

A Naval History on the East Indies Station by Thomas Marsh

NAVAL HISTOR Y

As recorded by: Thomas Marsh 1937
born 5 February 1861

1879

Rear Admiral Gare Jones was appointed Commander-in-Chief of East Indies station 9 Aug 1879. His flagship H.M.S. Euryalus was then at Aden. The Officers of his Staff consisted of the Flag Captain R.D. King, Secretary F.A. Carter, Flag Lieut. Leslie. On the above date I was accepted into H. M. Navy to serve as Secretary's servant and was ordered to take passage in the P&O Mail steamer S. S. Decan to Aden leaving Southampton on the 21st Aug 1879.

This was to be my first experience of the sea and I think that I was overjoyed at the thought of seeing foreign lands. I was then 18 years of age. My father, and to my surprise, Mary, came at an early hour to see me off from the station. Mary in later years was destined to be my wife and the mother of my children. The train took us right into the docks at Southampton, alongside the ship and it all seemed very strange to me that I should be going afloat.

For some time before leaving home I had paid many visits to the London Docks as I had been anxious to serve on one of the Mail steamers but having no experience I had not succeeded. It was only by a chance conversation of my father to a gentleman that proved to be the means of me turning my thoughts to the Royal Navy as a future career. The brother of the fellow was a staff paymaster R.N. and was wanting a servant, as it was he who was going as the Secretary to the Admiral. My passage was booked by the Admiralty, and as stated, eventually found me at Southampton going on board a Mail steamer as a 2nd Class passenger.

My first impressions of the sea were not at all very cheerful as I remember the Bay of Biscay was not at all nice, at least it did not appear so to me at that time though I have later on seen far worse conditions. On the journey out we called at Gibraltar, Malta, Port Said and Suez, and by the time that we were in the Red Sea we found that it was extremely hot. We eventually arrived at Aden where the Admiral and his Staff transferred to the **Euryalus** to relieve the former Commander-in-Chief of the East Indies station. So here I was actually onboard one of H.M. Ships, a thing that I had never dreamed of until chance came my way. I served in this ship for a period of 3 years. (1879-1882)

After a few days at Aden we left for Bombay. Aden is by no means a very cheerful spot and quite barren of anything green and we found Bombay very much better and actually a very fine city with large buildings, fine roads and Malabar Hill as the residential part. The Admiral and staff landed at Apollo Bunder and the official quarters for a few weeks were at Marine Lines near the Post Office. Two railways then served Bombay, the Great Indian Peninsular and Bombay Baroda and Central Indian.

It did not take long to fall into the ways of the natives and native customs so much in evidence with the various castes, with painted foreheads, women wearing numbers of bangles and anklets. Parsees with their peculiar head gear, native men with shaved heads. While staying in Bombay I made one of a party to visit the Elephants Caves by one of the boats from the Ship.

From Bombay we next went to the Persian Gulf visiting Karachi, Jask, Muscat, Bustine and other places where there was not much vegetation at most of them. Muscat was probably the most interesting of all as here the harbour is surrounded with towering rocks where at various times sailors had carved their names and the names of their Ships. Also the great depth and clearness of the water in which the fish could be seen swimming about. The heat was terrific and most of us suffered from prickly heat and the flies at Muscat are something to be remembered though the natives appeared to take little notice of them. Muscat is no place to be recommended, it is, or was, a town of alley ways dirty and uninteresting. Vegetation is scarce and the place is inhabited chiefly by Arabs, with a Sultan as chief ruler. He and his staff paid an official visit to the admiral during our stay there and received a salute on leaving the ship.

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At Bushire the admiral and secretary were invited to stay on shore at the British residency while visiting that port. In consequence of that I was also there but our stay was only for a few days and I do not now remember much about it. I do recall we were all glad when our time came to leave the Persian Gulf for the heat had been terrific. So back to Bombay for a short stay there then down the Malabar coast to Ceylon.

In those days we had to make use of our sails on a lengthy trip, so it was not long before we found ourselves under plain sail in order to reserve coal. With a fair wind we were able to make about 6 to 8 knots. It was only with a fair wind that we stopped the engines and hoisted the propeller to help the speed of the ship.

Before arriving at Colombo and sighting the Island of Ceylon we could scent the spicy breeze that that beautiful tropical island produces. At this time the ship was under steam again making for the roadstead of Colombo as at that time there was no breakwater built which now shelters the ships of any size inside. As we approached the roadstead, native boatmen in their catamarans met the ship. These boats look to be fragile but in reality they will stand some bad seas. They are very narrow with only room for a man on one seat but their length will probably go 20 to 30 feet, with an outrigger on one side stretching out into the water by two long bamboos fixed by a heavier wooden fixture. This part rides in the water and balances their frail craft in almost any weather. The natives would dive for pennies thrown into the sea and would never miss bringing the penny to the surface. The roadstead being open to the Indian Ocean made it so that there generally was a heavy swell rolling in. Colombo is one of those places which makes it impossible to do adequate justice in describing the numerous coconut trees, palms and flowering trees, giving it a beauty of its own and the natives appeared to me to be a better type than many of those on the mainland.

It is not my intention to record these experiences in order as there is no object in covering ground over which I travelled over and over again in successive trips.

On one occasion I was at Colombo I had the opportunity of going to Kandy in the hills, by train. That journey impressed me because I had never seen anything like it. On one part of that journey I remember seeing rocky ground on one side towering high up and on the other side of the train looking down into green paddy fields. It seemed to me a most inspiring sight. We stayed in Kandy only three days but I know we found the air very much cooler there than at Colombo. The Buddhist temples took a large place in the lives of the natives. On returning again to Colombo my duty took me to Government House where the admiral and staff were staying by invitation. Colombo is and was then one of those places where curios are on sale and numbers of natives came on board homeward bound ships where they usually find a good market.

In those days ships were not nearly the size they are in 1937. Consequently they had not the coal carrying capacity, for the engines of fairly early type were more extravagant in the use of coal than those of later years, so Colombo was used to a great extent as a port of call for most of the ships to and from China, Japan and Australia.

The splendid public gardens at Colombo I believe was called the Cinnamon Gardens, being gardens of cultivated tropical plants and are well worth seeing. It was also at Colombo that we met H.M.S. **Bacchante** on her World cruise with the *Royal Princes* on board, one of them in later years *King of England*.

As I had had two 3 year commissions on the East Indies station many of the places that I may mention were visited over and over again. The first commission was from 1879 to 1882 and the second from 1885 to 1888.

On leaving Colombo we went to Point de Galle, Ceylon but stayed there only a few hours. This was another open roadstead. I remember that well because I all but fell overboard there in trying to get into a rising and falling boat alongside the ship to go ashore and was only saved from going right over by being caught with a boat hook. I hadn't then the technique of getting into a boat in a sea way as in after years. It's not as easy as it looks. I have had more than one mishap in that way though I don't think I ever went the wrong way again (outside instead of inside the boat). This port is not used so much nowadays as in former days by ships since there is more protection at Colombo.

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Trincomalee

Trincomalee is a Ceylon naval harbour in the Bay of Bengal and is beautifully protected from every quarter. Naval ships came here for quite lengthy stays as there is a Dockyard where refitting in a small way can be carried out. This harbour is very strikingly pretty and perfectly landlocked. Drills and boat sailing frequently take place. There was a small garrison of Royal Artillery stationed at Fort Frederick and Fort Astenburgh. These and a few dockyard officials were the only white people seen. Admiralty House was always used whenever the flagship was at Trincomalee. Two natives Topsy and Tombe being left in charge when the house was vacant so at the time the Euryalus visited there the Admiral and his staff landed and stayed at Admiralty House. Admiralty House is quite a large sized house, open on all sides and only *jalousies* for windows in keeping with the climate. The ground floor was stone with about 6 separate rooms on that floor which was our home. On the floor above were two very large dining halls with bedrooms and offices on either side. Across from this were the Admiral's office quarters and his bedroom. A flight of stone steps led up to the front door. At the foot of the stone was posted a marine sentry when the Admiral was in residence. The house had no pretension to beauty, but it was spacious and cool. All the cooking was done in a separate wing about 30 yards away from the house. There were very large grounds and a gardener to care for them. In part of these grounds was a huge banyan tree which had its branches extended in all directions, which on reaching the ground would again form a root, making it a tree of trees. Every time that we left or returned to the house we would have to pass this tree. As it was not at all an uncommon thing to find various snakes about the grounds one usually thought of snakes when passing this tree at night. As a matter of fact quite a number of snakes actually found their way into Admiralty house. I still have one in my possession (1937) a scorpion which actually bit the foot of a native, this scorpion was caught in the grounds at Admiralty House. For a number of years I had snakes which I had brought home and preserved in methylated spirits, most of these snakes were caught either in the house or grounds. Frogs too after a heavy downpour of rain, and it can rain there, would keep up an incessant singing noise. Jackals too, in the jungle just outside the grounds, would keep up their peculiar howl practically all the night, but to a great extent we became accustomed to those noises. On one occasion we felt the shock of an earthquake, but it was thought to have been somewhere at sea. There was no damage so far as I know beyond the sudden rise and fall of water in the harbour.

We spend, from time to time, many pleasant quiet months at Trincomalee, the climate scarcely varies all the year round. As it is so near the Equator, it is always hot there and when it rains it is a deluge, but gives very little relief in temperature.

Our mail at that time came by train from Colombo for only part of the way, the remainder of the journey had to be completed by runner.

1882

I returned home in 1882 and I have often wondered if any of the original staff are still living? Apart from Mr. Carter with whom I afterwards served with in Egypt and later in H. M. S. Vernon at Portsmouth I have not met any of that group.

We had few recreations apart from walking, bathing and boating unless we had an occasional invitation from the Fort for an entertainment; but even they were small in numbers. It was also quite a long way to walk to get there as there was no other way, and no street lighting to aid at night. We used coconut oil and candles for the lighting of Admiralty House. Candles were also used to a great extent at that time in ships. The ships band would sometimes come ashore to play, but that was not too often. The time came when we had to go afloat again and this time it was a journey southward to Mauritius, Zanzibar, Madagascar, and Seychelles, and this was to be a long trip during the greater portion of which we would make use of our sails and stop. After our first day at sea we would be on salt provisions and ships biscuit. The biscuits were then supplied in bags and would often be found with weevils in them, but they had to be eaten. Cocoa and biscuit would be supplied for breakfast, pea soup and salt pork for dinner (alternate days) and dried preserved potatoes. Tea and biscuit were the evening

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meal. Sugar and tea was served out by biscuit ship's steward weekly, but if one wanted milk, salt or any kind of diet change it would have to be paid for by each individual and bought from the ship's canteen. The next day's ration would usually be salt beef and plum pudding for dinner and then back to pea soup and pork again, alternating this menu each day at sea. We might then have Australian preserved meat that was usually called Fanny Adams by the ships crew, this delicacy was not generally liked. That would be the only change of menu during the trip. Each man was allowed one tot of rum which was usually served out to all but petty officers at dinner time, and was already 3 parts water to 1 part of rum. When actually in the tropics lime juice (already watered) would probably be rationed out under doctor's orders. The fresh water supplied was limited to a very small allowance and that was very often brackish, and in addition a sentry would be placed at the fresh water tank to prevent any misuse. The ship carried a certain amount of fresh water in tanks which were taken aboard from the previous port of call and that supply was increased by condensed water which then was not in the same state of perfection as the present day method. The average speed during a voyage was from 8 to 10 knots and it would take probably about 14 days to do a journey of over 2000 miles, as the voyage from Trincomalee to Mauritius is. Going from North to South as we were we had the assistance of what is called the Trade Winds near the Equator. We would see large numbers of flying fish which scramble out of the water for short distances until their fins became dry and then they would flop back into the water. At night they would sometimes fly on board then there was no escape for them, and they were nice little fish to eat. Schools of porpoises too would often play about the bow of the ship for hours and hours.

Naval evolutions of some sort usually took place in the early evening; these were mostly with masts and yards aloft.

Mauritius

On arrival at Mauritius we would moor to a buoy in Port Louis harbour. The harbour was small so the ship had to be moored both head and stern to prevent swinging. There was usually a large shipping fleet in the harbour waiting for cargoes of sugar, which is the chief export from the Island. This industry was apparently their principal asset. While I was there I went by train to Curepipe where I saw large fields of cane growing. There is a public gardens at Pamplémousses which most visitors go to see. I paid two visits to these gardens, and I remember on one occasion that I saw one tree in particular where if a knife was stuck in the trunk a flow of fresh water poured out and which we were able to drink. A short stay at Mauritius can be quite interesting if one has the time to get outside the Town. Both French and English are spoken as the island was at one time a French possession. The mail service was then carried out by both the Donald Currie Line (now Union Castle Line) via the Cape of Good Hope and by the British India Steam Navigation Company via Suez Canal, and was by no means regular. I am reminded from an old diary that it was amusing to see Soldiers and Bluejackets riding in a race on mules against boys riding donkeys, there seems to have been many difficulties encountered before the race was completed. During our stay at Mauritius the fin of a shark was sighted and attempts were made to hook it but I do not think with much success. The food that we had at Mauritius I thought since then was the best we had anywhere in the Southern station, for it must be remembered that there were no refrigerators or artificial ice in those days and the beef there, which came from Madagascar, was far superior than what was available elsewhere.

Madagascar

After leaving Madagascar we paid a visit to Zanzibar. Before describing events there I shall deal with Tamatave, which is the port for Madagascar. This largest Island in the Indian Ocean has a great appeal to me because it was from Tamatave to Antamannarivo that I had a most interesting experience. The Admiral was to pay an official visit to the capital and with him went his Secretary, Doctor, Flag Lieut, the British Consul, Steward, Cook and servants. Madagascar was then under their own government with Queen Ranavaloa Manjaka at the head. This was before the French occupation.

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Madagascar then had no telegraph system, railway, or roads of any sort, neither were there any shops. Buying and selling was done at a sort of market at Tamatave by dollars, but not their own currency. Any change from a purchase would be weighted by a small scale in chopped pieces of dollar. That system was thought, I believe, to keep money in the country. Tamatave seemed almost to be built on sand, as sand seemed to be everywhere. It was from here that we commenced the pilgrimage to the capital, Antananarivo, about 220 miles away. For this purpose a large number of coolies and bearers had to be recruited as it was necessary to take along provisions, beds and bedding, pots and pans, crockery and everything that was likely to be required for the journey there and back again. It took 16 days to go up but only 12 days on the return as the weather was better on that occasion. We stayed at Antananarivo for about 2 weeks, and we were away from the ship for a period of about 6 weeks. Since there were no roads we travelled by bearers, slung in the centre of two poles on the shoulders of 4 bearers. The coolies carried the rest of the equipment. As a rule we journeyed about 18 to 20 miles each day, depending upon the location of a village where we might stay the night. Two Malagasy government envoys were ahead of us making the necessary arrangements for our halt at the village. In addition to our own number, there were a few Malagasy soldiers as a guard for the admiral. These soldiers had to walk and some of them had their wives along with them. In the early stages the trek was not too bad but in the latter part we not only had bad weather conditions but the country became more of a hilly nature and sometimes as the bearers slipped on the side of a mountain on the wet track it did not seem quite so safe and we would try to do better alone, but that did not appear to be safe either as our boots did not help. It was all very interesting as I think of it now. On arrival at each village we found certain huts already prepared with clean native matting and ready for us to go in, but we servants of the staff were soon busy getting a meal ready as the admiral's cook and steward were both with us. It was up to them to see that all was ready and we had to start in and fix the travelling tables and camp stools in addition to putting up the camp bedsteads which had been carried by the coolies.

One of the envoys, Ramanerika spoke very good English, he having spent a short time in England and on occasions these two envoys would meet the admiral and consul. At every village that we entered for our night's stay, we would find presents laid out for us by the natives. Many of these could not be used but it greatly relieved the commissariat as it usually consisted of such gifts as turkeys, (which were both good and cheap) fowls, rice, sugar cane, coffee beans and maize (corn). The natives at all times were quite friendly towards us in spite of our party taking possession of several of their huts. This temporary vacating of huts had been arranged by the envoys who had proceeded ahead of us. As we travelled from village to village we passed a good many coolies carrying heavy loads on their bare shoulders on a single bamboo pole. They would carry these loads for hundreds of miles and I have seen them with their shoulders swollen by the weight of the load carried. It must be remembered that it was by this means only that it was possible to transport everything that had to be carried.

Sheep did not seem to thrive as we saw very few of them, but cattle did very well and were very good. Mauritius at that time used to import most of their cattle alive from Madagascar, which accounts for that island having such particularly good meat. The travelling after leaving Tamatave gradually became more and more difficult, sometimes over rising heavy ground and sometimes by a track through jungle. One day some of us stopped to kill a snake, though we saw others on many occasions. In one instance we had a large lake to cross in burned out canoes. The natives, as they paddled the canoes, chanted rhythmically "Rano aknieu a dieu maura manga rano a knieu". This chanting was so constant that we also were able to learn it by heart and I have never forgotten it to this day.

Rano in the Malagasy language has something to do with water, but what the others words meant, I do not know. We had quite a distance to travel on this lake, memories of the crocodiles that we saw in the distance. The last days of this adventuresome trip came and we had arrived at the foot of the hill leading to the

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capital, Antananarivo, but we had previously met up with some missionaries. These pioneers possibly had brought the native queen to establish, to some extent, Christianity there, for that was the condition that we found on reaching the capital. I must go back to the larger village at the foot of the hill where we stayed the night. The following morning on the 16th day from Tamatave we found quite a regal reception had been arranged to escort us to the capital. A band and quite a large number of Malagasy soldiers leading the procession. The soldiers had R. M. on their helmets, though the letters in every case were not correctly placed, as some had the R where the M should have been. The band had already played the English national anthem, at least that was what it was intended to be, between the mistakes, and eventually we were all lined up ready for the ceremonial entry into the capital. A large crowd of natives looked on.

I had only just turned 18 years of age then and to me it seemed a very novel experience, though I have thought since that I would have liked to have had the whole of that experience later in life when I probably would have taken more interest in it than I did then. I feel that there is so much that happened on that expedition that is not recorded here that I have now forgotten, most of the events that occurred at the capital I cannot now recall.

Our headquarters there were at the house of the Prime Minister and on one of two of the Sundays we were there (we stayed only 14 days) we were invited to attend a service at the Chapel Royal at the palace which was quite near. At this service the queen was present. As the service was conducted in the Malagasy language we of course could not follow it but I recall (and always will) one of the hymns was Holy, Holy, Holy, Lord God Almighty, and sung to the tune that we all know. The service was conducted by a native minister and I think was a Presbyterian. I know nothing whatever what our mission was that caused this visit to the capital except that it was political and official visits were paid to the palace. A custom at the palace when the queen was home was that a red umbrella would fly at the flag pole, wherever the queen went the red umbrella would be with her. I remember too that some of us went to a Catholic church and what impressed me most about that was the singing, in fact the same applies at the Chapel Royal.

Antananarivo was to some extent more modernised than anywhere that we had previously visited, they had roads and stone built houses. We found too that the temperature was considerably cooler than on the Coast. The city I think was about 4000 feet above sea level. No part of Madagascar appeared to be very densely populated and that also applied to Antananarivo as a city. The two chief tribes appeared to be the Hovas and the Sakalavas who I understand were frequently at loggerheads. The Queen was a Hova and was married to a Hova Prime Minister. I haven't any recollection of anything exciting happening during our stay at the capital, but what has been mentioned are just fragments of what was then an interesting visit.

1887

Six years later I was in H.M.S. *Mariner* and I visited Madagascar again on August 27th, 1887. On the following day I landed at Tamatave and was surprised to meet one of my former bearers and when he saw me he got so excited and jumped about all over the place shouting Tananarive to the other natives which usually surrounded one upon landing. I think that I felt as pleased as he appeared to be to think that he remembered me.

The journey back to Tamatave from the capital was practically the same procedure as the forward journey with perhaps not so many gifts but through it all I still have a kindly feeling for the Madagascar natives for their generous and kindly disposition. They are by no means of the Negro type as on the mainland of Africa nearby. It is only the Mozambique channel which separates Madagascar from East Africa.

The women when young are quite nice in their manner and of good appearance but they appear to age early in life. The men are strong and well developed as the loads that some of them had to carry for us is of sufficient evidence of that. What is now but a memory ended the most adventurous and interesting expedition that I remember in

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the course of a lifetime. As we reached Tamatave it seemed that we had once more reached the world of civilisation again, for we had been 6 weeks without any news whatever. As soon as we got aboard ship again we had mail and papers and we were very soon back to discipline and naval routine again.

Seychelles

Seychelles is made up by a group of islands in the Indian Ocean, Malie being the principal one. It is well sheltered with reefs and other islands and was then a favourite place for the giving of general leave in watches and ships usually filled up with coal here. It is also known as the one place where the coco de mer grows, this is a sort of double coconut and is often bought as a curio. It was also a central position for the Eastern Telegraph Company. Both French and English were spoken and the population was mostly French Creoles and a mixture of African, mostly, I believe, descended from former slaves captured on the East African coast and liberated at Seychelles.

Coral of all sorts and sizes grows on the reefs and is sold to the visiting ships as momentos and some are really beautiful, but are very brittle and very easily chipped so great care had to be taken after one had them aboard. Some of the ones that I bought eventually got back to England in good condition. Seychelles is quite an interesting place for a short stay, though ships had to anchor a considerable distance from the landing place. There are good roads and I remember walking out of the town on one occasion to see a waterfall. I paid 2 or 3 visits to Seychelles in the Euryalus and afterwards in the Mariner as I had two 3 year commissions on the East Indies Station. There are large numbers of coconuts grown at Seychelles and unlike many places on the station, there was also something green about the place that was not the case in the Persian Gulf. I do not intend to mention all those places that were visited in the Euryalus, or any of the other ships, but there are not many places or islands of any size on that station that I have not visited at some time or another, most of them later on in my tour of duty I had business ashore.

Rodriguez

Rodriguez is one island I think that I should mention that we visited as that island became famous in after years on account of the landing there of one of two boats with their crews that had been cast adrift in the Indian Ocean after their ship had been burnt out nearly 2000 miles away. They had gone through a terrible ordeal with heat, storms and shortage of water, but I am not going into detail about that. The other boat on that occasion managed to reach Mauritius but some of the men had died from exposure from each boat. I think of Rodriguez particularly because I remember walking through a large plot of ground with the sensitive plant growing on it quite wild. As one walked through the leaves closed up and left a trail for some considerable time until the leaves opened again. I know that we were quite amused about it at the time.

The Euryalus, on two occasions, ceased to be the flagship as she was separated from the Admiral for special duties and while she was away, his flag flew on various ships and he and his staff transferred, consequently my records showed I also served for "time" only on H.M.S. Vulture, Ruby, Beacon, Wild Swan and Ranger. The Admiral was relieved at Bombay by Rear Admiral Hewitt in 1882 who hoisted his flag as Commander in Chief in April, succeeding Rear Admiral Gare Jones and we later took passage in England by P&O Mail Steamer Rohilla, and paid off in July 1882.

Egypt, 1882

The war with Arabi Pasha in Egypt then seemed very probable and in consequence I was on my way out to Egypt in the following month, August, by the British India mail steamer Rewa to join H.M.S. Penelope flying the flag of Rear Admiral Sir Anthony Hoskyn. I joined the ship again as secretary's servant and served there in the operations of the Suez Canal until that short campaign was finished. For this I afterwards received the Egyptian Medal and Khedive Star.

As soon as it was possible to leave Ismalia we were transferred to Alexandria and remained there until the end of the campaign, returning again to England towards the

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end of that year in the steamship Egypt of the National Line and was then paid off.

H.M.S. Vernon 1883

The following year in August 1883 I joined H.M.S. Vernon torpedo school at Portsmouth as Commander's servant. This was the beginning of long years of service with one officer which only ended when he was Vice Admiral, except for one short period.

The Vernon was then composed of two old hulks, Vernon and Ariadne and moored in line with the old Excellent gunnery ship up the harbour. Both of these establishments were used for training purposes in their respective spheres and always had a large number of men under training. It was whilst serving on the Vernon that I became acquainted with Mr. and Mrs. **Kerridge** of Warblington Street. They were great friends to me at that time and that friendship I still appreciate as I was young then and always a stranger to Portsmouth. It was perhaps more helpful to me then that I was always welcomed in their home particularly on Sundays as I usually attended St. Johns Church, Portsmouth with them. That friendship extended over a number of years, long after I was married.

Portsmouth and the streets were totally different then compared to what they are today. Queen Street was the business centre until night, then it was the most rowdy and it was not an uncommon sight to see fighting and quarrelling. The public houses were much more numerous and drinking more prevalent.

About that time the new barracks at Southsea near Clarence Pier was being built by convicts who were then housed in the dockyard and one could see them march to and from their work in charge of wardens each week day. I remember the various gates and arches that have been demolished and I think that Lion Gate was about the last to go.

The ferry between Portsea and Gosport was then only 1/2d each way and a book of 14 tickets could be bought for 6 pence. At Gosport there was a one-horse tram which only ran as far as Brockhurst. Stoke Road had none, there was no drainage system at Gosport then and street lights were put out three nights before and after full moon at 10p.m. The residents then had to see that they had a supply of fresh water as that also was turned off at 10 p.m. and there was none available until 6 a.m.

At Portsmouth the railway excursions to London were sometimes as cheap as 2/6d return trip, but the more general price was 4/0 and the ordinary single fare was 6/2. Public buses and trams were very few and drawn by horses. Except for government servants, holidays with pay were not thought of, neither were there any trade unions.

The first electric light outside the dockyard, I think was at Antilla public houses, outside the dockyard main gates. There was no seaside holiday resort at Southsea except for a very short promenade beyond Clarence Pier. This was Portsmouth and Gosport as I first knew it in 1883. I remained in the Vernon until the Commander was appointed as Captain of H.M.S. Mariner in March 1885. I commissioned that ship as Captain's steward at Devonport.

Devonport 1885

About that time the Russian scare was on and there was some trouble between that country and Afghanistan and there were many rumours in circulation of warlike probabilities in which England was an interest. Long walks in my leisure time were then my favourite pastime and I used to frequently cross over the harbour by ferry to the Cornish side at Kremill and walk to St. Johns village to tea at the Rectory where the father of the captain's wife was rector. I sometimes attended afternoon service at the little church.

Years after, my eldest son, Bert, was christened at St. John's Church, Cornwall. In the evening I would walk toward Torpoint and cross the ferry there by the floating bridge at the Devon side.

Since the Mariner was a new ship she was the first seagoing ship that I served on

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that was fitted out with electric lights. Some of these fittings were not in position at that time so that it was some weeks after that before we were actually ready for sea.

I shall always remember the Cornish primroses and violets which grew by the roadside. I had never seen anything to compare with them.

The gun shields were not completed on the ship which also helped to make my stay at Devonport a little longer than anticipated.

After coal and stores had been taken aboard I was then taking advantage of the opportunity to see more of Devonport and Plymouth. There were actually three towns there at that time. Plymouth, Stonehouse and Devonport each having its own mayor. It was at Torpoint that I first saw a town crier. He would go around with his bell, calling out O-yez, O-yez O-yez whenever there was news of local interest.

About the beginning of April we commenced to do our gun trials in the channel returning at night to Plymouth Sound inside the breakwater, or at Barn Pool. There were also the speed trials in which we averaged 11 knots. After compasses were adjusted we were inspected by the Commander-in-Chief and were then considered ready for sea.

We did not actually leave until May 12th, by that time it was nearly 2 months from the date of commissioning. As the Russian scare had not improved to any extent a small squadron was formed consisting of the Conquest, Mercury, Racer and Mariner and we were ordered to proceed to Queenstown. We only stayed there a day and went to Bereshaven and it was from here we had many unpleasant experiences at various times.

When at steam tactics outside in boisterous weather and heavy seas I can recommend the West coast of Ireland for wretched weather conditions, especially when the ships were under sail with close reefed top-sails. The Mariner was always a dirty sea boat in any bad weather the decks were never dry. It was on this ship, the smallest ship that I served on, that I probably saw the hardest and variable 3 years service. This ship's motion under bad weather conditions was very bad. Everything moveable would always have to be lashed and even then they were not always safe as the seas broke over the ship, yet the commission was a great experience I later found out.

We began it in exceptional conditions and was for a considerable time kept cruising off the Coast of Ireland before leaving for the station. On June 8th, 1885 the four ships left Berehaven, on the 9th we made plain sail, on the 10th we joined up with Admiral Hornby's evolutionary squadron at sea off Bishops Rock. There were then 15 ships in all and we were at steam tactics the next ten following days. On the 13th, 14th and 15th three more ships arrived at Berehaven. H. M. S. Hawk, Rupert and Penelope joined up to the rest who had come in after steam tactics. On the 10th there was a night torpedo attack on ships that had gone into Bantry Bay and again on the following night. On the 18th, the Leander struck a rock returning to harbour, she was got off and the pumps were put to work on her as she was in a leaky condition. Blowing hard and even quite rough in harbour divers were put to work and she later left for Plymouth for overhaul escorted by the Mercury.

There were now three Admirals with the squadron and other ships had joined and continuous evolutions were carried out day after day. These three Admirals were Hornby, Hoskins and White. The latest ship to join was the Oregon of the Cunard Line, fitted as an armed cruiser. She had recently made a record trip averaging 19 knots from America but was very extravagant in coal consumption.

On the 27th the ship's cook of the Express died from injuries received in bad weather by a heavy sea. Berehaven defended with the yard arms of ships placed across the harbour entrance. On these nights attacks were made from the outside in an endeavour to force an entrance, none of them were successful. On the 30th, the Polyphemus made an attempt to jump the booms. In this she succeeded at full speed. The yards and spars were refitted the next day and the whole of the squadron left harbour for more experiments at Black Sod Bay.

We had very bad weather and all the ships, when at steam tactics, had a nasty time. The ships moored in the Bay on July 4th and on the 5th a man fell overboard from the Agincourt and was drowned. It was terribly rough at this anchorage and the

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Admiral signalled all ships to raise steam, hoist all boats, down top gallant masts and clear away sheet anchor. We had no communication with the shore.

On the 7th the weather was still bad but a little better. Communication with shore remained difficult but I landed under bad conditions. I was not impressed with the place. The shacks had very primitive earth floors in the one room in which the family lived with a peat fire in the middle of the room and only the roof as an escape for smoke. Pigs and chickens were in the same room and only Irish was spoken by the few local inhabitants. All seemed to be very poor and not a bit sociably inclined. What work that was done appeared to be done by the women.

The ship was about 3 miles away and going back to it we were several times within the danger of being swamped, but managed to reach the ship with the boat half filled with water after continuous bailing. Torpedo attacks were held on the ships at night by torpedo boats, and it was a cold wet stormy night for it. From the day that we arrived at this place until we left on the 10th we did not have one single fine day. It came as a relief when the signal was hoisted for the ships to prepare for sea and a part of the fleet under Admiral White left to carry out manoeuvres. For that purpose the Mariner was ordered to the Mull of Kintyre. Within signal distance of the flagship, this fleet off Kathlin Island was there to protect Greenock against attack by the remaining part of the fleet, which was operating independently. Fortunately we had experienced much finer weather. On the night of the 13th the Oregon which was acting as scout signalled that she had sighted the enemy. Eventually the squadrons were united again and made for Carrickfergus about 7 miles West of Ireland. What a contrast of conditions of life here to that in the West of Ireland.

As it happened to be a general holiday here on arrival on the 14th, large numbers of excursion steamers filled with sightseers crowded around the fleet in the afternoon. There were 30 ships in all comprising the fleet and the next day many of them were open to visitors. On the 16th the fleet left for England. Several steamboats coming from Belfast to see the last of the ships had a foggy passage until nearing Lizards Light. Some torpedo boats had been lost in the fog and the Hecla was dispatched in search of them whilst the Mariner proceeded to Dartmouth on the same errand. After a short stay there with no news of them, we proceeded to Torbay to rejoin the Flagship.

I later landed at Torquay, where there were large crowds at the landing to view the ships and some visiting was done. We left Torbay for Portland the next day and did steam tactics on the way there. The next day the Western division was ordered to proceed to Plymouth where we anchored in the Sound and heard that we were to be given 10 days leave before leaving for our foreign station.

On the 28th day I started my leave and arrived at Paddington Station, London, at 4 a.m. the following morning. I could not get a train from Charing Cross to Lee until after 7 a.m. Ten days very quickly passed. Although I had expected additional leave but had heard nothing more of it and as I was leaving by an early train I had fortunately left instructions to open any letter that might arrive for me and to wire me at Paddington Station. My luck was with me for when I made my way to the telegraph office I found a telegram for me that gave the authority to remain 2 extra days longer. After the extra two days it was goodbye for years.

Mary came to see me off from the station and I arrived back at Plymouth on the evening of August 7th. The ship was then in the dock at Devonport and it was not until the 26th that the Mariner left the dockyard for steam trials and returned to Barn Pool following this. Something had gone wrong with our feed pipes so we were in dockyard hands again. We eventually left for the East Indies station on September 1st with orders to make a direct passage to Malta about 2000 miles. That meant that we should be required to use our sails to some extent.

We had an uncomfortable passage across the Bay of Biscay as the ship tumbled about in a very heavy ocean swell coming in from the Atlantic and later shipped some heavy seas. We passed Lisbon on the 7th in fine weather and went to general quarters. On the 9th we passed Gibraltar and signalled our number. The sea was then like a sheet

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of glass and at night illuminated by a phosphorescent glow as the ships bow cut through the waters. Hands were piped to bathe over the ship's side in the evening.

Malta

On the 14th we sighted the Island of Pantilaaria and Gaza light in the evening. Malta was reached on the following day and we moored to a buoy in the dockyard creek. Coaling ship commenced almost at once. I landed at the custom house and climbed some of the many steps which lead to Strada Reab. The streets were very narrow with the houses jutting out towards the top. The sun blazing down on the white dusty roads was blinding to the eye. The church bells were ringing at all times of the day. Goats were marched from door to door and milk brought direct from the animal. Fruit was generally plentiful and good.

Malta had two good harbours. The Naval harbour was called the Grand Harbour, the commercial harbour was the Quarantine Harbour. The harbours were of considerable depth close to shore. The Church of St. John's, in the interior is one of the sights of Valletta, the capital.

Port Said

On the 17th we had orders for sea and had general quarters as well as night quarters on the way to Port Said. We arrived on the 23rd and again commenced coaling ship at once. The natives make a continual noise during the coaling. We passed into the Suez Canal and anchored in Lake Timsah for the night. There is not much to see passing through the Canal except the desert on each side. There were stations at intervals along the Canal where ships would wait for others to pass in the opposite direction and progress was very slow. Every ship being in charge of a pilot who had been taken aboard at Port Said, or if on the reverse trip he would be available at Suez. It was in this Lake that ships were concentrated during the war operations in 1882.

We had met a Dutch man-of-war for the third time since leaving England, and as it happened to be the night for the penny readings again (really a concert) the Dutchmen were invited on board and many came. We got mail when we arrived at Suez the next day and then left again for Suakin in the Red Sea. We passed the Two Brothers rocks in the afternoon and Daedalus light at midnight, arriving at Suakin on Oct. 1st in a temperature of 95 degrees in the shade. H.M.S. Falcon had been stationed here that past 6 months and it was expected that we should relieve her so that she might return to the Mediterranean.

Egyptian Red Sea Port of Suakin, Colonel Kitchener, 1885

I landed here and it was my first contact with Colonel Kitchener, later on the great General who was finally lost at sea in strange circumstances during the World War of 1914 in H.M.S. Hampshire on a secret mission to Russia. In later months he was a guest of the captain for official duty. At the present time he was on duty as special commissioner after the Sudanese war and all provisions then had to have his authority before being released.

There was a poor sort of town at Suakin, inhabited chiefly by Arabs and not at all an inviting location. H. M. S. Bittern arrived on the 2nd. She was then 4 years in commission and was expecting to be relieved by the (?) on her way from England. It came as a great surprise when a signal was hoisted from the Falcon (senior officer) to prepare for sea and the following morning we were on our way to Aden where we got further orders. We found that the heat in the Red Sea was terribly oppressive as there was little or no wind.

Aden

There were 2 French warships at Aden on our arrival on the 7th, as well as H. M. S. Sphinx. Aden is not a place where one might wish to make a prolonged stay. It is completely barren and with no sign of vegetation or even a blade of grass. The fresh water obtained is condensed from the sea. There were huge stone tanks about 5 miles away and at one time this was the only water supply, for it seldom rains at Aden. Most of the water is stored on the occasions when it does rain.

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On Oct 25th we received orders to proceed with all possible dispatch to Rangoon, calling at Colombo to coal ship. As we had to steam at full speed on this trip the fuel consumption was greater than under normal conditions. We were put on a ration of fresh water, a little less than one gallon per day to each man, which included all purposes.

Colombo

After an uneventful passage we passed Minniksi Island on Nov 1st and arrived at Colombo on the 3rd and immediately commenced to coal ship and fill the tanks with fresh water. On this occasion the ship was inside the breakwater which had been built since I was there last. It was only finished during the year 1883. After Aden, everything at Colombo looked fresh and green. Arab Pasha was exiled to Ceylon from Egypt after the war. Although the mail was due to arrive on the 4th, we did not wait for it but got under weigh again direct for Rangoon, a distance of approximately 2500 miles between Aden and Rangoon.

We were only two days out from Colombo when something happened to the machinery which caused us to stop. Assistance from a nearby steamer was refused. We sighted the Nicobar group of islands on the 8th and had also seen large numbers of flying fish in crossing the Bay of Bengal, some of them had flown on board the ship. Land was in sight on the night of the 7th and the water all around was muddy in appearance, coming down from the Irrawady River. It is a pretty sight in the sunshine going up the river.

Rangoon, Burma

The gilded top of the big Pagoda glistening in the sunshine was particularly fascinating. It was about 6 hours from the time that we entered the river in charge of a pilot before reaching Rangoon, a busy port. Sampans (native small boats) began to come in alongside as soon as we arrived, in one of which I landed in the afternoon. I had quite a walk out to see the Pagoda. Immense images were at the foot of the steps, guarding the entrance were priests in their yellow robes, and scattered about the Burmese worshippers at their different shrines. All of this did not appeal much to me at the time, though I was glad to be able to make the visit.

Rangoon was then a part of Lower Burma under the British Crown and Upper Burma had so far been ruled, and badly so, by King Theeban, so was still under Burmese control. Many ships waiting for cargoes of rice and large exports of teak were at Rangoon. There were quite a number of paddle wheel steamers too under British control trading between lower and upper Burma. These were the Irrawady's flotilla so company boats and had British officers, and shortly afterwards were pressed into war service.

King Theeban, Burma

War was declared on King Theeban shortly after we got to Rangoon, on account of his cruelty and other reasons. We very soon discovered that already a number of troops had been sent to the frontier under the command of General Prendergast. It was only a matter of 2 days later that I found the Captain was going to join with a Naval Brigade and join up with the General's forces at Thaystenyo and I was to go along with the first party.

We left Rangoon by train for Prome on the evening of the 13th and after travelling all night reached Prome and immediately got aboard the flotilla company's steamer Thambau, arriving at Thaystenyo in the evening and then transferred to the steamer Thambyadine. In the meantime we heard that the Turquoise and Woodlark at Rangoon are also sending a party up by the river steamers. The steamer Thambyadine was to be the General's headquarters temporarily and Captain Durnford was attached to his staff.

Everything appeared to be in readiness for an immediate start off up the river. There were several steamers with troops on board. Large flats were attached to the sides of some of them carrying heavy guns. Without any delay we started operations

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and took possession of the telegraph station at the frontier. Soon after that a river steamer was seen coming down the river and the steamer Irrawady was sent ahead to scout. Some of the naval brigade were aboard the Irrawady. She reported that it was a company steamer approaching and flying the British ensign.

This boat had run the gauntlet of Burmese fire from the forts and had escaped unharmed. We knew at that time that there was still another steamer missing and fears for her safety were felt and it was expected that the crews, if captured, would not be well treated by the enemy. The fleet of steamers steamed up to within striking distance of Fort Minhla and anchored. Captain Durnford and some military officers were sent away in a boat at midnight to investigate the position as far as possible.

The boat, a steam launch, came into collision with one of the steamers in the darkness on the return journey. The boat sank, but all were saved. It was very fortunate that they were not thrown out of the boat since there would have been little chance of rescue in the strong river current. As we left the next morning, we could see along the banks of the river many prowling dogs, their owners having deserted them, the villages also appeared to be deserted. It all looked very much like war would come.

At one small village a body of troops were landed. This village was called Gojohminese. The troops were to attack a stockade below Fort Minhla. The enemy opened fire from the Fort on the fleet of steamers shortly after. More troops were landed on both sides of the river and marched on towards the Fort and attack from that position which seemed to have taken the enemy by surprise. European troops had landed on the right bank and Madras infantry on the left. We had two hours fighting before the Fort on the right had been silenced. The Burmese flag that had been flying at the Fort was lowered and the British ensign hoisted.

The steamers began to move on again on the 17th and had not gone far beyond Fort Minhla when firing was opened upon us unexpectedly from the opposite side and here we had a tough job. It was perhaps fortunate for us that many of their shots fell short, our own guns outranged them.

The Burmese held out against the native infantry until they were obliged to retire by the incessant fire from the river steamers. There were numerous fires in the large village which continued to burn for over 5 hours. There was a rumour that Italians had been instructing the Burmese. As we advanced we found that the Burmese had left behind many interesting things, such as Dhars (native swords) gongs, umbrellas (native) and dummy rifles. I secured one of the Dhars which I still have. All the Burmese had fled. I never did learn the extent of our own losses, but it must have been considerable for the Burmese. After this battle was over, one of the smaller steamers, the Kathleen, ventured near to the banks of the river to investigate and when approaching a flat it was blown up, though the explosion was a little soon to hurt the Kathleen. This flat was probably there as a decoy and was fired by electrical contact from the shore over a skillfully wired system from the shore.

Upwards of 200 prisoners were taken and it had been mentioned that our own losses were 11 killed and 30 wounded, although this was not official. The prisoners that had been captured by us were later released with the suggestion to them all that they return to their respective villages and resume their peaceful occupations. We spent the next day cleaning up the debris left from the battle and it was quite a job. Many of the natives were employed and they appeared to work quite contentedly. We heard that all of the English pilots up river had been ordered by the King to go to Mandalay. For refusing to go, one pilot was punished by having his mouth cut open, his tongue cut out and then crucified to a tree. He was found dead in this position later when our troops arrived. This was but one evidence of the native king's cruelty. On the 18th two prisoners of the enemy reported to the Kathleen that two thousand men were entrenched a short distance up the river. On the 19th it had been raining hard for over 24 hours.

After leaving a detachment of Indian troops behind, the fort having previously been burned down, the fleet started off again, passing several villages, all with their pagodas. We did not see anything of the reported entrenchments and anchored for the night about 5. It was still raining hard the next day and the following day also. The

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Captain was sent to the hospital ship Rangoon with dysentery so I had to go with him. The comfort of a native hospital ship was not at all desirable amongst the Burmese and Indians wounded. However, we had to make the best of it. Cholera had broken out amongst them and they were isolated on the adjoining flat.

On Nov. 23rd the rain had ceased after 5 days of continuous downpour. We met with a little opposition on this day at Pagan, which did not last very long. This is a commanding position and very hilly and the opposition did not come unexpectedly. Two steamers had been scuttled and sunk here to oppose our progress. Pagan was quite a large inhabited town and we found here large numbers who had not fled the city. Two very large gilded pagodas could be seen. There had been no damage. We left quite a large number of troops here and continued to make progress up the river. More troops were landed on the left bank of the river. The fleet had a smart encounter with the enemy who were entrenched at Mingzas. This lasted for about 5 hours as their trenches were parallel with the river bank, darkness only putting a stop to the engagement, except for occasional shots.

On the 26th a part of the Naval Brigade were landed and also troops. They found that the enemy had fled during the night taking their killed and wounded with them. They had left their antiquated guns behind. These troops were left there to hold the position and telegram was sent to the king to surrender by the next morning, unconditionally. The fleet moved on the next morning and got within a large fortified position when the river branched off in three different directions. This was Ava. We were still without a reply from the king in answer to our telegram and the fleet was arranged in a position for attack when a large canoe was seen coming down the river flying a flag of truce. As the canoe drew closer we could see that it was richly gilded and propelled by 60 men and travelling very fast. They brought the news that the king had surrendered. This was signalled to the fleet and afterwards moved on to Ava.

We could see there that the position was a very strong one which would not have been a very easy task to overcome. They also had more guns of a modern type as well as better small arm equipment, and the river had been blocked. Both sides of the river had been fortified too. Earthworks had been formed as well as entrenchments. As soon as we got abreast of Ava, no time was lost in landing a large party and the Burmese were at once disarmed. Another section was also sent away to survey the river and clear a portion of it to enable the Fleet to pass, but it was found that there already was a channel that had not been blocked. We left a number of troops behind at Ava who were tentatively stationed there while the fleet left at daybreak on the morning of the 28 Nov.

We arrived at Mandalay without further opposition. Here we found the missing flotilla company steamer the Akpha, but the crew were reported to be imprisoned. The fleets were moored alongside the river bank and gangways fixed to the shore and during the afternoon a detachment was marched on to the King's Palace about 3 miles inland to demand the king's surrender. The roads were found to be in terrible condition and full of ruts. The naval party returned at night and only the military left at the Palace. On the 29th King Theeban was brought from the Palace with his wives and embarked on board the Thooreah as a state prisoner and left the next day for passage to Rangoon, the Ngawoon accompanying them down the river.

Mandalay

Mandalay is about 800 miles from Rangoon and this expedition had been wholly carried out by river steamers. A lot of looting was attempted during the night, but any who were caught were shot. All the main streets were for a time patrolled. On Dec. 1st road making began and telegraph wires installed. Burmese houses were built on stout bamboo poles, many over water and just one or two rooms and very lightly constructed. On Dec. 3rd I went to Rangoon into the bazaar with the Captain's coxswain, each of us carried a revolver as nobody was allowed to land up that time unarmed. I got a few curiosities, which I probably gave away in later years.

The first prize brought to Mandalay from up the river were 2 canoes joined together and a pagoda in them richly gilded. The first batch of invalids were sent

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Rangoon on Dec. 5th and we got our first mail since leaving Rangoon. On the 9th the steam launch Hawk came in with a prize of ten thousand rupees that had been hidden by Dacoits lower down the river. On the 11th we changed over to the steamer Aloung Pya, some of the Welsh fusiliers were on this boat and left Mandalay for Kionk Myoung farther up the river in search of Dacoits.

Dacoits

On the way a canoe was stopped and searched. Two persons in the canoe, a man and a woman had escaped, they said, from prison and another man who was detained as a prisoner, another two were released and allowed to return to their canoe. Another change came over on the 12th to the steamer Akpho and the next day a canoe was sighted flying signals of distress. It appeared that their village had been attacked by Dacoits. A party was immediately landed and marched to the village. Many of the Dacoits were either shot or taken prisoners but some escaped, they appeared to have looted everything.

Five of the Dacoit prisoners were landed the next morning 14th and marched to the village and shot in the presence of the villagers and 4 other Dacoits were captured and taken to Akpho in handcuffs under guard. We commenced to steam further up the river but soon stopped to land another party at a Dacoit village and took 3 more prisoners. On the 15th the first of 4 prisoners were landed and flogged with the cat-o-nine tails. One had 4 dozen lashes, one 3 dozen and the other two dozen each and then liberated.

As the Akpho was ordered back to Mandalay taking along the remaining prisoners, we transferred again to the Aloung Pya. On the 18th we were ordered to remain and wait the arrival of a party of the fusiliers from Bhamo. We were already crowded on this boat. On the 20th the Pulee arrived and took over our two flats and a number of men. This had given the Aloung Pya more room for the detached party on their arrival and we proceeded back to Mandalay. On the 21st Ava asked for reinforcements and the Aloung Pya had to take them so we transferred once more to the steamer Thanrbyadine.

All "Mariners" men were ordered on the 22nd to return to their ship and we left Mandalay without any regret in the steamer Yunan the following morning, anchoring at night at Mynghan. Here we found that work had progressed by those left in charge and telegraph wires had been strung and communication established even though Dacoits had given a lot of trouble with wire cutting. The troops here were living in tents.

Christmas Day 1885

Christmas Day 1885 remains a memory steaming down the Irrawady with bully beef and biscuit for dinner, but everybody seemed to make the best of the unusual conditions. On the 26th we arrived at Prome after a stay of 2 hours at Thayetmyo. The mariners' party came by train from Prome to Rangoon after travelling all night. They arrived at Rangoon at 6 a.m. and marched to the boat waiting to take us to the ship, passing many Europeans out for their morning ride before the heat of the sun was too great. It is impossible for me to describe the comfort of H. M. S. Mariner, after the hardships of the recent campaign and everybody was glad to be back on board again in safety. The first lieutenant was away at Sweegin in a steam launch with a party of men in the Sittang River after Dacoits.

1886

Jan. 1st, 1886. Sixteen bells were struck at midnight, the usual custom to bring in the naval new year, tin kettles, pans, bugles and drums accompanied a procession around the upper deck. This too is a general holiday, all ships were dressed and a salute of 31 guns fired at noon for the Queen Empress Victoria, the date of the proclamation. This day too upper Burma was proclaimed as part of the British Empire.

We left Rangoon for Maulmein (another branch of the Irrawady) which already was a British possession and a part of lower Burma. On arrival the Captain's galley was called away to take him ashore. As the coxswain got into the boat at the davit the pin holding the tackle came unshipped lowering the boat into the river and threw the

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coxswain out. A very strong tide was running and he was only seen to rise once. A man (Evans) jumped overboard in an endeavour to save him and lifebuoys were lowered, but unfortunately the coxswain was never seen again.

Later I went ashore and had a look at the Pagoda built on top of the highest hill which gave a magnificent view for miles around. On the 13th we were on our way back to Rangoon again arriving the same evening after hard steaming. We left Rangoon for Trincomalee on the 17th to meet H. M. S. Orantes on her way home from China. We embarked prisoners, invalids and time expired men for transfer to Orantes.

Trincomalee

We passed the Andaman Islands, Port Blair, one of the largest of the group was a convict settlement for India. After a good passage across the Bay of Bengal we arrived at Trincomalee on the 23rd. A magnificent harbour with lovely green surroundings. Very soon Dubashes are alongside the ship. The Orantes arrived on the 28th bringing a relief of artillery from Hong Kong to relieve the garrison of Highlanders ordered to Colombo. Invalids were transferred to the Orantes for passage home to England.

Bombay

On February 10th we left Trincomalee for Bombay taking stores for Philomel, Reindeer, and Osprey. Under plain sail the next two days with a fresh breeze and heavy seas we arrived at Bombay on the 18th. I found that electric lights had taken the place of coconut oil lamps since I had been here last. That was in 1881, when the officers of the Bombay Gazette first introduced the electric light. 36 hours of general leave in watches were given in Bombay. Bombay was left on the 24th for Seychelles.

Seychelles

We had a fine passage and crossed the Equator on March 5th and arrived at Seychelles on the 7th. Coaled ship and given general leave. Left Seychelles for Zanzibar on the 12th where we were ordered for salve cruising.

Zanzibar, Colonel Kitchener, 1886

Zanzibar was reached on the 19th having chased and boarded a dhow on the way and searched for slaves, but none were found. Before taking up slave cruising we were ordered to take *Colonel Kitchener* on board as Commissioner on special service along the East coast of Africa in company with a German and French warship. That part of Africa was very much in its wild state and no European country apart from the British in Uganda seemed to have any responsible ruling. This in itself is interesting in view of wartime events and what followed after 1918.

On the 23rd we left Zanzibar in company of the German ship Mohive and arrived at Kisimayo on the 25th. The natives had heads of hair like bushes. I do not know what this special commission was about but there were frequent consultations between the representatives at the different places visited. We only remained here one day, leaving then with the Mohive for Brava which was reached on the 27th. The natives here were Somalis. The chief came on board during the afternoon and was shown around the ship by the Captain. The chief sent a bullock on board the next day as a present, and a very acceptable one too for the ship's company.

Madagascar

Our next visit was to Madagascar, the natives here were quite friendly and we go another present of a bullock as well as some fresh eggs and chickens. These bullocks were quite small, but it gave us fresh meat. The Commissioner had considerable difficulty here in landing on account of the heavy surf. We left Madagascar on the 29th for Muerka. The Mohive dropped her anchor too near a reef and had to shift her mooring.

A steamer had recently brought in two dhows full of slaves. The chief wanted us to take these dhows back to Zanzibar but the Captain refused unless the slaves could go with them. The Chief would not agree to that. On the 31st we arrived at Manda Bay which was a good anchorage. The two villages are Patta and Lamoo which are some

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distance away. The Germans were invited on board in the evening to a concert and spread.

The commissioners went to one of the villages on April 1st in our steam cutter but could only get part of the way when they had to take to a small boat in tow to finish the journey. There was also a French warship at anchor here. The German Captain dined with our Captain on board. On the 4th I went up to Lamoo with our Captain, it was about 6 miles by water. We sailed part and pulled part of the way.

Mangrove trees were all along the river's swampy banks. We were 2 hours in the boat before reaching Lamoo. It was in the harbour at Lamoo where the French warship was anchored and I understand the commission represented by the three nationalities had to report on these two anchorages. The country there was in a wild state and in view of what has happened since it seems evident their respective reports were acted upon.

I have two old tobacco jars that I brought from this place. Crowds of natives followed us around expecting *backsheese*, a word that is universally known of the East. The three commissions were away all day and had a bad experience on their return as their boat was continually going around in the shallow water. They all got wet as they had to get out of the boat and give assistance.

On the 5th the French commissioner slept on board the Mariner, German officers came to look over the ship. The three ships left later in the day for Kapini. When about 9 miles from Kapini the Mariner struck an uncharted rock. A signal was at once hoisted to the 2 other ships of the danger to warn them and they were able to alter their course. The 3 commissioners later landed together at Kapini in the German steam launch.

On the 7th all 3 ships left, the German returning to Zanzibar as she was short of coal, the French and ourselves proceeded to Malinda where the commissioners again landed for a short visit and the 2 ships left together the same day for Zanzibar. On arrival the next day we found the Briton there in addition to an Italian and German warship. The French ship Lunier left for Zanzibar on the 10th taking mails as far as Aden where they were then to be forwarded by P&O.

Anti-Slavery Cruising

Had steam tactics on the 14th with Briton. Lieutenant Cole boarded a dhow at sea for slaves and arrived back at Malinda on the 15th leaving the next day and reaching Zanzibar on the 18th. We were then taking up regular slave cruising. Zanzibar, although it was the headquarters for that work, was represented by a British Consul. It was very Eastern here in appearance, with many alleys in place of roads and always hot, though I should not say unhealthy. Oranges, banana and pineapples grown here were the best I have had anywhere.

The island was ruled by a Sultan with many wives. His palace faced the harbour. He paid more than one visit to the ship. The Universities Mission to Central Africa had their cathedral here which had been built on a former slave market. They also had a station at Mbiveni on the outskirts of the town. Many of the *child slaves* captured were sent to this station centre. The island of Pimba close by was a noted slave centre. They were brought here by the Arabs from the mainland and sold for working in the clove plantations and our job was to make the capture before they reached there.

A large sailing launch was kept at Zanzibar called the Helena for the use of any ship engaged in the slave trade and on the 20th a party of 1 officer, 9 men and an interpreter from the Mariner left Zanzibar on a weeks slave cruising for dhows, which was the native Arab boat for the transporting of slaves. Often they would be engaged on a legitimate service and we had to search them all for slaves on the high seas, and if any were caught they would be taken, dhow and slaves to Zanzibar before a prize court.

It rains here in torrents and cruising in these boats was very discomforting, particularly in the S.W. Monsoon. As a case in point 2 days after the Helena had left, rain fell heavily and the sea became rough, orders were given in the ship to hoist all boats. Good Friday 23rd, one of the missionaries came on board to hold a service in a

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heavy seas and heavy rain. He was then to leave Zanzibar a few days after to visit stations on the mainland and on to Central Africa. The German ship had an entertainment on board Easter Monday to which the crew of Briton and Mariner were invited.

On the 28th I got my Burma war gratuity. Helena arrived back and reported a wet and stormy cruise having boarded several dhows with no slaves found. Helena left again the following day with a fresh crew and we left to visit the boats of Briton at Pemba. We found them at Chaki-Chaki and hoisted them to our davits as we had to take them to Zanzibar. We gave chase to a dhow and fired across her bow to induce her to stop, but there were no slaves on board.

Dar es Salaam, hippopotamus shooting

On the 8th, 9th and 10th it rained hard for most of the time. On the 11th we left Zanzibar with Helena in tow for Dar es Salaam. The Helena remained slave cruising. We arrived on the 13th off Lindi and left two boats to cruise for slaves. The ship anchored nearer the town, the natives nearby seemed quite savage.

On the 14th I went with the Captain in his galley in tow of steam cutter up the river hippopotamus shooting. We saw some but could not get near enough to shoot but followed them up for about 3 miles. We could see the marks of them where they had been on each side of the river. We also saw an alligator on our way back sunning himself on the bank but he soon made his escape by jumping into the water so our day's sport did not give good results.

After we returned to the ship an Arab captain of a dhow came on board. He seemed to be most interested in machine guns and the electric light which then were the early days of both. At 11 the following morning we left Lindi for Kiswere, arriving there about 4. This place had no inhabitants near so the ship's company were allowed to land for about one hour. One of the fish caught gave off an electric shock when alive to those who might touch it.

We left Kiswere on the 20th and anchored later in the day at Mafia about 4 miles from the shore but as we only stayed the night that was no inconvenience. Got away from Mafia at daylight the next morning and got back to Zanzibar in the afternoon where we received 4 weeks' mail. The Helena which had been cruising manned by Mariner's crew arrived with a slave dhow prize. On the 24th all ships were dressed to honour the Queen's birthday. The Eastern Telegraph Company ship Great Northern dressed with electric lights overall. This was the first occasion that we had seen this new lighting used for such a purpose.

On the 26th we were ordered to meet Admiral of the Bacchante at Diego Garcia by July 10th. This news gave considerable relief though we knew that we should not be going for a week or two. On June 2nd we went out to Baivi island for target practice. A steam cutter was left stranded in getting the target away and had to wait for the next high tide, the whole ship's company, at midnight, then rendering assistance. The target was towed from Baibi back to Zanzibar the next day and anchored off Kokotoni for the night. Arrived at Zanzibar on the 5th, leaving again on the 10th for Dar-es-Salaam.

We anchored there outside the harbour on the 12th. We dropped one sailing cutter there and a whaler for slave cruising. After that the ship proceeded to target practice with machine guns. Anchored again at night at Dar-es-Salaam. Leaving there we next anchored in Bagomayo about 5 miles from shore as the water here runs very shallow. I landed with the Captain in the afternoon. A caravan of several natives had recently arrived from the interior. They had been 90 days in travelling and some of them were on the point of returning. We found them interesting though a bit of a nuisance as they continually followed us around, both men and women, with thick curly hair and very little clothing.

The cutter and whaler returned to the ship from Dar-es-Salaam without effecting any captures. Back to Zanzibar the next day where we found that the Briton had anchored. She had captured a prize dhow with 31 slaves on board. The Arab crew

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were taken before the prize court before the slaves were liberated.

Seychelles

On the 16th we coaled ship, mostly being done by women from lighters alongside and walking over a plank with the baskets of coal on their heads. Left Zanzibar again for Seychelles. We had a very bad trip and arrived at Seychelles on the 23rd having had the south west monsoon against us all the way. Our decks had not been dry from the time that we left Zanzibar and we had shipped many seas. Weather was still bad on arriving and there was considerable difficulty in coming to our anchorage on account of the mist. Land could not be seen. We received our mail on arrival. 48 hours general leave was given to each watch starting from the following morning. This was the first general leave for 4 months, the last having been given in Bombay.

Whilst the Port watch were on leave the Starboard watch coaled ship. On the 27th the streets were all decorated with flowers and greenery whilst a Roman Catholic procession was in progress, with the crowds lining the streets. Two open air altars were erected on the esplanade where prayers were said. I managed to see this procession and was surprised to see so many white people, for the island is quite a small one. It was all very beautiful with the ladies in their white dresses and long lace veils.

Diego Garcia

On the 29th we left Seychelles for Diego Garcia and found that there was a very heavy swell outside the harbour, which caused the ship to roll about quite a lot. On July 5th we had a very uncomfortable night as the sea was rough and we shipped a lot of water and we were glad to get to the shelter of the harbour at Diego Garcia. We had not had a single fine day at sea from the time that we had left Zanzibar which is a distance of about 2500 miles. The harbour at Diego Garcia is well sheltered. Diego Garcia is a small Island in the middle of the Indian Ocean and almost triangular in shape with an entrance to the harbour at one of the corners. The Orient line of steamships to and from Australia used this port as a coaling station and had their own plant here. The natives were chiefly Creoles, numbering about one thousand. There were only 2 Englishmen there with their families and nobody seemed to keep more than they wanted for themselves and there was no possible way of buying anything to replace our stock.

I landed at Minny-Minny and afterwards at East Point but could not get anything. Coconut trees grow in abundance thickly together as ferns. I have never seen anything to compare with their denseness. The widest part of the island was no than 2 or 3 miles. The few Europeans came to the ship with their families to church services on the 11th, just 6 of them.

The Dorunda of the British India Steam Navigation Company put in here for coal on her way home from Australia on the 12th and took our mail as far as Aden. We were also fortunate in getting a quarter of beef from her refrigerating plant which came as a God send for the officers' mess. On the 13th Admiral Sir Frederick Richards arrived in his flagship Bacchante accompanied by the Turquoise, Reindeer and Mariner. We were ordered to shift anchorage nearer Minny-Minny. The flagship brought mail for us from Colombo. Europeans from the shore and some of the flagship company came on board to a theatrical performance. On the 17th the flagships band played on shore and the Turquoise and Reindeer came down from East Point where they had coaled. On the 19th we had anchor drill and man and arm boat practice.

All four ships left in company on the 21st for Rodriguez and made plain sail on the 24th in a heavy sea and strong winds. We shipped a heavy sea over the quarter deck and had our gib and fore top gallant sails carried away. Our main top sail yard sprung and had to be taken down and a new one carried away. On the 27th we arrived at Rodriguez. One of our men fell from the fore top sail and was carried away to sick bay injured. This was our first accident from aloft. One of our men died from dysentery and was buried ashore at the cemetery with naval honours, wreaths from the ship were placed on the coffin.

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On Aug. 2nd the fleet left and went to target practice outside the harbour. Later made plain sail for Mauritius with a good breeze on the quarter and let the stoke-hole fires out. On the 4th shortened sail and arrived at Mauritius and moored shipped at Port Louis.

Mauritius

Port Louis was crowded with shipping chiefly for sugar trade. Most of the ships here were sailing vessels. Mauritius had a good market and was a busy place but buildings were out of date. On the 6th we had Admiral's inspection and later coaled ship. I went again to the Pamplemousses Garden on the 8th. On the 21st a French mail steamer arrived with 4 weeks mail for us. As this ship was in quarantine, the mails were fumigated on shore before delivery. I went by rail to Beau Bassin and enjoyed the lovely scenery there including a waterfall from a great height into a lovely green valley. On this railway line the carriages had seats under cover on top as well as below. This railway continues on to Curepipe and Rederit. Another engine had to be attached owing to the steep incline. The next day being Sunday I went to a service at the Cathedral. The congregation was small as most of the English people lived out in the country and the natives were mostly Catholic.

On the 26th Tamar arrived from China with paid off ships company and time expired men and invalids from home. The 28th was a general holiday at Mauritius when thousands flocked into Port Louis. Many of them made their way to the Champ de Mars where the races were held. One of the most amusing was with mules and bluejackets and marines trying to ride them with no saddles. On the 30th we held Regatta day. Visitors began to arrive on board the ships about 1 p.m. Reindeer and Bacchante took most of the prizes. We held theatricals on board when quite a large number of visitors from shore came to the ship to see the farce "Paddy Maguire".

On Sept. 1st we had 36 hours general leave given to each watch through the fleet. The next day another excursion was arranged by the Chaplain of the Turquoise for men of the fleet by special train to the gardens. I was unable to go this time but was told that the excursion was well conducted and a success. The Bacchante held an afternoon dance on board given by the officers for their friends on shore. The ship was decorated with flags, swords and flowers. In the evening the Reindeer gave a performance of H.M.S. Pinafore at the Garrison Theatre. The theatre was packed and many had to be turned away. The proceeds were in aid of the Mauritius orphanage and the railway authorities ran an extra train later. Later I went to Nean Bassin to look over Mr. Frazer's garden. On the 8th parties were landed from each ship and paraded to the Champ de Mars. A service was held at the Cathedral on the 12th especially for the fleet by the Arch Deacon as this was to be the last Sunday at Mauritius.

A French mail steamer arrived and brought 4 weeks mail for us. We left immediately after and proceeded to Bourbon in company. The battery on shore fired a salute as the ships left. We arrived at the island of Bourbon on the 17th. This is a French possession and is sometimes called Reunion. Salutes were fired in exchange as we arrived. Bourbon was very often to the sea, consequently the ships rolled about in the swell. I landed the next day and found it somewhat difficult with the paper money in use from 5d upwards. The town is called St. Denis and very similar to Mauritius. Provisions were expensive. Mutton 3/- per lb, milk 1/- per bottle with most other things in proportion.

Special leave was given on the 19th to Chief Petty Officers only. The band of the Bacchante played on the pier. On the 20th the fleet left for Tamatave (Madagascar). We feathered screw and made plain sail with a fresh breeze.

Madagascar

On Sept. 22nd. the flagship signaled to raise steam, furlled the sail and proceeded. 23rd the ships separated for target practice and arrived at Tamatave on the 24th. I saw very little difference in Tamatave to what it was in 1881. Food was dearer than it was at that time. A turkey could then have been bought for 1/-.

On the 25th a fire broke out and burnt several huts. The fire was eventually put

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out by the authorities with sand which laid about in large quantities. Left Tamatave for Zanzibar and held steam tactics while running with a heavy swell and was rolled about a good bit. Had sail drill after evening quarters on the 28th, feathered screw again and made plain sail.

Zanzibar

Oct. 1st dead calm orders given to furl sail and commence to steam. The weather was very hot as we approached Zanzibar. Flagship saluted Zanzibar flag and arrived on the 2nd. Coaled ship with patients. Coaled again on the 4th. Admiral and Captains paid official visit to the Sultan and received a 15 gun salute. On the 5th the Sultan opened a new palace and entertained the Admiral and officers at dinner. The palace was illuminated with electric lamps and later a firework display which seemed to fascinate the natives.

The 6th a sailing regatta commenced which extended over two days. The Turquoise Cutter won the Admiral's Cup. Invitations were sent from the Turquoise to men of the fleet to witness a theatrical performance aboard. On the 9th a cricket match was played between the Eastern Telegraph Company and the fleet, the fleet won. On the 11th theatricals on board the Mariner and an open invitation sent to the fleet.

Seychelles

On the 12th the Bacchante and Mariner left Zanzibar for the Seychelles. Turquoise and Reindeer remained for slave cruising. Arrived at Seychelles on the 18th after an uneventful passage. 19th and 21st Starboard and Port watch on 36 hours general leave. 22nd small pox developed on board and one of our coloured Soldiers(?) was landed on Long Island with two others in attendance. There was no communication with the mainland through the day. On the 23rd athletic sports by the two ships were held in Garden Square in which some natives took a share and took several of the prizes. The Admiral gave an afternoon dance on board the following afternoon.

Socotra

Left Seychelles for Socotra on the 28th and crossed the Equator the same night. Target practice the next day. Anchored in Tamarida Bay Socotra on Nov. 1st and found Penguin here with 3 weeks mail for us. I landed here the next day. Socotra is a very barren island with few patches of green and a few houses of a sort but very old and the natives appeared to be very poor but friendly. We had to wade through a tremendous surf for some distance before we could land. A box of matches was used as sort of a toy which I gave to one of the natives.

Aden

On the 4th the three ships left Socotra for Aden where we arrived on the 6th and received another 2 weeks mail. Found an American man-of-war "Essex" here, also the French "Romanche". She was at Seychelles when we left there. Left Aden (where there is not so much as a blade of grass or tree) for Muscat in there Persian Gulf in company with the flagship.

Muscat

Arrived at Muscat on the 26th. Ships found there to meet the Admiral were Kingfisher, Woodlark and Sphinx. Flagship saluted Sultan's flag, the echoes sounding back from the rocks. The coast is perfectly barren, fish and flies appear to be plentiful and the natives seemed to suffer with their eyes, either from flies or the excessive heat. The Sultan visited the flagship the next day and was saluted with 21 guns.

Dec. 1st left Muscat with flagship for Bombay and sounded off to night quarters on the 3rd, dropped target and fired machine guns. Next day target practice with big guns in , then made plain sail and rejoined flagship.

Bombay

Arrived Bombay on the 6th and received mail. American man-of-war Brooklyn arrived from Karachee (Karachi) and saluted the Admiral with 13 guns.

On the 8th coaled ship and in dockyard, hands recaulked decks and other

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defects. 10th Apollo Bundes decorated and a guard of honour drawn up for the late governor of Madras, Sir Frank Duff proceeding home by P & O. A salute of 17 guns was given him as he left the Apollo Bundes. On the 14th left Bombay for Trincomalee (Ceylon) thermometer 80 deg. in the shade but the passage varied with hot and cold weather and rough and smooth conditions, arriving at that lovely harbour of Trincomalee on the 21st. We had done this trip at full speed.

Trincomalee

After coaling we left Trincomalee again on the 23rd for Rangoon and ran into heavy swells as soon as we were outside the harbour and in the Bay of Bengal. The 25th was my first Christmas at sea and we were continually shipping heavy seas with a head wind. The general Christmas routine was carried out below decks and the officers went the round of the messes at dinner time. Poultry had been brought from Trincomalee for this feast and one hour extra lights allowed before pipe down at night.

Rangoon

28th sighted the Krishna Shoal light and took pilot on board the next morning for passage up the river Irrawady. Arrived at Rangoon during the afternoon and moored ship.

1887

Jan. 1st 1887 according to navy custom, 16 bells were struck at midnight instead of 8 and the ship's company paraded the decks with tin cans, whistles, frying pans and anything that would make noise. This custom was never interfered with and generally finished with the national anthem and Auld Lang Syne. Went up today and had another look over the large pagoda. The days were extremely hot and yet as soon as night fell it became very cold with a thick fog laying over the river in the early morning. Some colds developed amongst the ship's company in consequence.

We had been ordered again to Burma as the Dacoits had given trouble in several parts. One ship, the Ranger, had been laying there for some time and some of their men were still away up the river.

Burma

We left Rangoon on the 8th in charge of a pilot who was disembarked at the mouth of the river. On the 9th we sighted Diamond Island in the early morning and took on board there another pilot at noon who took us up to Bassein which lays some distance up another branch of the Irrawady. The scenery going up this river was very beautiful. Had to drop anchor about 4 as we could not reach Bassein that night. Was under weigh again the next morning at 6 and reached Bassein about 11. The journey up this river had been quite interesting as in parts of it it winds in different directions and also in some places it becomes very narrow.

We worked our search light during the evening, lots of natives came to the river side and danced in the glare of the light. On the 14th some of the men had rifle practice at the volunteer range on shore. I met up with them and did a little practice. Next day a telegram was received informing us the 1st Lieutenant of the Ranger had been shot dead by Dacoits near Shuay Bys.

23rd had some English ladies off to the ship for church services. 24th theatricals on board to which the English residents were invited. There were not many English residents. A party of 20 men were landed to patrol the streets as there were reports of Dacoits about. Another party also left the ship at midnight to patrol the river. They chased a band of them during the night but they managed to get away. 28th carried out selective man and arms boats firing blank cartridges in the river which appeared to frighten the natives who turned and ran for their lives. A detachment of Indian troops stationed here came off to the ship to witness hands at general quarters.

Feb. 2nd the Chinese part of the population have been keeping up Hobsom Gobson and had rigged a shanty light abreast the ship keeping up an incessant noise at night and all day. There appeared to be no way of stopping it. The ----- jacket patrol on

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shore were withdrawn today but not the river patrol. One officer and 12 men were sent in a steam launch "Panmawadee" armed for 14 days patrol of the river as the rice season is about to start and the river had to be kept clear of Dacoits. Large numbers of boats are continually arriving with rice from upper Burma and stored, to be afterwards placed on board the many sailing ships which take it to all parts of the world after it had been milled. These services kept the mills working at full pressure.

On the 15th the steamer Panmawadee returned reporting all quiet on the river but three natives were brought into Bassein today having been wounded by Dacoits in a village nearby.

Queen Victoria's Jubilee

16th dressed ship with flags overall at 8 a.m., it being Queen Victoria's Jubilee. Party landed to combine with military and volunteers in a parade and gun de jois fired and a salute of 31 guns for the Queen Empress at noon. Band of Bengal Lancers played on board in the afternoon and quite a number of visitors came on board to see a regatta which started at 6 p.m. An object of interest to them was to see a mine blown up by electrical contact. Worked search lights and burnt blue lights at night from yard arms, also gave an exhibition of fireworks from the shore in which our Sub Lieutenant had his eyes burnt seriously in an accident.

On the 17th we left Bassein to return to Rangoon so we missed the sports that were to be held ashore on this day. The order to go to sea was rather unexpected as our men had recently been practicing up for these sports. A man of war was so seldom seen at Bassein that our stay there was probably missed. Passed a sailing ship as we were going down the river which had dragged her anchor and left high and dry. Arrived at Rangoon the next day. The port was full of shipping waiting for their rice cargoes. The 19th sixty officers and men left the ship for upper Burma, they were cheered on leaving the ship. They were sent out as relief for the Ranger's party and proceeded by train as far as Prome where they embarked on a river steamer to proceed to Mandalay. They started to sing as the train left.

On the 20th, a large fire broke out in the native part in which three streets and part of the fourth were burnt out. All of the native houses were wooden structures and the fire spread rapidly. The 26th a signal was run up from the Ranger today (senior officer ship). We were to prepare for sea with half our ships company away. This was so unexpected, later we found we were to go to Bassein again as the Dacoits had been busy.

There was only one Navigator Lieutenant on board and every man left in the ship had to man the capstan to get the anchor up. On the following morning Ranger offered assistance which was refused. Arrived at Bassein in the afternoon of the next day.

March 1st sent a boat's crew away up river to encamp and keep a look out for Dacoits. They succeeded in catching two. The next day the party was ordered to rejoin the ship on the 5th. On the 14th made a sham attack against Indian troops on the river bank lower down the river. Thirteen Dacoits were brought in on the 16th by pupils of the Corean School who had gone scouting during their holiday. 3000 Rupees were found upon them when they were searched. The weather at Bassein was then terrifically hot, usually 90 deg. and over in the shade and not below 80 at night. Lots of rumours concerning bands of Dacoits.

The current in this river is very strong. A man was buried today who had attempted to swim from one of the merchant ships and was carried away. The Captain rejoined the ship with a few of the men from up country. They arrived in the steamer Ataran. Left Bassein on the 14th in charge of a river pilot and arrived at Rangoon the next day. Orders were given for the remainder of our men who were up country to assemble at Minboo and from there to take passage down in one of the Flotilla C. and river steamers. One of the party was left behind at Mandalay and the Dr. from the ship has gone up Mandalay which is about 900 miles from Rangoon. Party rejoined ship on the 24th and were very glad to be back. Dr. also returned having seen the sick man and

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left him in hospital at Mandalay. The party brought a young bear back with them which was kept on board as a pet.

May 3rd a cyclone visited Rangoon during the night and did an immense amount of damage. This followed a whole day's rain. The day before ships and barges broke adrift in the river. The landing stage was damaged and many of the sampans under it were smashed. On the 4th left Rangoon for Port Blair, one of the Andaman Islands. Had to leave our navigating officer behind in the hospital with fever. Went to target practice next day.

Andaman Islands, Port Blair, Aberdeen

Arrived at Port Blair on the afternoon of the 6th. This place was then an Indian convict settlement. Everything there looked beautifully green from the small but pretty harbour and on shore clean and healthy compared to many places we had visited. There was a fine old barracks on the hill in which a detachment of Scots Fusileers were stationed. Special leave was given to one watch on Sunday the 8th. They were landed at Aberdeen and told not to enter any of the villages.

Got a hurried order next day to prepare for sea by noon as we had to go in search of the Indian marine ship Quantang which was overdue to the Nicobar Islands with the commissioner of Port Blair on board. We took with us a Mr. Tunson, a civil officer. On the 10th arrived at Car Nicobar and heard the Quantang left two days before. The natives here were rather peculiar and considered they were better than the Andamans. They certainly appeared to be intelligent. Visits of ships were very few and far between. One old chap who called himself Friend England came off to the ship dressed in a tall hat and frocked coat which was all the clothes he was wearing and announced himself as Archbishop of Canterbury. Others also came to make bargains of fruits and coconuts for ships biscuits, quinine or fruit salts.

Nancoury

Left on the 10th and arrived at Nancoury next day. Quantang had left 4 days previously with her shaft broken and was proceeding under sail. This island had 1 officer and a few soldiers (Indian). This officer and the commissioner were the only two white men on the island and with a monthly steamer service and no telegraph service. Pasturage was good so was the mutton, milk and pineapples which seemed to grow everywhere.

Left this place on the 12th and steered a zig-zag course for Rangoon in search of Quantang. Heavy wind, rain and sea on the 13th and was under fore and aft sails. This rain would go on more or less continuously during the 5 month monsoons. On the 16th took pilot on board and arrived at Rangoon where we heard Quantang had reached Port Blair safely.

Got orders to join flag at Trincomalee and we knew our stay here would be short. Man left at Mandalay sick rejoining ship. Left Rangoon in charge of pilot at 10 a.m., dropped him at Krishna. About 2 passed Coco Island in thick weather. On the 20th we entered the Bay of Bengal where we experienced terrible weather for three days. We were just keeping the ship head on to the sea with storm sails set to steady her in a terrific cyclone. We shipped many very heavy seas. Poop ladder was torn away, also one of the stokehold ventilators. One of the boats was torn from its davits.. Altogether it was a very anxious time for 3 days and nights.

Barometer began to rise on the 24th. For the greater part of the time we had been going off our course to keep head on the sea and as it was a long trip from Rangoon to Trincomalee, an eye to coal consumption was of great importance. On the 25th we made plain sail and stopped the engines but was only doing 3 knots an hour and the sea was still heavy. This was the day we were really due to arrive at Trincomalee but were then a long way away. Shortened and furled sail on 27th and arrived at Trincomalee on the 30th.

Trincomalee

Captain landed and stayed with the Admiral at Admiralty house and jolly glad

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we all were to be safely at anchor again after the buffeting at sea. Our ship was only a small one of about 1100 tons. We had done this trip on previous occasions in about 6 days. This time we were nearly 12 days. On the 31st we hoisted Admiral's flag in Mariner as the Bacchante proceeded to Colombo to embark the Governor on a visit to Trincomalee. The Admiral had remained at Admiralty house.

June 13th had been in dockyard hand refitting or undergoing repairs. Admiral's flag transferred as Bacchante arrived from Colombo. Flagship left for Diego Garcia. Mariner remained to await arrival of mails and then proceeded to join flag at Diego Garcia. Kingfisher was ordered to carry time expired men and invalids to join the Tyrus at Colombo for passage to England.

On the 20th dressed ship overall in honour of the Queen's accession. 28th Queen's Jubilee dressed ship and illuminated. Sports on the esplanade in the afternoon after an address had been read by the Government Agent and a salute of 50 guns fired by the Royal Artillery. We left Trincomalee on the 30th taking mails for Bacchante and arrived at Diego Garcia July 4th, after doing a 4 day's speed trial of engines against a head sea and a strong SW monsoon. Took on 74 tons of coal and left for Mauritius in the afternoon where we were to meet the Bacchante. Had good weather and used fore and aft sails in addition to steam, clear ship for action aloft ship gib boom and main top gallant mast.

Mauritius

Arrived at Mauritius on the 12th averaging 1.07 knots which was considered good for that ship. On the 4th a general holiday at Mauritius. Opera house was decorated and illuminated to celebrate the taking of the Bastille. Mauritius at that time had no telegraph system with the outside world and a mail steamer overdue was causing anxiety. The French mail steamer arrived on the 20th bringing our mail which gave the sad news of Mr. Whitmore's death.

Took the Admiral on board to convey him to Malichourg and hoisted Admiral's flag, transferred from Bacchante next day at daylight where we immediately got under weigh and fired greatly ammunition outside. Arrived at Malichourg the same afternoon. This at one time was the chief port of Mauritius but was scarcely ever used at that time owing to the difficult entrance.

Divers were at once employed on two wrecks that were lost as long ago as 1810 when English troops were first landed after taking the island from the French. I landed here on the 3rd, the harbour was full of reefs but very pretty with lots and lots of sugar plantations. The local natives appeared to be fond of ship visiting as we had a whole lot of them on board the next day. So seldom did any ships call there that we worked the search light each night for their benefit and then they were keen to know something about it.

The two ships the divers had been working on was named Magieunne and Sirius and were sunk after attack by the French. The crews were taken prisoners. On the 5th the anchor that had held the diving boat fouled a reef and divers had again to go down to investigate. One watch was employed all the afternoon before it was cleared. The ship then moved out as far as the light house and anchored.

Left at daylight the next morning and found a heavy sea as soon as we got outside. Arrived at Port Louis the same afternoon where the Admiral's flag was transferred to Bacchante.

Madagascar

Left our moorings on the 23rd and joined flag outside and to sea. 24th did prize firing with machine and heavy guns. Made plain sail in the evening, stopped engines and feathered screw. Wind deserted us next day and back again to steam and arrived at Tamatave (Madagascar) the afternoon of the 27th. The Harva Governor immediately came on board with his staff and expressed a wish to allow native visitors on board which was granted. I landed on the 28th in the afternoon. I rather liked these Harvas (chief tribe of Madagascar) and have had considerable experiences with them. One of my carriers that took me to the capital 6 years before saw me as soon as I had landed

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and made a great fuss over me to the surrounding natives, jumping and clapping his hands and calling Tananarive all this time. It was a good time for them and he had not forgotten it but it rather assured me. The women too are very nice and some of them pretty, not at all the negro type, and they always seemed to have something to laugh at.

Left Tamatave and arrived at St. Marie, another part of East Madagascar, but had a very rough passage. Coaled ship the next day and left during the afternoon in very thick misty weather in the Mozambique Channel. Arrived at Vahimar, another Madagascar port, and anchored outside the harbour in a washy sea. Captain and Dr. landed here on duty and this was also our 2nd anniversary of leaving England.

Left the same day for Mossi Beh and arrived on the 2nd day, very very hot too. This is a French possession and there were two French warships there. The hills ran up to great heights, all darkly grown over by tropical trees, really a beautiful picture but ever so hot. I landed as usual in the early morning to market.

Left for Mahajanga on the 5th and arrived there next day at sunset. The channel here was very intricate and not properly surveyed. Coming into this place we went straight from 3 fathoms to 20 fathoms. This is also another Madagascar port. One British subject had been reported murdered here and inquiries were made in connection. Two natives were then on trial thirty miles away. On the 7th the Captain went away in the steam cutter to interview the Harva Governor. The two men prisoners were sentenced to be shot!

Mayotte, Comoros Group

I bought today some beautiful large turkeys at the exchange rate of 4/- each and beef was sold at the rate of 14/- per pound. Left Mahajanga on the 8th and arrived at Mayotte the 9th. This is a lovely harbour, it took us over an hour's steaming to our anchorage from the entrance. It is well protected by reefs and is one of the Comoros group. Very dirty, untidy place on shore, scarcely any provisions were obtainable with the exception of beef. There was one French warship there and she was expecting orders for home after 2 year commission. England at that time appeared to be the only nation who kept their ships on foreign service on 3 year commissions. Landed the next afternoon and took the mail for England.

Johanna

Left Mayotte later and sounded off general night quarters about 10:20 p.m. after we had got to sea. Arrived at Johanna on the morning of the 11th. This was the last place of call on that programme and here we met flagship Bacchante again. Johanna had their own Sultan and the island is of volcanic origin. They had their own laws but were very backward and there appeared to be nothing modern about the place which was extremely dirty. The hills rose to a great height and the anchorage though only an open roadstead had a great depth of water close in shore. The whole place was in a grievous condition. I had landed there in the afternoon and was glad we were not there for a long stay. We left Johanna on the 12th in company of flagship and passed Mahilla and Great Comoros Islands quite close. Drill on the 13th after cruising quarters. Made plain sail and shift top sails.

Zanzibar

Arrived back at Zanzibar on the 15th. There were then quite a display of ships assembled there. Bacchante, Turquoise, Reindeer, Kingfisher and Mariner, besides one Portuguese and one German flagship. Saluted Zanzibar flag with 21 guns on arrival which the Sultan's ship the Glasgow returned with 13 guns. On the 16th shifted berth No.2 of----- attur line. Boats practicing for forthcoming regatta and also received three weeks mail. 22nd sailing race for the Admiral's cup won by the flagship's launch in a 5 hour race. Sailing races again the next day but very little wind and a blazing sun. The next day the pulling races took place. Zanzibar lends its self very well to a regatta as it is so open. It was also one of the few places in these parts in telegraph communications.

Oct.1 st. invitations extended to the fleet for some theatricals on board flagship.

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I went and old schoolmate Harvey Austin was there serving on the Turquoise and shortly going home (home) to pay off.

On Oct. 4th signal from flagship to Mariner, prepare for sea, raise steam by 11 a.m., later steam for full speed by 3 p.m., afterward annulled but keep under banked fires. Took in deck cargo of coal on the 6th and ordered to be ready for sea by 7.30 next day.

Left Zanzibar on the 7th and proceeded to sea. Afterwards recalled by signal to rejoin flag so returned to Zanzibar and ordered to remain pending. Admiralty orders. Flagship left on the 8th for Seychelles, Maldive Islands and Colombo. On the 11th Reindeer came in from Mombasa having left two of her boats behind manned for slave cruising.

On the 12th the Kingfisher arrived with the sad news that Lieutenant Murphy had fallen from one of the slave cruising boats of Reindeer and was drowned off Pemba Island. On the 28th the Reindeer returned having been away making inquiries regarding the accident but his body had not been discovered.

Nov. 7th the Garnet arrived from England to relieve Britan who was to go to Bombay and the ships old crew proceeding home. Garnet had the disadvantage of coming to Zanzibar in the hot season. Kingfisher's boats had recently captured 4 prizes and came into harbour on the 12th flying her paying off pennant.

On the 18th we had been 10 weeks in harbour and orders from the Admiralty gave promise of a change soon. Left Zanzibar at daylight on the 21st and anchored in Bagamayo Roads same day. This place was on the mainland of East Africa. Carried out annual prize firing next day. Sailing party got a good haul of fish.

Left Bagamayo on the 23rd and arrived at Kokatavi same day and signaled to Kingfisher by searchlight in the evening. Left at daylight the 24th arriving at Pemba Island about noon and took over one of Reindeer's cruising launches for slaving. Sent these boats away the 25th cruising for slaves. These boats would probably be away from the ship for a fortnight. Ship left to return to Zanzibar next morning. On the 27th mail steamer arrived, always a happy day.

On the 29th we had all our boats away in various directions cruising for slave dhows. Steam cutter was the only boat left behind. On the 30th Reindeer and Kingfisher both arrived with one capture each. Weather was extremely hot but better than rain for the boats away.

On the 5th of December left to pick up two of our boats at Dar es Salaam and took one of the University Missionaries with us as a guest of the Captain. Had a plague of insects fly on board. The arriving boats had made one capture. I landed on the 6th at Dar es Salaam. This place was then a hot bed for the embarkation of slaves from the interior. They were brought in by the Arabs in caravans; that is they were marched in secretly and embarked on board the dhows, men, women and children.

On leaving Dar es Salaam the next day we took in tow a prize dhow to Zanzibar. Our interpreter also had a man from Kondeschive who said he had seen slaves taken on board the dhow. Next day this dhow was before the court of Zanzibar and ordered to be destroyed. The Captain, if caught, to be brought before the court.

9th left Zanzibar to visit our boats off Pemba Islands. Only the cutter was there, launch and gig being away cruising. Reprovisioned cutter next day and put a fresh crew on board for a fortnight. Ship returned to Zanzibar shortly after and boarded two dhows on the way. The dhows under arrest sentence was held over for 14 days to give the Captain an opportunity to come forward.

On the 13th the Garnet arrived after picking up her boats, which had made one capture of 7 slaves and brought to Zanzibar. On the 16th our navigating officer only three months from England invalided home and left by mail steamer on the 20th. Reindeer arrived on the 19th with three separate prizes. 23rd left for Pemba where we were to spend Christmas Day. Housed top gallant mast at noon as it was a strong head wind. Three of our boats joined up to the ship on arrival to spend Christmas Day on board.

Dec. 24th stopped mail steamer as she passed out and got our mail from her.

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Reindeer's launch and cutter closed and came on board over Christmas as their ship was away. Christmas day lower deck was beautifully decorated. The Captain and officers going the usual Christmas custom of going the rounds of the messes at dinner time. Sunday routine in the forenoon and Christmas celebrations after dinner. Captain had all the officers to dine with him. One hour extra lights allowed and pipe down at 10:30 p.m instead of 9:30.

The 26th all the boats left the ship at 6:00a.m. and we got under weigh to go across Tanga Bay on the mainland and here we saw a wonderful sight. Monkeys strolling and playing about along the beach like a lot of soldiers taking very little notice of the ships presence. 27th our interpreter told us a leopard carried off a woman of the village during the night. The monkeys could still be seen plainly from the ship, hundreds of them. On the 28th I landed at Tanga in the morning and found it a fair sized village, to a great extent wild and uncultivated. Quails were plentiful here and the officers did some shooting.

The 29th a trap was laid last night, baited with lambs. I saw some of the leopard's tracks this morning, which were quite plainly visible. Left Tanga and spent the night at sea, our first since September. Did our night firing and had difficulty with the target owing to the rough seas.

Arrived at Dar es Salaam on the 30th and anchored nearly 4 miles out. Sent steam cutter and whaler away cruising but the weather came on bad so they had to return to the ship, wet to the skin and boats half full of water. 31st our Doctor was asked for from the shore as a lady reported to be very ill. He found on arrival she had fever. After prescribing for her he rejoined the ship.

1888

Jan 1, 1888 16 bells were struck last night with the usual New Year midnight celebrations. Expecting orders to return home this year.

2nd left at 8 a.m. and anchored off the mission station at Mbwini, away from the town of Zanzibar. Kingfisher arrived on the 4th bringing with her quite a number of captured slaves. Annual school fetes at Mbwini mission station. Left for Pemba on the 9th. One of our boats reported having a slave who had run away from his owner on account of cruel treatment. His bare back had several cuts into the flesh inflicted with a stick. Later we took him to Zanzibar.

10th prize firing with machine guns and was also paid Burma gratuity. Next day did heavy gun target practice and sent Helena to her cruising ground and then came to anchor at Funzi and sent 5 boats on new cruising ground. 13th left Funzi and back to Zanzibar. Coaled ship on the 14th and was very dirty.

On the 17th the French Commodore ship Bestaing arrived and saluted Zanzibar and British flags which was returned. The 22nd was the day some of us had been looking for. Mail arrived bringing the news that the Captain was appointed to the Defiance torpedo school ship at Devonport and would be relieved by Captain Arbuthnot which meant that I should be home under three months.

The 23rd Garnet, Mariner, Reindeer and Kingfisher all left this morning and went to steam tactics immediately we got outside. Reindeer and Kingfisher were flying paying off pennants as they parted company from us and proceeded to Bombay to pay off and recommission with a new crew. Cheers were given at the parting and some caps thrown overboard. Garnet and Mariner proceeded to Pemba where we arrived the same day.

On the 24th we took on board 27 slaves captured by our boats and took them to Zanzibar on the 26th boarding two dhows for search on the way.

Left Zanzibar again Feb. 1st taking with us Mr. Madan, a missionary as guest of the Captain and arrived Pemba, this time in Chaki Chaki. Our whaler closed to report they had captured a dhow of 69 tons. The Arab crew had fired on the whaler in attempting the rescue of the slaves.

On the 3rd I went up to Weti in the steam cutter, a distance of about 10 miles. The slave market was held at Weti but not at this time when I was there. The scenery along the sides of the river was magnificent with clover plantations everywhere. The

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navigation was rather difficult owing to the reefs and the shallowness of the channel which occasionally lost.

Returned to Zanzibar on the 6th and this incidentally was to be my last sea trip in the *Mariner* and it was made in a beautifully calm sea. I went with a few others to a tea given by the Mbweni Mission. On the 9th the *Garnet* arrived and reported a capture of 4 dhows, one of them capsized and 30 slaves went as well. Some of the bodies were later found and buried at Pemba. Busy about this time packing for home.

Captain Arbuthnot arrived by mail steamer on the 19th with his steward to take over command of the *Mariner* from Captain Duresford, who afterwards went to stay on shore at the British Consulate having given up his command of the ship. I remained on board until the 22nd when I embarked on board the B.G. mail steamer *Mecca* as second class passenger. Captain Duresford also embarked as 1st class passenger. Having left the *Mariner*, I might mention the total number of miles we had travelled in that ship up to that time was 38,500 in all sorts of weather.

The *Mecca* left Zanzibar at daylight Feb. 23, 1888 and Captain Duresford and I were on our way home as passengers until we arrived home. Arrived and anchored at Kilwa Kivinje on 24th at 8 a.m., left at 5 a.m., arriving at Lindi on 25th. This ship was the coasting steamer and only took us part way towards home. Her port calls were frequent. Left Lindi on the afternoon of the same day arriving at Thes?, a Portuguese possession on the 26th. A Portuguese customs officer came on board immediately and remained until leaving on the evening of the 27th. Arrived at Mozambique at 1 p.m, a large Portuguese port. Here we had to disembark from the *Mecca* to the Donald Currie (now Union Castle) boat *Courland* which came right along side *Mecca* to transfer cargo from each ship as the *Mecca* did not go farther along the coast from Mozambique. After the passengers and cargo had been transferred they separated and anchored apart. We found it terribly hot at Mozambique but more modern than the places recently visited and very clean.

We transferred at Mozambique from *Mecca* to *Courland* on March 1st. but did not leave that port until the 6th and ran straight into bad weather and a heavy sea.

Arrived at Quelimane on the 7th but could not get over the bar that day so anchored outside. Next morning we crossed at high tide and proceeded up the river. Mosquitoes were very troublesome. I don't think any of us got off without being bitten during that night. I know I found them exceptionally vicious.

The weather had turned so bad that although we should have put to sea on the 8th the Captain decided to remain the river side of the bar, and we did not get away until the 11th, crossing the bar in a very heavy swell, and we had a very strong headwind as soon as we got on our course.

Arrived at Chilsame on the 13th and left again the same day, we were 3 days overdue. On the 14th we arrived at Inhambane very heavy breakers were beating over the bar and the risk of taking a ship over that day was undertaken only because the ship was so much behind time. Inhambane looked a very pretty place but I did not go ashore there. We left at high tide the next day and crossed the bar under much better conditions, but there was a very heavy swell outside.

Arrived at Delagoa Bay on the 16th. This was the last of the Portuguese possessions on the coast. A fatal accident to the Purser happened during the night. The boat he was in coming from the shore capsized throwing all in the sea, there were two others but they were both saved. A search was made but he was not found.

Durban

Left Delagoa Bay at high tide on the 17th and crossed the bar at Durban on the 19th and went alongside the jetty, it almost seemed like being in England as Durban was so thoroughly English, there were beautiful gardens, an esplanade, a fine Town Hall, lovely wide roads but a complete absence of cabs. Rickshaws appeared to be the principal means of conveyance. These were drawn by Zulu men decorated on the head with great horns to us it looked so comical but they could get along with the rickshaws.

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There were horse drawn trams which we considered to be expensive. Durban though is a lovely place so different to anywhere we had seen. I had a ride round the Berea by train. This took us out of town and the Berea laying high gave us a good view of Durban. Most of the principal businessmen lived in the Berea in beautiful villas some of them in two. We found it very very hot during the daytime but after sunset it got quite cool. We were 3 days at Durban and left on the 22nd.

Homeward Bound

We almost immediately ran into a heavy thunderstorm and arrived in East London on the 23rd. We anchored outside in a heavy swell from the Indian Ocean. The Courland took on board 700 bales of wool and left again in the evening arriving at Port Elizabeth next morning. Here we had another change over to the Roslin Castle. This was the ocean boat which was to take us home, but she had a bad name for rolling though she was a large ship. I bought some white ostrich feathers at Port Elizabeth to take home. There was a large trade in ostrich feathers.

After the passengers and mail had been transferred to the Roslin Castle, the Courland left direct for Cape Town. As she was a slower boat, we were to meet again there to take her cargo. Roslin Castle left late on the afternoon and called in at Mossel Bay next day passing the Courland at sea. We only stayed there for about 3 hours and took on board mails and cargo, then left for Cape Town.

Cape Town

Arrived on the 26th and made fast alongside the jetty and commenced to coal ship for our long sea trip. Courland cargo from the coast was also transferred to the Roslin Castle. The ships lay side by side for that purpose. Table mountain was very conspicuous from the docks without a table cloth.

On the 27th I had my first walk ashore at Cape Town and was very much struck with Adderly Street. Mr. Pack, engineer of the Courland (a fine type of man), was my guide and showed me around. Next day I went and had another look around Cape Town and visited the Houses of Parliament. Some fine buildings they are, then back to the ship for lunch. During the afternoon passengers with friends to see them off came on board and the mails and we left for Lisbon. This was on the 28th of March 1888, and in 1907 I was to be back at Cape Town again.

We had glorious weather to get away with and on the 30th, which was Good Friday, Divine Services were held in the saloon at which nearly all of the passengers attended. This too was regularly carried out each Sunday. On the 14th of April we arrived at Lisbon after a wonderful trip with mostly fine days and good company on board. We had got to know each other by then. Left Lisbon the same day and Cape Finisterre next day and we were then in the Bay of Biscay.

Plymouth

On the 17th April at midnight we arrived at Plymouth inside the breakwater and here the Captain and I had to leave the Roslin Castle and go on shore by the tug which had come out for mails and passengers. It was 4 a.m. by the time we got to the Custom Office and very cold and we had had no sleep. I passed all the baggage through the Customs and left the heavy baggage there. Then the Captain and I went by cab to the Royal Hotel Devonport and turned in at 4:45 a.m. and was out again at 8 a.m., had breakfast and went on to the Custom House to arrange for the collection of the heavy baggage left there yesterday. We got it all on board the Defiance by 3 p.m. and so we leave the sea and join up to a ship that is in harbour and not likely to move from her moorings. From the time we had joined the Roslin Castle at Port Elizabeth up to the time of arriving at Plymouth, we had steamed about 6000 miles.

The Defiance was a beautifully fitted ship moored off the Cornish coast not far from Saltash in Devonport harbour. I joined that ship as Captain's steward. Most of the west country seamen had at some time or other come to this ship for training in torpedo and electrical work and a number of officers and others were appointed there for special purpose of training in that branch of the service.

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Proposal to Mary Ann Whitmore

On the 19th of April I was given 4 days leave so I went up to London to see Mary, but I won't say much about that after an absence of nearly three years, I will leave it to the imagination. But there is one thing I might mention. It was to ask her to name the day for our wedding and to take the ostrich feathers I had brought home for her. I took her to see the Hills of Haslermans at the Adelphi Theatre on the 21st after looking up old friends and going to see father and mother at Brixton.

On the 23rd caught the night mail train from Paddington at 9pm arriving at Plymouth 4:30 a.m. after a cold night ride. Trains at that time were not nearly as comfortable as at the present time. I stayed at the Sailor's Rest at Devonport until it was time for the boat to take me on board from the dockyard. After being away so long in a tropical climate it seemed I was never warm. From this time on I have no reference to refer to except on occasions in later years I was very satisfied with my job on the Defiance. It was quite an easy job in comparison to anything I had been accustomed to, and the days passed in quite a pleasant way, spending evenings on shore and sometimes paying visits to St. Johns, a little village in Cornwall, or perhaps a walk into Saltash. More frequently perhaps landing at Keyham dockyard and doing the rounds of Devonport or Plymouth, returning to the ship later in the evening. It all seemed so easy and pleasant to be in a harbour ship without sea routine and not having to give any thought to uncomfortable conditions found at sea in bad weather.

Marriage to Mary Ann Whitmore

Under such conditions life on the Defiance until June 1888 was spent. It was about the middle of June that I, on leave again, was married to my dearly beloved wife at St. Mildred's Church, Lee, Kent on the 19th. To do this, as I had been living away from there and the Defiance was considered to be in the parish of Saltash, our banns were called for 3 weeks in both parishes. On the day of our wedding, Mary looked lovely wearing the ostrich feathers in her hat. It was a lovely day too, confetti had not been introduced yet, but I remember we were pelted with showers of rice and some of the girls managed to get down to the station as we left on our honeymoon and throw rice at us in the railway carriage.

We had arranged to spend our honeymoon at a little village in Sussex, Hurstpierpoint, just North of Brighton, and when we came to unpack our bags there, out came rice all over the room and our night clothes tied and sewn with ribbons. To this day I don't know who did it or how and when it was done. We spent our first few days in Hurstpierpoint and were very happy, but the day came when we had to leave for our long journey to Cornwall which, for the first part of our married life, was to be our home.

We travelled up to London Bridge, there we picked our baggage up from the cloak room and then on to Waterloo and get on to the South Western Station for our long journey to Devonport. We took a cab to the floating bridge and crossed over to Torpoint which was to be our future home at Clarence House, Fare Street, with Mr. & Mrs. Reynolds. Our house was already furnished as Mrs. Bishop had been with me over to Devonport to buy our first house necessaries. Mrs. Bishop and family proved to be great friends in our early married life and we both spent many evenings in their home. Captain Durnford and his family had their house very near to where we lived. Their house was Car Beal, standing alone but it had a lovely garden.

Torpoint was very old fashioned but we soon settled down to Cornish customs. We had our Town Crier who used to come round with his bell calling out his news and everybody listened. We accustomed ourselves to the baker's roundsman coming round on Sundays for dinners to be baked and brought home at the cost of 2d a dinner. Apple tart and Cornish cream for tea was another regular feature. Life in general was much the same day after day, but on occasion we would take a walk to Anthony or the village of St. Johns. As for entertainment there was nothing unless we went to Devonport or Plymouth but that didn't worry either of us and it was very seldom we took excursions

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of that sort. Two of our children were born at Torpoint, Bert at Clarence house on Fare Street, and Harry at Waterloo Street. Bert was christened at St. John's Church at the village of St. Johns by Captain's wife's father who was then Rector of the Church.

I remember it was a very hot day in June and Mrs. Durnford had lent us their governess, donkey and cart for this Sunday afternoon as St. Johns was about 4 miles away. But disaster fell almost at the start. The first thing the donkey did was to trample over a turkey at Car Beal. He did not go far before he stopped in the dusty roadway and rolled in the dust. Eventually we got away and turned up at the church on time for the christening which was in the afternoon and we all went back to the Rectory for tea. This was always expected when we were at St. John, a beautiful old world Cornish village.

I have often thought since that I would love to visit the old place again though I don't suppose there is any likelihood of doing so. How we used to love those country lanes in the spring time when the primroses and the violets were such a picture on the banks. At the bottom of our garden at Clarence House we had the sea and some of the residents bathed there.

At the end of December 1888 I had my first recommendation accorded for the LS or Good Conduct medal and received the medal in Feb. 1892 whilst serving on the Hecla.

After serving in the Defiance 2 1/2 years the Captain was appointed to the Hecla, this ship was a sea going torpedo depot ship and was based in Portsmouth.

Portsmouth to the Mediterranean

This meant for the time being my wife and two children would have to remain at Torpoint until other arrangements could be made for their transfer. I joined the Hecla in Nov 1890 at Portsmouth being sent round by train. This ship was preparing for the Mediterranean and in due course we left for Malta and was there sent to Volo a Greek port near Salonica. About two ships at a time came here from the Mediterranean fleet for certain instructions in torpedo work in connection with the Hecla. This went on through the winter months for several years, and very cold with heavy snows it was at Volo. About May this ship returned to Portsmouth each year and usually then would be detailed for service with the Channel fleet at Birchaven during the summer months for torpedo work.

Gosport

When I arrived home after the first winter away my first job was to look round for a house at Gosport where my wife and children were to join me. They had during part of the time I had been away gone to stay at Lee and the furniture had been left in store at Torpoint. As soon as I had found a suitable house the next thing was for me to arrange for the delivery of the furniture from Torpoint. As soon as that arrived I could get my wife to Gosport. It was then June when she arrived with the children. I met her at Fareham where she had to change trains, it was too a very hot day and she looked nearly cooked but our house was ready for her when she arrived. By that time the ship was likely to be going to sea almost any day for Birchaven so I did not have long with them at home.

From Hecla to Vulcan

About October we would leave again for the Mediterranean and home again in May. That was our usual programme each year until June 1893. We transferred to the Vulcan a new ship replacing the Hecla as seagoing torpedo school depot ship. This ship was much better equipped for the special work she had to do and had a large repairing factory in addition to two large cranes on the upper deck for hoisting torpedo boats out of the water. She also carried 2nd class torpedo boats of that time and could steam 18 knots against the Hecla's 12. This ship did not have a very good name as many people thought the two cranes made the ship top heavy, however I went to sea in her carrying out the same routine as with the Hecla.

Lieutenant Robert F Scott

In this ship we had as 1st Lieutenant, Lieutenant Robert F. Scott the great Arctic

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explorer in later years a thorough gentleman. Our ship's company was 398. Our 1st trip was to proceed to the Irish Channel for manoeuvres. After being engaged in that we were ordered to proceed to Portland but did not stay there long before we were ordered back to Portsmouth. On that short trip we tumbled about a lot in a heavy cross sea so that everything moveable had to be lashed. This trip was made by direct Admiralty order as at that time all the chief officers (including Captain) and half the ship's company had been given 7 days leave at Portland. On arrival at Portsmouth we at once were placed in dockyard hands and in October the compliment was increased to 436 and an increase of Marine Light Infantry after discharging Marine Artillery.

Left Spithead where we had lain for some days and entered the Bay of Biscay on the 25th where we did some target practice in a smooth sea and arrived Gibraltar the 28th leaving on the 31st steaming at full speed averaging 16 knots. Increased with forced draft later which gave us 19 knots in good weather. Did more target practice on Nov 2nd after casing down arrived Malta on the 4th. Took in 426 tons of coal on a stifling hot day. Shifted our moorings from Grand Harbour to Sliema on the 8th to make room for other ships. P&O mailboats also came to this harbour. Thermometer in cabin 80.

Received my first letter after leaving home on Sunday Nov 13. Fleet arrived from Gibraltar on the following day.

Left Malta on the 18th and immediately ran into a thunderstorm. Passed Cape Matapan on the 20th, arrived in Volo on 21st.

Grapes are plentiful and cheap here now. Collingwood and Amphibious commenced their 14 days torpedo course on 27th. I received news from home on 30th that Bert and Charlie were both unwell and was anxious for the next letter.

Vulcan's nigger troops gave an entertainment on board on Dec 8th at which Collingswood and Amphibious were invited and a large muster attended a creditable performance. Amphibious left on the 9th for Livorno and Collingswood for Malta. Camperdown and Hood arrived on the 12th for torpedo course.

Dec 14th news arrived and heard Bert was still bad, felt anxious about him but heard before Xmas he was better again.

Hood gave an entertainment on board on "boxing night". Snowing hard all day 29th accompanied by thunder and lightning and bitterly cold, snow reached a foot in depth. Captain and Dr Racikle went shooting and brought back 9 woodcock, 1 snipe and 1 water rail. Snow broke most of the telegraph wires and some houses (poorly built) fell to the ground.

Jan 4th Trafalgar and Anson arrived for course.

Jan 6th Captain shot a Wildcat and 10 Woodcock. This was also Greek Xmas day. A shooting party that had been away in a boat returned with a bag of 125 Woodcock.

On the 9th I sent a cheque for 9-10-6 (9pounds, 10shillings, 6pence) to "answers" this amount I had collected in the ship in response to that paper's appeal for charity. It was afterwards acknowledged as the largest amount ever collected from abroad.

The 18th was kept as a religious holiday, on shore Greek ships were dressed overall and troops with the public followed the Priests in procession headed by a band. At the waters edge a crucifix was thrown into the sea after being passed round to be kissed. A rush was then made for it and the one who rescued it hands it to the chief priest who kisses it and then blesses the water from which it was recovered. The crowd disperse or go back to the Church for Communion. Out of curiosity I followed in and was sprinkled with Holy Water.

28th Twenty seven cases of influenza registered on board.

Feb 7th Barbans, Amphibious, Aurose(?), Nile, Sans Parcil, arrived from Smyrna, Lamnos, and Malta and Dreadnought on the 9th making quite an assembly for certain measures. Hawks arrived on the 13th.

Heavy fall of snow on the 19th.

Fleet left for Mitybene on the 24th but we remain with Hawks.

March 2nd lifted our anchor for the first time since our arrival and steamed into

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the bay for circular trials. Hawks ordered to Malta and landed the British Consul who had taken a trip into the bay.

Italian man of war Valtorns arrived. Next day her Captain and some of the officers paid an unofficial visit to Vulcan.

12th weighed anchor and went into the bay again for torpedo practice with British Consul on board and did our prize firing with machine guns the next day.

14th followed motions with Valtorns in dressing ship, King of Italy's birthday. An official dinner on board at which our officers invited.

Malta 1894

Vulcan left Volo for Malta on 17 March and did target practice on passage, and 4 hours full speed trials. Arrived at Malta on 19th and found it very hot also found several bags of mail awaiting us. Took in 820 tons of coal the next day. Shifted from Bighi Bay to Sliema on the 22nd. All landing at Marsamacetta(?) Steps stopped owing to rough sea caused by G---galli(?) wind.

On the 27th the Captain got permission to proceed home overland on 3 weeks leave. He left the ship for Marseille on the 29th.

Shifted back into Grand Harbour on 2nd April. Heard on the 10th Vulcan would not be required home for manoeuvres this year, ship was in dockyard hands.

Had a walk from the dockyard round the harbour to Valletta on the 14th. On the 17th went for the Wesleyan picnic. Starting from Floriana Sailors' Home about 200 of us in 52 carriages for a drive to Buschetta and very dusty the road was. We made a short stay at Antonio Gardens and soon afterwards stayed at Citta Vecchia to see the Church and catacombs. The scenery at Buschetta was very beautiful and here we had a picnic lunch. Started our return journey about 4 and arrived at the house at Floriana finding tea provided and a sing song afterwards. The day ended with everybody happy after an enjoyable day.

21st walked to the Marsa to see the sports. Afterwards walked to Valletta.

27th picnicked in a boat to Sliema harbour with Mr and Mrs Bryan and boiled kettle in the boat as we were tied up to a buoy, Naval sports at Coradius.

10th of May Captain arrived back in the Undaunted.

12th Venetian carnival a very pretty sight with the Maltese Dybsi's (boats) rigged or illuminated to suit the occasion. One rigged as a Chinese Junk took 1st prize, the 2nd prize was given to one rigged as a goose. This event was very popular.

The fleet left for the Adriatic on the 17th under Admiral Seymore.

Vulcan came out of dockyard hands on the 30th and moored in Bighi Bay. Left Bighi the next day and did prize firing outside returning to harbour the same day.

July 1st very hot. Crescent arrived from Australia with Arlando's crew. In later years I was to serve in the Crescent.

July 2nd left with the fleet of 16 ships and went to steam tactics, bathing permitted each day at sea, ships stopping.

Gibraltar

Arrived at Gibraltar on the 7th all ships anchoring at the same time. Vulcan's cable parted and divers went down in 21 fathoms to rescue broken part. Took in 250 tons of coal on the 9th from collier alongside.

Massed Naval bands played ashore on the 11th and a sailing race for boats of the fleet on the 12th. The challenge cup was won by Collingwood's cutter.

Squadron left Gibraltar on the 17th and were at steam tactics nearly all the next day.

Valencia

Arrived at Valencia, Spain, on the 19th and anchored outside the breakwater. Both steam and horse trams ran in this place Grao. The town of Valencia was about 2 miles away and I was not much impressed with it except for communications which was good and cheap travel. Valencia though was a large city with a fine market. I also visited the Cathedral there. A fete at Grao was being held to which the fleet added by using their searchlights. There was a bull fight at Valencia but I did not bother to see that, and

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from what I heard after about it by some who went I was not sorry I had not been interested. The ships here had been thrown open to visitors and many came sailing out for that purpose though the weather was very thundery.

Tarragona and Barcelona

24th very heavy thunderstorms the first rain we had seen for months. Left the next day and arrived at Tarragona the 26th. The remainder of the squadron had come here two days previous. Here we received a welcome mail and immediately left again, with the squadron, for Barcelona arriving there the same day and anchoring outside the breakwater, the smaller ships going inside. Flagship saluted the Spanish Flag.

27th the Captain landed and went by train to Monserrat. I landed in the afternoon and was delighted by what I saw of Barcelona. The ornamental water in the public gardens was really beautiful. On landing one sees first Columbus monument. The main street called Rambla was very fine, the centre promenade lined with trees and the road running on each side for up or down traffic. Every evening it seemed the ladies came out in their mantillas and fans for a walk up or down this promenade. Thousands of Spanish people sailed or steamed round the fleet and the backwater was lined with sightseers. I went out into the new part of Barcelona on Sunday 29th in the afternoon and was surprised at finding 3 roads and 2 shaded promenades. One road in the centre and 1 on each side of the promenade, being Sunday it seemed everybody was out promenading. The women were continuously using their fans at which they were very clever opening and shutting them and everybody was nice to us all the time.

The squadron left Barcelona on the 30th, all except the smaller ships, crowds of people lined the breakwater to see the fleet leave.

Palma

Arrived at Palma, Majorca, 31st after a beautiful passage anchoring again outside the breakwater. I landed during the day not very impressed with Palma, too much like Malta.

Next day sailing regatta for Admiral's cup which was won by Hoivi's(?) cutter. Massed Naval bands played on shore on 5 Aug from 8 to 10 PM. The squadron left the next day and did steam tactics for the greater part of the day.

Sardinia

Arrived at Palmas Bay, Sardinia, on the 7th. Not a house to be seen and we had anchored a very long way from the shore. Our mails had to be sent for at Cagliari 40 miles away. The Scout was used for this purpose and permission was given to allow passage in her for Stewards of the fleet. I was one leaving about noon and not arriving at Cagliari until 5, left there again at 9 p.m. Quite a good market there and not at all bad place but prices were very high on the exchange to pesetas. Got back to Palmas Bay at 4 a.m. with mails and provisions but could not get a boat to return to Vulcan until 6:30 a.m. Heard that 3 boats had capsized in the sailing race but everybody was saved.

On the 10th the Duke of Edinburgh's Cup was pulled for the Hood's win. This cup remained the property of the ship with 3 successive wins. This was Hood's first win and their band played the boat's crew home.

Harris lost a Whitehead torpedo at practice.

13th got under weigh and fired quarterly torpedoes and then left for Malta doing port to port full speed practice.

This is all the diary we have.