

1909

January 1st to February 9th

On leave at Warwick and London

January 19th

Admiralty. I went to the Admiralty to try to find out whether I was likely to get employment. The prospects were not very good and so I decided to apply for a 'War Course' which begins at Portsmouth on the 9th of February.

February 4th

Ida's son. On arrival, found my sister Ida looking very well and her baby John Barron Howes, a fine child of 12 months old. My godson. I renewed my acquaintance with her husband Rev Richard Howes. Who is curate of Saint Paul's Church and whom I had only met once before. They are most devoted couple and very comfortably settled.

Royal Naval College, Portsmouth

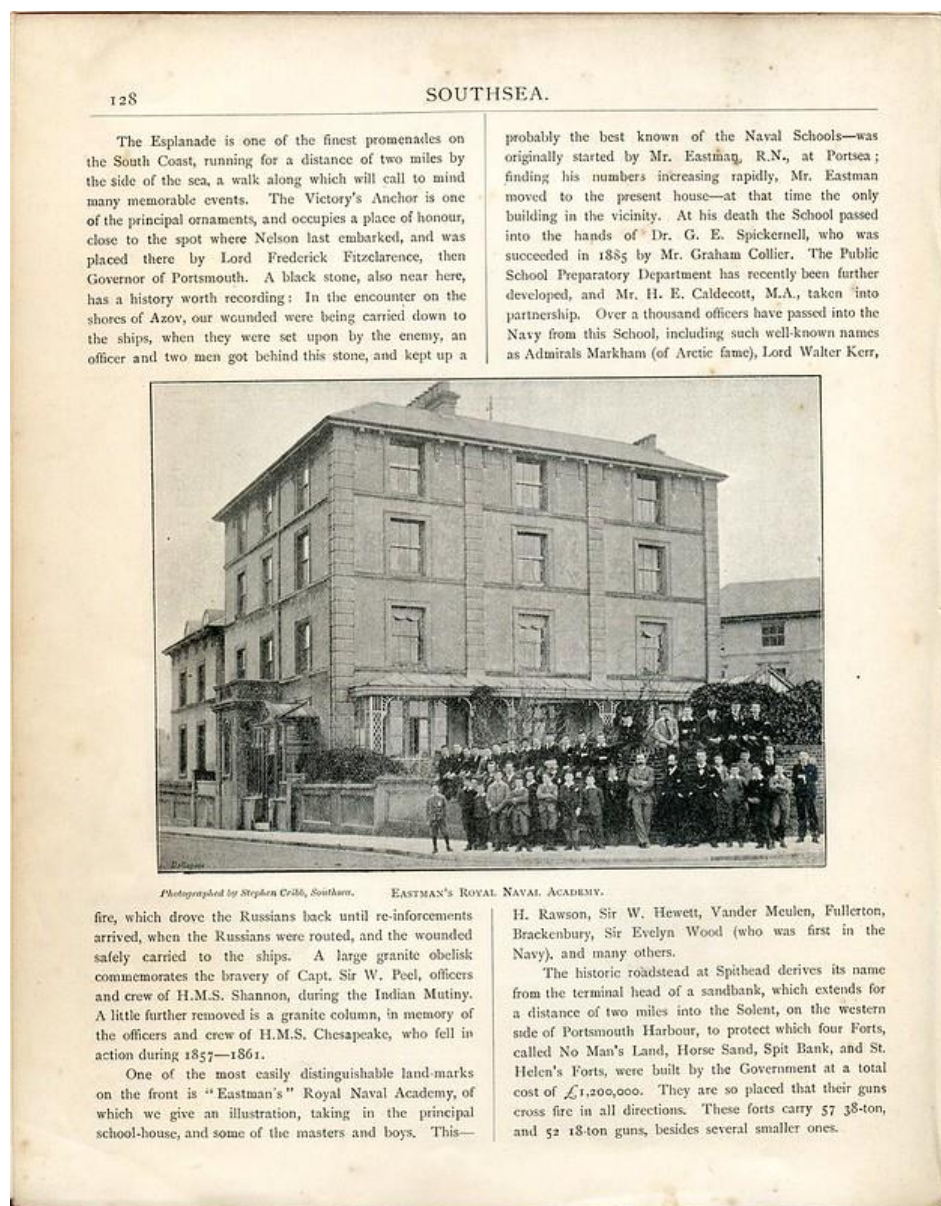
February 9th

RN War College. The War Course began today. The War College was converted from some residential houses a few years ago and consists of a fine lecture theatre, library and large and small rooms where tactical and strategic war games are played. The hours are from 9:30 to 1:00 PM and 2:00 PM to 4:00 PM. Going through the course in the present session are six Rear Admirals and a number of Captains, Commanders and Lieutenants, also two Colonels RMLI and some soldiers. We have lunch at the Navigation School which was the old RN college.

March 20th

Northwood Park, Winchester. I bicycled through Wickham, Bishop's Waltham and Winchester to Northwood Park, where I called upon Mr Thomas Eastman who passed me into the Navy from the small school he had at Wallington, Fareham in '85. Northwood Park is an ideal school and at one time he had as many as 120 boys but the new scheme of entry into the Navy hit him very hard and he now has about 75 boys, but things are improving. It was formerly a country house and is surrounded by beautiful parklands. He seemed very pleased to see me. I think '92 was the last time we met when he was at Stubbington and my brother Oliver at school there. I stayed for dinner and met Miss Elsie Eastern who was the daughter of Mr Eastman's first wife and Miss

Yardley (Mrs E's sister). [note – this would appear to be the first meeting for many years of my Grandfather and Grandmother (CST).]



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SOUTHSEA.

The Esplanade is one of the finest promenades on the South Coast, running for a distance of two miles by the side of the sea, a walk along which will call to mind many memorable events. The Victory's Anchor is one of the principal ornaments, and occupies a place of honour, close to the spot where Nelson last embarked, and was placed there by Lord Frederick Fitzclarence, then Governor of Portsmouth. A black stone, also near here, has a history worth recording: In the encounter on the shores of Azov, our wounded were being carried down to the ships, when they were set upon by the enemy, an officer and two men got behind this stone, and kept up a

probably the best known of the Naval Schools—was originally started by Mr. Eastman, R.N., at Portsea; finding his numbers increasing rapidly, Mr. Eastman moved to the present house—at that time the only building in the vicinity. At his death the School passed into the hands of Dr. G. E. Spickernell, who was succeeded in 1885 by Mr. Graham Collier. The Public School Preparatory Department has recently been further developed, and Mr. H. E. Caldecott, M.A., taken into partnership. Over a thousand officers have passed into the Navy from this School, including such well-known names as Admirals Markham (of Arctic fame), Lord Walter Kerr,



Photographed by Stephen Crill, Southern.

EASTMAN'S ROYAL NAVAL ACADEMY.

fire, which drove the Russians back until re-inforcements arrived, when the Russians were routed, and the wounded safely carried to the ships. A large granite obelisk commemorates the bravery of Capt. Sir W. Peel, officers and crew of H.M.S. Shannon, during the Indian Mutiny. A little further removed is a granite column, in memory of the officers and crew of H.M.S. Chesapeake, who fell in action during 1857—1861.

One of the most easily distinguishable landmarks on the front is "Eastman's" Royal Naval Academy, of which we give an illustration, taking in the principal school-house, and some of the masters and boys. This—

H. Rawson, Sir W. Hewett, Vander Meulen, Fullerton, Brackenbury, Sir Evelyn Wood (who was first in the Navy), and many others.

The historic roadstead at Spithead derives its name from the terminal head of a sandbank, which extends for a distance of two miles into the Solent, on the western side of Portsmouth Harbour, to protect which four Forts, called No Man's Land, Horse Sand, Spit Bank, and St. Helen's Forts, were built by the Government at a total cost of £1,200,000. They are so placed that their guns cross fire in all directions. These forts carry 57 38-ton, and 52 18-ton guns, besides several smaller ones.

From *Mate's Hampshire and Isle of Wight Illustrated* - page 128, 1900

[note – it appears that Thomas Eastman (1809-1860) and the father of the Thomas Eastman mentioned here had set up this school in 1851, in Southsea, Portsmouth. According to Wikipedia: 'Thomas Eastman's son, Thomas Eastman junior, had taught at the school in 1872, around the time that he was attending or due to attend the University of Cambridge, and was on the staff from 1876. In 1881, he opened his own school at Wallington, Hampshire, also called Eastman's Royal Naval Academy. In 1886, this school was moved to Stubbington and in 1894 moved again to Northwood Park (former home of Philip Vanderbyl), near Winchester. This coincided with a change of name to Northwood Park Naval College, which later became Eastman and Salter

Private School before he closed it in 1913. The Northwood buildings were then sold to Clayesmore School.']

April 7th to 14th

Easter leave at Warwick

April 9th

Children. I took some of the numerous nephews and nieces to the top of Saint Mary's Tower after the first service, Mary and Joan, John and George, Philip and John Morley. When the tower bell was solemnly tolling for the midday service (being Good Friday) they were making a fearful noise, through excitement, so much so, that the vicar sent to the Churchwardens to find out the reason. My brother John (who is parish warden) in great indignation, sent up the tower, a message to have it stopped at once and to find out who the children were. His feelings may be imagined when he was told that they were his own and the noise caused through wicked uncles! The situation was certainly comical and incongruous.

May 8th

England - Northwood Park. Bicycled to Stockbridge in the forenoon. The spring being now with us, everything is looking lovely in this beautiful land. The trees around Northwood Park especially excited my admiration. In the course of my wanderings over the various parts of the Earth, I have come to the conclusion that England at this time of year is by far the nearest approach to paradise that there is to be found. *[note - although the author stayed at Northwood Park for the next day, there is no mention of Elsie, but I assume that she was there and this was therefore their second meeting (CST).]*

13th May

Submarines. We all went out to Spithead to HMS Terbishcore [?] (tender to the War College) to witness attacks by submarines. These craft were lying concealed, and as we steamed along they discharged their torpedoes and came to the surface. It was impossible to see them as nothing to their periscopes were above the water and no less than 4 torpedoes out of six hit us. It was an eye opener as to the terrible effectiveness of these latest additions to the horrors of war. *[note – CT's grandson, CST, who initially transcribed these diaries, was a submariner]*

May 20th

Bicycle. Bought a new bicycle with three speed gear made by Osmond (Birmingham). My old Premier bicycle carrying me safely for 5653 miles and so I was sorry to part with it, but it was beginning to give trouble.

May 28th

End of RM War Course. The War Course finished today to my regret. I have learned a great deal and met with a number of good fellows. I return to half pay tomorrow with rather gloomy forebodings to my future prospects.

June 5th to 6th

Weekend at Northwood Park. On Saturday, walked with Miss Elsie Eastman to the village of Crawley in the afternoon, where we called on the rector, and on Sunday in the afternoon went for a walk through the woods, which are very pretty, with Miss Eastman. *[note – this would appear to be their third meeting (CT)] [note – this must be the small village of Crawley, about 3 miles – not Crawley, Sussex, 60 miles away!]*

June 9th

Admiralty. Paid a visit to the Admiralty in the forenoon and to my satisfaction learnt that my name was on the list for a command, but I was told that I was not likely to get employment for some time as there are so few billets just now.

June 19th

Birthday – appointment. My 37th Birthday. To my astonishment by the first post came my appointment to HMS Saracen (Ocean Going Destroyer), which is just completing at the contractor's Messrs J White & Co of Cowes. In view of what I was told at the Admiralty on the 9th, it was a great surprise and gave me much satisfaction, for nothing could have pleased me more or suited my purpose better. I am ordered to take her over from the contractors next Wednesday *[note - two days later]*.

June 21st

Visit to Northwood Park. Decided to leave Warwick today for a visit to Northwood Park where I had been invited for the 30th but my appointment preventing this, I arrived at Winchester at 3:25. I was met by the motor half way as I was by bicycling along. They all seem very pleased that I was able to come again. Before going away from the manoeuvres. *[note – this is the 4th visit (CST)]*

June 22nd

My engagement. This forenoon the one great hope of my life was realised, which has been that someday I should have a good woman to share my joys and sorrows with me, and I with her. Whilst gathering flowers for the house I proposed to, and was accepted by Miss Elsie Eastman, whom I had hoped since I first met her last March would someday make me happy. The engagement thus formed is somewhat romantic. I remember her as a little child when I was at school at Fareham in 1885 and have always been interested in hearing of her at various times from boys whom I had met in the

service and who had been at school at Stubbington and Northwood. We soon afterwards motored to Winchester where I bought her an engagement ring and for the rest of the day received numerous congratulations and expressions of satisfaction from all who know her.

HMS Saracen



HMS Saracen (to right) with her sister ship HMS Crusader behind and to the left.

June 23rd

Commission HMS Saracen. I had to leave early morning for Cowes to takeover HMS Saracen. The ship is beautifully fitted and she is the latest achievement in turbine machinery. As she burns nothing but oil fuel, we shall have none of the discomfiture of coaling. On her trials she realised about 35 knots and so is a flyer. I have orders to take command after the final acceptance trial.

June 24th to July 8th

To sea for fleet manoeuvres off West Coast of Ireland

July 9th to 17th

At Harich

July 15th

Loss of submarine C11. In the evening, I received sudden orders to raise steam for full speed and about 10:00 PM we left Harwich with Captain S.S. Hall (Inspecting Captain of Submarines) for the area off Cromer, where we heard of a dreadful collision in which submarine C11 was sunk, only two officers and one man being saved. We went at a prodigious speed, and having a favourable tide, I found that we were making 39 knots over the ground! Upon our arrival some torpedo boats were already on the scene and located the wreck, which lies about 20 fathoms. Divers were put down, but the tide was so strong they were unable to do anything. She was run into by a steamer between 11:00 and 12:00 last night and sank almost immediately.

[note – C11 collided with the collier ‘Eddystone’ and sank immediately, of the crew of 16, only 3 survived]



July 17th

Review at Southend. Anchored about two miles up the Thames from Southend Pier to take in the Thames Review. A huge fleet of ships of the fighting line have been assembled here to give people of London a chance of seeing the Navy and the array, consisting of many miles of vessels is very imposing. The crowd of Southend Pier, opposite which Dreadnought is moored, is prodigious.



[HMS Dreadnought was a British battleship that revolutionized naval warfare. It was the first all-big-gun battleship, using turbine propulsion, and its design made all other existing battleships obsolete, becoming a defining feature of the modern naval era.]

July 23rd to 28th

At Harwich

July 29th to August 10th

At Cowes for Kings Review on the 31st of July

August 1st

Crofton. Elsie and I walked to Crofton where we visited her mother's grave and had a look at Crofton Manor where she used to stay and Stubbington Lodge where Mr Eastman was before going to Northwood Park.

August 2nd

HM Czar of Russia's review of the fleet

August 10th to 17th

At Harwich

August 17th to 25th

At sea for battle practice

August 25th to September 3rd

At Harwich

September 3rd to 6th

Escort duty. We had to lay off the Port (Calais) until about 1:45:00 PM, the weather getting worse. When the Yacht came out with HM on board it was very bad and he had a nasty passage, whilst we knocked about considerably and took over a fair amount of salt water. The King left Dover immediately upon his arrival for London after thanking us for escort.

September 9th to 22nd

At Sheerness

September 15th to 20th

On leave at Warwick. Left Sheerness and caught the 9:50 from Paddington to Warwick. At Reading, Elsie joined me from Winchester to pay a visit and see all my relatives. We were met by Emily and Bert, conducted to their houses and eventually to the Marble House where we stay. Ida was on a visit also from Bedford, which was fortunate. Elsie soon made friends with all and was much liked by everyone. I took her to see the Leicester Hospital and also the Castle from the Mill, with which she was enchanted. We had a dinner party at the Marble House by John and Harriet, which enabled Elsie to make everyone's acquaintance.

September 22nd to October 22nd

Manoeuvres off Scotland

October 14th to 17th

Weekend leave to Winchester

October 22nd

Collision with SS Surf. At 5:00 AM, when nearing Orford Ness, I sighted a steamer on our port bow. Having us on her starboard hand, she should have given us given way to us, but held on. At 5:29 AM we collided. The bluff of her stubborn bow hit our bows, crumpling them completely and doing considerable damage. Had I not gone full astern when I saw a collision was inevitable we should have been cutting two. As it was she only she escaped killing the men under the forecastle by a few inches and perhaps sinking us. She took no steps whatsoever to avoid us and after the bump went on for some distance before stopping engines. The fact is, they were not keeping any lookout at all. I made the news by wireless to Boudicea and received orders to go to Sheerness. The collision was a terrible blow for me coming so soon before the wedding. I

ascertained that the steamer was the 'Surf' belonging to Messrs Cory & Co of London. As we were in no immediate danger, I was able to proceed at 8 knots.

2xNewspaper articles



The Teesdale Mercury, Wednesday October 27th 1909

October 26th

Court of Inquiry. A Court of Inquiry assembled on board the 'Charybdis' to inquire into my collision. My witnesses gave their evidence very well, and from what I can make out, I have not much to fear the 'Surf' being palpably in the wrong.

October 27th to November 12th

Wedding leave

28th of October

My wedding day. Lunched at the Junior Naval and Military Club with my best man, (Commander Cyril Asser) after which we went to Gieves' shop in Hanover Square and close to the church to shift into full dress uniform. The ceremony being fixed for 2:30 PM we went to the vestry about 2:20 where I found the officiating clergy and choir assembled. The Reverend Prebendary Anderson (Rector of Saint Georges), Doctor Dalhousie Ramsay (Vicar of Sparsholt, Hants), Reverend William Smith (Rector of Cawley, Hants) and my brother Reverend Frank Tibbits conducted the service. Just before 2:30 PM I took my place in the church with Asser and found it already nearly full (even the galleries) and recognised many familiar faces of my relations and friends and also those of my bride. On the tick of time Elsie appeared led by her father, looking beautiful in her wedding dress which was of a white satin with pearls and carrying a bouquet of white roses. Her long train was carried by a little boy and girl (Rodney and Margaret Laing) and followed by 5 bridesmaids, Dorothy Eastman (step sister), Lucy Tibbits, Madge Ewart, Louise Eastman and Queenie Sladen (cousin) in white and pale blue and with pale pink bouquets. The church was beautifully decorated and we had a full choir which was quite perfect. Doctor Jolly, the organist, played some lively music.

The ceremony was most lovely, the actual knot being tied by Mr Ramsey, whilst Frank delivered a short address at the end. Neither Elsie or myself, were the least nervous, so sure we are of each other. The service concluded and the usual formalities having been gone through in the vestry, I proudly took my happy wife down the aisle to the strains of Lohengrin's Wedding March. At the porch we were greeted by vociferous cheers from a party of Bluejackets of the 'Saracen' who had come up specially for the wedding. They smothered us with confetti so that, in trying to thank them for their kindness, I was nearly choked. They have brought two White Ensign's fixed on pendant staffs with them under which we walked as we entered our carriage. The Bluejackets would fain have unshipped the horses and run the carriage to the Langham, but this was not allowed by the police for fear of causing a blocking traffic, of which we were very glad. The reception took place at the Langham Hotel and we took up our positions near the cake in a large room used for these functions, everything being arranged in a most orderly fashion. The wedding presents were laid out at the side, and this being the first time I had seen them I was astonished at their number and excellence. Amongst them were a beautiful silver tray from the villagers of the Sparsholt, a fitted handbag from the children and numerous presents from the staff, masters etc of Northwood Park for Elsie, whilst I had a silver salver from my former shipmates in the 'Challenger' and also one from the officers of the 'Tribal Destroyers' two cut glass spirit bottles from the other destroyers, a silver cigarette box from the WR Officers of the 'Boudicea', a silver tobacco box from Commodore Charlton, silver flower stand from the officers of the 'Saracen', and a silver mounted mirror from the ship's company. The foregoing were presentation gifts. The guests assembled about 150 or more and had it not been for the wet weather there would have been 200. We received hosts of telegrams and congratulations. Elsie cut the wedding cake with my sword and we both had a furious busy time in receiving toasted etc and we were very interested in meeting each others relations. Elsie and myself, having changed, we drove away about 5:00 and were given a rousing send off by those guests who remained behind. We drove to Waterloo, the happiest couple in London, and here we were met by Asser who had arranged everything for us. We left by the 5:50 train for Exeter, not having any definite plans as to where to spend our honeymoon. We had dinner in the train and a pleasant, though somewhat tedious journey, as we were very tired, especially myself after the racket of the last four days. Upon our arrival we put up at the Rougemont Hotel close to the SWR station. A garland of evergreens was hung from the 'Saracen' during the day and night in our honour an old service custom when the wedding of an officer belonging to the ship is solemnised.

Lots of newspaper cuttings

October 29th to November 10th

Honeymoon in Devon

November 5th

A trip to Penzance. We decided to go to Penzance today as Elsie is anxious to see Cornwall and so we left by the 11:00 AM train from Plymouth. Elsie he was much struck with Saltash Bridge and the view therefrom and also with the beauties of Cornwall but when we got into the mining district around Redruth, she was somewhat disappointed at Saint Michael's Mount and Penzance itself had no charms for her after Dartmoor. Unfortunately we went to an indifferent hotel, not knowing the place well, and she became more and more depressed. Penzance is certainly a miserable place and I did not think she would care for it. We therefore decided to return Dartmoor tomorrow or as soon as possible after a trip to Land's End, the prospect of which cheered us both considerably.

November 12th

End of leave. My leave being up, I took Elsie to Sheerness and went to the 'Saracen', which she saw in the dock, and had tea on board. We then started hunting for rooms and found some comfortable lodgings at Number 32 Marine Parade. Poor Elsie for the first time was homesick, but it soon passed off. It is only natural after the delightful time we have had. Never did a couple have a more lovely honeymoon than we had and she feels now begins marriage life in earnest. In closing the 8th volume of these journals with the termination of our honeymoon, I pray God that the rest of our lives may be as happy as that has been, and feel that this will be so.

End Volume VIII – Start Volume IX

November 13th to February 1st

At Sheerness

December 17th to January 17th

Christmas leave

December 17th

The Law Courts. I had a very trying afternoon going over my proofs with Mr Greenwood (Treasury Solicitor) at the Law Courts, and afterwards of the Temple of Counsel's opinion (Mr Bateson) in regard to my collision with the SS Surf in October last. The case did not appear so favourable for me as I at first thought, although I was pleased at hearing from counsel that the Admiralty had upheld my action in going astern and exonerated me from all blame.

December 31st

Meet Elsie. Bicycle via Key St to Chatham where I met Elsie and her half sister Dorothy who spends a few days with us. Needless to say with what joy I met my dear again.