps

# Association of Old Worcesters

Hon. Secretary:  
CHRISTOPHER J. WILLIS

204 BURNTWOOD LANE,  
CATERHAM,  
SURREY, CR3 6TB.

March 1978

## EDITORIAL

When one moves house there is invariably a tinge of sadness. No matter how exciting and challenging the future is going to be there must be some nostalgia for that which you are leaving. It is only natural to hope that ones successors, whilst making changes and improvements of which you would heartily approve, will respect, hopefully admire, and maintain the hard work that you have put into the house, the garden and even the people who have lived there. So it was when T.N.T.C. finally closed, we fervently hoped that our successors would respect and maintain the traditions of Worcester at Greenhithe. A hope expressed in the last edition of the Dog Watch and we quote "If the intangible, the tradition, the pride, the service and the achievement are forgotten or neglected a great disservice is done to O.W.s, to the sea and to the new college".

It was not to be, as much as we should have liked it we were denied the happy working relationship with our successors that had been hoped for. Whilst appreciating that they wished to make a clean start it can be argued that they went too far and our relationship was, not to put too finer a point on it, difficult. Much more could be said about this unhappy period but all we could do was to wait and hope. Happily all that is now past. The appointment of Dr. George Emmons as the new principal has brought a breath of fresh air which has in one blow cleared the unpleasantness of the past. From the first cheery telephone call to the welcoming hand-shake on board Wellington we knew that all was well again. Steeped in the traditions of the senior service George Emmons is fully aware of the respect that former Worcester cadets have always had in the navy, they were good seamen and the finest navy in the world always has a place for good seamen.

Very quickly the red tape and difficulties were cut away, the Gold Medal Board and perhaps more important the Gold Medal citation, now have a place of honour in the new college. The boat race oars together with many more familiar artifacts from the ship are now displayed in the Worcester Room and with Ian Borland's help an historic collection of documents, books and pictures is being built up. It was therefore with confidence that the Council of the Association agreed that the latest treasure, a fine new painting of Worcester III, should be loaned to the college for permanent display and the handing over of this painting was the high spot of the party held at Greenhithe in October. A party that was an assured success from the moment it was suggested - by George Emmons.



## Association of Old Worcesters

Hon. Secretary  
CHRISTOPHER J. WELLS

204 BURNTWOOD LANE,  
CATERHAM,  
SURREY, CR3 6TB.

September 1978

M D L

Saturday, 8th July 1978

The Department of Trade and Industry announces that H.M.S. Worcester (formerly T.S. Exmouth) has been sold for an undisclosed sum to a London firm of shipbrokers on behalf of a European Company who it is understood will scrap her in Bruges. A spokesman for the Department said "There were no bids from any conservation groups and the ship was sold to the highest bidder. If a conservation group had come up with even a nominal bid we would have considered it. Nobody wants her to go for scrap but no one else showed any interest in her."

With this announcement the fate of the ship was settled. We can be sad at her going but surely we are glad that she is spared the fate of the Medway Queen, a rotting symbol of a business man's failed dream or of the beloved Queen Mary a floating gin palace and worse at Long Beach California. Many will agree that Worcester is better scrapped.

After twenty four hours delay waiting for the weather in the North Sea to moderate she left Greenhithe on 8th July, on an overcast and raining morning. The Dutch towing tug Temi IV of Vlissingen assisted by two Alexandra tugs made fast to Worcester and preparations were made to move her from her moorings.

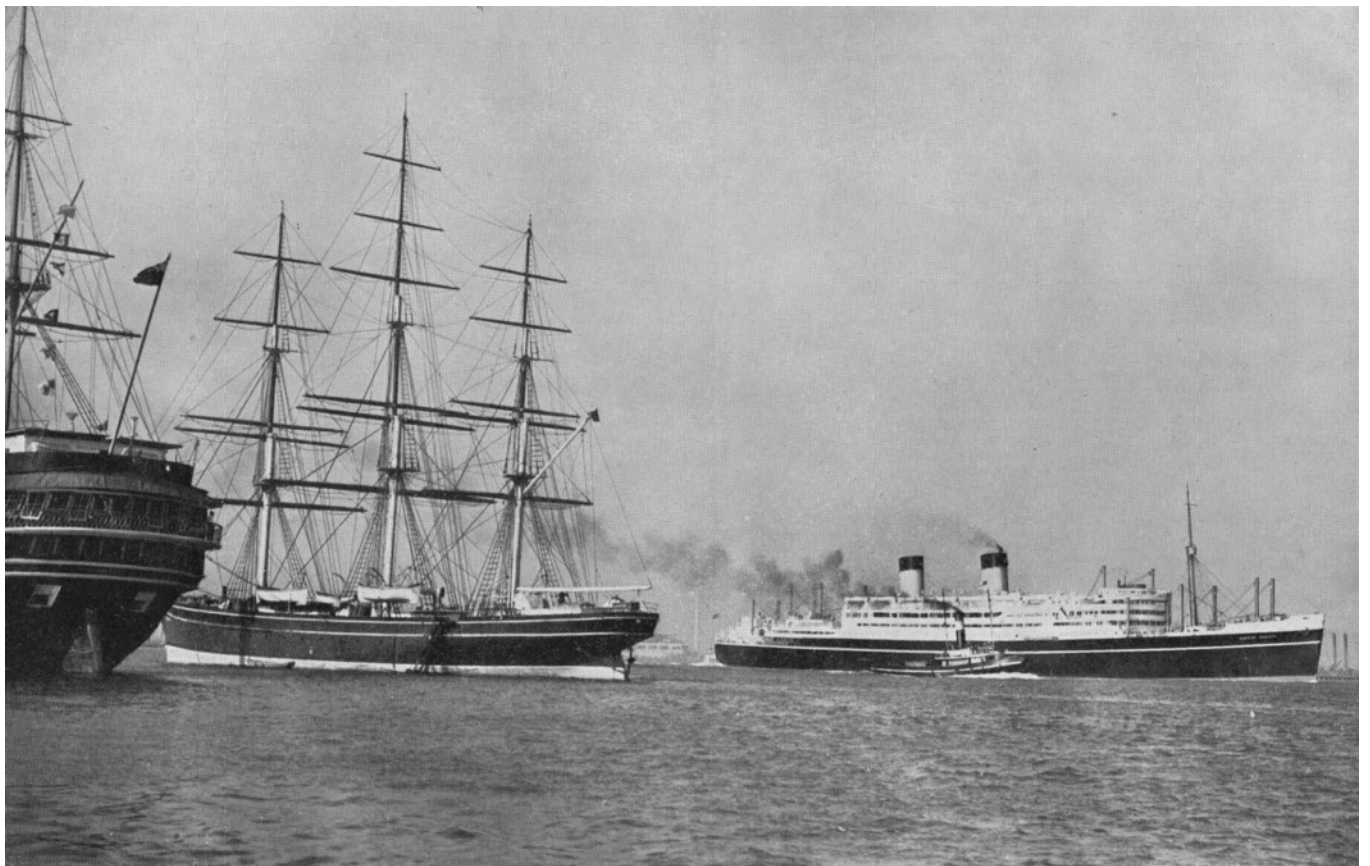
The Association had said their goodbye last October but to see her off we were represented by Ian and Mary Borland and there was a good turn out from the College.

At 11.45 she was clear of the berth and with the hoist M D L - Pain is Severe - flying from the bridge of the College she was turned down stream to start her last voyage. At 11.55 she rounded Broadness, at 12.23 her hull was out of sight and at 12.30 her masts disappeared, and so the last tangible link between Worcester and Greenhithe was broken forever, only memories remain.

Today the berth looks unfamiliarly empty and we can only reiterate what the padre said when we made our farewells last October. "As this ship reaches the end of her working life we remember before God the life and work of all those who were trained in her, taught in her and served in her and particularly we remember those whom God has called to higher service."



Bryan's Son thinks that his Dad may be the Cadet third from top in the left hand row of this photo which was taken at Foots Cray Place.



The classic photograph taken by the staff photographer of "The Times," in February 1939, as the Shaw, Savill & Albion liner "Dominion Monarch" passed down the Thames on her maiden voyage to South Africa, Australia and New Zealand. Four generations of shipping are represented in the picture. They are, on the extreme left, the "Worcester" laid down at Portsmouth as the "Royal Sovereign" in 1833; next is the "Cutty Sark" built at Dumbarton in 1869; and then come a steam tug and the "Dominion Monarch"

HERE FOLLOWS AN ARTICLE ON THE NEXT ELEVEN PAGES, ABOUT THE  
WORCESTERS. THE PAGES ARE NOT COMPLETE.

**The Thames  
Nautical Training College  
H.M.S. "Worcester"**

Reprint of an article  
published in "Shipbuilding and Shipping Record,"  
July 4, 11 and 18, 1946, issues

**The Incorporated Thames Nautical Training College,**  
Offices: Ingress Abbey,  
Off Greenhithe,  
Kent

# The Thames Nautical Training College—H.M.S. "Worcester"

## 1—The History of the Establishment

The repeal of the Navigation Acts in 1849 is superficially regarded by many people as having meant only the end of a narrow protective system to British shipping which fostered inefficiency. There is no doubt that this picture is true as far as it goes, but it does not go nearly far enough. The repeal also meant the end of the old system of apprenticeship, when everybody following the sea was bound for a period to "learn his craft" and every ship was made by law to

before it became evident that many regarded them merely as cheap labour with little to prevent their being exploited.

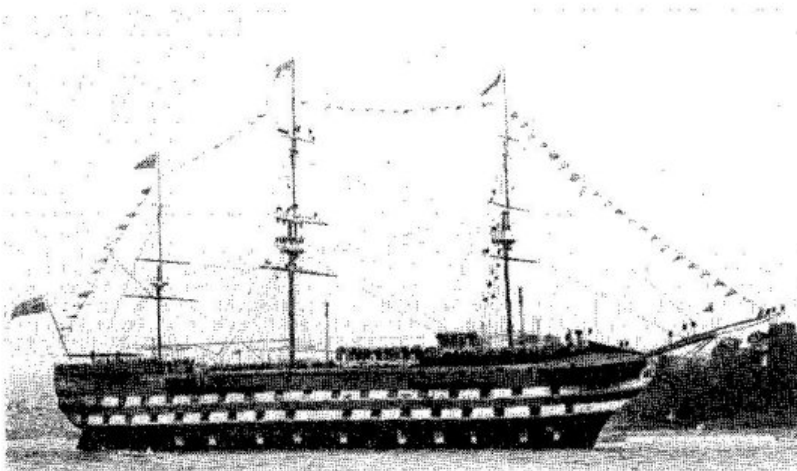
Those who had the welfare of British shipping at heart soon realised that it was highly desirable to establish some system of pre-training as a preliminary to this apprenticeship, so that those who were to officer and command the biggest ships should have a proper grounding before they went to sea and should thus be able to make the most of

another ship which had been idle for some years. She in turn proved too small and in 1875 was replaced by the 90-gun line-of-battleship *Nile*. In each case the name *Conway* was transferred to the new ship.

It was not long before shipping interests on the London River became envious of the progress that had been made on the Mersey and in the early summer of 1861 Mr. Richard Green, of Blackwall, Lord Alfred Paget, Captain de St. Croix and Mr. George Chambers, taking a Sunday walk on the riverside, decided that a similar institution was necessary. Mr. W. M. Bullivant the wire rope manufacturer, then a young man but already known for his enterprise, came into the scheme with enthusiasm and volunteered to act as honorary secretary: his office in London Street was lent for the initial meeting which attracted several other well-known London shipping men and which soon drew up a practicable scheme.

The committee of practical men would not hear of anything except a ship, for they reckoned that the conditions on shipboard would prepare the boys for their future life by habituating them to close quarters and making them realise the necessity of give-and-take among good shipmates. They aimed at attracting the boys who, determined to make the sea their profession, were being sent to public or other good-class schools where they learned little which had a direct bearing on their future calling. The Captain-superintendent was to be a master mariner, with a staff of officers and instructors for the professional side and schoolmasters for the ordinary school subjects, excluding the classics, which were to complete the cadets' education. As the Mersey experiment had been a success the Admiralty did not raise so many objections to granting the loan of the 1,473-ton 50-gun wooden frigate *Worcester*, then laid up at the Nore, although it was more difficult to persuade My Lords to sell the necessary stores and equipment at a reasonable price. The Thames Conservancy was, contrary to its reputation, helpful in every way and in due course the ship was anchored in Blackwall Reach—about as unsuitable a position as could be found for a training ship except that she was there directly under the eyes of "Dickie" Green and other active spirits on the committee. The ship was lucky in having no "passengers" on the committee.

It is a wonderful tribute to the clear

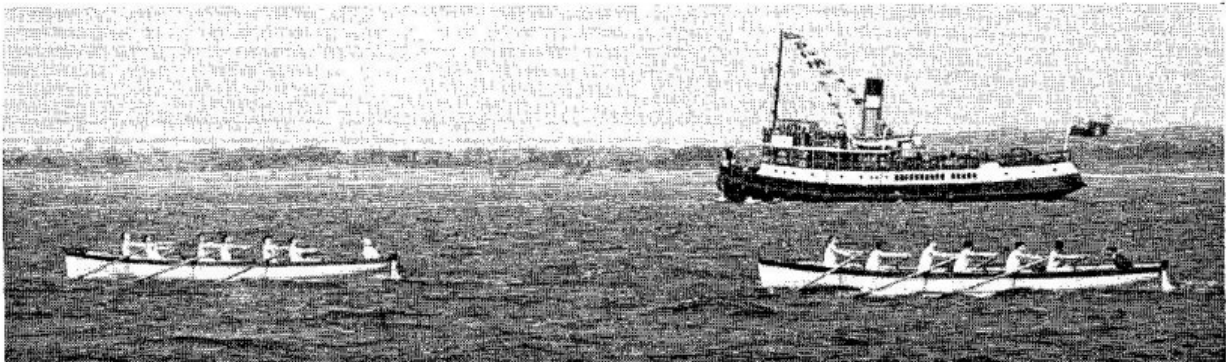


The second "Worcester," the old line of battleship "Frederick William" which was the training ship from 1876 until the outbreak of war and has now been supplanted by the "Exmouth"

carry a certain number of apprentices, without any distinction between embryo sailors and officers.

As a direct result of the repeal, and the realisation that British shipping would have to rely on its own efficiency for its existence, certificates of competence became compulsory for every ship's officer and a new system of apprenticeship was started whereby the majority of the future officers and masters of the Merchant Service were articulated for four years to learn their craft before sitting for their first Board of Trade examination. The treatment of these lads, and the training that they received in return for the premium paid, depended on the owner, but it was not long

their apprentice's time. The movement started on the Mersey in 1859; where Mr. T. P. Horsfall, M.P., working in conjunction with the Committee of the Mercantile Marine Service Association, petitioned the Admiralty to lend them an old man-of-war for the training of mercantile cadets. After a good deal of argument the 28-gun frigate *Conway*, which had been laid up for some years at Devonport, was lent to this body of enthusiasts, the necessary funds were collected and twelve other gentlemen, shipowners and others connected with the sea, were added to the Committee. In two years the original ship had proved too small for her purpose and was replaced by the 51-gun frigate *Winchester*,



A "Worcester" v. "Conway" boat race



The figurehead of the "Worcester"

insight and knowledge of the members of the sub-committee who were entrusted with the task of drawing up the rules and regulations for the ship that their ideas are very largely operative at the present time, although the rules are constantly being brought up to date. Captain Trivett, a veteran navigator of the Hudson's Bay Company, was appointed temporary Captain-Superintendent, Mr. W. T. Read headmaster, and a schedule of work and holidays arranged which would be considered very irksome by a modern cadet. The ship was moored off Folly House Mills and the first eighteen cadets joined in August, 1862, their number being increased to twenty-two within a month. A gunner, ship's corporal, ship's steward, boatswain and boatswain's mate were appointed, but no chief or other officers. The death of Mr. Richard Green within a few months of the work starting was regarded as a tragedy, but his brother, Mr. Henry Green, took over the work and proved just as enthusiastic.

The possibilities of the new establishment were soon recognised by the Board of Trade, who, within a few months of its foundation, permitted two years on board, with certain qualifications, to count as one year's sea service for a certificate and that has been the rule ever since. When Captain Trivett's temporary appointment ended in the summer of 1863, he was replaced by Captain Whitby, an old East India Company's man, and soon afterwards the ship changed her moorings to more suitable ones off Erith, abreast what is now the downstream end of Cory's coal depot. The school grew rapidly and there was soon a waiting list of cadets, as it was realised that training in the *Worcester* or *Conway* bestowed a cachet which was of great value to a sailor. The staff was increased, particularly on the sea side, Captain Whitby was succeeded by the famous Captain Henderson Smith, who ruled for a quarter of a century and in 1867 Queen Victoria showed her interest by establishing the annual Gold Medal to the boy, who, in the opinion of his messmates, was most likely to make the best officer. Naval cadetships were started in the following year.

In 1869 the ship's moorings were again moved, this time to a position off the end of Southend Pier, which, in another way, was as unsuitable as that in Blackwall Reach. The instruction was widened to include the elements of steam engineering and other subjects likely to be of use to the first-class

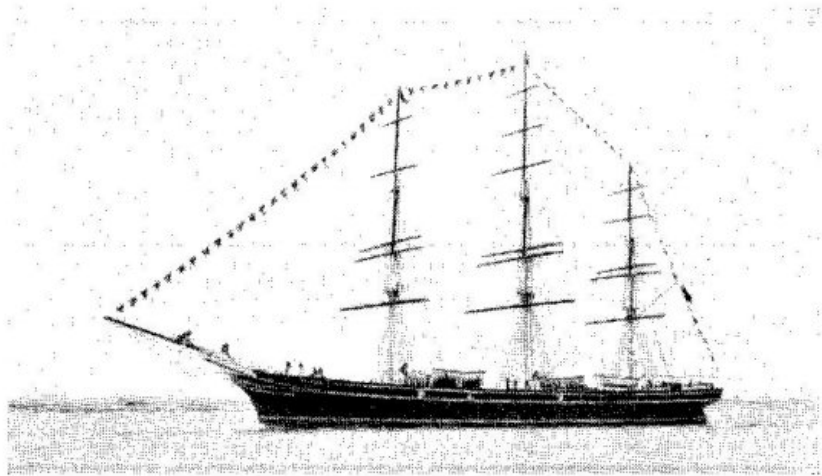
master mariner, so that the number of applicants for admission grew rapidly and the number of those accepted steadily but rather more slowly. In 1871 the ship was moved to her present moorings off Ingress Abbey, Greenhithe, and the cadets took a major part in mooring the ship.

In view of the success of the ship a suggestion was made that the Admiralty should lend a bigger vessel, enabling her to do better work, and at the same time the possibilities of a seagoing tender, to cruise in the North Sea and Channel under sail, was debated by the committee. The first suggestion was postponed by the Admiralty; the second turned down as soon as it was discussed.

Although it was some time before the Admiralty acceded to the request for a bigger ship, the change was made in 1876,

uselessness in the role for which she had been designed and built.

Her large size—it is not generally realised that she was bigger than the *Victory*—made her a very much more suitable training ship. When acquired it was suggested that she could conveniently accommodate 250 cadets, an expectation which was not confirmed by experience, but she was very comfortable for about a hundred less than that figure and afforded opportunities of a much better education and training. As the work was largely educational, the cadets' terms and holidays were brought more into line with those of other public schools. The circle of services and companies which favoured *Worcester* cadets steadily grew and the Admiralty, which had suspended the special facilities for naval cadetships, revived them in 1881.



The "Cutty Sark" presented to the Worcester committee by Mrs. Dowman widow of the previous owner who kept her in Falmouth Harbour

and the old two-decked line-of-battleship *Frederick William*, which had been converted to steam on the stocks, was allocated to the committee and became the second *Worcester*. Her tonnage of 4,725 tons was very unusual for a two-decker.

That ship had already had a strange history. She was laid down as the *Royal Sovereign*, a three-decker mounting 110 guns, at Portsmouth in 1833, but progress, always slow in the case of a wooden ship in order to give time for seasoning, was particularly slow in her case. Six years later, still on the stocks, she was renamed *Royal Frederick*, and by 1859 her design had been changed to mount 116 guns, although she had not yet been launched. In the same year, the Admiralty issued orders to cut down her armament, make her a two-decker, and instal screw engines and boilers, so that in 1860 she was finally launched as an 86-gun ship, with engines of 500 H.P., and at the last minute her name was changed to *Frederick William* as a compliment to the King of Prussia. As soon as she was launched she paid off into the reserve at Portsmouth, for the first ironclads were already approaching completion and would obviously make all such wooden line-of-battleships obsolete.

In 1866 she was removed to Foyness on the Irish coast as a coastguard vessel, armed with 74 guns of the Trafalgar pattern but, in the summer of 1868, was returned to Portsmouth and laid up indefinitely. There she remained "in reserve" and in due course her machinery was removed and she was earmarked for service as a hulk. Instead of this, she was lent to the *Worcester* Committee and for seventy years made up for her

In 1890 the first of the very popular boat races against the rival training ship *Conway* was pulled on the challenge of the *Mersey* ship and resulted in a win for the *Worcester*; for fifteen years the contest, with varying results, was one of the most popular events in the ship's year and was as important as a social occasion as the annual prize giving. In 1906 the fixture was abandoned on the ground that it interfered with training but, on the instance of Mr. M. C. Houlder, who was a very enthusiastic member of the committee, it was replaced by increased interest in boat pulling within the ship, which gave all the cadets the opportunity of taking part according to their ability. The race was not revived until 1929 when the *Worcester*, thanks largely to the excellent coaching of her Chief Officer, started an unbroken series of victories. This revival did not mean any deterioration in the competition between the different parts of the ships and watches, so that when *Worcester* cadets went to sea they were expected to maintain the tradition of good boat work, by which the smartness of a ship has always been judged.

All through the 'eighties the reputation of the *Worcester's* work improved steadily and when Lieutenant David Wilson-Barker, R.N.R., a *Worcester* cadet himself, succeeded Captain Henderson Smith in 1892 the improvement was accelerated. It was soon found to be a splendid incentive to the morale of the cadets to be commanded by an "old boy" who had won for himself a magnificent reputation as a first-class sailor and maritime scientist. His first task was to bring the routine and curriculum right up to date for shipping and the ship's officer's

duties had developed greatly during the thirty years which had passed since the foundation of the scheme. When Sir George Chambers died, in 1902, after having been chairman for thirty years, there was a short interregnum before Sir Thomas Sutherland, chairman of the P. & O., took up the position and immediately identified his company more intimately with the ship in which he took the keenest interest. His scheme for P. & O. scholarships, with half fees, was inaugurated in 1907 and lasted until the great slump.

This P. & O. scheme, it may be mentioned, was continued when Sir Thomas Sutherland retired in 1919 and was succeeded as chairman of the *Worcester* by the first Lord Inchcape, who had already become head of the P. & O.

Captain Wilson-Barker, who was knighted in 1920, not only believed in interesting the cadets in every form of natural history that could be turned to their professional advantage, but also believed that, as most of them would go into the first-class lines, and biggest ships, they should be given a thorough groundwork of professional science before they went to sea. By purchase, and often by presents from makers, friends of the ship and old cadets, she was gradually given all the scientific equipment which could be installed in a vessel of her type, with a noteworthy collection of fine models which were kept insured for a very large sum and many less elaborate ones which were made on board for training purposes. Starting in 1866, with King Edward VII when he was Prince of Wales, the Royal Family took a

keen interest in the ship and her work and showed it in a practical manner.

Captain Wilson Barker, having seen the ship through the trying period of the First German War, in which he had the satisfaction of seeing so many of his old boys distinguish themselves, retired from the command in August, 1919 and was succeeded by Captain M. B. Sayer, C.B.E., who was a cadet in the ship from 1887 to 1890. When he died he was temporarily succeeded by Captain P. T. Perkins, another old *Worcester*, and permanently in 1929 by Commander Gordon Steele, V.C., R.N., a cadet from 1907 to 1909 and former P. & O. Officer who had been given a Royal Naval commission from the R.N.R. for his work in Q-ships and later won his Victoria Cross in coastal motorboats.

When the Second German War broke out in 1939 Captain Steele was called back to the Navy and Chief Officer A. F. Jackson was made Acting Captain during the trying war years. By Government order the *Worcester*, like all the other training ships on the London River, had to be evacuated and the cadets were moved to Foots Cray Place, Sidcup, although seamanship classes for a limited number were carried out in the famous clipper *Cutty Sark*, which had been presented to the *Worcester* Committee by Mrs. Dowman, the widow of her previous owner, in 1938. The *Worcester*, in the meantime, was used by the Royal Navy for the River Patrol and afterwards for training "Hostilities Only" ratings.

When Foots Cray Place was given up

early in 1946 the cadets returned to the river with all its advantages for their training, but although a survey of the old *Worcester* proved her to be in unexpectedly good condition, she was obviously nearing the end of her days and when the Ministry of War Transport gave the Committee the opportunity of acquiring the former London County Council training ship *Exmouth*, specially built for the purpose in 1904, she was eagerly accepted with the opportunities that she presented of fitting out the most up-to-date and efficient stationary training ship in British waters, big enough to give far greater comfort and amenities and to keep the training up to the most modern standards.

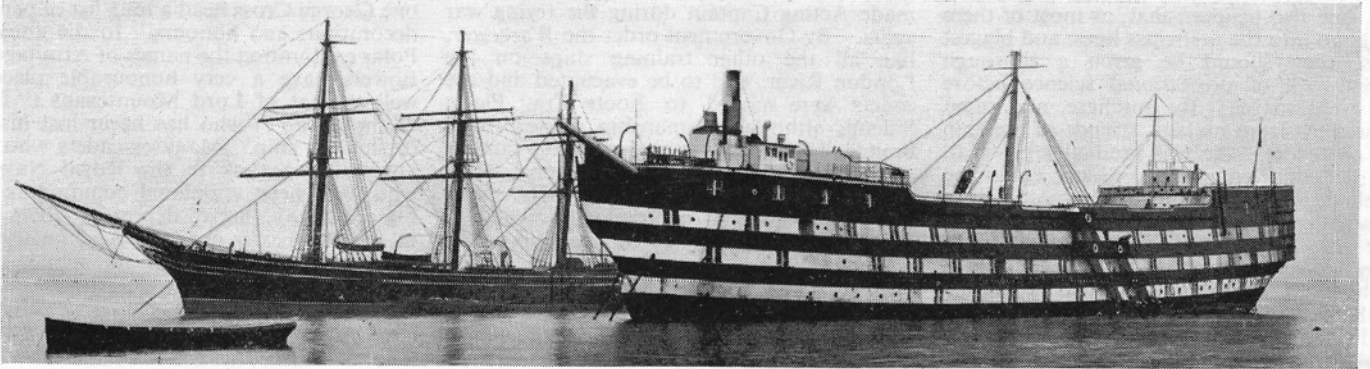
In the long period covered by the two ships they turned out a large number of officers whose later careers gave every reason for the greatest pride. Two Victoria Crosses and one George Cross head a long list of personal decorations and honours. In the annals of Polar exploration the names of Armitage and Bowers have a very honourable place, as well as that of Lord Mountevans ("Evans of the *Broke*") who has never lost his love for his old ship. Many ex-cadets who have attained flag rank in the Royal Navy, or who have been appointed commodore of a big company, have deposited their flags in the *Worcester* chapel. And on the two Rolls of Honour appear the names of 68 cadets in the First World War, and 156 in the Second, who made the Supreme Sacrifice.

## II—The former training ship “Exmouth” and now the new “Worcester”

The present H.M.S. *Worcester*, third of the name to be employed for training service, was built in 1904 at Barrow-in-Furness by Vickers, Sons & Maxim, to the order of the Metropolitan Asylums Board, which was later merged into the London County Council. Started with the idea of giving sea training to boys sent on board by the poor law authorities, the Board widened the scope of entry and admitted a large number of boys from poor homes. Later the London County

ships—a picturesque feature of the river but sharing the usual faults of her type for a training ship. As she wore out the Board decided to replace her with a ship, externally somewhat resembling an old wooden wall but avoiding the disadvantages. It was determined that the new ship should be provided with ample head room between decks, proper heating, lighting and ventilation, classrooms properly bulkheaded off from one another, and all the conveniences which could be

the other training ships on the River, she was evacuated on Government instructions, and after some service as the quarters of the Volunteer Fire Brigade she was purchased by the Ministry of War Transport who hired her to the Admiralty in 1942. She was converted in Tilbury Dock into a parent ship for minesweepers, hoisted the White Ensign under her original name, and was towed to Scapa Flow, where she remained until June, 1945. She was then towed back to



*The new “Worcester” (to be rigged in due course) and the “Cutty Sark” as they now lie off Greenhithe*

Council extended the system to admit boys whose parents were willing to pay for their sons to be trained for the sea. Considering the short period of the course, the training was good and a high proportion of the boys did well in the Royal Navy and with the merchant shipping companies.

Previously the establishment had been off Grays, in the former 90-gun ship *Exmouth*, one of the old line-of-battle-

contrived in a carefully thought out design. The late Sir John Biles was naval architect and he was very proud of the ship—314 ft. in length by 53 beam by 18 ft. 6 in. mean draught. The hull was iron below the boot-topping to resist corrosion and mild steel above. Although she lacked the beauty of one of the old men-of-war she was an excellent ship for her purpose.

At the outbreak of war in 1939, like all

the London River and was lent to the Thames Nautical Training College to receive the traditional name of *Worcester*.

She arrived in the Thames on July 6, 1945. Preparation for her new duties involved an immense amount of work at a time when all the repair facilities of the country were overwhelmed. In addition to the work of conversion, there was the heavy task of reconditioning, for, like most depot ships, she seemed to be in a



[Photos]

*Main deck, used as a recreation space*

[Bedford Lemere]

deplorable condition. It was impossible to get her ready for service for the Christmas term of 1945, but the *Worcester* personnel were enthusiasts, willing to work like Trojans and they were fortunate in obtaining the services of R. & H. Green & Silley Weir, who carried out the work in the East India Dock Basin and who were as keen as grandfather, "Dicky" Green had been in the 'sixties.

The work was extensive and included dry-docking, the recutting of ports which had been plated over by the Navy, the replacement of port-frames and glass, and hundreds of important details. It was an arduous time for the seniors, but grand fun—and excellent experience in sailoring—for the parties of *Worcester* cadets who were sent down from Foots Cray Place to help.

The first watch of cadets joined the ship on January 31, 1946, and on February 2 the ship was opened with due ceremony, Mr. W. MacGillivray, of the Prince Linc, representing the *Worcester* Committee. Only the old figurehead, salvaged from the former ship and lying on the fore-castle head for reconditioning by the carpenter, seemed to be missing, although there was still plenty to do before the ship's company could settle down to their jobs.

#### The "old boys" look in

The cadets, who had missed the advantages of shipboard life and the intimate association with the ships in which they would later serve during their period at Foots Cray Place, were delighted at the change, and "Old *Worcesters*," from young officers to retired masters and commanders, came down to see the new ship and freely expressed the opinion that, while she could never be the same as the beloved old ship that they knew, she would be infinitely more comfortable and more efficient for her duties.

For one thing, there is her much greater size and, an inestimable advantage, greater headroom, convenient storerooms, excellent lighting and ventilation on scientific lines, and properly enclosed classrooms.

When she was designed for the Metropolitan Asylums Board the idea was to accommodate something like 750 boys on board and the Navy used her for 600 ratings, so that there is room and to spare for the 200 cadets who are regarded as a full complement for the *Worcester*. The accompanying drawings show the differences in this respect between the *Exmouth* as she was and the *Worcester* as she now is.

The *Worcester* has four decks, apart from the hold, fore-castle and poop. The hold is divided into storerooms by seven water-tight bulkheads, with and without doors, and many light bulkheads between the flats. Forward of the collision bulkhead is the coal bunker, abaft it the boiler room and engine room, all of which extend through the orlop deck above it. Then comes the chain locker on the starboard side and the diesel generator and refrigerating plant on the port. Tanks for fresh water and diesel oil extend right across the ship. For the next 120 ft. of her length storerooms, with a centre-line alleyway between them, not only give ample space for things needed on board but permit everything to be arranged for constant inspection and easy issue. On the other side of a water-tight bulkhead special stores occupy another 30 ft. across the ship, then two very large fresh water tanks—the ship has a water supply from the shore but pipes are liable to be broken—and the after peak.

The orlop deck is above the waterline and, with the re-opening of the ports which

were plated up by the Navy, has plenty of light and air. Right forward the bunkers and engine and boiler rooms extend through the deck and abaft them are excellent workshops and accommodation for the crew. Then comes the gymnasium, then the lower sleeping deck with hammock stowage leading out of it, 92 ft. long by the beam of the ship. There are nine classrooms, each entirely separate, although some have connecting doors, with up-to-date fittings and single locker desks so that the traditional *Worcester* book boxes, remembered by many generations of cadets, are finally abandoned to their original purpose.

Forward on the lower deck is a large galley and abaft it, round the open space left for the capstan, are the victualling storerooms and pantry. Next comes the cadets' messroom, 51 ft. long by the full beam of the ship, with doors to the upper sleeping deck. Then the cabins of the warrant officer instructors occupy both sides of the ship except for the outfitter's shop on the starboard, after which is a range of bathrooms and toilets and, right aft, a sick bay 35 ft. long, with isolation ward, dispensary and a cabin for the sick berth attendant.

The library occupies the whole of the round bow on the main deck. It is comfortably furnished with arm and upright chairs, and has an excellent view of the river. The bookcases are being rapidly filled by the kindness of the ship's numerous friends. The cadet captains' quarters—"the Cabin" by *Worcester* tradition—on the starboard side is very different from the one right inboard in the old ship, and its counterpart on the port side is the tuckshop. Aft that there is a clear space for recreation, running aft to the entry port and visitors' waiting room. This recreation space is decorated with a number of models and ship pictures and furnished partly with the old desks from the former ships with generations of initials carved on them.

Abaft the entry port the deck is narrowed by a range of cabins on either side and for this space the old name of "half-deck" has been revived with the interpretation that it used to have in Drake's day. Divine Service is held in this space, the after bulkhead being adorned by the two war memorials. Leading out of it on the starboard side are a particularly comfortable warrant officers' mess and galley and some of the schoolmasters' cabins. On the port side are the officers' cabins and the captain's office. Beyond the bulkhead on the starboard side is a big wardrobe, accommodating both the officers and the schoolmasters, and a beautiful little chapel furnished with the fittings from the chapel of H.M.S. *Iron Duke* when she was Jellicoe's flagship. On the port side are the housekeeper's quarters, captain's galley and some of the masters' cabins, the remainder, with that of Mr. Luly, the headmaster, being across the stern.

The upper deck is open (giving cadets opportunities for reviving the old *Worcester* custom of "slewing"), except for the boatswain's store and radar room. On the stump mainmast is a 5-ton derrick with an electric winch. Under the top-gallant fore-castle are the quarters of the galley boys, the cadets' washroom, showers and heads, while under the poop is a fine suite of rooms for the captain. Over the former are the carpenter's shop and tanks and over the poop the chart-house.

A platform for boat work is fixed at a convenient height above the waterline along the port side, facing the shore; but except for one pair of davits for exercising purposes on the upper deck all the

boats are kept in the water. These consist of two cutters, a jolly-boat, a second gig, a school gig, two racing gigs, two racing whalers and a motor boat, sufficient for all hands if it is necessary to abandon ship.

The head room of 9 ft. 6 in. all over the ship is not only excellent for health but gives first-class living spaces and recreational facilities. The messroom has ample space for all hands to eat at the same time at long tables with good elbow room. The second and third officers sit at a head table with the chief cadet captain permanently and two cadet captains by turn. The gymnasium also serves as a games room with a piano against one bulkhead, plenty of space for ping-pong, billiards and other games and all the necessary fittings for the projection of talking films. There is constant hot and cold water to the shower baths and tubs, much more numerous than they were in the old ship, and there is a wash-basin for every two boys.

#### Berths or hammocks?

When the new ship was fitted out there was great discussion as to whether the cadets should sleep in standee berths, after the fashion of American transports, or in hammocks which had been the custom ever since the ship was established. Hammocks won the day for a variety of reasons. They are slung in two flats, the fore-castle and fore top cadets on the lower deck and the main and mizen cadets on the orlop deck, the stowage being next to the hammock flat in each case. Each cadet still has his chest in the old way, but owing to the shortage and their lack of use to the modern apprentice when he goes to sea they are hired for the term instead of being provided by the cadets' parents. In addition, each boy has a steel locker of the Navy pattern, put into the ship when she was commissioned at Scapa Flow.

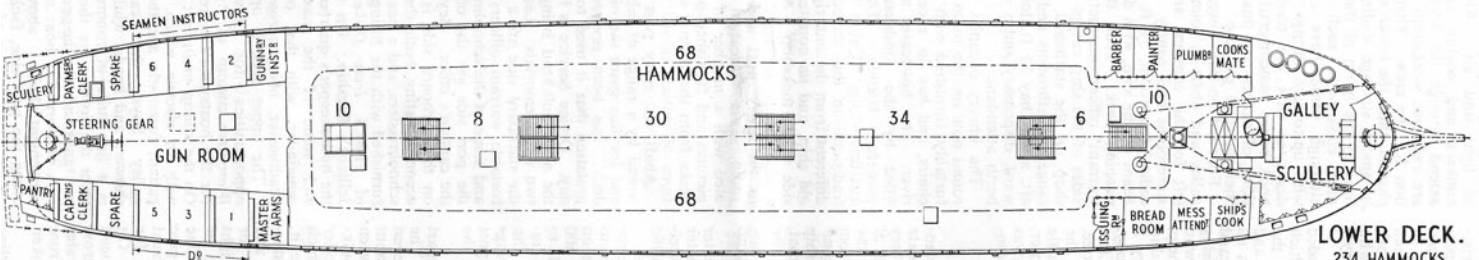
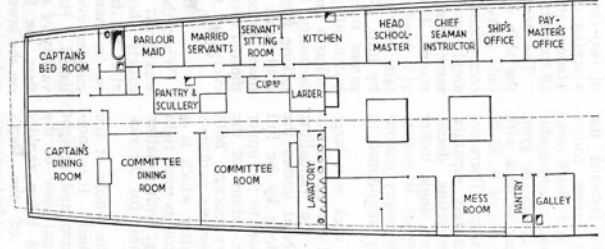
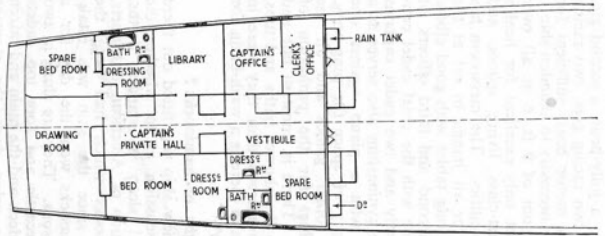
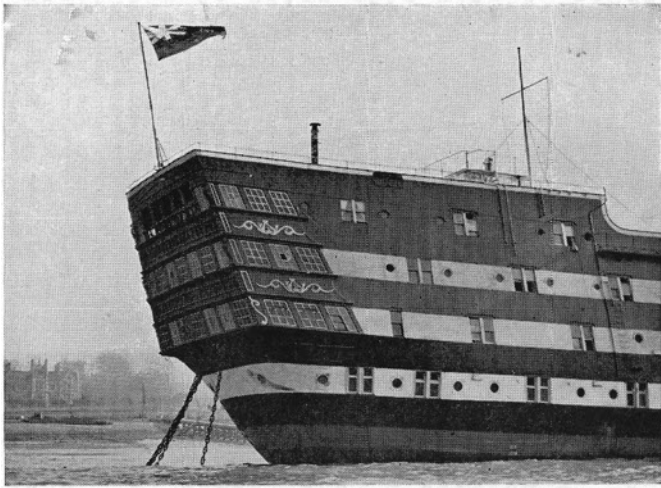
The committee room which was installed in the ship by the original owners proved big enough to be divided into the wardroom and chapel. In addition, the warrant officers—instructors, carpenter, chief engineer, etc.—have their own mess and the petty officers have single berth cabins, the ratings two-berth.

The captain's quarters are, naturally, under the poop and consist of a large drawing room right across the stern, with a stern-walk facing downstream, dining room with pantry, etc., and four bedrooms, in addition to Captain Steele's own suite of a day room, bedroom, dressing room and bathroom.

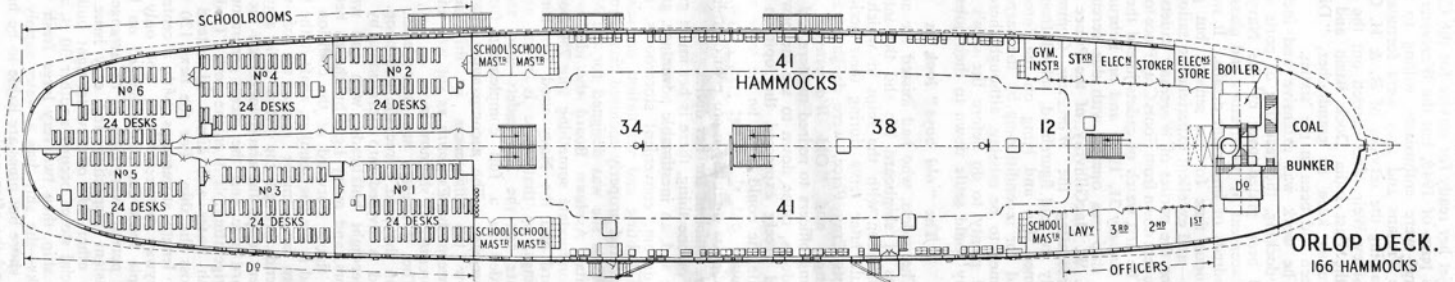
Although the electric mains for the ship's lighting are run under water from the shore she has a diesel and three steam-driven generators, the former supplying D.C. current to the electric winch and all of them supplying the current for the pumps, ventilating fans and the lighting in case of breakdown of the shore supply. Two Scotch boilers burn coal—only one being in use at a time—and supply the heating and hot water of the ship.

Although the fire danger is not as great as it was in the old wooden ship, every precaution is taken and mains are laid on all the decks. Seventy tons of water can be drawn at once from the gravity tanks, in addition to that delivered by the steam pumps in the engine room, the electric pumps which are now being installed, and mobile motor pumps. Fire extinguishers are to be found everywhere and routine fire drill is held regularly at the same time as the boat drill and "abandon ship" practice. The greatest care is taken to prevent these drills becoming an ordinary routine and the cadets are keen.



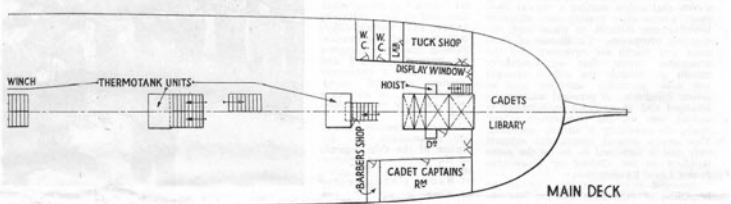
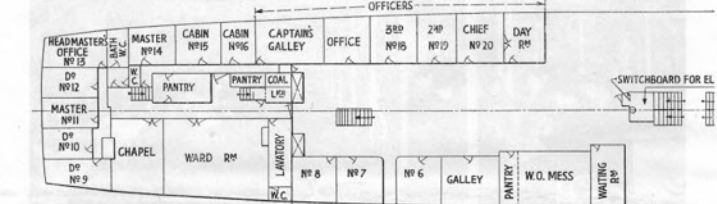
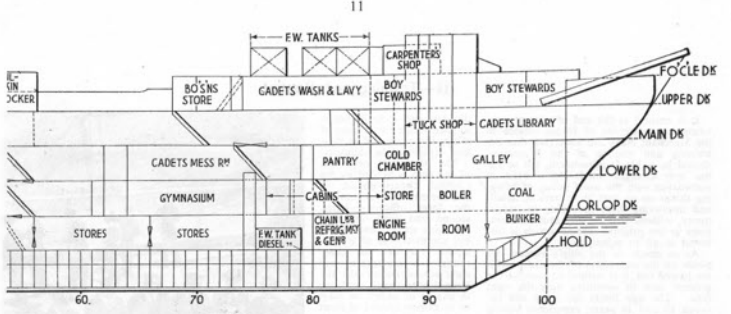
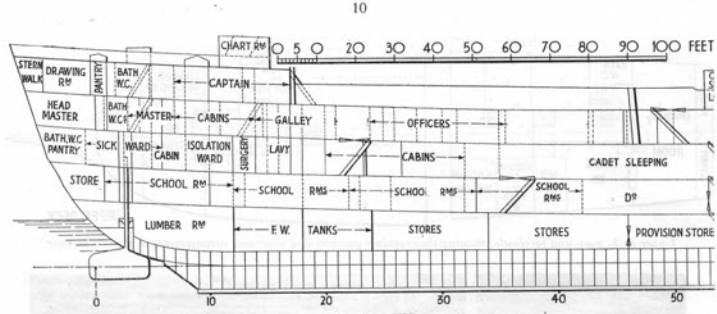


LOWER DECK.  
234 HAMMOCKS

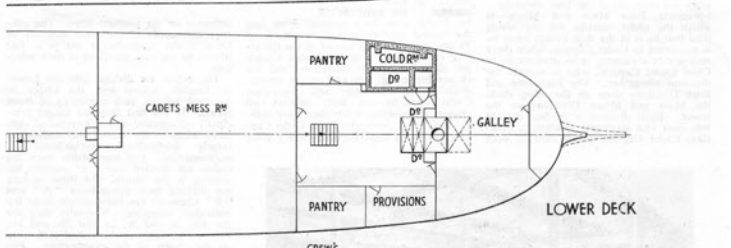
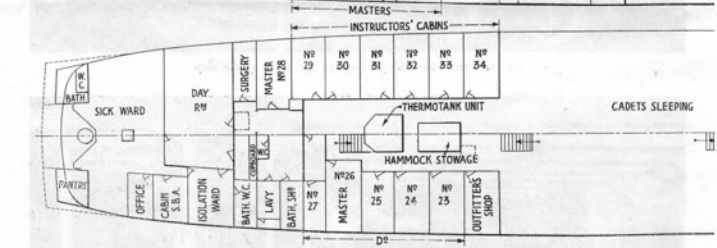


ORLOP DECK.  
166 HAMMOCKS

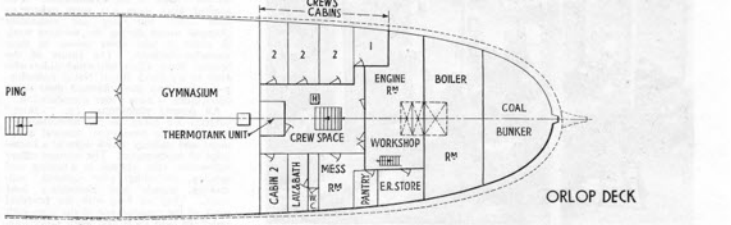
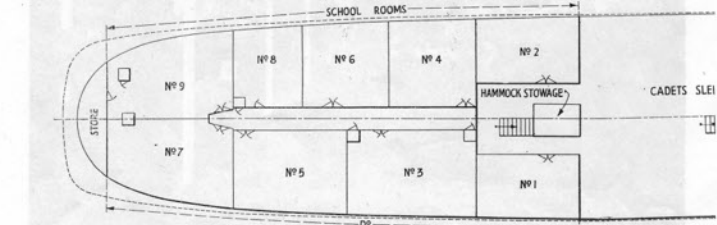
Original arrangement in the "Exmouth" where, in all, there was accommodation for 750 boys



MAIN DECK

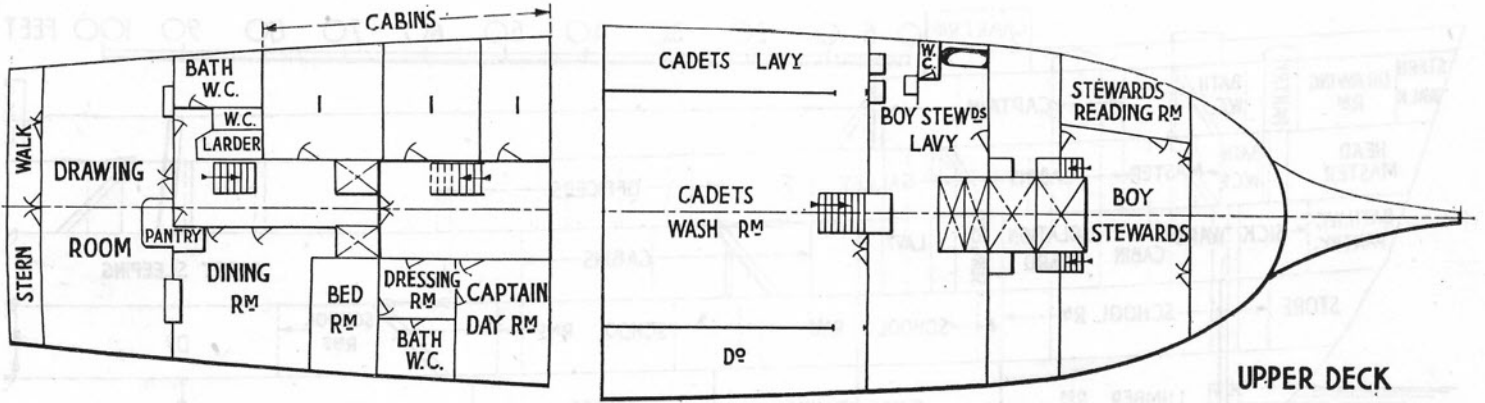


LOWER DECK



ORLOP DECK

Sectional elevation and plans of main, lower and orlop decks showing the general arrangement in the new "Worcester"



Upper deck, poop and fore-cabin, showing the captain's quarters and other new arrangements in the "Worcester"



Cadets' mess room, 51 ft. long by the beam of the ship



Photos

Sleeping quarters on lower deck where each cadet has his own sea-chest

(Bedford Lemere

### III—Training and Routine

It is natural at the end of a great war, when the conditions of future service in the Merchant Navy are uncertain, that the training and routine of the *Worcester* should be liable to adjustment, but so far the only changes made have been in accordance with the usual policy of bringing things up to date in matters of detail, and improving them according to opportunity, without making any radical alterations in the original scheme which is followed in all its principles.

As so much of the ship's success depends on the reputation of the cadets who are passed out, it is natural to exercise the greatest care in admitting only the right type. The age limits for entry are between 13 and 16 years, experience having shown that cadets starting a regular two-years' course after passing their sixteenth birthday are difficult to place with the shipping companies. Certificates of character and health are necessary and the committee insists that all candidates should go through the official eyesight test with particular attention paid to colour blindness. A personal interview is arranged and an entrance examination is carried out at the preparatory school where the candidate is already attending. This covers general educational subjects only and is reckoned to be on the same standard as the Oxford or Cambridge Junior Local Examination.

Accepted cadets join the ship at the beginning of each term and are immediately put into one of the four divisions—Forecastle, Fore, Main and Mizzen—in which the cadet remains for the whole time that he is in the ship, except when he is promoted to Cadet Captain, when there may not be a vacancy in his division, or to Chief Cadet Captain, who is outside the divisions altogether. The Forecastle and Fore Divisions sleep on the orlop deck, the Main and Mizzen Divisions on the lower. Each division is further divided into port and starboard watches; a First-class Cadet Captain is attached to each

division and a Second-class to each watch for matters of minor discipline and as their first experience in authority.

The permanent personnel of the ship is headed by the Captain Superintendent in full control. Under him are the three officers—chief, second and third—who not only give special instruction, but are in charge of all discipline outside the classrooms. A headmaster and eight schoolmasters take the normal class work and are in charge of cadets in class or at games; several of them are "extra" or master mariners, and all have university degrees. Four warrant officer instructors and one physical training instructor complete the instructional staff and there is also a permanent catering staff of cooks, stewards, etc., as well as a chief engineer and donkey-men.

A very important part of the organisation and discipline of the ship depends on the system of promotion among the cadets. The rating of Badge Cadet comes automatically providing the lad has a good record for conduct. He must be in his fourth term, in a nautical form and the second section, with a minimum of 75 per cent. of marks scored in the signalling examination. Senior Badge Cadets get their rating by selection and are chosen for special jobs and certain responsibilities, the Second- and First-class Cadet Captains are petty officers, all chosen by selection when they have sufficient seniority, while the Chief Cadet Captain has many responsibilities and a great

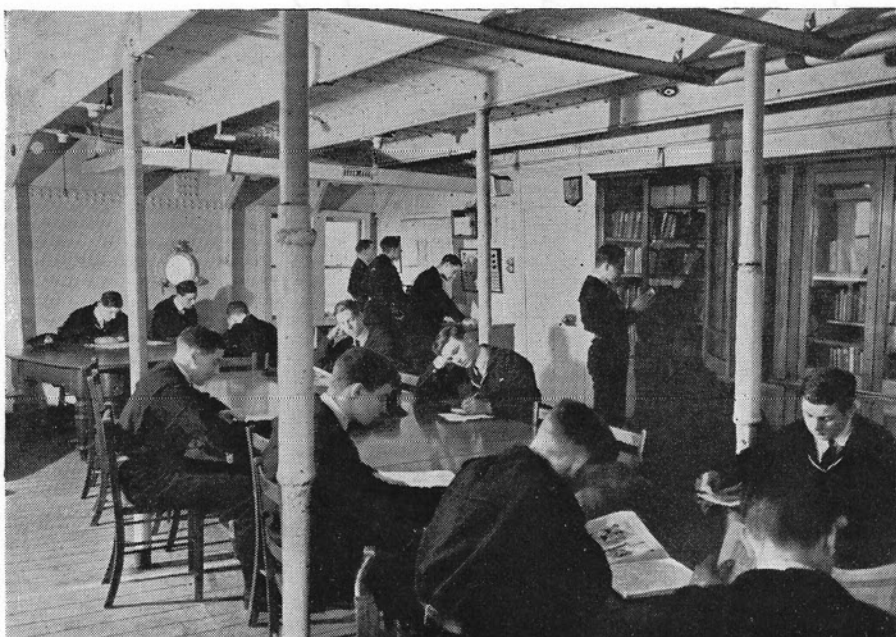


*A seamanship class*

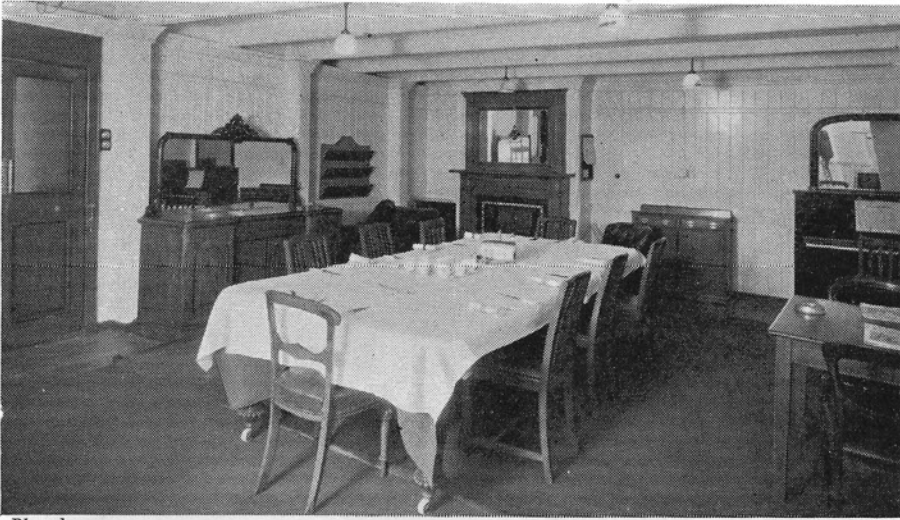
influence on the younger boys. The subsequent records of the great majority of Chief Cadet Captains at sea is a fine tribute to the care exercised in their selection.

The cadets are divided into the Lower or English School and the Upper or Nautical School, each consisting of three forms. In the first they are taught principally educational and non-technical subjects, while in the second the studies are largely professional, navigational or mathematical. For seamanship work the cadets are divided into four sections beginning in the fourth, and these in turn are divided into sub-sections "A" and "B" whenever one becomes too large for individual attention. Normally they are the 4th, 3a and 3b, 2a and 2b, and 1st. Promotion occurs at the end of each term on the merits of the examination. For general work there is a form master to each class, but they are constantly changed round during the working week in order to take other classes in their specialist subjects. The future of the Special Navy Class, into which cadets who want to try for a Royal Naval cadetship pass after they have finished their usual curriculum, is now under consideration.

All general educational, *i.e.* "school," subjects are taken by the schoolmasters, in addition to navigation, nautical astronomy and stability which demand a knowledge of mathematics. The warrant officer instructors take classes in knotting and splicing, including wire splicing, sail-making, signals and elementary boat work. They all help with the practical work of the maintenance of the ship, with cadets to help them and learn sailorising. This form of instruction, it may be mentioned, is particularly popular with the



*The cadets' library which occupies the whole of the round bow on the main deck*



Photo] *The wardroom accommodating both the officers and the schoolmasters* [Bedford Lemere

lad. The ship's officers have to look after the organisation of the ship in addition to giving seamanship instruction, boat and all practical work. Under the direction of the Chief Officer cadets do a number of the sailorising jobs which may be demanded by the ship—restepping the masts, rigging sheer legs, rattling the rigging and a score of other things which an officer should always be able to do just a little better than the men ordered to do them. In addition, instructors come in from outside for such specialist subjects as ship construction and marine engineering while, principally during the winter terms, a large proportion of the lectures given are on professional subjects.

As there is still a tendency to "judge a ship by her boats," as was always done in the old days, particular care is taken of boat work, which is one of the things the cadets missed most while they were ashore at Foots Cray Place. The suggestion that the new ship should be moored alongside a pier was turned down principally because it would make boat work merely an exercise or a sport and not a part of the daily life of the cadet. Gigs and cutters are always ready for ferrying parties and visitors to and from the causeway built on the river bank directly opposite the ship; because of their training value, all possible work is done by pulling boats instead of the motor boat.

Boat racing goes on for most of the

year, but especially in the Easter and Summer terms. Quite apart from the great annual race with the *Conway* in



Photo]

*One of the nine class rooms*

[Bedford Lemere

normal times, which is the principal event in the year for both ships, there are various prizes offered for competition

within the ship herself. Of these, the principal is the Houlder Oars between picked crews in racing whalers, each member of the winning crew normally receiving a silver replica of the oar. Another exciting competition is always the one between the port and starboard watches in racing gigs and by old tradition the result of that race governs the direction of the cadets' "slewing"—walking round and round the upper deck in the evening. If the starboard watch wins the whole ship marches forward on the starboard side and aft on the port for twelve months. The Thames, with its strong tide, is not an easy river for boat work, but that makes and gives better training.

The daily routine of the ship starts with a 7 o'clock call, with ten minutes' physical training at 7.35. At five minutes to eight the divisions are inspected and at 8 o'clock morning prayers are read and the colours go up to the ship's band. Then follows breakfast and "clear up decks" in naval style. From 9 to noon school subjects are taken with a ten-minute break; from noon to one the sections are taken in seaman-

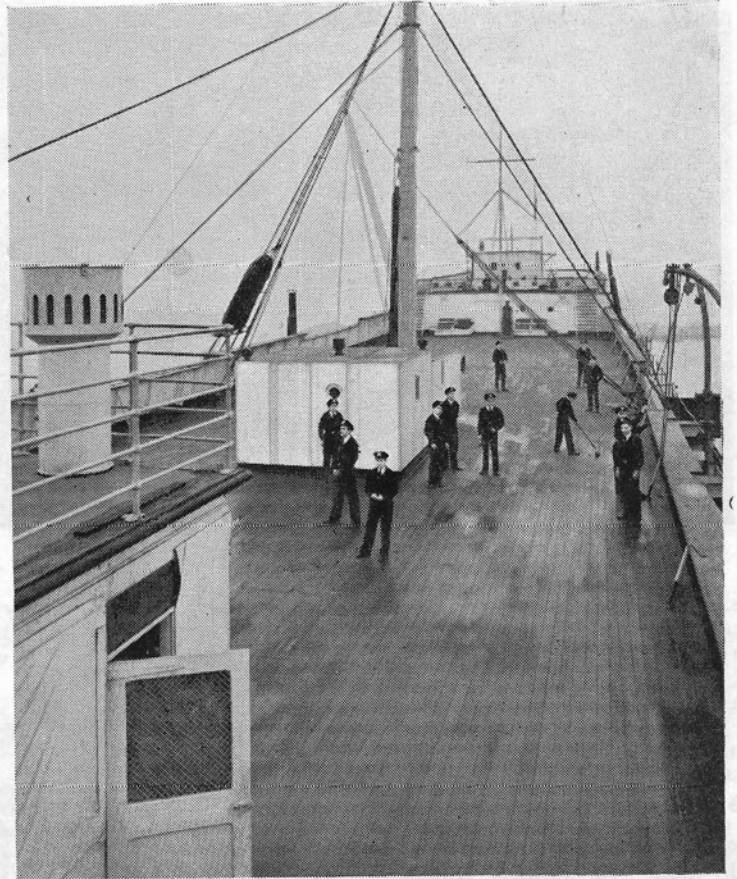
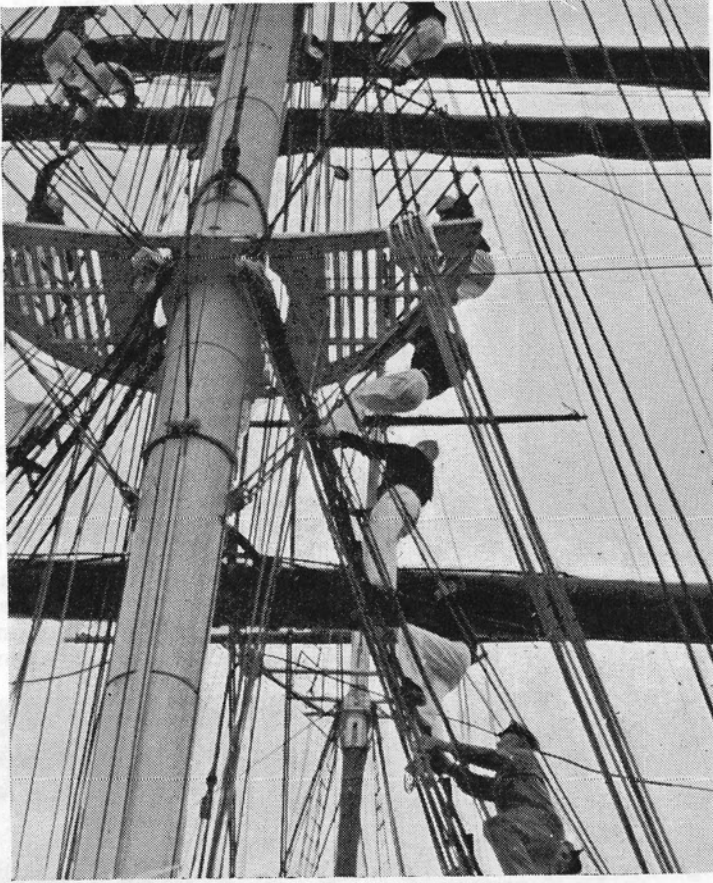
ship. Dinner is piped at 1 o'clock and from 2 to 4.30 there is more school, except on Wednesdays and Saturdays. Clear up decks again at 4.30 and tea at 5.

In the shorter days two evenings every week from 6.30 to 7.50 are devoted to school and two to seamanship, but that is relaxed in the summer months to let the cadets get more advantage from the light evenings. At 7.50 clear up decks again, at 8 o'clock supper, and half an hour later prayers and turn in; 9 o'clock in the summer. Whenever the weather permits, Wednesday and Saturday afternoons are devoted to sport of some kind, according to season. At 11 o'clock on Wednesday forenoon fire and boat stations are held and some hard work put in, especially when the order is to abandon ship. On Saturday mornings the whole ship is given a thorough cleaning so that she is like a new pin for Sunday.

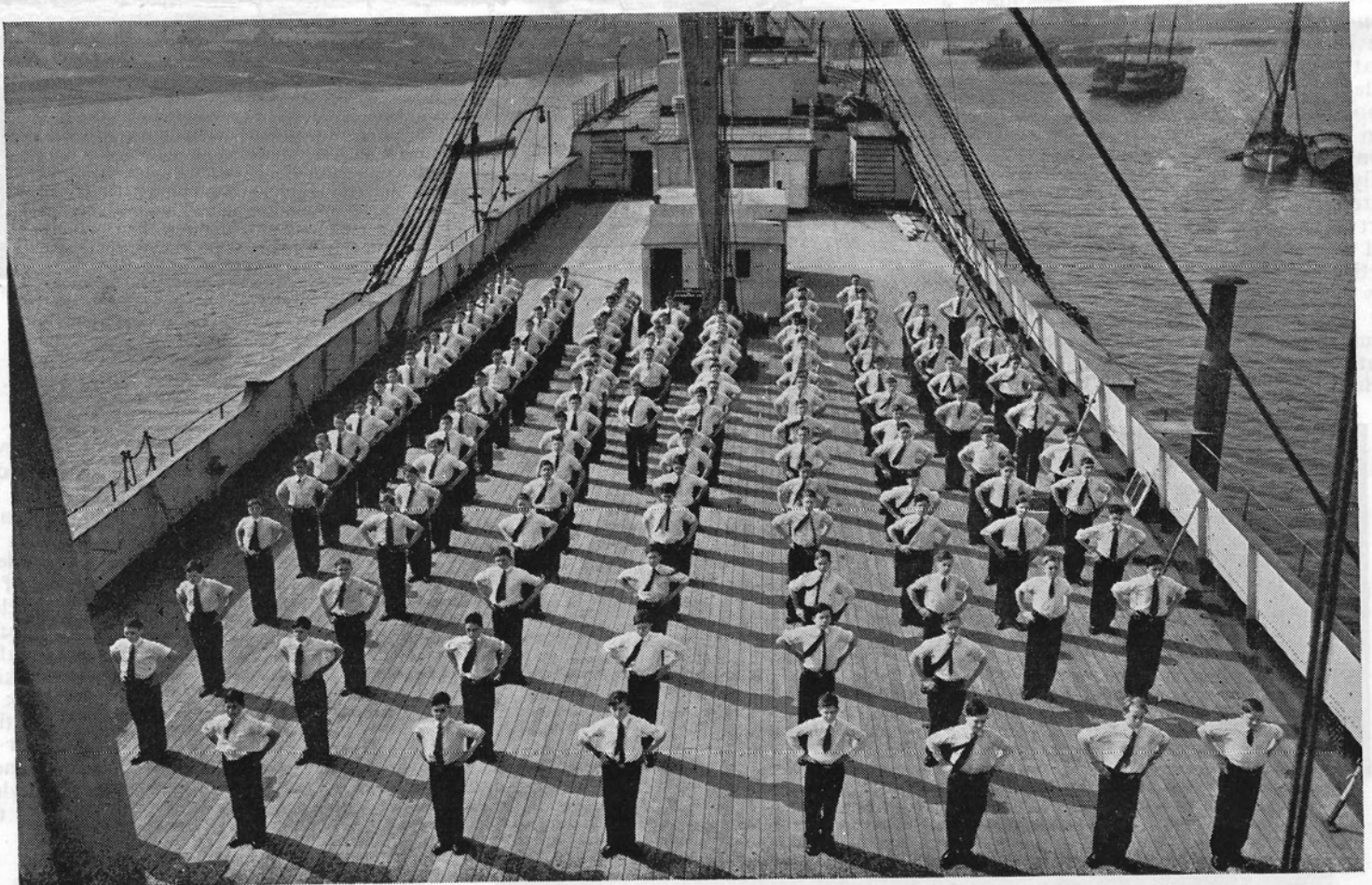
The Sunday routine begins with the usual 7 o'clock call, but there is no physical training or inspections before prayers and colours at 8 o'clock, immediately after which the boys are marched to the messroom for breakfast. Then follows the usual "clear up decks" for the Captain's rounds and divisions at 10 o'clock; Divine Service is held in the half-



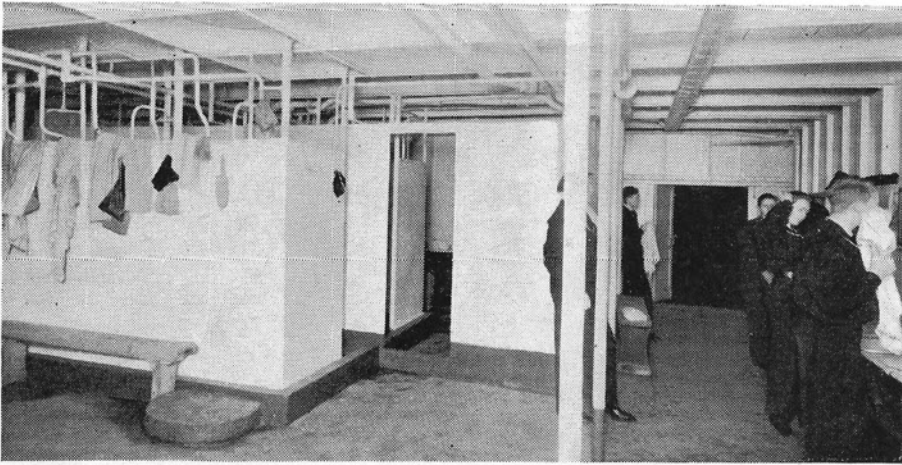
*Ship models form an important part of the instructional work*



*Left : Going aloft in the "Cutty Sark." Right : The upper deck looking forward from the poop*



*Physical training and drill on the upper deck of the new "Worcester" looking aft from the forecastle*



*The wash room on the upper deck, forward*

deck in morning or evening on alternate weeks. From 2 to 4.30 the senior cadets are allowed ashore for a free walk within certain bounds and at 4.30 clear up decks finishes the strict routine.

There is plenty of sport to be had on Wednesday and Saturday afternoons and summer evenings. Ingress Abbey grounds provide cricket pitches, tennis courts, rugby and hockey fields; the rugby fifteens play schools as far afield as Horsham and Felstead, Croydon and Sevenoaks, the Royal Naval College at Greenwich, and—a great feature—annual matches with Conway and Pangbourne. A covered swimming bath was built in 1929 at the lower edge of the Abbey grounds; the water is heated in winter. All cadets are taught swimming and water polo matches are arranged; the champion swimmer of the ship gets and keeps the Currie Cup, presented annually by Sir William Currie, chairman of the P. & O. Line. There are also various challenge cups, in addition to many prizes, for the annual athletic sports, and boxing in the gymnasium is one of the great features of the Christmas term in which all hands take part. Junior and senior championships are arranged and occasionally it is possible to get outside matches.

A pleasant form of recreational instruction is the regular visit by senior cadets to ships in the London Docks, and also the examination of various new forms of navigational apparatus or ships' gear at the premises of the makers.

It has long been the policy of the committee to keep the fees at as low a level as is practicable, and particularly to cut out vexatious extras as far as possible, so as to make the fees cover everything. The £150 per annum which is charged does this and includes medical attendance, laundry, certain items of uniform, text books (except those which the cadet will take to sea with him for future use) and many other things. There are many scholarships offered, some of them standing for many years and others given for some special occasion. Among the former are

the Lloyd's, Leverhulme and others, with some from shipping companies which naturally like to give preference to the



Photos]

*The sick bay*

[Bedford Lemere

sons of their own personnel. Several of the City Livery Companies support the ship, mostly with part of the fees, and there are also the Drewry Trust, Marine Society, Worcester Memorial, and others.

There are prizes for good work. The most important is the King's Gold Medal presented annually to the cadet, elected—out of a short list of three to five presented to them—by his messmates, as the one likely to make the best officer, the Trinity House sextant for the winner of the King's Medal and the P. & O. gold watch for the runner-up. Sextants, telescopes, binoculars, instruments, books and other prizes are given for various subjects and special ones for the rule of the road and sound signals. The ship's leaving

certificates—only granted to cadets of satisfactory conduct who have reached sixteen years of age and who have passed in both school and seamanship work—are divided into school and seamanship sections, each with three grades—ordinary, first-class and first-class extra. The Ministry of Transport accepts this certificate for the allowance of two years spent in the Worcester to count as one year's sea service.

As may be expected, the placing of cadets is not as easy now as it used to be. The Bengal Pilot Service and the Egyptian Services, as well as many others overseas, formerly looked to the Worcester for the great majority of their recruits, but now natives of the various countries are demanded. The much smaller number of ships in most of the important companies, those which would naturally take Worcester cadets, compared with 1914, also makes a difference. While serving on board the boys are automatically cadets R.N.R., but candidates for the midshipman's commission after leaving must be

between 16 and 18 years of age and be specially accepted. Down to 1939, 1,500 R.N.R. nominations had been given to Worcester cadets and 25 per cent. of the Permanent Active List came from the ship.

No boy is accepted to the Worcester unless he has definitely decided to make the sea his profession, and with the exception of the very limited entries to the Royal Navy (not amounting to more than two a year), a Worcester cadet is destined for the Merchant Navy. It has been found to his credit that cases of a boy changing his mind are very rare, and a steady output of about 60 cadets a year are entered in shipping lines.

FRANK C. BOWEN.



*Conway - Worcester - Pangbourne Second Combined Dinner held in the Painted Hall at R.N.C. Greenwich  
on Monday 15th July 1963 in the presence of  
His Royal Highness The Prince Philip, Duke of Edinburgh, K.G., K.T.*

TABLE A GRAHAM, M. '35				TABLE B COHEN, H. E. '01				TABLE C TILLEY, J. G. W. '30				TABLE D COOKE, C. S. '19						
Row 1	1A	1	Row 2	Row 1	1A	1	Row 2	Row 1	1A	1	Row 2	Row 1	1A	1	Row 2			
BROWNE, T. E. W.		1	TURNER, T. '43	YOUNG, E. C.	'01	1	LEARED, J. H. '27	CHAPMAN, E. '23	1	1A	1	COOPE, J. E. N. '18	HALLETT, H. '11	1	1A	1	FARQUARSON, R. '19	
EVANS, F. C. MASON '17	2	2	TOPLISS, K.	CAMPBELL, J. D.	'04	2	NELSON-CURRYER, K. F. '39	ROBERTS, E. H. '23	2	2	2	KIME, P. W. T. '18	MARTIN, V. W. '21	2	2	2	BAXENDALE, P. L. S. '20	
DOBSON, J. P. '17	3	3	KELLY, B. '42	FEIRSE, SIR RICHARD	'07	3	HAYES, H. DUDLEY '33	DUNKLEY, J. L. '25	3	3	3	HEWITT, E. '21	CASPELL, M. F. '17	3	3	3	WHITTLE, L. C. '21	
KERR, M. N. '16	4	4	TURNER, G. '39	TAYLER, C. W.	'07	4	CARTWRIGHT-TAYLOR, M. C.	KING, F. J. R.	4	4	4	MARTELL, H. C.	DONNER, J. C. '37	4	4	4	BEST, C. M. '19	
JAGO, D. V. '16	5	5	SHUTTLEWORTH, J. A.	GUN-CUNINGHAME, D.	'17	5	ARGLES, L. W. L.	STEERE, C. J. '47	5	5	5	MONRO, K. S.	ROBERSON, L. H.	5	5	5	TOYNE, S. St.G. '21	
DAY, SIR ARCHIBALD '14	6	6	HANMER, N. B.	"JOURNAL OF COMMERCE"	'19	6	SANDYS, E. '16	"PRESS ASSOCIATION"	6	6	6	BROADHEAD, P. F. '21	EARL, A. K. '47	6	6	6	FINDLATER, M.	
LANGWORTHY, H. B. '13	7	7	INNES, P. C.	HODGSON, G. W.	'19	7	"DAILY TELEGRAPH"	THORNING, (Inspector)	7	7	7	"LLOYDS LIST"	SHAW, D. G. '45	7	7	7	PHILLIPSON, A. H. '21	
ROSS, J. D. '12	8	8	DUFF, I. A. '33	VERNON, S. J.	'19	8	NEWMAN, C. W. '36	DICKENS, D. A. '41	8	8	8	MIDDLETON, E. W. '20	WILCOX, B. R. M. '45	8	8	8	BAKER, A. M. H. '22	
YOOL, W. M. '10	9	9	MANISTY, P. F. '31	BUCHANAN-DUNLOP, D. K.	'19	9	WEBSTER, J. R. '35	CARDEN, P. '19	9	9	9	SYKES, H. C.	WRIGHT, O. C. '43	9	9	9	COLLINS, K. R. '25	
COOKE, G. C. '10	10	10	JOWITT, J. E. '28	BONHAM-CARTER, C. D.	'19	10	10A	METCALF, SIR RALPH	10	10A	10	DOUGLAS, P. J. '31	DAVIES, J. B. '36	10	10	10	TUKE, R. J. '21	
CAMPBELL, P. '20	11	11	TOPLEY, H. '15		'19			WHITE, A. H. '35				HOPKINS, F. H. E.	DAINTY, H. F. G. '20	11	11	11	BROWN, C. K. '19	
DRAKE, K. M. '20	12	12	SAUL, G. C. '19		'19								WATSON, J. A. '19	12	12	12	BUCKNALL, R. '19	
GOLDSWORTHY, E. C. '18	13	13	BENNETT, R. R. '20		'19								POULTER, W. B. '19	13	13	13	COOKE, F. '19	
RICHARDSON, R. M. '19	14	14	GRIFFITHS, W. E. B. '23		'19								MAWSON, V. A. '19	14	14	14	DUNNING, R. J. B. '19	
STEELE, G. C. '09	15	15A	THAXTON, W. R.		'19								MARTIN, A. A. '19	15	15A	15	GRACE, C. F. H. '19	
					'19													JAGO, L. L. '19

PRESIDENT'S TABLE									
1	2	3	4	5	6	7	8	9	Row 1
									G. E. Barnard
1A	2	3	4	5	6	7	8	9	Row 2

J. D. F. Elvish	Sir W. Nicholas Croyer	C. Edgcombe	H.R.H. PRINCE PHILIP	W. H. Coombs	Vicountess Simon	R. J. Galpin	E. Marples	A. McL. Pitcher
H. R. Troncker	R. G. Groat, 190	Sir Roy Cull	Sir John Nicholson	J. Brook Smith	Henry Barradough	M. C. Morgan Giles	Sir Thomas Devitt	H. H. Cook

From LOWER HALL

The  
"Worcester"  
Memorial Trophy



1981

*Presented to  
the Australian Maritime College in  
Launceston, Tasmania  
by former Cadets of the old  
Training Ship, who wished  
to forge a link between the  
Present and the Past .....*

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