

Quartern Deck

FRIENDS OF HMS TRINCOMALEE

SPRING 2004



HARTLEPOOL

Historic Quay & Museum

Travel back in time to the sights, sounds and smells of an 18th century seaport.

PLUS

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FREE ENTRY

Museum of Hartlepool

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HMS TRINCOMALEE VOTED Small Visitor Attraction 2003/2004

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Large Visitor Attraction 2002/2003

NORTHUMBRIA TOURIST BOARD

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Message from Nigel Hogg, Chairman of the Friends

A warm welcome to this new look Newsletter and to its new Editor Jean Hughes.

Along with the new format comes a new and fresh perspective which is very welcome. We hope you will let us know what you think of it and we will be very happy to publish letters, articles and comments from members.

We know that many of our members out there experienced life on board "Foudroyant" as she was then known, from as early as the 1930's. We'd love to hear of your experiences and will also do our best to put you in touch with former shipmates through the medium of our Quarterdeck.

Our drive to recruit more members and to arrange a series of events on board the ship has got off to a good start and we will try and keep you in touch with what's happening on a regular basis. Suggestions and offers of assistance with this will be very gratefully received.

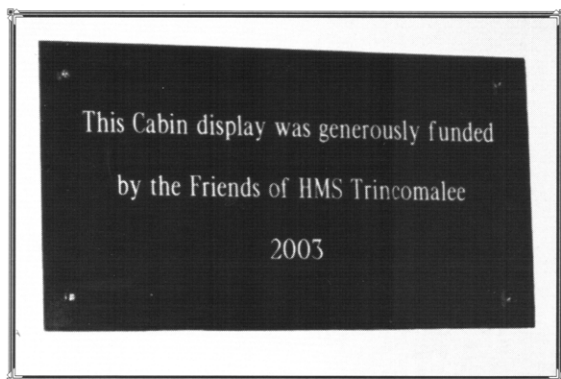
On behalf of the hard working committee of volunteers, Thank You for your support!

Any correspondence concerning the Friends Association should be sent to:

**The Secretary, Ian Purdy,
39 The Poplars, Wolviston, Billingham TS22 5LY
Tel: 01740 644381**

Membership matters directed to:

**Membership Secretary, Keith Rogers,
Tanglewood, Manor Garth Drive, Hartlepool, TS26 0LT**



During 2003 the Friends Association donated £2500 to fit out the Master's Cabin on the Mess Deck in a style contemporary to the period.

*This Photograph and overleaf
are by courtesy of
HMS Trincomalee Trust.*

News, Happenings and Events

Dates for your Diary

Friends Talks are held in the Captain's Cabin. They are free to all members but non members are most welcome for the princely sum of £1.

Warning – there is always a raffle. BUT there are always good prizes!!!!

All money raised is for the Friends Association which supports the activities of HMS Trincomalee.

EVENTS / TALKS

March 4 “In and Around the Falkland Islands” - An illustrated talk by Captain Sandy Kinghorn. Coffee and biscuits at 6.45pm. Talk at 7.00pm.

May 5 Friends AGM PLUS Historic and Contemporary Video clips of the Ship. Times as above

June 19 Summer Soiree – A Mid Summer Evening Gathering for Entertainment and Food. Further details from HMS Trincomalee Trust.

FUTURE EVENT

Hartlepool Maritime Festival - Saturday and Sunday 3/4 July
(we need Friends to help on board – please contact the Secretary if you think you can help)

Master's Cabin



Hello Friends

Welcome to the new style Quarterdeck!

I have taken on board the editing of the magazine/newsletter from Nigel Hogg who has been the mainstay of the Friend's Association since its inception and as far as the magazine is concerned, we have now put Nigel into "ordinary" (for the time being anyway!)

We aim to inform and entertain and hopefully to suit all tastes and knowledge. The Friend's Association exists to help the HMS Trincomalee Trust and to bring together like minded folk and especially those who think ships such as Trincomalee are worth looking after and supporting.

This little magazine relating to a big ship will have publication dates of 1 February, 1 June and 1 October and any contributions are required one month before those dates.

There are other ships around these islands of ours and in each magazine it is hoped to feature one of these. In this magazine there is an article from Richard Doughty of the Cutty Sark. Richard is the Chief Executive. The Cutty Sark has a great deal in common with Trincomalee as you can see from Richard's article.

There is also a book review from Peter Hogg on the book aptly titled "Rum, Sodomy and the Lash" written by Anthony Blackmore, news from the Trust's Log (Bryn Hughes) and details of events, talks and happenings. There is a page of facts about the Trincomalee (forgive me if you know them all – some people on this planet may not!!!!)

I do hope you like the magazine and if you would like to contribute, in any way, please let me know.

Jean Hughes

Magazine Editor

*All correspondence and contributions please to:
The Editor, c/o HMS Trincomalee Trust, Jackson Dock, Hartlepool TS24 0SQ.*

Cutty Sark

The Cutty Sark was launched on the 22 November 1869 and is the last surviving example of an extreme clipper built for the profitable China Tea trade. Between 1850 and 1872, about 80 such ships were built for this trade but the opening of the Suez Canal in 1869, which allowed steamers, but not sailing ships, shorter and quicker access to the Far East via the Mediterranean resulted in their demise. The last cargo of tea carried by the Cutty Sark was in 1877. After this time, she had a chequered history until 1954 when she was moved into a specially constructed dry berth at Greenwich and was refitted to her 1870 appearance.

HMS Trincomalee and Cutty Sark have much in common. Both rank amongst the world's finest survivors from the age of sail and both are listed in the National Register of Historic Vessels Core Collection, ships of outstanding national and international significance and deserving of the highest priority for preservation. However, Cutty Sark is in need of major restoration and conservation work on the composite hull where extensive and long-time deterioration of the wrought iron framework and timber planking has occurred. If the process continues unchecked there is a real risk that the ship will disintegrate where she lies.

The Trust's vision is to conserve Cutty Sark for the Nation such that she does not require further major work for at least 50 years, to provide world class interpretive exhibitions on the ship and, to encourage a commercial/mixed use development in Cutty Sark Gardens to create a 'lively' and attractive environment around the ship which will provide facilities and financial benefit to CST

The scale of the ship project (£8-10 million) means that the CST must secure major funding from the Heritage Lottery Fund (HLF). In the application we must present valid cost estimates for the project and demonstrate long-term sustainability of CST. The aim is to submit the HLF bid by the end of 2003. Given the tight timescale, any proposals we bring forward are likely to be based on a speculative development adjacent to Cutty Sark in Cutty Sark Gardens but CST believes this development could be a significant factor in The Trust's sustainability.

The ship project will comprise four main elements — 1: the conservation of the ship (involves treatment of the wrought iron framework and planking of the hull, and replacement of the main deck), 2: new ship interpretation and exhibitions, 3: new supporting facilities (such as kitchen, toilets, café, storage and maintenance work areas, on-shore exhibits, etc) and, 4: fees and associated expenses.

A major bid to the Heritage Lottery Fund (HLF) for say 60% of the amount required must be submitted soon and a fundraising programme initiated for the

balance. A successful commercial/mixed development in Cutty Sark Gardens would not only create a lively, attractive environment of shops and cafes to draw people into the area around the ship but also contribute to the ongoing financial viability of the Cutty Sark Trust.

Research into the treatment and preservation of Cutty Sark is being co-ordinated by George Monger, an independent conservation consultant. In addition to reviewing options, the consultant is monitoring the progress of research and pilot treatment projects currently being progressed in collaboration with the University of Portsmouth and Hampshire County Council Museum Services.

Richard Doughty

Chief Executive, CST

Editor's note: *Why not visit the Cutty Sark when next in London?*

The Cutty Sark Trust, 2 Greenwich Church Street, Greenwich, London SE10 9BG

Website: cuttysark.org.uk. For further information: Tel 020 8858 3445.



"The Surprise Mess" – Dinner function in the Captain's Cabin, HMS Trincomalee



A new form of transport for Santa – alias Ship's Guide John Owen

Trincomalee Facts

Do you know that:

- ❖ Trincomalee is a frigate – light, nimble and fast
- ❖ The Ship was built in 1817 at the Bombay Dockyard (present day name Mumbai) by the East India Company
- ❖ It was built on the design of a French frigate which was generally known to be faster and more weatherly than the British designed frigate.
- ❖ The design of the hull was based on that of the French ship Hebe which had been captured in 1796.
- ❖ It was built by Indian craftsman under the direction of the great Parsi Master Shipbuilder Jamsetjee Bomanjee Wadia (1754-1821)
- ❖ The Ship cost the Admiralty £23,642 to build
- ❖ It took 18 months to build – the keel was laid on 25 April 1816 and the Ship floated out on 12 October 1817.
- ❖ The Ship was made out of Malabar teak because it took less time to season.
- ❖ It was named after a port in Sri Lanka (then Ceylon)
- ❖ The hull is 180 feet long and it is 40 feet wide
- ❖ Its main mast is 165 feet high
- ❖ It has 4 decks – quarter, gun, mess and orlop
- ❖ It was built to take a full armament of 28 x 18 pounder carriage guns, 10 x 9 pounder carriage guns and 16 carronades.
- ❖ After the voyage back to England she was put into ordinary until 1847 (30 years after her launch)

Next facts:

HMS Trincomalee and her commissions

Trust's Log

Last Summer saw some exciting times for the Trust with further awards and good visitor numbers and take up for functions, weddings and filming.

In June the Trust was awarded the Northumbria Tourist Board's Award in the category as the best tourism attraction in the region attracting less than 100,000 visitors. We shall go on to represent the region in the national finals in April this year. This great news was followed swiftly by the welcome decision of the National Historic Ships Committee to include HMS Trincomalee in the Core Collection of Historic Vessels of the UK because of her "exceptional importance to the maritime heritage of the UK". Friends will remember that the Ship had earlier been excluded from the Core Collection simply because she had been built in Bombay. This has been a long and patient campaign by the Trust and we are delighted with the result. It's another "tick in the box" of recognition.

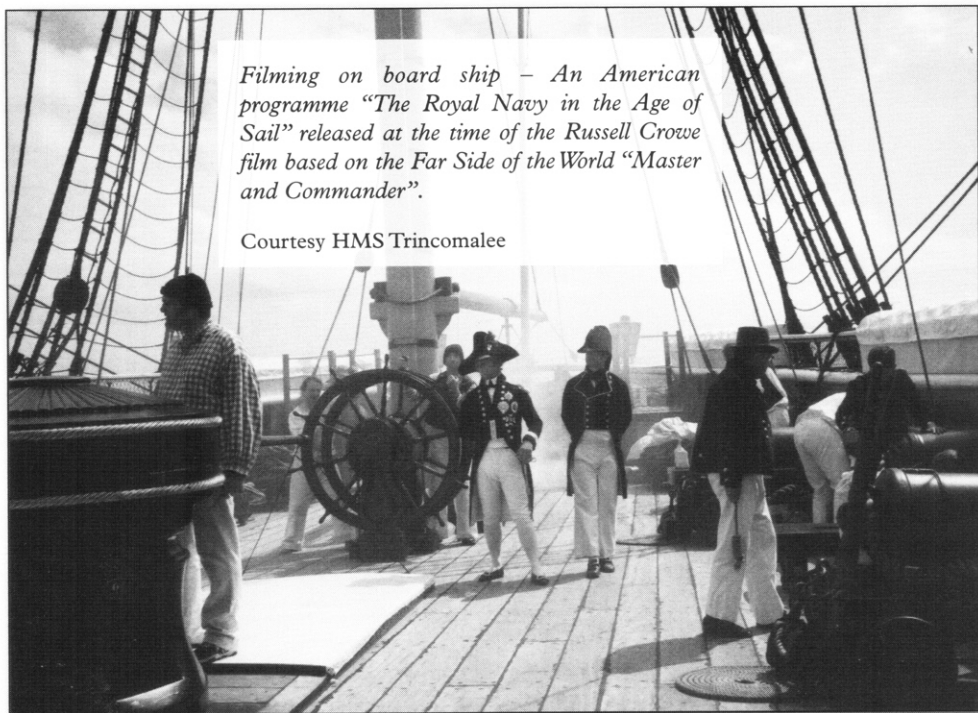
The plans for the shoreside development at Jackson Basin are moving forward slowly through the legal jungle of land acquisition, agreements and the resolving of a restrictive covenant. The Trust has attracted a developer who will build the Trust's Visitor Centre/Museum without cost to the Trust and who will also establish a hotel and conference centre on the site with an overall unified design. A superb concept has been drawn up by Piers Gough, the highly acclaimed architect, and the Trust submitted the design for an award to the Northern Rock Foundation's scheme "Buildings to Inspire and Delight". It is good news that the Trust has won a capital allocation of just over a quarter of a million pounds towards the design. This early recognition for the scheme shows great faith in the Trust at this stage. If all goes according to plan the scheme should be completed and the Ship undocked to permanent moorings in the Basin in 2007.

The interim period remains financially challenging to the Trust and we have to demonstrate that we are drawing in all the income possible. The recent Gift Aid legislation available to charities can help and from October the Trust has been asking visitors to the Ship to sign a Gift Aid form that enables us to claim an additional 28% on the ticket price. The Trust already benefits from Friends subscriptions in this way, so please encourage all your colleagues and acquaintances to join up!!!

As an aside, the scheme also enables us to find out the location of our visitors and to date the results look like this: Hartlepool 7%; The Tees Valley 10%; the North East Region including Yorkshire 46%; elsewhere in the UK 37%. It is encouraging that even in the low season we are drawing more than a third of our visitors into the region.

The figures do not account for international visitors, but on this point, as a result of some filming on board, we have had excellent press coverage for the Ship in America and Canada. HMS Trincomalee is truly of international importance.

Bryn Hughes, General Manager



Filming on board ship – An American programme “The Royal Navy in the Age of Sail” released at the time of the Russell Crowe film based on the Far Side of the World “Master and Commander”.

Courtesy HMS Trincomalee



Presentation of the Northumbria Visitor Attraction of the Year Award by Pam Royle of Tyne Tees Television to Joan Lilley and Christine Robertson of the Trust.

Courtesy Northumbria Tourist Board

Rum, Sodomy and the Lash

A Devon Lad's Life in the Nelson Navy - by Anthony Blackmore

There are three good reasons for "Friends" to buy this book – it gives an insight into what lower deck life in a frigate of the Georgian Navy must have been like, the whole purchase price goes to the Trincomalee Trust AND you will enjoy reading it.

In Anthony Blackmore's family, as in many others, there were family traditions about remote ancestors or relatives. It was surprising that when Anthony retired and embarked upon a family history project, he should have come eventually to Samuel Blackmore, a distant relative who lived from 1777 to 1854.

The family story was that he had been in the Navy, been at Trafalgar in 1805, and ended up as Master of a cross channel packet boat. By no means all of this was true, as is usual with such legends. In this book we read of the life and times of Samuel Blackmore, who was at sea with "John Company" when, in 1793, he was "pressed" into the Royal Navy. With help and some good fortune Anthony searched for detail of Samuel's career – no easy task when dealing with an ordinary seaman so long ago. Determination and intelligence paid off, and the result is this fascinating book. The author has drawn on many sources to put Samuel's life in its context, and although there is, sadly, no written material from the man himself, it is remarkable that we are able to learn so much of his life and times. The story even includes a spell as a prisoner of the French. Samuel left the Navy in 1802 with three clasps on his Naval General Service medal. Some of his service was in *La Minerve*, a frigate captured from the French, and probably very similar to HMS Trincomalee.

Anthony Blackmore's book holds a mirror to that period of our naval history – a period which other writers such as Forrester and O'Brian have made partly familiar to us. To achieve this without the research being over obvious is not easy, but in this case it has been done. It appears that Samuel's own experience of naval life was not quite as brutal as Churchill's casual quip – the title of the book – would indicate, and we see how prize money could change a seaman's life.

This is a very good read and has the merit that purchase of the book will aid charity. Anthony Blackmore has arranged for the book sales to be in aid of Little Ouseburn Church, the Nelson Society, HMS Trincomalee Trust and the "Beat Bowel Cancer" charitable foundation. The author has himself generously borne all the costs of printing and production.

Peter Hogg, *Friend*

Note: This and other books on sale at the ShipShop or through the website:

HMS Trincomalee – The Last of Nelson's Frigates.

From Trincomalee to Portsea – The Diary of Eliza Bunt.

The Pitkin Guide: HMS Trincomalee

*Andrew Lambert
Mary Hope Monnery*



HMS TRINCOMALEE TRUST

The HMS Trincomalee Trust is the Charitable Company that maintains and conserves the Ship. We operate the day to day public use of the Ship for general visits, functions, meetings and weddings, and also run the ShipShop.

All profits from the ShipShop help us to maintain HMS Trincomalee.

There is an expanding range of souvenirs to choose from and you can order through our website: www.hms-trincomalee.co.uk There are discounts for the Friends of the Ship.

Please contact the Trust for details:

HMS Trincomalee Trust, Jackson Dock, Hartlepool TS24 0SQ.

Telephone: 01429 223193 • Fax: 01429 864385

Email: office@hms-trincomalee.co.uk

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