

# *HMS Phoebe*

## *Association*

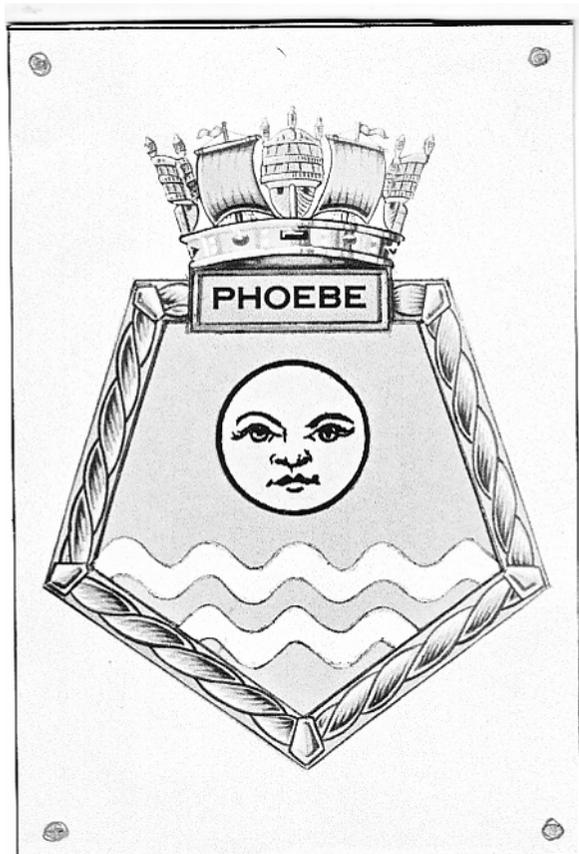
### Newsletter

### August 2012

This is the plaque we have had made. It is stainless steel and will be fixed to the memorial stone by security screws, hopefully, this will deter thieves?

The actual size overall of this plaque is 4 inches by 3 inches, and is laser etched.

Arrangements have been made for the stone and both plaques to be serviced annually, or as and when required.



Hi shipmates and friends, August is upon us once more and time to get your pens out and fill in the reunion hotel booking form, its much the same as last years just the location and dates are changed, very few of you asked for your savings to be returned so it looks like we will have a good turn out for Gt Yarmouth next year, the date! Friday May 2nd to Monday May 5th yes it is Bank Holiday Monday, so why not have a 3 nights stay instead of two. There are 50 rooms so get in quick, there are more family rooms to be had this time, so plenty of room for cavorting?? I'm going for the bridal suite if there is one?? I got a good report about this hotel from the HMS Tiger Association so lets hope their idea of a good hotel is as good as ours? I have also delved into hotels for 2014 and have the Daunceys hotel in Weston Super Mare lined up, again for the May bank holiday weekend and also at the same price as Gt Yarmouth's Nelson Hotel (£139pp). It has also had a good write up by the HMS Loch Fada Association. I have looked at prices for next year and find hotels are asking as much as £150/£160pp, so one can reckon on at least £165pp for 2014. It looks like I have found a good company to be with, If all the things we have agreed on materialise, we will have a good reunion.

I was a bit concerned regarding the Lottery Grant for a while after the reunion, sometimes one gets a letter asking for the invoices for how the grant was spent, you also have to make out a report and send it to the agent. I did the report as soon as we returned home from the reunion, I explained exactly how we spent the grant, a few weeks later I got a phone call from the agent asking why I left out one of the items I had asked to be covered by the award, I explained that because there was just 24 hrs between receiving the grant and the start of the reunion we had to incorporate that item in with another, thankfully it was accepted and we had a clean sheet, a letter of closure of the account was received a few days later, so now the award is a thing of the past, we can apply again in five years time?? I think I will leave that to someone else to do.

I only have the our association to worry about now, I have resigned completely from the Sheffield association, it is being gradually taken over by the D80 destroyer members and is getting very cliquey, it is costly to join and nothing is done with the subscriptions, reunions make money, but nothing is spent on them to make them worthwhile, attendance at the AGMs are just a few bods. When I took over as editor there was 296 members now there are just over 150, soon it will be a lot less. Their last newsletter was one sheet last February.

## H.M.S. PHOEBE

**Join us on our ‘Norfolk Broads’ Tour***Sunday 5<sup>th</sup> May 2013*

*Sunday:* After breakfast we board our coach for today's excursion, featuring the Norfolk Broads. We arrive in the pretty village of Horning. Here we board the Mississippi paddle steamer for a cruise of the Broads, which takes 1 ½ hrs, with commentary and stunning views. The lower deck lounge has a well stocked bar and tea and coffee refreshments can be purchased on board, and for peace of mind, you may like to know there are toilets on board should they be required. When we arrive back in Horning, we board our coach and travel the short distance into the bustling town of Wroxham, set beside the beautifully winding River Bure. We have free time here, perhaps have a bite to eat and a walk along the river, or explore the numerous attractions this busy venue has to offer. This afternoon we board our coach and, after only a few miles we arrive at Wroxham Barns, with time to explore. The Barns are home to a collection of traditional and contemporary crafts. We board our coach once more, returning to our hotel, in good time for evening dinner.

The Committee have agreed the cost of the steamer will be met from funds, but a charge of £3 per person will be made towards the hire of the coach.. It is advised to make your booking ASAP, we may have to book an extra coach for this special trip



Southern Comfort Steamboat

**Make  
Sure You Visit  
ROY'S  
Bargain Supermarket  
in  
Wroxham**

Kent Shipmates and their wives met up for their usual lunch on Tuesday June 19th, at the First & last inn at Herne. 'Mein Host' had set up a table for 14, with Lil and myself heading the table. The lunch was arranged by our good friend Derek West, it was a place that he and his other shipmates use monthly. It was a very good meal from a varied menu, served hot and quickly. Lots of chit chat went on, Jim reliving some of his wartime exploits, a proper swing the lamp time was had by all, but time soon came round to say our goodbyes once again and wend or way to wherever one was staying, Lil and I just a couple of miles away in Seasalter. It was a most enjoyable meeting, of course we will do it again next year. Jim looked splendid with all his medals on show, he left a little early as he had to get to Sheerness where he had been invited to talk of his experiences, I bet the Phoebe was mentioned and his being saved by a shark.



Rain,Rain, Rain? Will it never stop, even the fish in my fish pond are fed up with it, they have gone deep and have not been seen for almost a week, I dont think a heron has been visiting, I have ropes slung across to stop them landing, just hoping for a bit of sun now to make them surface, I hope I have not lost them they are quite old carp and a few koi. It is awful to see people being flooded out in areas just a few miles away from here, we do get the same amount of rain but being a bit higher than the surrounding land it soon drains away probably into the Thames which is a just about a mile away. We drove alongside the river yesterday; it was almost level with the road?

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Disability Aid.

I have four mobility scooters, two small ones we carry in the car, and I have a large 8hp one I use for getting about town. I also have an oldish “Shoprider” that is still in good working order. It is too heavy for me to lift into the car now so it is not being used, the batteries are not very old, they are charged regularly to keep them up to scratch its max speed is 6mph so its not fast but, neither is it slow, speed is adjustable with the trigger or a switch, likewise reverse. It has no lights, and is for pavement travel, and not the road. The steering tiller folds down and the seat is removeable. Its colour is not actually “Pusser’s Grey” but almost, good tyres and excellent brakes. I am offering the scooter to any shipmate or associate who has a walking impediment and the means to collect the scooter, it needs two to lift it although I used to do it on my own. I do not want any payment for it, just the knowledge that it will help someone to get out and about. It will fit into a estate car, MPV or on a trailer. Phone me:- 01235 211501 - Roy.

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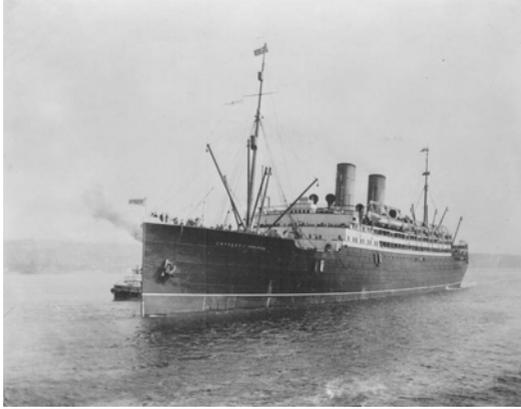
The Nelson hotel does not have any bedrooms on the ground floor, all rooms are accessible via the lift. A couple of corridors have one step either up or down. However if you would like to comment on your returning form what floor you prefer I will put that on the list I have to submit, but I cannot promise anything According to the info I have received, the closing date is in March, when we have to pay the bill, that seems rather early, I will try and get that changed to a later date in April. But most of you will only have had £19 or so to pay so there should not be too much outstanding by March. Although it is another ten months hence, getting your booking form returned ASAP would be very much appreciated. Reserving a seat for the coach/boat trip is a must, if we have to order an extra coach it would be cheaper to do it this year.

**HMS VICTORY** - In 1744, Admiral Sir John Balchin, whose flag was flying on board the Victory, was returning from Gibraltar, when, having reached the Channel on the 3rd of October, the fleet was overtaken by a violent storm. The Victory was a 'first rate man-of-war and ship of the line' of the eighteenth century, and the largest ship in the world at the time of its construction at Portsmouth in 1737. With a tonnage of 1,921 burden, a beam of 50 feet, a gun deck of 174 feet in length, and a complement of 100 to 110 bronze cannon, the Victory represented a peak in ship construction. On the 4th, the Victory separated from the fleet, and was never heard of again. She had on board 900 sailors, plus a complement of marines, and more than fifty volunteers, sons of the first nobility and gentry in the kingdom. It is supposed that she struck upon a ridge of rocks off the Caskets, as from the testimony of the men who attended the light, and the inhabitants of the island of Alderney, minute-guns were heard on the nights of the 4th and 5th, but the weather was too tempestuous to allow boats to go out to her assistance. The King settled a pension of £500 per annum on Sir John Balchin's widow. Thus perished the finest ship of the British Navy, and with it, £400,000 in gold coins taken on in Lisbon and specie from her captured prizes. The next HMS Victory built in 1760, became Lord Nelson's flagship, and is now a floating museum at Portsmouth's Royal Naval Dockyard.

**RMS AMAZON** - The R.M.S.P.Co.'s liner Amazon was a new ship sailing on her maiden voyage to the West Indies. She was a paddle-steamer, built entirely of wood and fully rigged. The Amazon left Southampton on Friday, January 2nd, 1852, with 161 persons on board, of whom 110 were crew. A strong headwind was blowing and in order to make a quick passage across the Bay of Biscay to pick up fine weather beyond, the master, Capt. Symons, drove his small 800 horse-power engines at full speed. As a result the bearings became overheated and there was considerable difficulty in the engine room. On Sunday morning, January 4th, when about 110 miles W.S.W. of Scilly, Mr. Treweek, the second officer, observed flames coming from the direction of the engine room. He gave the alarm and the watch went to fire stations, an examination revealing that the outbreak had occurred in the ship's store, where a quantity of oil and tallow was kept. Despite every attempt to conceal the news from the passengers it leaked out, and on the orders of Capt Symons they were confined to the saloon below, an action which had the effect of engendering such panic among them that they burst open the door and swept aside the stewards, and rushed on deck.

The state of affairs was now very grave. The fire having started near the engine room it was found impossible to stay there, though the fourth engineer made an heroic attempt to stop the engines. From this moment until the end, the engines, quite out of control, continued to force the vessel through the water. The hose-pipes were burned through and buckets proved useless. In the end the captain ordered out the boats, of which there were nine, but two of these were found to be on fire. Panic had now descended upon crew as well as passengers, and with the ship running before the wind, her sails set and her engines going, she became nothing less than a raging furnace. Finally her small magazine of powder, kept for the guns in case of piracy, exploded, and she went to the bottom. Twenty-one persons were saved in one boat. Thirteen in another boat under the guidance of Lt. Grylls, R.N., a passenger, were picked up by a Dutch galliot in the Bay of Biscay after an adventurous voyage. The rest of the survivors were rescued by another Dutch vessel and taken to Brest. In all 59 persons were saved and 102 drowned. Capt. Symons went down with his ship. The value of the Amazon's cargo was estimated at about £100,000 (equivalent to £8,413,836 in 2007, and included £20,300 in specie and 500 bottles of mercury for mining use worth around £5,150. \_\_\_\_\_

Treasurer:- There has been a change in the way the accounts are now entered. Instead of the Savings Club payments being placed into the Main account, they will now be place into the Welfare account. There was always the danger of the two accounts getting mixed up, not that they ever did, but this way, because the welfare account is only small and is hardly used, the accounts will be much easier to check out. A Cheque for subscriptions and other payments stays the same, ie, *HMS Phoebe Association*. Payments to the Savings Club and any donations should be made payable to *HMS Phoebe Association (Welfare)*. A ledger for each account will be kept in which payments, cheque numbers, and dates will be recorded, a receipt for payments will be issued. I hope this has not confused you. Each account will now have its own ledger I always remind you when its time to pay your subs and we are a month away from when they are due, but there are still quite a few of you who not only owe for this past year but 2010/11 as well. Even 2009/10 too. I would much appreciate if one August I could say there are no subs outstanding? I do understand, like myself, we forget things. It is very easy to make a check on whether one has paid, payments are made by cheque, all cheques received are recorded by its number and the date, just phone me and I can look it up in the ledger, it takes just a couple of minutes. Phone Lil - 01235 211501



RMS Empress of Ireland was an ocean liner with 1,477 people on board. It was struck by the SS Storstand, a Norwegian ship. 1,073 of the passengers died. The death toll is so high because most of the passengers were asleep and not wakened by the collision, so could not make it to the top deck in time, most of the port holes had been left open for fresh air. The port holes quickly flooded and led to a swift sinking of the boat.



- Cospatrick was a boat sailing from England to New Zealand. The voyage was uneventful until an uncontrollable fire broke out. The vessel was only equipped with 4 lifeboats capable of holding 187 of the 472 passengers, but only two lifeboats were launched before the boat sunk into the sea. 61 people initially survived, but the lifeboats were separated and one of them was never found. They drifted 500 miles over the course of 10 days before anyone spotted the distressed lifeboat. Only 5 people were rescued - kept alive by cannibalism - but two of them died shortly after being saved.