



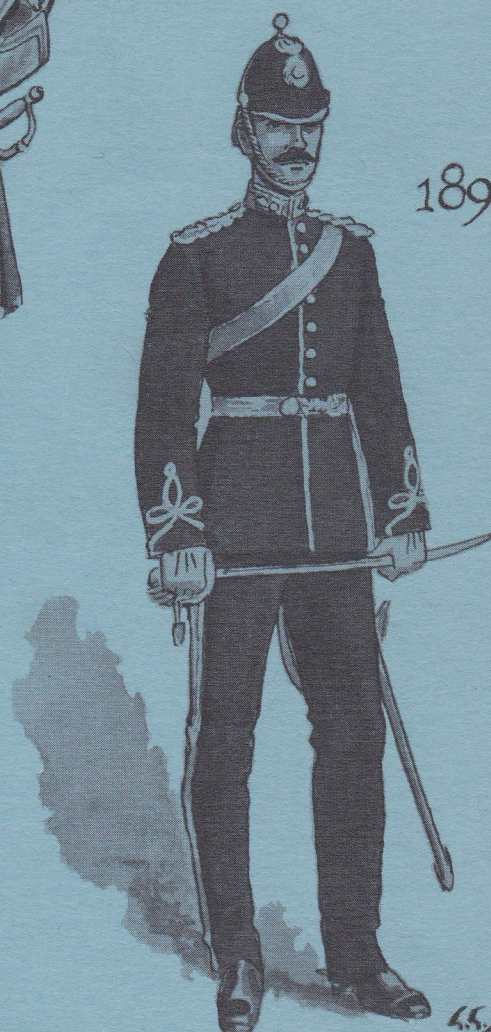
ROYAL MARINES
HISTORICAL
SOCIETY



1678



1755



1890

The Sheet Anchor

||
volume 5 number 1
||

'The Sheet Anchor'

"In obtaining for them the distinction of "Royal" I but inefficiently did my duty. I never knew an appeal made to them for honour, courage, or loyalty, that they did not more than realize my highest expectations. If ever the hour of real danger should come to England, they will be found the country's SHEET ANCHOR."

Admiral Lord St Vincent
(General of Marines 1814-1823)
11th March 1823

THE SHEET ANCHOR

(Formerly the Royal Marines Historical Society Newsletter)

VOLUME V NUMBER 1

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PRINCE GEORGE OF DENMARKS REGIMENT 1685 TO 1689

DRESS AND EQUIPMENT

BY

CHARLES C STADDEN

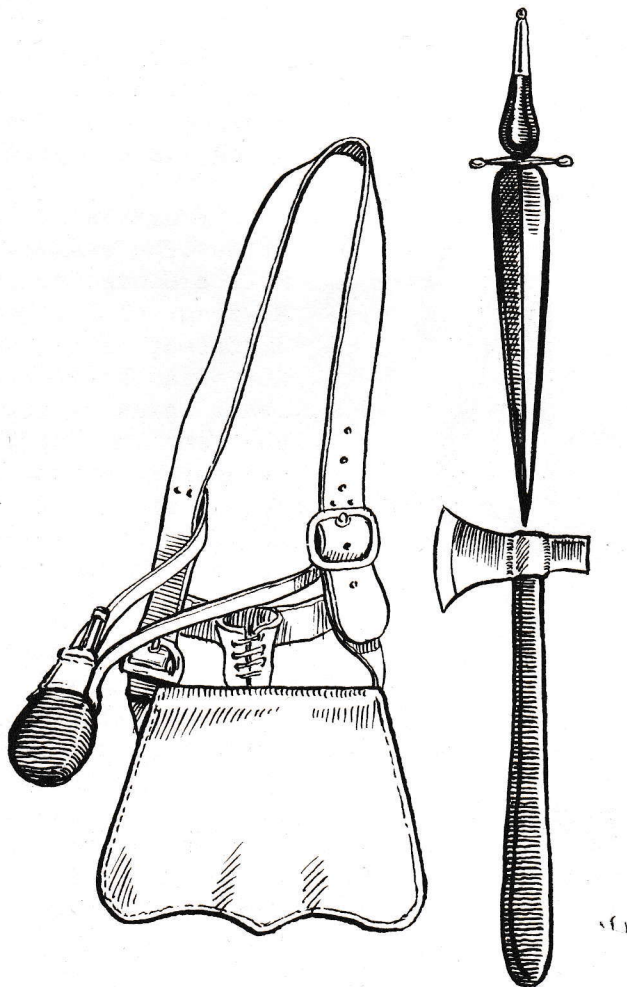


On the 5th February 1685 Charles II died and the Duke of York was proclaimed King James II; it was either just before or on his accession His Majesty resigned the command of the Dukes Regiment and it was bestowed upon Prince George, Hereditary Prince of Denmark, by whose name the corps was subsequently known.

Yellow or tawny coats with red lining were still being worn at this time; this fact is substantiated by advertisements for 2 deserters that were published in the "London Gazette" dated 5th and 8th January 1684/85 (old calendar) and 9th and 13th April 1685.

It was sometime during 1686 that the Regiment discarded the yellow coat and adopted the red, with yellow facings and linings, for again in the "London Gazette" dated 29th November and 2nd December 1686 an advertisement for 2 deserters states "... in Red Coats lined with Yellow, being soldiers in His Royal Highness Prince George, Hereditary Prince of Denmark, his Regiment of Foot ..." Later, in 1688, an advertisement in the "London Gazette" dated 6th and 9th August, gives a much fuller description of the uniform as follows:

"Lately ran away from Captain Craufords Company in H.R.H. Prince George of Denmarks Regiment of Foot with all their cloathing, being Red Coats lined with Yellow, Dark Grey Breeches, White Stockings, Hats laced with broad gold coloured lace ..."



SHOULDER BELT, POUCH, HATCHET FROG,
PRIMING FLASK, PLUG BAYONET AND
HAMMER-HEADED HATCHET.

The equipment of the Regiment had altered since the formation in 1664, the "collar of banderleares" had been laid aside in favour of a brown leather shoulder belt and pouch to carry the cartridges, a much more convenient method, the Priming Flask was attached to the shoulder belt above the pouch. The adjustment to the size of the man was occasioned by a large brass buckle above the pouch in the front.

A brown leather waist belt fastened by a brass buckle in front carried in frogs, a hatchet on the right side, sword and plug bayonet on the left.

The Regiment was armed with a flint-lock musket with a leather strap. (It will be remembered that it was ordered that the whole Regiment on its formation would be armed throughout with "Firelocks", having no Pikes as was common with the other regiments of the time. But in 1670 we find that the Regiment was partially re-equipped as the following

letter of Sir Charles Lyttleton dated 25th July of that year:

"I have enquired into the cause of all such their necessity, and doe finde upon examination thereof that the said two hundred Collers of bandaleers with the said pikes and other armes abovesaid, beinge for almost sixe yeares past used by the said respective companies, are worne out and rendered unserviceable, all which I thought fitt to attest with my humble desire that consideration may be had thereof, and that the said severall Companies may have new Armes, pikes, and Collers of bandaleers in leiw of those decayed & unserviceable."



This letter shows that the Regiment was now coming into line along with the rest of the infantry and having its complement of Pikes to each battalion.)

A Grenadier Company had been formed in April 1678, the dress being a furred cap with a coped crown and hood, the coat of yellow with red linings similar to the rest of the battalion, except with the addition of looping round the buttonholes. Their equipment included a large pouch for carrying grenades.

From the above evidence it must be assumed that the Prince George of Denmark's Regiment of Foot was no different in its equipment and organisation from any other infantry regiment of the time, having the usual Grenadier Company and Pikes. To sum up, the following is the full description of the soldier in our illustration:

Headdress black bound in yellow lace; white linen cravat; coat red with yellow cuffs and linings, pewter buttons; breeches dark grey; white stockings with white ribbon garters; black shoes with small white metal buckle fastening. The equipment as described above in paragraph four.

Prince George of Denmark's Regiment of Foot was disbanded on the 28th February 1689.

The following sources were used in the preparation of this article on Prince George of Denmark's Regiment:

History of the Royal Marine Forces - Edye
Military Antiquities - Grose
Britain's Sea Soldiers - Field
Journal of the Society of Army Historical Research
Royal Marines Museum and Library
A History of Costume in the West - Boucher
Historical Record of the Marine Corps - Cannon
Historical Review of the Royal Marine Corps - Gillespie

-oOo-

Letter from: G A Henderson

Married on the Strength

Further to James Avenell's reply to W E Davey's query about "Married on the Strength" I came upon an article in the "Navy and Army Illustrated" dated the 18th September 1896 entitled "Tommy Atkins Married".

The number of married men in a regiment was limited, in the case of rank and file, to four per cent and sergeants to fifty per cent. To qualify for permission to marry a soldier must have had seven years service, at least one good conduct badge and five pounds in the savings bank. The Commanding Officer had to be thoroughly satisfied as to the respectability of the lady and no young woman whose antecedents would not permit of the fullest investigation need hope for admission to the "married strength".

Extra privileges were given to men married on the strength. To supplement the shilling a day pay, officers' servants, grooms, mess waiters, etc, were usually married men, and in addition to their extra pay had numerous little perquisites which added materially to the family comfort!! The washing of the single men of a company was divided amongst the wives of the rank and file at a half penny per day per man in the Infantry and one penny in the mounted services and Corps. The wife of a sergeant was not permitted to share in the washing chores and the husband obtained extra money by keeping the canteen accounts, library accounts, officers' mess accounts and such like. In a home station the husband received an allowance of one pound of bread and three quarters of a pound of beef.

In most garrisons, both at home and abroad, each married man on the strength had a piece of ground in which to cultivate potatoes and other vegetables sufficient for his family. When posted overseas the whole family travelled with the regiment and received Government rations. The above only applied to the rank and file.

Against the above, the unfortunate who had violated the regulations of the service by marrying without permission, and therefore not on the strength, had a hard time indeed. No accommodation was provided and no share of the washing was permitted. When the regiment went abroad, sometimes for as long as 27 years, the wife had to remain behind. It was not very pleasant to be "married, not on the strength".

(Editor's note - for further reading - "ON THE STRENGTH. The Story of the British Army Wife" by Veronica Bamfield, published in 1974 by Charles Knight & Co Ltd, price £3.25.)

THE LANDING CRAFT GUN (MEDIUM)

BY

JOHN GOOD

(PART I)

Ask anyone who served in the Forces during the last war what a LCG(M) was and the chances are that the only people who know were Royal Marines or RNVR personnel who served in Combined Operations. The LCG(M)'s big brother, the LCG(L) - converted LCT(3) and (4) mounting naval 4.7" and 4" guns - and their cousins the LCF and LCT(R) were better known. The LCG(M) was indeed something special, built and designed for a specialised role.

We who were lucky enough to serve in LCG(M)s were justly proud of our good fortune. Here was a new and purpose built craft, well equipped, and its crew thoroughly trained for the role of supporting the assaulting infantry waves. As the craft were armed with field artillery pieces that were mounted in naval turrets afloat it was only natural that Royal Marines should man them.

Twenty-seven years have elapsed since I served in LCG(M) 176 but I have kept some mementos of those inspiring times, and I still have my copy of Standing Orders that I wrote and typed on board. It is upon those souvenirs and, I hope, a clear and vivid memory, that I have drawn to write this account.

CONCEPT AND ROLE OF THE LCG(M)

The initial assault waves of troops taking part in a landing had no close artillery support from the moment that the naval gunfire lifted from the beach to targets inland until tanks and field artillery were in action ashore. Therefore, just when accurate and controlled fire support was needed most, at the moment of landing, it was not to be had.

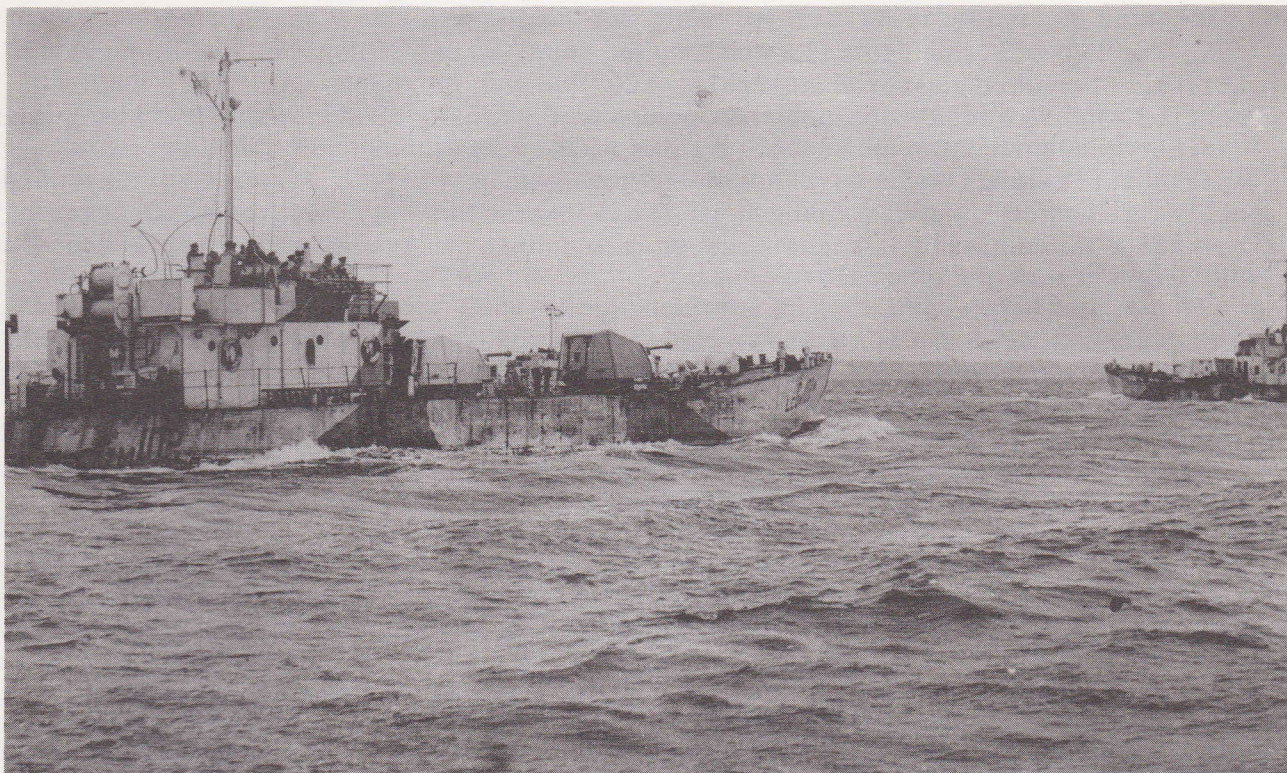
A unit, the Royal Marines Armoured Support Regiment, was especially formed to bridge this gap on D-Day. This unit manned tanks that were raised on ramps in LCTs so that their guns could be brought to bear on targets on the beach. The tanks subsequently landed and fought as an armoured regiment. This form of support had 3 great disadvantages. First, during the approach fire was inaccurate because one crew member, sitting on a gun platform moving in 3 dimensions, had to lay and train the gun. Naval guns need a layer and a trainer. Second, control was inadequate. Third, the ammunition carried in the tanks was not designed to be used against infantry and "soft" targets, a disruptive HE shell was needed, thus their fire was ineffective.

These disadvantages had been foreseen and a vessel was specially designed to provide accurate and controlled fire as the initial assault waves landed. Thus was the LCG(M) conceived. Unfortunately none were ready in time for D-Day.

Providing sufficient close support for an amphibious landing has never been a simple problem. Major landings in the war in Europe were mounted from bases seldom more than 100 miles from the assault area and were, therefore, within the sailing range and capabilities of minor landing craft.

Many LCA and LCP were converted to fire a motley collection of weapons at the enemy in support of the assaulting troops. Such support was not practicable in the Far East where assaults were frequently mounted several hundreds of miles

from a base. As minor landing craft had to be carried in parent ships over those distances, and carrying capacity was scarce, priority had to be given to minor landing craft that would carry men and stores. Once more the LCG(M) filled the gap. With its range of 2,500 miles it could be independent of logistic support from a parent ship en route to the assault area.



LCG(M) 102

STATISTICS

LCG(M) (1)

Displacement	270/381 tons
Length	155 feet
Beam	23 feet
Draught	6 feet
Engines	2 Davey Paxman diesel motors, each 500 BHP, total 1,000 BHP
Speed	Max 13½ knots
Armament	2 x 25 pr or 2 x 17 pr in single turrets 2 x 20 mm Oerlikon AA guns single mounted
Complement	31 (18 RN, 13 RM)
Cruising Range	2,500 miles

ORGANISATION OF A LCG(M) FLOTILLA

Although never tried in battle it was intended that a LCG(M) flotilla would comprise:

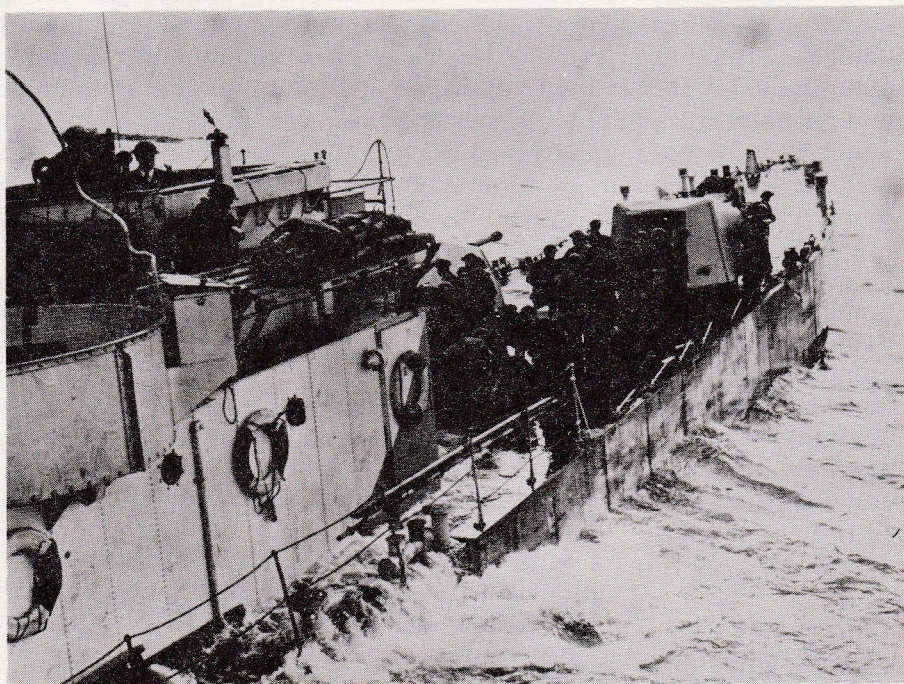
- 1 - LCQ
- 9 - LCG(M) armed with two 25 pounder guns each
- 2 - LCG(M) armed with two 17 pounder guns each

The LCQ was the flotilla leader, or headquarter ship, and was a converted LCI(L). Two were mustered at Poole, LCQ 494 and (I think) LCQ 293. Each LCQ carried the flotilla commander (Lieutenant Commander RNVr), the flotilla gunnery officer (Captain RM), an administrative officer (Captain RM) and various specialist ratings such as SBA and communications staff. Originally they were called LCH, but this was changed to avoid confusion - the LCH true was the battalion commander's headquarters ship in which he travelled to the beach - a different function entirely.

The LCG(M) armed with 25 pr had a dual role and purpose. First, being mounted in a naval turret and having naval siting arrangements, they were capable of fighting on the move at sea, either at targets afloat or, as intended, at targets ashore. Second, being field artillery pieces and having Royal Artillery control arrangements as well, they could act, when firmly beached, as a section of field artillery. Very versatile we were!

LCG(M) armed with 17 pr guns could only fire at direct targets. Being armed with the standard army anti-tank gun firing a high velocity projectile, its use was limited to shooting at enemy armour, vehicles and emplacements.

While discussing armament this may be the place to mention that all craft were equipped with two 20 mm Oerlikon close range anti-aircraft guns, mounted one each side of and abaft the bridge.



LCG(M) 101 sinking by
the Stern after retracting from the beach
at Walcheren 1944.

NAVAL GUNFIRE

Gunnery control was indeed primitive, but it had the great advantage that there was little to go wrong as there were no electronics and no delicate mechanics to break down. All we had was a Barr and Stroud portable rangefinder, a sound powered telephone and a Dumerisque (if that is how it was spelt - it was pronounced "duemerrick"). This latter instrument was basically a gramophone motor operating a scale from which the rate, ie the change of range due to own and enemy courses and speeds, could be read, thus the correct range could be passed to, and set by, the guns.

The TS, if it can be so called, was sited under the bridge. It was easier for the gunnery officer to take the initial range on the bridge, pass it to the sergeant major in the control position below via the voice pipe, then rush below to take over again. In the control position, also the emergency steering position, was a compass and the pitometer log, from which the speed could be read. Assuming that the sergeant major had remembered to keep the gramophone wound up and that the correct figures had been fed into the Dumerisque, it was hoped that the first shots would land reasonably near the target. The range and bearing were passed to the turrets and when both "gun ready" lights burned in the control position, the sergeant major pressed the warning bell and fired the guns - "ting-ting, bang" just as though we were in a battleship!

Normal naval procedure was observed - up ladder, or down ladder - shoot. Primitive it may have been, but it worked. We fired many rounds at targets on the Studland ranges. Nelson would have been proud of us!

ARMY SUPPORT

Controlling the guns when beached was more scientific and required some mathematical aplomb. On the approach to the beach the gunnery officer selected a suitable reference point ashore that was clearly visible to the gunlayers and took its bearing. When the LCG(M) beached ballast tanks were flooded so that the craft would settle and form a stable platform for the guns, and not to be effected by waves and current. When the craft was stable, and this could be a quarter of an hour or so after beaching, we recorded zero lines, a process which aligned both turrets on the same bearing. Subsequent changes in bearing to point at a target were angles from this zero line. Guns returned to the zero line after engaging that target.

Each LCG(M) became a section of 25 pounder field artillery when beached. The craft carried 2 army type 22 wirelesses (WS 22), one of which was tuned to the forward observation officer (FOO) ashore. He sent all the necessary information back to us, it was acknowledged by the Royal Marines signaller, the gunnery officer translated it into suitable language for the guns, via the sergeant major, and - "ting-ting, bang".

Beaching for long periods was not popular, for on a flooding tide the LCG(M) would shift and we had to re-record zero lines perhaps every quarter of an hour. It might entail kedging off the beach and running in again, thus the guns were out of action for that period. On an ebbing tide we had to dispense with generators, revert to emergency lighting and sit on the beach like a sitting duck. It took 20 minutes or so to pump out the ballast tanks and refloat the craft aright.

Two WS 22 were carried, one for use on the FOO's frequency and the other on the gunners' regimental net. One, two or more LCG(M) could be allocated to any FOO at any time, or all could be controlled on the regimental net, ie control could be on a section, battery or regimental basis, as was the situation within a field regiment.

(To be continued)

FOUNDING FATHERS - PART II

BY

JAMES AVENELL

(Continued from page 55
of Volume IV)

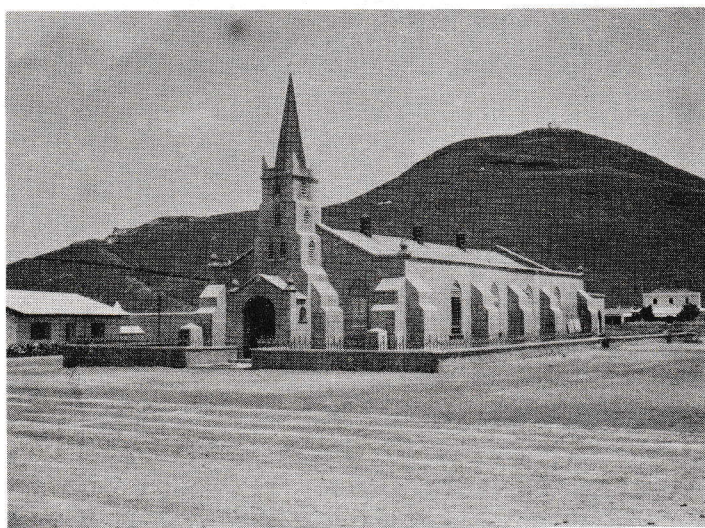
The next 2 commandants did not last long. Captain Roger Tinklar, an irritable officer, fell ill and died in late 1840 only 2 years in office. Two subalterns held the fort until his successor, Captain Henry Bennett, arrived in April 1841. But by December he too was dead.

The strength of the garrison during the 1840s rose to about 330 and in 1844 it included 43 European women and 49 children. A school, apparently run by one of the senior NCOs, was opened for the children who were required to attend by order of the commandant.

The visit in 1843 of Dr Joseph Hooker, son of the Director of Kew Gardens, resulted in a much more professional approach being taken in the introduction and cultivation of plant life. A professional gardener, William Wren, was appointed in 1847. He was charged not only with planting large numbers of trees and increasing the productivity of the farm, but also with the task of recovering and making fertile as much of the coastal district as possible. After 5 years Wren had had enough and asked to be repatriated. His successor, Wallace, soon became a great source of trouble to the commandant, so that he was replaced in 1857 by one John Bell.

Bell was an industrious and successful horticulturist who increased production considerably, producing 90,000 lbs of fruit and vegetables in 1860,

Working closely with Kew, who by now took a great interest in Ascension as an agricultural experiment, Bell planted vast numbers of different plants gathered from all over the world. Some survived in their new inhospitable surroundings, so that today the flora of Ascension is a unique mixture of tropical plants from South America, Africa and India as well as from other more temperate parts of the globe.



In 1844 a new system of command was adopted. A stores ship, HMS TORTOISE, was sailed to Ascension and anchored in the bay, where she remained for the rest of her life. Her captain became the Garrison Commander so that command passed back from the Corps to the Navy.

In 1861 the church was opened and consecrated by the Bishop of St Helens. This church, the parish church of Ascension to this day, had taken 20 years in building. Constant delays had been caused by the usual bureaucratic interference in the plans by Their

Lordships in London, labour shortages and long waits for the arrival of materials from England.

Just as the cats, rats and various domestic animals such as pigs and donkeys had run amok in the absence of natural restraints, so insects and plants bred out of control if they found the peculiar conditions congenial. This was particularly true of insects and at an early stage it was realised that the only long term answer to the problem was birds which would eat them. As with most other forms of imported life the establishment of bird colonies was easier said than done. Either they died on the voyage to Ascension, or found the combination of wind, drought and lack of cover too much for them. A dozen starlings released in 1852 had multiplied to 200 by 1861. Twenty years later they were all dead and further importations also failed. Owls, jackdaws, rooks and even mynah birds were tried, all without success. Despite these setbacks, output continued to rise. In 1880 the farm produced 136,000 lbs of vegetables.

Efforts to raise livestock also continued. Under the care of a professional shepherd the island's flock of sheep numbered about 300 in 1882. Unfortunately, like everything else in the service, the sheep were subject to changes in policy and personnel. The good shepherd left to be replaced by Private Clifford RM, a man "entirely ignorant of sheep and their habits". Through his negligence a large part of the flock was lost.

The decline in the slave trade and the advent of steam ships in the mid-1860s made the full scale occupation of Ascension harder to justify. A board of officers set up by the Admiralty to consider the matter decided on its retention, on a much reduced scale, for as long as the West African Squadron should be kept at its present strength. One of their arguments for retention was the fact that fever victims would still not be allowed to land at St Helena, the possible alternative for a base.

From then on the records are full of reductions and attempts at economy, all of which vary with the contradictory views of different senior officers. One commanding officer expressed the opinion that all wives and children should be got rid of, as they were "quite useless, and frequently mischievous, as they foment the slightest rub upon duty between husbands ... into a bitter family quarrel".

Three years later another commandant urged that more married Marines be sent. "I am sure they (the wives) exercise a beneficial effect in keeping the men steady."

Life on the island appears to have become monotonous in the extreme. The December 1896 issue of the Globe and Laurel carried a little article headed "The Island of Dissension". Once again the dissensions centred around the wives - of the officers. Apparently, about 10 officers on the island "are blessed with the presence of their wives, a fact which would naturally lead to the conclusion that these exiles on that lonely rock would make a most friendly social group. But no; the ladies write, but do not speak to one another, each claiming to be the greatest in the island of Ascension; and if a stranger be seen talking to Mrs Jones, it is useless for him to remind Mrs Smith he is an old acquaintance, for by speaking to Mrs Jones he has committed an unpardonable sin".

This air of lethargy was to change in 1899, for once again Ascension became what it had been in years gone by, a communications centre. This time, however, it was not to be the haphazard letter left in a bottle but telegraph cable. The Eastern Telegraph Company decided to lay a cable from Cape Town, touching only at St Helena and Ascension Island, to St Vincent where it would

join the main lines to Porthcurno in Cornwall. The Marines with their Kroomen labourers were to assist the ETC in bringing the line ashore at Comfortless Cove and running it the one and a half miles across the lava and ash beds to George Town.

In 1905 Captain R H Morgan RMLI, the senior RM officer on the island, was appointed to command the garrison. For the first time since 1844 a Royal Marine was in command. Even this provoked some friction, however. Writing later in life Morgan recalls:

"I was sent for by McAlpine (naval Captain-in-Charge) and informed that for some unknown reason the Admiralty had very foolishly decided to put a Royal Marine officer in charge of the island, and I was to be the one. He was furiously angry and said the most outrageous and insulting things to me, but luckily I kept my temper and said nothing."

McAlpine left in April only handing over command to Captain Morgan as he left the pier. After he was gone Morgan discovered a telegram from the Admiralty instructing McAlpine to hand over command in the middle of March.

Morgan's tenure of office (he remained until May 1908) appears to have been a much happier time for the garrison and good relations were established with the men from the ETC towards whom the general attitude in the past had not been exactly one of co-operation.



The Officers and Senior NCOs
c 1900

In 1910 a further important link was added to the telegraph network with the laying of a cable from Buenos Aires to Ascension. The island by now had become the "Crewe" of the telegraphic world with links to West and South Africa, South America and the UK.

This period also coincided with the 26 year "reign" of Hedley Cronk, who was head gardener from 1896 to 1922. More than any other he has left his mark on Green Mountain. He imported and planted trees of all varieties, even going to Buenos Aires himself to bring back Norfolk Island Pines. He extended the grazing area by bringing in new grasses. Every extension represented a major effort, for each had to be fenced against the rabbits, which now represented the biggest menace.

The outbreak of war in 1914 did not affect the island greatly. Guards and lookouts were increased, particularly after the arrival of reinforcements in the shape of 30 Marines of the Royal Marine Mobile Force.

In 1915 wireless came to Ascension. The Navy was establishing relay stations all over the world to maintain contact between the Admiralty and ships in distant waters. The operation was mounted with strict secrecy; none of the men involved, all volunteers, knew their final destination before leaving Liverpool. Within 3 months of the arrival of the 3,000 tons of stores the station was built and in operation. And so Ascension settled down to a war of watching and waiting, with the inevitable boredom setting in once again. It was fortunate, however, that the Germans never did attack this little outpost, for the armament on the island was totally inadequate and obsolete. A cruiser or battleship would have wiped it all out in a few minutes.

With the end of the war the occupation of the island became a mere formality. The one violent event in many years took place in 1921 when the Kroomen labourers rioted and barricaded themselves in their quarters. The building was stormed by the Marines, but the Kroos fought so fiercely that it took an hour to overpower and lock them up under an armed guard. The incident convinced the Admiralty that Kroo labour was no longer desirable on Ascension. In October a ship arrived with a force of St Helenians and left with the Kroomen, who were repatriated to Sierra Leone.

The island was finally handed over by the Admiralty to the Colonial Office in 1922. The lookout station on Cross Hill closed with a typical entry on 30 September, "1645 Nothing in sight". The garrison withdrew on 20 October, having staged a grand firework display at which all the surplus flares, rockets, shells and a large heap of cordite were detonated.

Today Ascension is full of reminders and relics of its 107 years as the original stone frigate. Many of the buildings, the stone sheep troughs with their heavy brass taps and the stone water tanks are still in use, and stand as a tribute to the industry and perseverance of the Royal Marines in their efforts to improve the standard of life on this barren rock.

(Editor's Notes - (1) Members may remember that on 31st October 1973 Ascension Island issued a set of stamps to commemorate the 50th Anniversary of the departure of the Royal Marines from the Island. The designs were adapted from the original paintings by Charles Stadden which are in the Corps Museum. The Museum was authorised by the Administrator to produce the official first day cover for this issue. A few of these covers, complete with a set of stamps, postmarked "First Day of Issue" are still available from the Museum.

(2) For further reading - "ASCENSION - The Story of a South Atlantic Island" by Duff Hart-Davis, published in 1972 by Constable & Co Ltd, price £3.25.)

FAMILY TRADITION IN THE ROYAL MARINES

BY

GERALD HAMILTON-EDWARDS

On the 24th October 1664, Charles II signed the Order in Council which brought into existence the Duke of York and Albany's Maritime Regiment of Foot and this year of their tercentenary seems an appropriate time to recall the strong tradition of family service which this Corps possesses. One feature which contributes to this is that far more officers' families are housed in the Corps' barracks than in either the Royal Navy or the Army. Families are brought up in the atmosphere of the Corps and it is somewhat natural that son should follow father into this service.

Even of those who reached general rank in recent times there were 11, within the writer's own knowledge, who had sons in the Corps. General Sir Lewis Halliday, the oldest living VC, is a grandson of Major Francis Augustus Halliday of the Royal Marine Artillery and related also to General Francis Edward Halliday of the RMA, who died in 1911. Major Francis Andrew Tollemache Halliday, who until recently was serving in the Royal Marines, is a son of Sir Lewis Halliday. Major-General N H Tailyour, who was recently nominated as the next Commandant General of the Corps, has also a son, Lieutenant S E S Tailyour, now serving in it.

Lieutenant-General Picton Phillips, the last Colonel Commandant of an RMA division, had 2 sons in the Corps. The Adair family was perhaps unique in providing father and son who both held the appointment of Deputy-Adjutant-General (the equivalent in their time of the present Commandant General). Sir Charles William Adair held it from 1878 to 1883 and his son, Sir William Thompson Adair, from 1907 to 1911. Other general officers who had sons in the Corps were Generals Eastman, Edwards, Grant, Lampen, Mercer, Paterson and Roe.

Lieutenant-Colonel W P Drury, author of the "Flag Lieutenant" and other plays and novels about the Navy and Marines, prided himself that he was a son of a naval and grandson of a marine officer. Lieutenant-Colonel J B Pym, who was killed in the First World War, had 2 sons in the Corps. Major-General John Rawson Hodge Oldfield and Lieutenant-Colonel Humphrey Oldfield both came from a distinguished service family, the Oldfields of Oldfield Lawn, Sussex, which included Major Thomas Oldfield of the Marines who, fighting with great valour, was mortally wounded in 1799 at the memorable siege of St Jean d'Acre.

There is little doubt that the longest family connection with the Corps was held by the Elliot family. Colonel Field, in the introduction to "Britain's Sea Soldiers", mentions that when Colonel B N Elliot fell at Zeebrugge in 1918 he was "the last of a family which had held Marine commissions continuously, son succeeding father, right back to the days of William and Mary".

Long family connections with the Corps among those in the ranks are more difficult to discover, but there must be many, like Royal Marine pensioner Charles H Paul, now living in New Zealand, who played his drum as a bugler at Queen Victoria's funeral, whose father and grandfather both served in the Corps.

In recent years the Corps has appointed a Corps Historian, who has his office at Eastney Barracks, Southsea, and is always helpful in providing information as to officers' services and other matters. There have been various histories of the Corps since the beginning of the nineteenth century. The earliest is Alexander Gillespie's "Historical Review of the Royal Marine Corps"

to 1803, published in that year. Paul Harris Nicolas in 1845 produced, in 2 volumes, his "Historical Record of the Royal Marine Forces". Only one volume was published (in 1893) of Major L Edye's "Historical Records of the Royal Marines", a useful and scholarly work covering the history from 1664 to 1701. It was not until 1924 that a more comprehensive history was produced. This was the above mentioned "Britain's Sea Soldiers" by Colonel Cyril Field, in 2 volumes which, well produced and attractively illustrated, brought the history of the Corps down to the beginning of the First World War. A third volume by General Sir Herbert Blumberg continued it to the end of that war. A separate history, "The Royal Marine Artillery" by Edward Fraser and L G Carr-Laughton, in 2 volumes, was published in 1930.

The history of the Corps in the Second World War has been covered by Sir Robert Bruce Lockhart's "The Marines Were There", and other books have covered individual aspects of it, notably Major-General James L Moulton's "Haste to the Battle", the story of a commando unit during the 1944/45 period.

All the Corps histories except that by Bruce Lockhart have been by Marine officers. Unfortunately no record of officers' services, so valuable to genealogists and historians, has so far been published. The Corps' MSS records were deposited in 1960 at the Public Records Office, where they can now be consulted under the usual conditions. They are described briefly in the recently published new edition of the "Guide to the Public Records Office". The information in them is similar to that found in Army records. The Attestation Forms (Adm 157), 1790 to 1883, give the age, birthplace, trade and physical characteristics of each recruit, with details of his enlistment and attestation. These are alphabetical under the year of attestation or of discharge.

Perhaps more convenient for the genealogist are the Description Books (Adm 158) which cover from about 1750 to 1888 in 283 volumes, because these summarise in alphabetical order the information in the Attestation Forms. Unfortunately a number of the volumes are missing. Rather less valuable, because of later date the more modern Registers of Service (Adm 159) which cover from 1842 to 1905 in 79 volumes. These give similar information to that found in the Attestation Forms.

(From The Genealogist's Magazine. Extract from Vol 14, No 12, of December 1964.)

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LEICESTER JOURNAL 30 MAY 1800 (Submitted by H Heather)

A Centinel on the gangway of the SAMPSON Prison Ship at Plymouth in a violent gale of wind last week was blown into the sea.

A French officer prisoner of the name of LE FEVRE, immediately jumped into the sea, and with great exertions and difficulty though an excellent swimmer, saved the drowning Marine and swam with him alongside almost exhausted; they were at length taken on board ship and soon recovered.

This generous trait of humanity being represented to the British government, a full passport without exchange was immediately sent express to the Agent for Prisoners at that Port, for LE FEVRE to return to his friends in France, without any expense, with a certificate of his generous conduct to the French Commissary at MOR LAIX.

He sailed last week in a Cortel, and is arrived safe at the above Port.

MAJOR GENERAL FREDERICK GEORGE PYM CB ADC RMLI

BY

COLONEL F B PYM

(Grandson)

Frederick George Pym was born in 1830, the youngest son of Captain Richard Elsworthy Pym, and brother of Commander Richard Elsworthy Pym RN. Captain William Henry Pym RN and Lieutenant General Edward Lawes Pym RMLI.



He was educated at Bruges and entered the Corps on 19 September 1848, becoming 1st Lieutenant 14 June 1852, Quartermaster Second Division 18 April 1859, Captain 20 December 1859, Brevet Major 24 January 1860, Brevet Lieutenant-Colonel 24 February 1871, Instructor of Gunnery First Division 31 August 1871, nominated CB 29 May 1875, Lieutenant-Colonel 1 October 1877, Brevet Colonel 1 October 1877, appointed ADC to Queen Victoria in 1878. He retired, at his own request, on full pay with the honorary rank of Major-General 7 July 1879, subsequently commuting his pension. He was awarded the Greenwich Hospital pension of £80 a year on 2 September 1892.

On 11 July 1861 he married Mary Anne Elizabeth, eldest

daughter of Lieut-Colonel Bernard Granville Layard, Chief Constable of East Yorkshire, and niece of the Rev C C Layard. She died 30 August 1870, aged 27, and he married secondly in 1879, Mary, daughter of James Jackman of Bieralston.

He served in the Crimea with the light division of the Royal Marines. He was present at the battle of Balaklava where he commanded a position battery. He was at Inkerman where his gallantry was Mentioned in Despatches, and he was also at the siege of Sebastopol. For these services he received the medal with 3 clasps. He was made a Knight of the Legion of Honour, and was also awarded the fifth class of the Medjidie and the Turkish Medal. It was during this campaign that he learnt that his brother (who had landed with the Naval Brigade) was wounded. He searched for him and carried him out of action under fire. It has been said that he was recommended for the Victoria Cross for this act, but it has never been possible for this to be confirmed.

On another occasion there was a surprise attack when the Royal Marines were in camp. Pym sent for his drummer to go around with him to rouse the men. A shot went through the boy's drum and he cried out "Oh Sir! My drum! My drum!" Pym replied "Never mind your drum my boy, be glad you've got your head!"

The hardships of the Crimea are all too well known and they had a bad effect on his health in later life. Once, when relating some of his experiences, he said that, at times when in the trenches in the winter, if he lay down to sleep he had to break the ice before he could stand up.

He served in HM Ships WATERLOO, BRITANNIA, ROYAL ALBERT, PEARL, FORMIDABLE, ORLANDO and BLACK PRINCE. It was whilst in PEARL, in April 1856, that he was awarded the silver medal of the Royal Humane Society for saving the life of a Gunner of the Royal Marine Artillery. It happened at Spithead just after Church Parade. There was a heavy sea running and the Gunner was washed overboard. Pym, who was fully dressed, immediately dived in after him and, being a very powerful swimmer, kept him afloat for 25 minutes while the ship was stopped and a boat lowered to pick them both up.

During the Indian campaign of 1857-58 he commanded a detachment. At Sohunpore he was Mentioned in Despatches and he was also thanked by the Governor-General in Council. In the action at Phoolpore he skirmished to the front under heavy fire, captured 3 guns at the point of the bayonet and turned the last on the retreating enemy. For this he was again Mentioned in Despatches. At the attack on the fort at Belwa he led the advance and covered the retreat. In the battle of Ahmora he led the skirmishers in the face of an overwhelming force and to this daring advance was attributed, in part, the complete success and capture of 8 out of 9 of the enemy's guns. He was present in the actions at Jhamnowlee and Puchawas, and led the assault at the capture of the fort and village of Nuggur. For this he was Mentioned and strongly recommended for gallantry. At the capture of the Ranee's Cote near Ahmora on 9 June 1858 he drove in the enemy skirmishers after leaving a sick bed, and marching about 26 miles during the night so that he might be present with his men. He also took part in the attack on the fort and village of Judgespore and was in actions at and near Doomeoreahgunge. During the latter part of the campaign he commanded a mortar battery attached to the siege train at the capture of Toolsepore. The following is an extract from a book entitled "On The Queen's Errands" (published 1906) and written by a Captain Philip Winter (late Bengal Army and Kings Foreign Service Messenger).

"In the Brigade was the crew of HMS PEARL. No one in that Force can forget F G Pym, of the Royal Marines Light Infantry. His command only consisted of about 30 or 40 men - but they were always sent to the Front when the Force was engaged, and were the admiration of all. There were also one or two Companies of faithful Sikhs, commanded by Lieut Burlton of (I think) the 40th Regiment Native Infantry that had mutinied in Dinapore. I observed that there was considerable rivalry between him and Pym as to which should be first - the Marines or the Sikhs."

During the whole of his campaigning he was never wounded.

He had great dash and courage and yet was most gentle and kindly. He was witty and had a good sense of humour. The latter is borne out by the following anecdote. When serving at Chatham Division the Commandant was his elder brother, Colonel E L Pym. There was a big parade of all the Services and during the ceremony the Garrison Commander, who was taking the salute, became suddenly ill. F G Pym was on parade in command of a Company and by virtue of his brevet rank was the next senior officer in the Garrison. Accordingly he took up his position at the saluting base and on the conclusion of the parade said "Who is in command of the Royal Marines?" "Colonel Pym, sir," was the reply. "Send for him - I'd like to see him." When the Commandant saluted his younger brother the latter said "You know, Pym, I don't think the Marines were quite up to their usual form - I've seen them do better than that!" Back in his quarters he told his subaltern what he had done. The subaltern remarked "That's all very well, but you're back in your Company now."

He was ADC to Queen Victoria when he retired in 1879 and he was one of the officers who received the Crimean Medal from the hands of the Queen in 1855. At the end of his service he had 7 medals and this made him the second most highly decorated Royal Marine at that time. They were The Companion of The Bath; Crimean Medal with three clasps (oakleaves Inkerman, Sebastopol and Balaklava); Legion of Honour; Turkish Order of the Medjidie; Turkish Medal; Indian Mutiny Medal; Royal Humane Society Silver Medal.

He died at his home at West Croydon on 23 June 1898 aged 68.

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EXTRACT FROM THE DERBY MERCURY, FRIDAY 7 JUNE 1765 (Submitted by H Heather)

FRIDAY being the day fixed for the execution of Gabriel Wright, the unhappy Marine, for desertion and theft, all the Marines of the Guard ships were ordered on shore to attend, and about nine o'clock the whole squadron of Marines, were under Arms on the Parade where they remained till about eleven, when the Prisoner was conducted from the Guard House by a file of Musqueteers to the head of the squadron, the Minister walking by his side; they then proceeded with him thro the Garrison to the Glacis, the place of execution, his coffin being carried before him by four men.

There, after the Minister joined in prayer with him for some time, he addressed his fellow soldiers in very effected manner, exhorting them to live soberly, and in proper obedience, etc, etc.

Upon the Minister's leaving him he knelt down with becoming resolution and received five balls in his body.

He behaved very penitently and seemed to make a great impression on the soldiers.

The Derby Mercury - Friday April 18/April 25 1755

Last Sunday a Corporal enlisted a Man for a Marine, and having secured him till Monday Morning, in order to go before a Justice he decoyed him to go with him to a House in Duke Street near Grosvenor Square, under Pretence of assisting him in getting others to enlist; but when he came to the House he and several others fell upon him, and beat him in so dreadful a manner that his life is despaired of.

MARINES ON ICE

BY

F B HUGHES

Quite recently whilst preparing for a series of lectures on the history of Northampton I came across an extract concerning the Marines in "The Northampton Mercury" of 4 February 1739. This paper had a large circulation all over the Midlands and into Yorkshire, Lancashire, Gloucestershire and Oxfordshire, thanks to the efficient use of stage coaches. Its enterprising editor employed a man to outstrip the London coach bringing the latest news from the capital. Usually, thanks to relays of fresh horses, he obtained the latest news some 4 hours before the coach arrived with the London papers and, consequently, he had this already printed in the Mercury.

London, 29 January

On Saturday night last Orders came to the War Office for raising 2,040 additional Marines, One Independent Company of Invalids, and an addition of twenty men to each of the four Independent Companies of Invalids in Scotland. There is to be added only a Lieutenant to each Company of the additional Marines.

London, 31 January

On Tuesday they began to beat up for Marines on the ice on the Thames, when parading through several streets in Frost Fair at Whitehall, and thence to Somerset Stairs, they picked up several idle young fellows who had nothing in their pockets but their hands to preserve them from the cold.

The country was at war with Spain - "The War of Jenkin's Ear". Mention of Frost Fair reminds us that the Thames, which was then not embanked, frequently became frozen over. One can only feel sorrow for the "idle young fellows" who were, subsequently, removed to far hotter climes. Major General Moulton's history of the Corps tells us that Six Regiments of Marines were raised largely by drafts from the Guards and Line regiments. These were sent to join Admiral Vernon at Jamaica along with 2 Foot Regiments. The force did not arrive in the West Indies until January 1741 with 1,500 sick and having lost 600 who had died on the voyage out. Despite warnings from Vernon regarding unhealthy climate they were sent to attack Cartagena (Colombia) but, decimated by yellow fever, they were forced to abandon the expedition and return to Jamaica.

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LEICESTER JOURNAL NOVEMBER 16 1792 (Submitted by H Heather)

Portsmouth November 14 1792

This morning about two oclock, an express arrived from the Admiralty to Sir Andrew Snape Hammond Bart, when the Marine Corps were immediately beat to Arms! So great was the expedition used that at 12 oclock, Lieut/Colonel SPRY, with 3 Lieutenants, 4 Serjeants, 4 Corporals, 3 Drummers, and 100 Privates with their baggage were embarked on the NIGER Frigate though it blew a hurricane. The cause of this sudden order, which extends likewise to the Chatham and Plymouth Divisions, is at present a profound secret known only to the Commander.

THE PLEASURES OF RESEARCH

BY

MARJORIE GREEN

The Editor of this journal is always crying out for more articles and naturally he wants them to be as varied as possible to appeal to all the members.

However willing we are to put pen to paper it is not exactly easy to produce an authentic article without a whole range of reference books; if you are fortunate enough to live near the Corps Museum and can seek the assistance of the Archivist and the Staff, your task will be a lot simpler. However, once the necessary reference books are at your disposal, do the searching yourself, it will be much more fun.

If you cannot visit the Museum, try the Reference Section of your Public Library and make use of it, after all you pay so much for it in your rates, so you might as well have value for your money.

The Librarian will be able to put several books before you, probably some that you were unaware of, and a splendid source too is their newspaper section. For instance, when I was doing some research on the famous "Toby" Crease, the Commandant of the Royal Marine Artillery, I asked the Reference Room Librarian at Brighton Public Library if they had anything about General Sir John Crease who died in 1907, he produced "The Times" obituary notice immediately.

I would add that the newspaper section may only be available at some of the larger libraries, but that is something you will have to find out for yourselves.

You can also ask for a photostat copy of a page of a book, for which there will be a small charge, but you will have to sign a declaration form stating that you will not publish the extract concerned. You can get over this hurdle by using the relevant details and writing them up in your own words. The reason you are asked to sign this declaration is to protect the publisher's copyright.

If researching for information about the Chatham, Portsmouth, Plymouth or Woolwich Divisions of the Royal Marines, write to the City Librarian in each case, enclosing a stamped, addressed envelope.

Remember that Librarians are always pleased to help you; each query they receive is a challenge and they will be just as delighted to discover the answer as you will be to receive it. They will of course appreciate a "thank you" letter from you.

For information about Military Bands and Bandmasters the best source is the Central Music Library at Bridge Street, Westminster.

Service Records over 50 years old are kept at the Public Records Office in London and you must apply for a Reader's Ticket. With your application form (for which you will need a sponsor) they will send you a list of the regulations. They require several days notice to get out the particular documents, etc, that you need.

The best source for all Naval history, books, documents, etc, is the National Maritime Museum, Greenwich, while the British Museum is reputed to have a copy of every book that has ever been published in this country.

If you are tracing Royal Marines' graves in foreign countries write to the British Consul in the capital, or the British Vice-Consul at the sea port where you think the grave may be. He will have a record of any British graves and the details.

When tracing the lives of officers of the last century they can often be found in the "Dictionary of National Biography", or in the "Gentleman's Magazine". Those who were members of county families can usually be found in the "Victoria County History of England". There is a massive volume for each county and it might be more rewarding to write to the County Librarian in the county town.

Readers of Naval books will know that in the bibliography sections will be lists of many useful sources.

Now for a cautionary word: when listening to those fascinating anecdotes by the "old soldiers" and you feel inspired to make them into an interesting article, they should be backed up by the man's Service Certificate or checked with official history, as years play tricks with the memory and everybody quotes wrong dates. This happens continually.

Recently, the "Blue Band", the journal of the Royal Marines Band Service, published the Roll of Honour of the 1914 18 War. A pensioner of that period now living in New Zealand wrote and insisted that 2 names were missing from the list. After about 2 months' research I discovered that one of them had purchased his discharge in 1922 and that the other died in 1967.

Then there was the sole survivor of the Band of a cruiser sunk in 1943. There are only 10 names on the Roll of Honour 1939/45 War for that particular ship, which had a Band of 12 on commissioning. The survivor insisted that he had been speaking to the missing bandsman the night before the ship was sunk. This trail took rather longer to trace as we did not know the man's regimental number. However, we did know that he had enlisted for "Hostilities Only", so after checking the numbers of some of his contemporary HOs, we knew that his number must be within a group of about 150. Three months later we found the answer. This HO Musician had left the ship 6 months before it was sunk and was invalided the following year. You will see by this now important it is to make sure that dates are correct as well as other matters.

Also, don't jump to conclusions ... I have been told at least a dozen versions of how Kenneth Alford (our own Major Ricketts) wrote "Colonel Bogey". None of them are correct.

You must remember too, when writing for the Royal Marines Historical Society, that the accent must be on the word "Historical". This applies equally to enthusiastic young Editorial Assistants who prune articles a bit too ruthlessly to save space ... for example: to alter "the Leader of the Orchestra" to a "lead-violinist" is historically inaccurate and the second definition is in the modern idiom.

Finally, the pleasures of research are many; you will be an amateur detective and the satisfaction derived from working things out to a definite conclusion will give you (and others) boundless interest. Of course there will be times when you will be madly frustrated and you will curse yourself for an idiot, but never give up, although it may take ages somebody, somewhere, will have the answer you are seeking.

SIR MUIRHEAD BONE

Permanent Artist ... Temporary Royal Marine

By

TONY PERRETT

Not many notable persons, I imagine, can attribute their first step onto the ladder of success through being bitten by a dog! It was the £20 compensation for this act of aggression which, it is alleged, provided the means of Muirhead's first visit to London in 1899, and which led to the sale of his first drawing - to a dealer, Dunthorne. Apart from this achievement there came the opportunity to display his works and meet other artists, but the visit was not a success, however, so he returned to his native Glasgow.

The fourth of 8 children (6 boys) and born in 1877, Muirhead enjoyed few of the luxuries children have today; instead of toys his journalist father, David Drummond Bone, gave him pencils, as he did also for the other children. Whilst brothers Drummond, David, James and Alexander scribbled away, or attempted to emulate their father by compiling notes on local sporting events, Muirhead went off "doon the watter" sketching shipping and other views. At 14 he commenced a 3 year apprenticeship with an architect, taking evening classes at the Glasgow School of Art at the same time; but he became very dissatisfied and went off on his own to live in Fife where he took to painting coastal scenes (most of which he subsequently destroyed) before concentrating on etchings which were later to make him famous.

Following his return from London there came 2 lean years whilst he struggled to gain recognition, then came a commission to produce illustrations for a book "Glasgow in 1901" by Hamilton Muir. This, and the invitation to display his drawings at the Glasgow International Exhibition, seems to have provided the break Muirhead was waiting for.

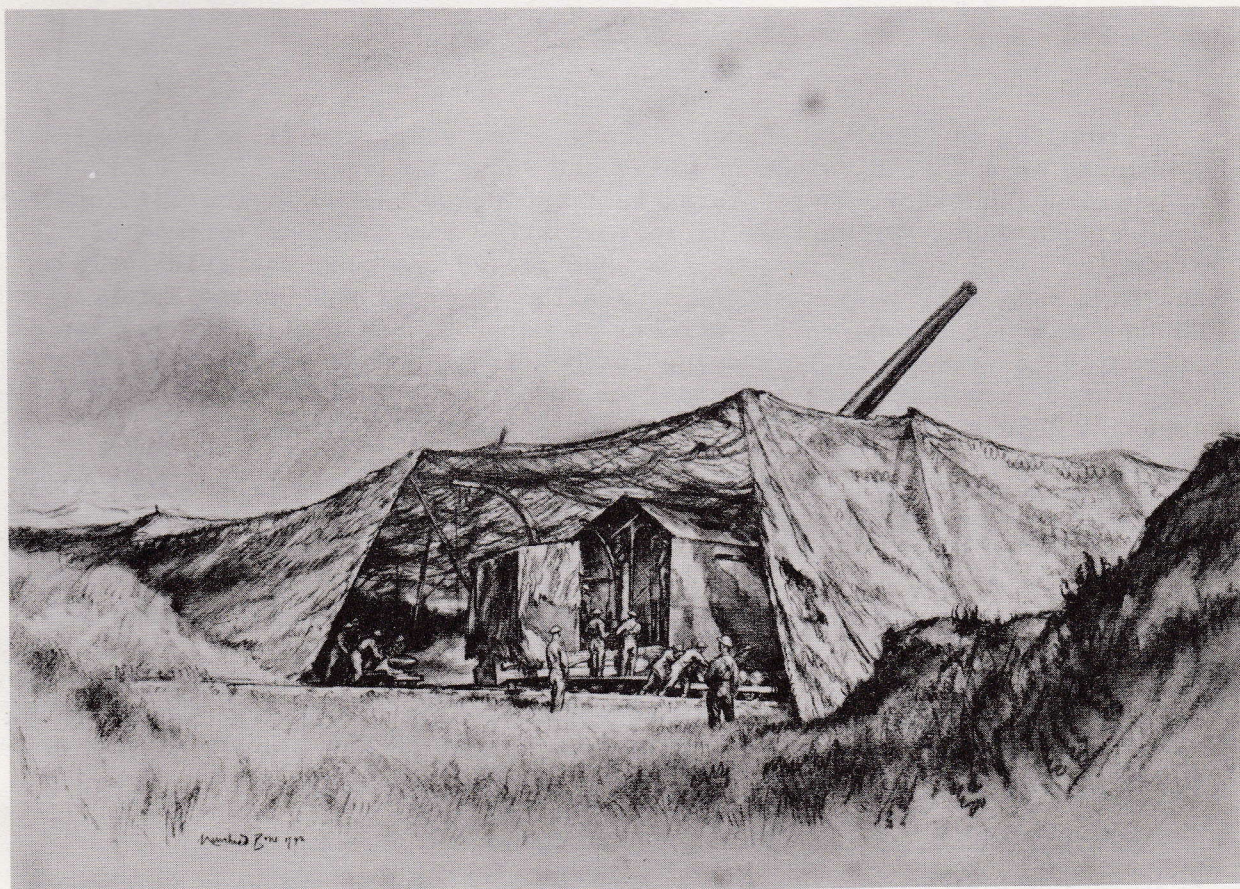
He moved down to London again in 1902 and held his first exhibition at the Carfax Gallery and later, a member of the New English Art Club, he began to have his works on show at the Royal Academy. A year after coming south he married Gertrude Dodd, the sister of a fellow student, setting up home on Hammersmith Mall (near "The Doves") and of the many famous artists he began to meet the name Augustas John sticks out. When only 30 he was invited to submit his best works at the Franco-British Exhibition of 1908, and then, as most artists do, he set off on a tour of Italy to gain a new style and confidence, and just before the First World War he managed to fit in a visit to New York in the ship in which his brother, David, held a berth.

With the coming of war, like many of his colleagues, Muirhead donated some empty frames to a Red Cross sale of work in May 1916 promising to fill them later with a painting of the purchaser's choice. One of Bone's was bought by a Mr A S Watt, literary agent and member of the War Propaganda Department at Wellington House. "You had better arrange for the picture soon" joked Muirhead, "I'm within call-up age and may be in the Army soon." An idea forming in Watt's mind was passed on to his superior, Charles Masterman, and as a result of much discussion between the War Office, Treasury and Propaganda Department, a letter finally arrived from Ernest Gowers dated July 12th offering Bone a temporary commission as 2nd Lieutenant in the Army for 6 months, at a salary of £500 a year (plus expenses) to go out and record scenes from the front line.

Attached to the Intelligence Department GHQ in France, Muirhead thus became Britain's first official War Artist. In all weathers, all conditions, in trenches or on street corners, he worked with his little sketch book from which he would later expand to produce some 230 finished etchings - many of which appeared in a propaganda publication "The Western Front" produced in 10 monthly parts. When the probationary 6 months had elapsed Bone returned to London on leave, and then after a period of similar projects on the home front he was sent out with the Royal Navy, but by the end of the war in 1918 he had been joined by a staff of 7 fellow artists, although not all engaged to work at the same time.

During March of 1917 plans were drawn up at a Cabinet Meeting for a National War Museum where one section could be devoted to the display of war pictures and drawings - not only official but also from active soldiers. Muirhead Bone was asked to join the Board of Trustees for this venture in 1920, although it moved around from one temporary home to another (including the Chrystal Palace and Imperial Institute) before finding its permanent residence in the old Bethlem (or Bedlam) Hospital near Waterloo Station, in Lambeth Road. Whilst many of his drawings went into the Imperial War Museum (its present title) collection, Muirhead sold others in order to purchase the works of his fellow artists to add to it.

Throughout the 21 years of peace he led a full life, lecturing, drawing and touring (Sweden, Turkey and Spain) in search of new subjects and ideas - notable amongst his offerings at the time was the collection of "Old Spain" published by Clarendon Press in 1936. He received several Hon University degrees, a trustee appointment at the National Gallery, a Knighthood and then at the age of 62 he joined the Royal Marines!



A 14" Cross Channel Naval Gun of the
RM Siege Regiment by Muirhead Bone.

(Photo: National Maritime Museum)

It was of course the outbreak of the Second World War and Sir Muirhead was called upon to repeat his experiences of the previous war. Commissioned now as a temporary Major on 1.1.1940 he moved into the Glasgow RM Headquarters at St Enochs Hotel, but was soon off on his first assignment to Dover, covering the return of the battered BEF from Dunkirk.

There was hardly any aspect of Naval and Military operations not covered by Bone during the 6 years of war, and on the home front there was considerable coverage too.

With the ending of hostilities he resumed his role on the Board of Trustees at the Imperial War Museum, although his RM commission did not terminate until 31.3.1946, and continued in this capacity until 1951. Two years later, still struggling to work up to a few days beforehand, Sir Muirhead Bone died on Trafalgar Day (October 21st) aged 76.

To commemorate the 50th anniversary of his appointment as the first official War Artist, the Imperial War Museum held an exhibition of his major works in 1966 drawn from their own collection and those of the National Maritime Museum.

I was fortunate in being able to attend this tribute and noted that of the 101 exhibits, which were fairly evenly divided between the 2 wars, 3 were exclusive to the Corps: "The HQ of a RM Siege Regt in 1942"; "RMB Chatham" (An underground GHQ 1943), and "The RM Officers' Mess at Chatham".

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Letter from: F B Hughes

Corps Songs and Poetry

Browsing through our school library a few years ago (I am a schoolteacher) I chanced on a little volume on music and songs in general. The book, the title of which I cannot remember, stated that a popular ballad of the 18th century concerned a young Marine and the refrain urged his comrades (presumably attending his funeral) "to beat the drum slowly and play the fife lowly". Today the same song with only a slight alteration of words has become a fairly well-known Western folksong - "The Streets of Laredo". In the latter version it is, of course, a cowboy who lays dying in the street and we have somehow been translated from Hampshire to Texas. I wonder if any members could throw some light on this - possibly identifying the original British author.

On the same lines it might be of interest to members to trace other songs or poems concerning our Corps, eg those of DIBDIN.

-oOo-

The Derby Mercury - Friday March 26/April 2 1756 (Submitted by H Heather)

Exeter March 27 1756 - Captain Chappelle who has been some time in this City with a party of his Majesty's Marine Forces, to take up straggling Seamen, Marched yesterday for Plymouth, having cleared this part of the country by his activity and vigilance.

The Derby Mercury - Friday April 25/May 2 1755

Chatham April 21 1755 - We abound with Marines, one of them, as is thought, distracted, was desperate enough to cut his throat yesterday in a Neccessary belonging to a Publick House, some unhappy man, it is supposed who had spent his fortune.

