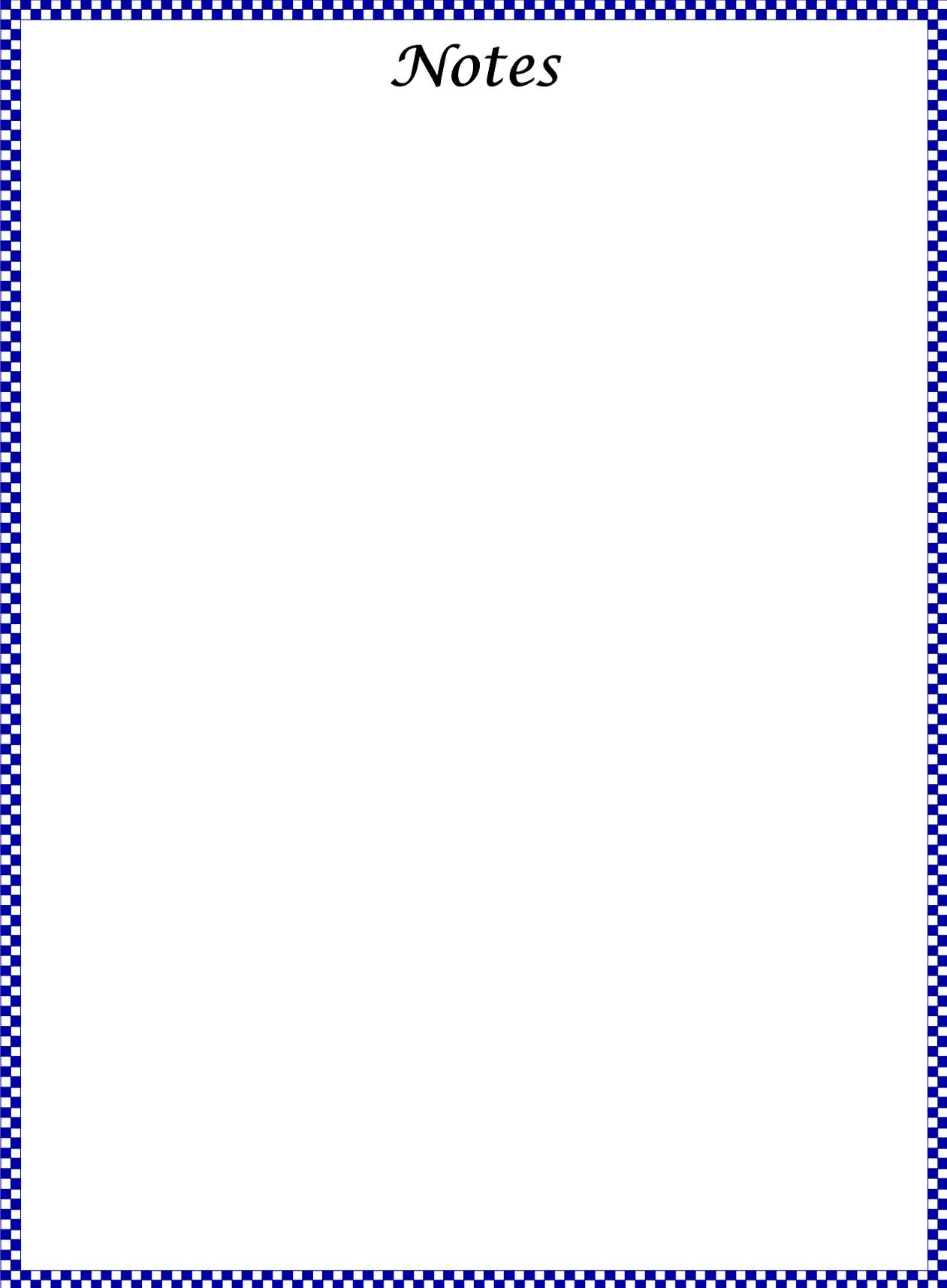


*The Nelson Society of
Australia Inc
Newsletters*



*April 2004
to
July 2010*

*Editors — Elizabeth (Betty) Foster
Bob Woollett*



Notes

NEWSLETTER OF THE NELSON SOCIETY OF AUSTRALIA APRIL 2004



Perth, Western Australia

MEETINGS 2004

St Michael's Church Hall
Cnr The Promenade & Gunbower Rd
Mt Pleasant

Monday 12th July — Presentation - 7pm for 7.30 start
Monday 13th September — Presentation - 7pm for 7.30 start
Sunday October 24th — Memorial Service - 9.30
Friday 12th November — Pickle night - 6.45 for 7pm start
Monday 22 November — Final night - 7pm for 7.30 start

LADY NELSON AND EXMOUTH

Bob Woolett



You don't have to travel very far in England before coming across a place associated with the life and times of Nelson.

Last year I stayed with friends in Exmouth, coastal resort in South Devon, and was taken by them to a nearby Terrace to see Nelson House, a handsome Georgian building where Lady Nelson, where Lady Nelson spent most of the time after 1805 until her death in 1831 at the age of 73.

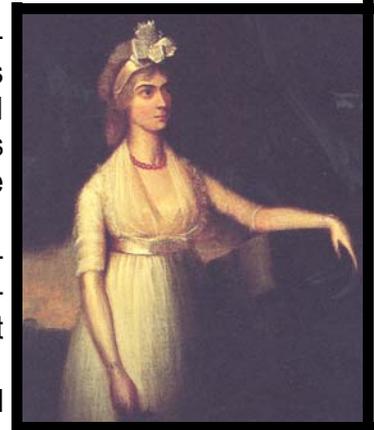
An attractive blue plaque alongside the front door commemorates the fact. Frances and Nelson had visited Exmouth in happier times

when they returned to England newly married in July 1787 and the small seaside town obviously had a warm place in her heart.

She was buried in the churchyard of St Margaret and St Andrew in the nearby village at Littleham, now a suburb of Exmouth, and her grave with its tomb-like covering can still be seen, although now sadly concealed by ugly iron railings as a result of vandalism in recent years.

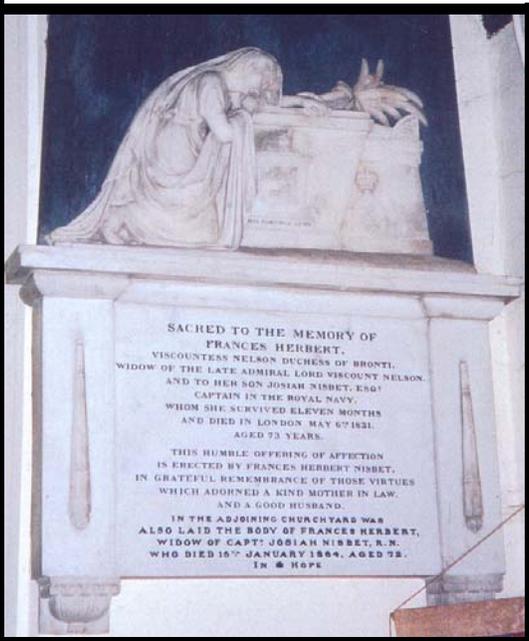
Also buried in the grave are her son by her first marriage, Josiah Nisbet, who lived in Exmouth for some years and four of his children all of whom died young.

Inside the church is a memorial tablet to her, the Vicountess Nelson, Duchess of Bronte and to her son Josiah Nesbit Esq. Captain in the Royal Navy. Although his behaviour and lack of seamanship was often an embarrassment to his stepfather, Josiah did not acquit himself well while serving with Nelson in the *Theseus* and helped save his life at Santa Cruz in 1797. The tablet was erected by Josiah's wife Francis Herbit Nesbit and says it was done:



In grateful remembrance of those virtues which adorns a kind mother-in-law and a good husband.

Josiah's wife is also buried in the churchyard. She died on January 16th 1864 aged 72



NAUTICAL TRIVIA AND SLANG — MIKE SARGEANT

THE WATCH SYSTEM

The ship's company was divided into two watches; the larboard or port watch and the starboard watch. At sea, each watch alternated duty under what was known as the "watch and watch" system where each in turn kept watch for four hours and then stood down for four hours, and soon.

Initially the day was divided into six watches of four hours each, starting with the First Watch from 8 p.m. to midnight; the Middle Watch from midnight to four in the morning; the Morning Watch from 4 a.m. to 8 a.m.; the Forenoon Watch from 8 am to noon; the Afternoon Watch from noon until 4 p.m., and finally the 4 -8 watch in the afternoon. However, this arrangement meant that each watch kept the same watches day in day out, and so to relieve some of the monotony, the 4 p.m. to 8 p.m. watch was divided into two sub-watches of two hours each. The system now had seven watches and consequently the watches rotated, keeping watch alternately 10 hours one day and 14 the next. Thus the watches were staggered or "dogged" and the two sub-watches became known as the Dog Watches, the First Dog lasting from 4 p.m. to 6 p.m. and the Last Dog from 6 p.m. to 8 p.m.

Now time keeping at sea was kept with a half-hour sand glass and as each half-hour glass was turned, the ship's bell was rung. Normally, the end of the first half-hour of a watch was signalled by one bell, the end of the first hour by two, and so on up to eight bells, which signalled the end of the watch.

However, when it came to 'ringing the dogs', normal procedure was followed during the First Dog but the first half-hour of the Last Dog was signalled by one bell, 7 p.m. by two, 7.30 p.m. by three and then at 8 p.m., by eight bells.

NAUTICAL SLANG

Much nautical slang has come into common usage ashore e.g. sailing terms such as "taken aback" - where a ship is caught with the wind on the wrong side of the sails and is thus brought up or worse still, driven astern; "off and on" which originally meant to beat back and forth along a coastline, and "by and large" -where a ship was said to be sailing "by" the wind if she was working to windward, and sailing "large" if she was running free. Thus the term "by and large" covered the majority of sailing conditions.

Anchors & anchoring also figure in our everyday language with terms such as "cut and run" -if you needed to leave an anchorage in a hurry, you cut the cable and ran. The inboard end of the anchor cable was made fast to bits at the bottom of the cable tier. If you were lying at anchor and it came on to

blow, you might veer more cable and if you veered enough you would eventually come to the "bitter end".

"Nippers" is a term we associate with small boys and in fact, that is how the term arose at sea. The anchor cable or hawser was of too large a diameter to actually go around the capstan, so a smaller rope in a large endless loop called a 'messenger' was led around the capstan and then through a block just forward of the hawse hole. The anchor cable was then seized or 'nipped' to the moving messenger by binding them together with a piece of rope called a 'nipper'. Seaman stationed at the hawse hole nipped both messenger and cable together as the cable came inboard, handing the end of each nipper to one of the ship's boys who walked aft with it, casting it off just as it reached the hatch into the cable tier, which was just forward of the capstan, and then running back to the hawse hole to walk another nipper aft. Thus small boys became known as nippers. Nowadays, where chain is used with anchors instead of rope, the more chain that lies on the seabed, the more secure the anchor is likely to be. But when anchors were secured by rope hawsers, chafing on the seabed was often a problem, particularly if ships were anchored for long periods, and the practice of using buoys to hold the anchor cable off the seabed led to the term "to buoy up" the cable -a term we now associate with elevated spirits.

Mess deck slang holds further examples of terms that have become an everyday part of the landsman's vernacular.

A **"square meal"**, for example, comes from the fact that the sailor's plate was a square piece of board.

"I'll eat my hat" was also a fairly common expression that has come to mean the occurrence of something completely at odds with expectation or experience. It originated in the days of chewing tobacco and the practice of parking a half-consumed quid in the lining of a sailor's hat. Over time, the lining became impregnated with tobacco juice, and thus Jack could always 'eat his hat' if the supply of tobacco ran out.

The real scourge of life at sea until well into the nineteenth century was scurvy; for every man killed in battle, the navy lost perhaps tens if not hundreds to scurvy. Indeed, it was not uncommon for warships to end a long cruise with up to three-quarters of the crew laid low with scurvy.

In the late eighteenth century, commanders such as Cook realised that if fresh meat, vegetables & fruit (and particularly citrus fruit) was given regularly to the men, outbreaks of scurvy became less common. Nelson swore by onions and

probably his greatest achievement in the two years that he maintained the blockade of Toulon and the subsequent chase of Villeneuve to the West Indies and back prior to Trafalgar, and without once going ashore, was the fact that there were no outbreaks of scurvy in his fleet -a most remarkable feat for those days and one that was not achieved without a great deal of organisation. But then to the list of Nelson's many qualities (if not talents) you can add that of a first class administrator. As I said, citrus fruit was found to be particularly effective in combating scurvy. In the nineteenth century it became common to provide fresh limes and lime juice to not only naval crews but also to merchantmen, and British ships (and more particularly, the merchant ships that traded with America) became known as 'limejuicers' and the sailors as 'limeys' -a term the Americans still use to this day.

Curiously, lemons were found to be more effective than limes but for some reason, limes were chosen in preference, perhaps because lime juice is more palatable than lemon juice. Indeed during my time at sea in the Merchant Navy, BOT concentrated lime juice was still provided after a certain number of days at sea, and when diluted and sweetened with a little sugar, made a very refreshing drink.

"Grog" is a term that we now associate with all alcoholic drink but of course it originally referred to rum that had been cut with water. From early times, the British Navy had made it a practice to issue a daily rum ration to each sailor. In the mid-eighteenth century, a some what parsimonious admiral by the name of Vernon came up with the brilliant idea of cutting the daily rum ration with water to make it go further.

Admiral Vernon had a nickname -'Old Grog' -so called because he wore a cloak made of a rather coarse (and cheap!) material called 'grogram'. The Admiralty, being equally cost-conscious, approved the practice and the diluted rum became known as 'grog' in honour of its originator.

Incidentally, the term "**splice the mainbrace**", which is also of course, associated with rum, is now as it was then, a euphemism for an extra tot to celebrate a special occasion. The term actually refers to the practice of repairing the mainbrace. Now the main brace was a pretty essential part of the rigging and if it parted, it was invariably replaced rather than spliced. Thus to 'splice the main brace' was a very rare occurrence indeed, that was only done in a cases of extreme shortage or emergency.

Finally before we leave the mess deck, we might reflect on a piece of equipment called a loggerhead. A loggerhead was a large iron ball with a long handle that was heated in the galley fire and used to keep the pitch warm when caulking the deck. However, it was also occasionally used as a weapon in disputes between shipmates, hence the expression, "**being at loggerheads**".Some nautical terms in common use have fairly obvious

origins. Terms such as "**first rate**", "**all in the same boat**", "**stick your oar in**", "**giving a wide berth**" and "**on an even keel**" need little explanation. "**A clean sweep**" is another, which referred to a wave clearing the deck. Other terms such as "**no great shakes**" referred to the practice of 'shaking' empty casks, which involved removing the hoops and stacking the staves or "**shakes**" to save space. Thus, if something was '**no great shakes**' it was pretty ordinary if not useless.

"**Touch and go**" referred to running aground and getting off again straight away, though I doubt that Troubridge's grounding in *Culloden* at the Nile and subsequent refloating could be described in the strict meaning of the term as being a '**touch and go**', although from all accounts it was a pretty 'touch and go' exercise!

"**Garbled**" is another term of rather more obscure origin. "Garbling" was apparently the term used to describe the practice of mixing rubbish with cargo (rather like cutting rum with water!) for nefarious purposes. Hence a '**garbled**' message is basically unintelligible rubbish. If you were very unlucky you might get "**scuppered**", which referred to the habit of putting the wounded and dead into the scuppers during battle, so that they were out of the way and so that any blood drained overboard.

A term that has changed somewhat over the years is "**testing his mettle**". Originally 'mettle' was spelled 'metal' and meant closing the enemy to see how good his gunnery was.

A couple of terms have a peculiarly Australian flavour and they are to "**shoot through**" and to "**chunder**". The first obviously comes from the term 'shot through' which might be used by a shipwright to describe the damage to a mast or spar that had been split by gunfire. Our hero actually used the term when describing his fatal wound to Hardy, just after it happened; he said, "They have done for me at last Hardy - my backbone is shot through". Nowadays it means to Depart - usually on the padre's bike! -a meaning not too distant from the original. Incidentally, I believe that it is still used in the Royal Navy.

"**Chunder**" seems to be a bit more obscure and I have heard two or three possible derivations. The most convincing seems to refer to the convict and later, immigrant ships, which of course were "**down to the gunwales**" with land-lubbers. In poor weather, seasickness became an occupational hazard, and if one was about to lose one's breakfast, one might shout "**under below**" or "**watch under**" to warn those on lower decks that the stuff was about to hit the fan. It is easy to see how 'watch under' might become "**chunder**"

Punishment seems to have generated its own brand of jargon with terms such as "**not enough room to swing a cat**", the cat referred to here being the cat 'O nine tails, not of the feline variety. If a man was sentenced to be flogged, he was usually flogged on the following day — presumably to give him time to reflect on his crimes and on his fate. The boatswain's mate would then make the cat -a new cat was made up for each flogging -and when finished, it was stowed in a red baize bag.

At the appointed time, the crew was mustered to witness punishment and the culprit was seized up to a grating whereupon the boatswain's mate would reveal all by "**letting the cat out of the bag**" Lesser crimes might be dealt with by "**kissing the gunner's daughter**", which involved doubling a man over a gun-barrel and lashing him with a rope's end or 'knittle', which was a bunch of rope yarns, plaited into a rope and knotted at the end. Knittles were also used to punish thieves.

As you can imagine, a thief among 800 men in close quarters was a very unpleasant experience and if the thief was caught he would be made to "run the gantlet", a 'gantlet' being a word of possibly Dutch origin. It later became corrupted to "running the gauntlet" in much the same manner as "testing his metal". The punishment involved the crew standing in two lines facing each other, and about three feet apart. The accused was then made to strip off his shirt and 'run the gantlet' by being marched down between the two lines, the master-at-arms walking slowly backwards in front of him holding a drawn cutlass to his chest, and a ship's corporal behind him holding a cutlass to his back, while the crew thrashed him with their knittles.

Of course the ultimate punishment was to be hanged from the yardarm, which sailors referred to as "**topping the glim**". The expression originally meant to snuff a candle and is probably the origin of 'topping' oneself or being 'topped' i.e. to commit suicide or to be murdered. Finally to end with, a little more trivia, this time on the subject of hammocks. As we have seen with the 'shaking down' of casks, considerable pains were taken to use up as little space as possible in a warship; another way of saving space was to utilise equipment that could be put to several uses, and the humble hammock was no exception, having at least three uses.

The first and obvious use was for sleeping and each man was allotted between fourteen and twenty inches (in width) in which to sling his hammock. When he turned out in the morning it was often to the cry, "Show a leg"! This expression came into being because it was customary (although not officially permitted) for women to be aboard in port. Some of these women were the wives of crew members, others were of a more part-time nature.

Most captains turned a blind eye to this, although it was contrary to Admiralty orders, because it was better to allow the women on board than to give the men shore leave, when they might "run" or desert. Thus, when the hands were called in the morning, the expression '**show a leg**' meant that you either turned out or stuck out a leg for inspection. If it was hairy and obviously male, the occupant was unceremoniously turned out, but if it was a smooth and shapely female leg, the occupant was allowed to sleep in.

After turning out the cry was "lash up and stow"! Each man lashed up his hammock in the approved fashion (it was actually "put through the hoops" -a wire hoop or 'hammock gauge') and then taken up to the upper deck and placed in the 'nettings'. These were nets placed inboard of the bulwarks, the hammocks being stowed inside the nettings, the whole being covered with a piece of canvas to protect the hammocks from spray and rain.

Thus the hammocks were out of the way but also performing their very important second function which was to form a splinter mat along the upper deck bulwarks, providing some protection from flying splinters and small arms fire. In some ships the nettings were actually constructed on top of the bulwarks.

The third use of the hammock was a little more macabre. If the occupant died, he was usually buried at sea and his hammock became his shroud. His messmates would lay him out in his hammock with a couple of round shot, placed either at the feet or sometimes one at the feet and the other lashed to the chest. The hammock was then sewn up, the last stitch going through the nose to ensure that the deceased wasn't faking it! Then, after a brief ceremony he "**went over the standing part of the foresheet**" and was committed to the deep. Officers were buried in their cots.

This custom goes back a long way and Sir Henry Newbolt's famous poem "Drake's Drum" refers indirectly to Drake being buried at sea in his hammock after he died in the Caribbean, when he says,

*"Drake he's in his hammock till the great Armadas come"
"Capten art tha sleepin' there below"
"Slung a tween the round shot, listenin' for the drum"
"An' dreamin' arl the time O' Plymouth Hoe".*

And now I fear, having gone through the hoops, by and large we have indeed come to the bitter end! So I'm going to have to shoot through, if not cut and run!

Talk given at a meeting of the Nelson Society of Australia. March 2004

TRAFALGAR

Heard ye the thunder of battle
Low ill the South and afar?
Saw ye the flash of the death-cloud
Crimson on Trafalgar?

Such another day never
England will look on again,
When the battle fought was the hottest,
And the hero of heroes was slain!



For the fleet of France and the force of Spain were gather'd for fight-
A greater than Philip their lord, a new Armada in might;
And the sails were aloft once more in the deep Gaditanian bay,
Where *Redoubtable* and *Bucentaure* and great *Trinidad* lay;
Eager-reluctant to close; for across the bloodshed to be
Two navies beheld one prize in its glory - the throne of the sea!
Which were bravest, who should tell? for both were gallant and true;
But the greatest seaman was ours, of all that sail'd o'er the blue.

From Cadiz the enemy sallied: they knew not Nelson was there;
His name a navy to us, but to them a flag of despair.
From Ayamonte to Algeziras he guarded the coast,
Till he bore from Tavira south; and they now must fight, or be lost;
Vainly they steer'd for the Rock and the Midland sheltering sea,
For he headed the Admirals round, constraining them under his lee,
Villeneuve of France, and Gravina of Spain: so they shifted their ground,
They could choose,—they were more than we—and they faced at Trafalgar round;
Banking their fleet two deep, a fortress-wall thirty tower'd;
In the midst, four-storied with guns, the dark *Trinidad* lower'd.
So with those.—But meanwhile, as against some dyke that men massively rear,
From on high the torrent surges, to drive through the dyke as a spear,

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Banking their fleet two deep, a fortress-wall thirty tower'd; 25
In the midst, four-storied with guns, the dark *Trinidad* lower'd.

So with those.-But meanwhile, as against some dyke that men massively rear,
 Faces gazing seaward through tears from the ocean-girt shore;
 Features that ne'er can be gazed on again till the death pang is o'er.
 Lone in his cabin the Admiral kneeling, and all his great heart
 As a child's to the mother, goes forth to the loved one, who bade him depart
 ...O not for death, but glory! her smile would welcome him home!
 Louder and thicker the thunderbolts fall:-and silent they come.
 As when beyond Dongola the lion, whom hunters attack,
 Stung by their darts from afar, leaps in, dividing them
 back; So between Spaniard and Frenchman the Victory wedged with a shout,
 Gun against gun; a cloud from her decks and lightning went out;
 Iron hailing of pitiless death from the sulphury smoke,
 Voices hoarse and parch'd, and blood from invisible stroke.

Each man stood to his work, though his mates fell smitten around,
 As an oak of the wood, while his fellow, flame-shattered, besplinters the ground:-
 Gluttons of danger for England, but sparing the foe as he lay;
 For the spirit of Nelson was on them, and each was Nelson that day.
 'She has struck!'-he shouted. 'She burns, the *Redoubtable*! Save whom we can,
 Silence our guns :'-for in him the woman Was great in the man,
 In that heroic heart each drop girl-gentle and pure,
 Dying by those he spared:-and now Death's triumph was sure!
 From the deck the smoke-wreath clear'd, and the foe set his rifle in rest,
 Bastardly aiming, where Nelson stood forth, with the stars on his breast-
 'In honour I gain'd them, in honour I die with them' Then, in his place,
 Fell. ...'Hardy! 'tis over; but let them not know': and he cover'd his face.
 Silent, the whole fleet's darling they bore to the twilight below:
 And above the war-thunder came shouting, as foe struck his flag after foe.

To his heart death rose: and for Hardy, the faithful, he cried in his pain-
 'How goes the day with us, Hardy?'"Tis ours":- Then he knew, not in vain,
 Not in vain for his comrades and England he bled: how he left her secure,
 Queen of her own blue seas, while his name and example endure.
 O, like a lover he loved her! for her as water he pours
 Life-blood and life and love, given all for her sake, and for ours!
 Kiss me, Hardy!-Thank God!-I have done my duty—And then
 Fled that heroic soul, and left not his like among men.

Hear 'ye the heart of a nation Groan, for her saviour is gone;
 Gallant and true and tender, Child and chieftain in one?
 Such another day never, England will weep for again,
 When the triumph darken'd the triumph,
 And the hero of heroes was slain.

F T Palgrave



Editor.. Found in an old poetry book from a Perth school about 1950. *Poems of Action*.
 Oxford University Press, first published 1913

LOG OF HMS ORION AT TRAFALGAR

(Editor of *Logs of the Great Sea Fights* — *The Orion's log is a good one, as might be expected from the character of her captain. It will be observed that she was obliged to anchor with her prize on the morning of the 23rd, and to cut the cable at noon, owing to the approach of the enemy from Cadiz. She was able to keep the **Bahama** in tow until 1.30 A.M. on the 24th.*)

Log written by **CASS HALLIDAY, Master.-Official No. 9238. October 21st.**

A.M.- Observed several blue lights and rockets in the N E. At 6.15, answered general signal 76 (*bear up. and sail large on course steered by Admiral*). Saw the enemy's fleet to the eastward, 33 sail of the line, 1 frigate. Hove several things overboard, and cleared ship for action. At 7, set all sail, keeping in two lines for the enemy, the **Victory** leading one and the **Royal Sovereign** the other. The **Africa's** signal was made 307 (*make all possible sail with safety to the masts*).

Answered general telegraph signal made by the **Victory**

253, 269, 863, 261, 471, 958.

220, 370, 4, 21, 19, 24

England expects that every man will do his duty .

The **Defence** made our signal 82 (*to alter course one point to port*). The enemy kept up a hot fire on our ship going down, which was beyond it.

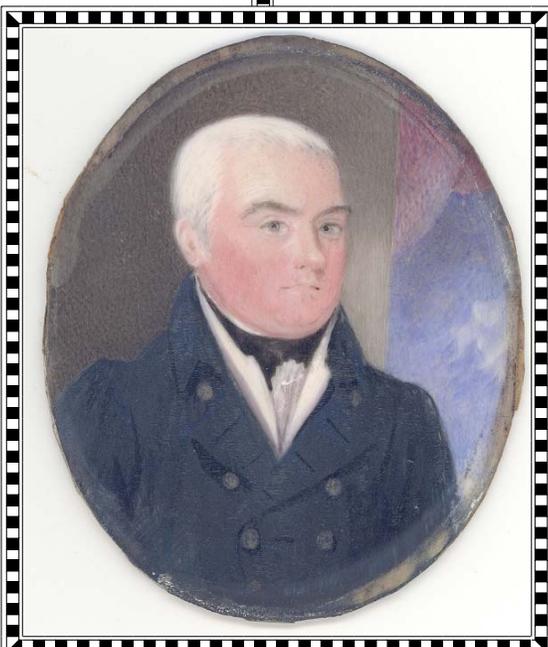
P.M.—The signal was made to prepare to anchor if necessary. The enemy's fleet consisting of 15 sail of Spanish ships of the line under the command of three Admirals, and 18 sail of French ships of the line, also commanded by three Admirals, besides frigates and a brig, the French forming their line to leeward, after wearing from the starboard to the larboard tack. The British fleet consisting of 27 sail of the line, besides frigates, a brig, a schooner and a cutter, bearing down to attack them, with steering sails in the order of sailing. At 15 minutes past (*noon*), the general signal to engage more closely.

The **Victory** made the **Leviathan's** signal to lead the van, and the **Mars** to lead the lee line. At 35 minutes past, the

Royal Sovereign broke through the enemy's rear, and ranged up under the lee of the **Santa Ana**, a three-decked Spanish ship, the larboard division attacking the remainder of their rear, as they arrived up in succession. The **Victory**, after making a feint of attacking their van, hauled to starboard so as to reach their centre, and then wore round to pass under the lee of the **Bucentaure**. Each ship of our fleet. passed through the enemy's lines with studding sails, but hauled them down or cut them away as she arrived up in succession. Passed the **Santa Ana** dismasted at 1.30, and had struck the **Royal Sovereign** under her lee. with her fore mast only standing. Passed the **Mars, Colossus and Tonnant**, aboard, and surrounded by several of the enemy's ships, all dismasted or nearly so. Passed the **Victory** and **Temeraire** with one French two deck between, and on board each of them, one French two-decked ship on board the **Temeraire** on the starboard side also, and one other two decked ship about a ship's length to windward of the **Victory**, all in hot action.

At 2, opened our fire upon the stern of one of the enemy's ship endeavouring to make off from the ship opposed to her. Carried away her main mast and made her strike her colours. Bore up to close with a Spanish Admiral to leeward in a three decked ship but was obliged to hall on a wind by the **Dreadnought** who passed in between us. Continued in Action about three cables length distant with the enemies reserve line.

At about 2.45, made a second attempt to close with the above Spanish Admiral's ship passing us on the other tack, but was again prevented by the **Britannia** ranging her line, and continued in action.



***Captain Cass Halliday**

Indentured into sea life 1783, Entered English Navy 1793

*Made Master 1794 of **Orion**, 21st October Action,*

Queen**, Lord Collingwood's flag ship **Ocean & Ville De Paris

1765 — 1815

Painted by E Westoby

At 3.30, repeated and obeyed the signal to haul to the wind on the larboard tack. Observed the **Leviathan** closely engaged with a Spanish ship the whole of the enemy's van wearing to attack her. Made sail to assist her. Observed a French 74 bring (to) on the Starboard tack, and engage warmly betwixt the **Leviathan** who was boarding a Spanish 74, and the **Africa**, who appeared to have almost ceased firing. Made all possible sail. Passed close athwart the **Leviathan's** stern, so as to close with the French 74. At 4, opened our fire close on his starboard quarter, wore round his stern, and brought to on his lee bow betwixt the **Africa** and the above ship, keeping up such a well-directed fire as carried away his three masts and *bitts, and prevented his returning us more than one or two broadsides. At 4.45. he struck his colours. Sent the first lieutenant, Mr. Croft, and a party of men to take possession of her. At 6, stood under her stern with a rope to take her in tow, but they slipped it. At 8, the **Ajax** took her in tow.

**This word is nearly illegible. It may be a contraction of bowsprit.*

October 22nd.

A.M.— 12. Made sail, the **Ajax** and prize in sight. At 3, lost sight of the prize. At daylight, Cape Trafalgar bore SSE, distant 10 or 12 miles. At 8, hove down to a Spanish ship dismasted, and took her in tow with two 8-inch hawsers on end (the **Bahama**). At 11 made sail. Very squally. At half past 11, close reefed the topsail. Cape Trafalgar bore SE by S, — Strong breezes with heavy rain. Prize in tow. At 6, strong gales and squally. Got the tow- rope in over the taffrail.

October 23rd.

A.M.— At 3.50, wore ship. At 9.30, found the ship settle in with the land very fast. Let go the small bower anchor in 34 fathoms. At 11, perceived the ships in Cadiz getting under way. At 12, cut the cable and made sail. Cadiz lighthouse E by S½S, distance 9 miles. Prize in tow.

P.M.— 7 sail of the line, 3 frigates and a brig 1 of the enemy's standing after us. Perceived the **Thunderer** to have cast off her prize. At 9. a very heavy squall. Hauled up the course and lowered down the topsail, but was all blown in pieces.

October 24th.

A.M.— At ½ past 1, judging it not safe to keep the prize in tow, cut all the hawsers away. Set the main-sail. At 2, set the foresail at ½ past 2. wore ship. At 7, saw the land ahead. At 9, hoisted the boats out, and sent them for prisoners on board the **Intrepide**.

P.M.— At 1, wore ship. At 2, received prisoners on board. Made and shortened sail occasionally to keep near the prize. At 7, fresh breezes with a heavy swell. At 8, received all the prisoners from on board her (the prize). At 8.30. perceived the fire to have taken. At 9. wore round and made all sail. At 9.30, the **Intrepide** blew up. At 11, strong gales. Carried away the starboard bumpkin. Got a yardarm piece out and lashed it.

October 26th.

P.M. — At 7. perceived the prize three-decker to have parted.

October 27th

A.M.— At 1, sent the launch on board the cutter. At 0.30. the cutter slipped, and stood after the prize that had parted. The **Leviathan's** launch brought prisoners from the **San Augustin**. Employed cleaning the ship, having on board nearly 300 prisoners. Strong breezes and squally with much rain. Employed getting the English out of the **San Augustin**.

October 28th.

A.M.— At 4, more moderate. Hoisted the boats out and sent them for prisoners on board the **San Augustin**, At 8, got 100 more prisoners on board. Made signal to the **Leviathan** that we had 450 prisoners.

The 'Orion' anchored off Gibraltar on November 2nd 1805

Taken from *Logs of the Great Sea Fights* 17. 94 —1805 Volume 11
Published by the Navy Records Society, 1900. Edited by T S Jackson

Editor: *After the battle, Cass Halliday became Master for Lord Collingwood's flagships. After Collingwood's death in 1810 Halliday retired from the Navy and became Master of Greenwich Dockyard. He later married and died in 1818 leaving behind a wife, daughter and an unborn son who also became a Sea Captain who died at 21 of Typhoid fever. His daughter married into a ship owning family of Scarborough, Yorkshire. Many of these sailing ships visited Western Australian ports. **John Foster, a member of the Nelson Society in Perth, is the great great-grandson of Halliday through the daughter's line .He has inherited the following memorabilia from Nelson's time.***

1. *Cass Halliday's Indentures into the sea in 1783,*
2. *His naval sword,*
3. *A ship's log book from the 'Ocean' and 'Ville De Paris' 1806—9,*
5. *A miniature portrait,*
6. *A submission Halliday made to the Navy to have Masters of Warships made members of the British Navy. Up till then Masters were civilian sea captains and could be imprisoned in common jails in France if captured. Halliday was successful in his application and the Masters they were given the rank of a Junior Officer.*
7. *Halliday's letter of resignation to Lord Mulgrave.*
8. *A Ship's Pennant from the 'Ville De Paris' which is 28ft long.*

THE NELSON SOCIETY

Aims and Objectives

To advance public education in the appreciation of the life and character of admiral Lord Nelson.



Nelson was killed at the Battle of Trafalgar on the 21st October 1805. In the greatest sea battle involving 60 ships of the line, over 3,000 men were killed, 3,500 wounded and over 1,000 reported missing.

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