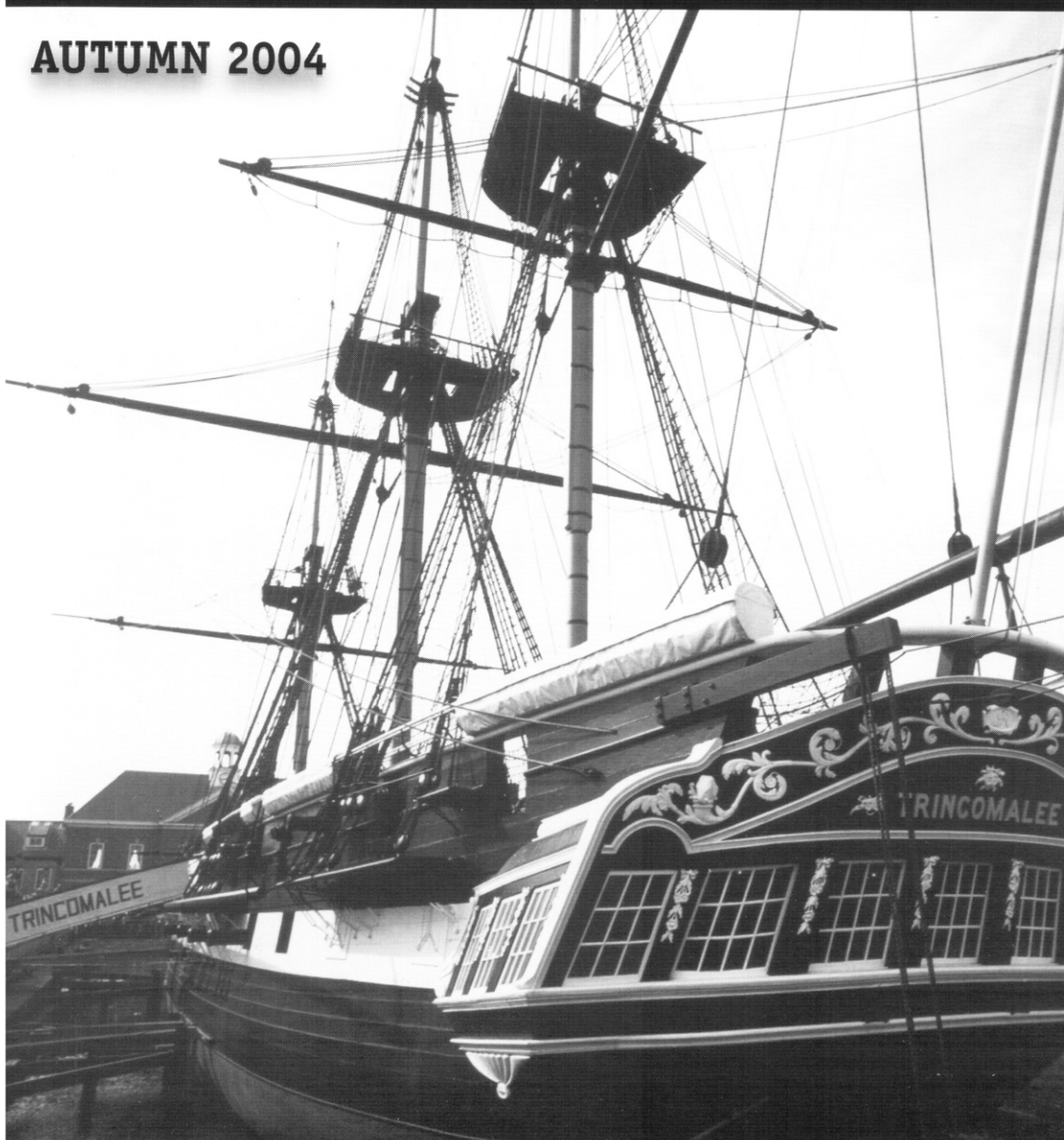


# Quarterndeck

FRIENDS OF HMS TRINCOMALEE

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AUTUMN 2004



HARTLEPOOL

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# *Summer has gone and Autumn is here*

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***Welcome to the third edition of the new style Quarterdeck!***

I hope that you have all enjoyed your holidays whether it be in this country or abroad but I hope that you also found the time to visit Hartlepool to look around the Ship. The weather, as we all know, has not been good this summer and if you were away during August in Britain you could not have escaped the rain.

In the early part of July the third Maritime Festival took place. What an excellent



***Hartlepool Maritime Festival***

*HM Bark Endeavour (right) and STS Shtandart  
in a mock battle outside Hartlepool Sea Walls*

*Courtesy of Bryn Hughes*

event – there was the visit of the replicas of HM Bark Endeavour and the Russian STS Shtandart. Bryn and I got absolutely soaked standing on the Middle Pier watching the mock battle of these two ships. You could also eat your way along the Brunomart and Continental Markets which were all the way along Maritime Avenue – lots and lots of lovely food. The Gun Deck and Quarter Deck of the Ship were open to the public and the Friends organised volunteers to talk to all 10,000 visitors! (One person every four seconds). The Friends were wearing their new T-shirts!! Well done to the Friends and well done to the Local Authority for co-ordinating the whole event.

We now look forward to some of the tall ships coming to Hartlepool next Summer as a stop off in the Tall Ships Race.

There was also another event which had mention of the Trincomalee this Summer. Geoffrey Wheatley Cobb who bought Trincomalee from the breakers in 1897 owned Caldicot Castle in South Wales. He bought Trincomalee for the training of young boys in the art of seamanship after his ship the Foudroyant was wrecked off Blackpool Sands. During the Chepstow Festival this year there was a production called “Footprints on the Sands of Time”. This son et lumiere production was set in the grounds of Caldicot Castle and depicted the history of the Cobb family and so hence the connection with Trincomalee. Trincomalee and Foudroyant were projected onto the walls of the Castle in all their glory.

***So onto this magazine.***

After reading the last magazine Colonel Euan Houstoun decided he would set

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## *Summer has gone and Autumn is here*

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matters straight in the spelling of his name. Colonel Houstoun is a Trustee and as his article says is the great, great, great nephew of Captain Houstoun who was the Trincomalee's Captain for its second commission. I am afraid I took some stick from him so I retaliated by asking him to write an article for this magazine. Just as a point of fact when typing up his article my spell check on the computer repeatedly said that Houstoun was the incorrect spelling and the correct one was Houston (it is the English and not American version of spell check). He wanted to also point out that in the "Trincomalee Facts – Do you know that" Trincomalee collided with a merchant ship at Port Stanley in the Falkland Isles – sounds as though it was his ancestor who was at fault. Euan readily pointed out that the Captain of the merchant ship took the blame for the collision.

Hartlepool has a very strong maritime history and Brian Liddell (from Atkinson Print who print this very magazine) along with his son have written and published many books on its history. If you are ever in Church Street, look at the frontage of Atkinson Print and you may notice the prow of a ship protruding from the first floor. Not many buildings have this type of decoration so I asked Brian, (who is also a Friend of Trincomalee) to write a short history of their premises.

There are many more buildings in Hartlepool which have a maritime connection. I would be interested to hear from anyone who can continue with this theme.

The next issue of the Quarterdeck is in the Spring – so have a good Christmas and New Year!!

**Jean Hughes**, *Magazine Editor*

*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  
Tel: 01429 266126**

*Correspondence and contributions for the magazine to:*

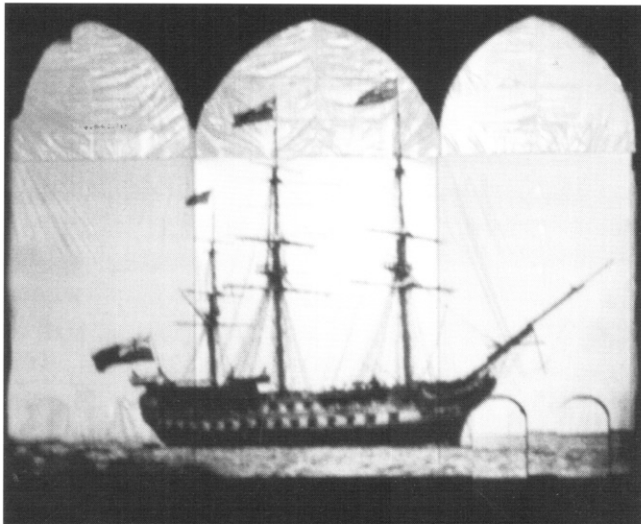
**The Editor, c/o HMS Trincomalee,  
Jackson Dock, Hartlepool, TS24 0SQ**

# *Trincomalee Facts – Do You Know that:*

- Trincomalee is a frigate
- A frigate was lighter, more nimble and faster than the norm
- A frigate was a ship of moderate size designed to operate outside the line of battle
- A frigate was restricted to around 28 – 44 guns compared to a ship of the line which may have anything from 64 – 120 guns
- A frigate was a multi purpose ship: scouting, operating independently in trade defence, commerce destruction or patrol
- A frigate in action with the fleet was used as a support ship: repeating flag signals, towing away damaged ships and sometimes acting as a decoy
- A frigate was used as an attack on trade and as a convoy escort
- A frigate had a deck which carried no guns (in Trincomalee – the Mess deck). This gave the men more space and hence less susceptibility to ill health.
- In 1813 the Admiralty determined to begin a large programme of building new frigates. These frigates were made to the highest standards of materials and techniques to ensure longevity.
- The proof of this programme is Trincomalee which was built at this time.

For more information about frigates please read “Frigates of the Napoleonic War” by Robert Gardiner ISBN 1 86176 135X

*Facts taken from Professor Andrew Lambert’s book, ‘Trincomalee, The Last of Nelson’s Frigates’.*



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*Foudroyant illuminated on the  
walls of Caldicot Castle*

*Courtesy of Rachel Hughes*

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## *What's In A Name??*

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Jean Hughes, the personality and vision behind the excellence of Quarterdeck, our regular Friends of Trincomalee magazine – had cause to have her leg seriously pulled by one of the Trustees over the efficacy, nay accuracy of the “Trincomalee Facts – Do you know that:” item in the Summer 2004 edition. A fact sheet with *Houstoun* spelt wrong thrice. “Ohhh”, whinged the wretched Trustee, “when he was alive Captain Wallace *Houstoun* was Scottish, with a smidgeon of Welsh but not a single drop of Texan blood coursing through his veins!”

We *Houstouns* are well used to familiar sounding spellings. Railway Stations, American film directors, pop stars and of course General Sam Houston (spelt right in this case) of Texan fame, so vaguely linked to the family name as to warrant no further explanation. The dreaded nicknames, both of “Sam” and “Tex” follow one; pursue one around the world when in fact, since memory began I have always been quite happy with Euan *Houstoun* – Oh and incidentally. I was not really whingeing to Jean!!!. I am now gazing at Captain Wallace Charles *Houstoun*’s copy of the “Pedigree of the Family of *Houstoun*” (circa 1860), which makes for a somewhat quaint read as all the “esses” (Ss) were printed as “effes” (Ff). I am indeed one of the Fonf of Houftoun so Jean, if you cannot reconcile yourself to *Houstoun*, Houftoun will do !!!!

Captain Wallace *Houstoun* was born in India on 5 December 1811, the third son (which was bad luck) of General Sir Robert and Frances (nee Follett) *Houstoun*. His father served in the Bengal Cavalry with a deal of distinction furthering the good offices of the East India Company and on returning to England was knighted for his services. Wallace was three down the list of “heirs of entail” with his elder brothers, Alexander and Robert, both thriving. So, Wallace was going to have to marry well (to balance the bad luck) but tricky, as the Commission in command of HMS Trincomalee, had taken him out of London’s social whirl for five years (1852 – 1857) and by then he was 46 years old! But this excellent officer, with I am sure great charm won the heart of Caroline Frederica, daughter of General Monteith and they married in May 1860 (St Peter and St Paul, Eaton Square). He did seriously well in his choice probably much to the “green eyed” observations of his elder brothers one of whom stayed on in India, the eldest inheriting a most elegant but decaying house and estate in County Haddington, West Lothian. For Wallace, Sissinghurst Place in Kent for weekends, 42 Eaton Square during the week (Would that address remained!!), Justice of the Peace, Deputy

Lieutenant for Kent and extraordinarily, promotion on the Reserve coming up with the rations so to speak, to that of full Admiral in 1877 (presumably only half pay). He died on 17 May 1891 and is buried in the family vault at Carshalton Church in Surrey.

So, (What's in a name?) The same "Pedigree of Houstoun" referred to earlier describes Hugo de Paddinan of the family of Houstoun, in the reign of Malcolm IV, more specifically AD1160. So just because we came over with William the Conqueror, does not mean that Wallace Charles and his great, great, great, great nephew would wish it to be spelt wrong for the next 1000 years. Perhaps that's the answer to the question!!!!

Colonel Euan Houstoun

## *What'S In A Rank?*



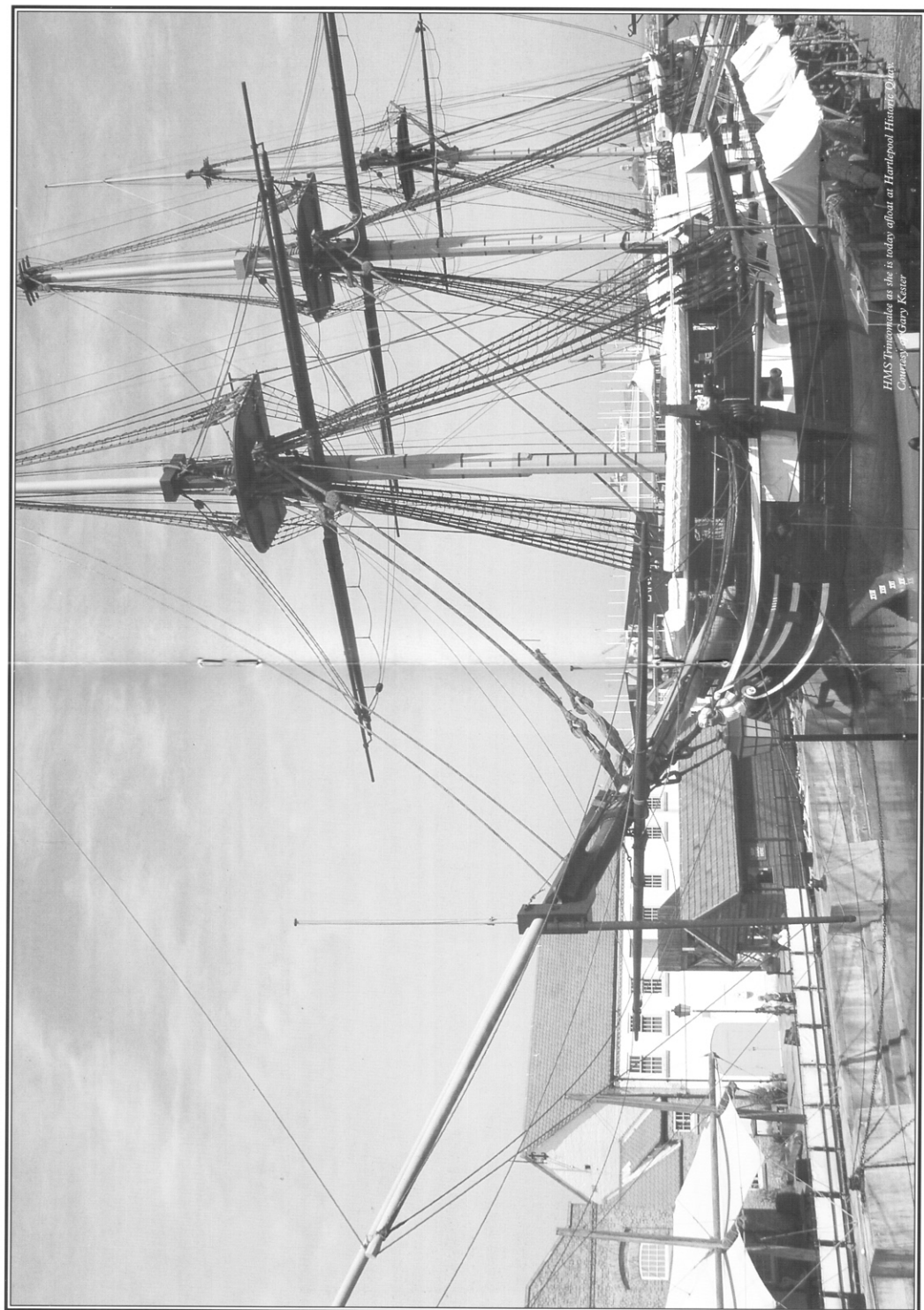
*Captain Wallace Charles Houstoun  
(c:1869)  
Naval Captain*



*Captain Euan Houstoun  
(c:1969)  
Grenadier Guards*

100 years apart we were both, by rank, ranked as captains. But there was a huge difference, he was forging foreign policy, surveying, discovering, searching and administering summary justice in a robust way in support of the Realm. All I was doing was combating, as best I could, communism. We can still gaze up the 'Houstoun Passage' near to Victoria Island, west of Vancouver and wonder!





*HMS Impregnable as she is today, afloat at Hartlepool Historic Dock.*  
*Courtesy of Gary Keeler*



## Trust's Log

It's official; it has been a wet summer! But it is also official that our visitor numbers during the summer holiday period held up well this year and are ahead of last year's hot summer period. What, if anything, does this tell us?

This type of question is always difficult to answer definitively, but perhaps the most interesting possible response relates to the perception that visitors have of the Ship and our amenities. It is probable that we are seen as an all-weather attraction where the need for sunshine and warmth is not a pre-requisite to an enjoyable visit. If this is the case, then it is an important marketing advantage and one that we should mark-up much more in our publicity, in the same way as the disabled lifts in the Ship create opportunities for access that are normally unexpected in an historic ship.

In the last Quarterdeck I wrote about the option to retain HMS Trincomalee afloat in the Dock at the Hartlepool Historic Quay, largely for reasons of achieving long-term financial sustainability. The discussions with Hartlepool Borough Council have continued and the principles are likely to be agreed around the time of publication of this magazine.

The development option is a tug between hearts and minds. On the one hand being independent and having separate visitor facilities with the Ship undocked into the Jackson Basin, has been a long-held vision and ambition. The other hand, however, is that working in partnership at the Quay and developing facilities to display the Ship



*Susan Collingwood-Cameron with Trustees John Kirkup (left) and James Atkinson aboard HMS Trincomalee  
Courtesy of HMS Trincomalee Trust*

and tell her story there, is more likely to give the Trust the stability it needs to move forward confidently in the conservation of the Ship and in developing further usage.

There are still a number of points of detail to resolve, but Trustees are keen to assure the Friends that the autonomy of the Trust as a charitable body will be protected and retained. Moreover, the developments offer an exciting challenge and opportunity to fulfil the Final Phase of the restoration and interpretation scheme, and to positively build on the welcome recent expansion of the Friends membership and involvement.

Our plans today are bound to reflect in part the Ship's history, which is nothing if not diverse and fascinating. There are three points here of current interest. Firstly, we are working with the University of Teesside and have deposited the Trust's archive of material there, both for safe storage and with a view to some project work on the photographs and video material. We are also keen to create a register of the many people who spent weeks aboard HMS Trincomalee – as Foudroyant – during her training days in Portsmouth. It is intended to place articles in appropriate periodicals shortly, and with the added aim of generating more members for the Friends. How about an ex-Foudroyant re-union? That would be really something!

Finally, the Trust was delighted to welcome Susan Collingwood-Cameron to the Ship recently as a direct descendant of Admiral Collingwood. Whilst there is no substantive connection with HMS Trincomalee, it is felt that the contribution of Collingwood, amongst the celebrations of Nelson and Trafalgar in 2005, should not be overlooked. Our thinking caps are on – again!

**Bryn Hughes,** *General Manager, HMS Trincomalee Trust*



*Image of the Trust's Christmas Card 2004 (available from the ShipShop or by mail order)*

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# *News, Happenings and Events*

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As you know the Friends of HMS Trincomalee always want to recruit new members. The membership is growing slowly but it does need to have more members in order that more money is raised to aid the Ship and also to provide voluntary support in practical ways. It is hoped that more events will take place on board Ship in future to entertain visitors and it is important that Friends are seen to be an integral part of the Ship and its workings. Any suggestions – the committee would welcome your views.

As a start I am enclosing a Friends Leaflet which I hope you can give to a friend or colleague with an encouragement to join up. Thanks!

## ***Friends Talks – In the Captain's Cabin.***

Talk at 7.00pm. Coffee and biscuits afterwards. Free to members and non members pay £1.00. There is a RAFFLE. (Thanks must be given to the committee members, and some Friends who donate prizes)

**October 21**      **Further Up the Tees**      *Edward Bunting*

**November 11**   **Tramping in a Reefer**      *Captain Sandy Kinghorn*

**December 9**      **NO TALK** but join other Friends on board for a glass of Punch and a chance to buy late Christmas presents and Christmas cards from the ShipShop and a look around the Ship.

**January 20**      **In Shackleton's Wake**  
– a personal journey      *John Megson*

**February 17**      To be confirmed

## ***Reports***

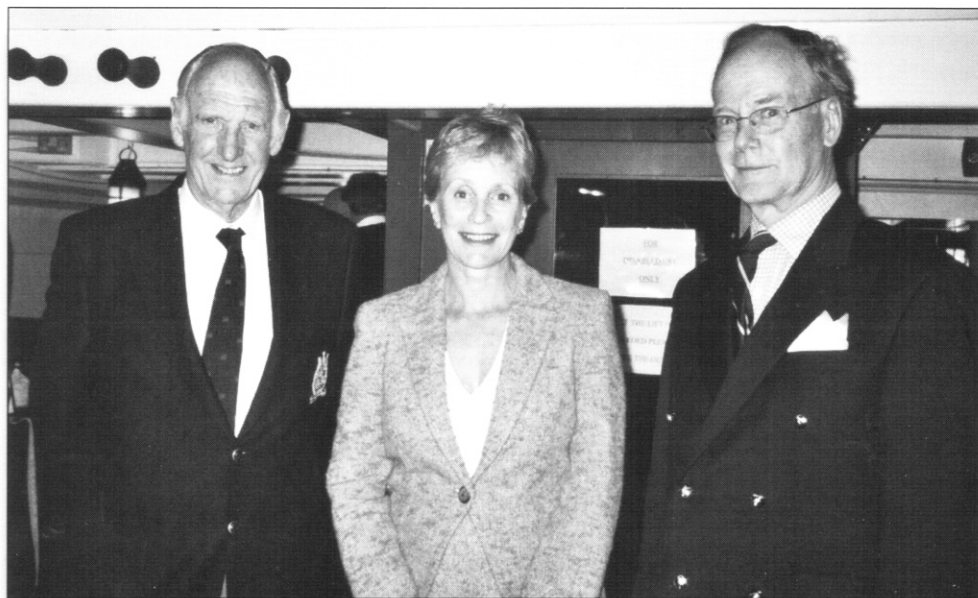
**Summer Soiree** – The Summer Soiree raised £800 for the Friends Association. The evening was a great success with Philippa Gregory opening the event and the youth of Hartlepool to the fore - Sea Cadets, Youth and Community Band and Manor School Choir. It was a bit chilly on the Quarterdeck for Colours but everyone enjoyed themselves.

**New additions to the ShipShop** – The T shirt as modelled in the photograph and a very nice Trincomalee button badge which is priced at £3.50.



### ***Hartlepool Maritime Festival***

*Friends on board Ship sporting the new T shirt  
From the left: John Megson, Nigel Hogg and Keith Rogers  
Courtesy of Jean Hughes*



### ***Summer Soiree***

*Guest of honour Philippa Gregory with James Atkinson (left) and  
Colonel Michael Stewart (Chairman of Trustees)  
Courtesy of Jean Hughes*

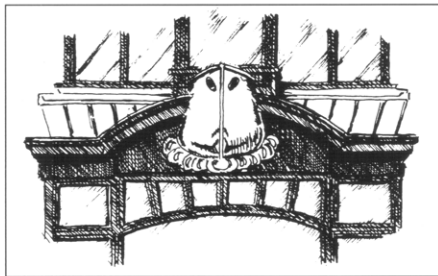
# 1854 - 2004

## 150th Anniversary of 10/11 Lower Church Street

### The Home of Atkinson Print

The old port of Hartlepool had been steadily growing since the beginning of the 19th century and had, by 1851, a population of some 9,277. Next door to Hartlepool however, on an area known as Mill House Farm Estate, a gentleman named Ralph Ward Jackson had sown the seeds, which were later to result in explosive commercial growth and the birth of a new town - West Hartlepool.

In a shrewd move, Jackson along with Robinson Watson and Thomas Wilde Powell, purchased 153 acres of land for the price of £15,000. It was a wise investment by any standards. After the formation of the Stockton and Hartlepool Railway Company in 1836, the port of Hartlepool had a new lease of life as the terminal point for the shipment of coal from the South Durham Collieries.



*A large model of a ship's prow protrudes from the first floor window reflecting the Maritime flavour of number 11 Lower Church Street*

The thoroughfare of Church Street was constructed in the early 1850's along with housing to take the large influx of workers that constructed the new West Harbour and Dock. Jackson planned Church Street as a wide main street, which eventually turned out to be a monument to his zeal and entrepreneurial skills, surviving to this day.

Jackson's investment was beginning to pay huge dividends. Tradesmen and shopkeepers were quick to take advantage of the new boomtown of West Hartlepool with its lucrative prospects for trade, and local builders were able to buy land from Jackson for development.

The block containing number 11 was probably constructed around 1851-52 and number 11 itself was sold to Christopher Salmon on the 29th November, 1854 for £131 3s. 10d. Salmon was a man much respected in West Hartlepool. He was Ralph W. Jackson's confidential secretary and was instrumental in establishing the Literacy and Mechanics Institute.

Sometime after purchasing Number 11, Christopher Salmon obtained a £250.00 Mortgage from a Mrs. Margaret Bulmer of Seaton Carew. The premises were then rented to Messrs. Mackeknie and Oswalds, Surgeons, who remained there for the next six years. The two surgeons were likely involved in treating cases of Cholera, as poor sanitary conditions led to minor outbreaks on occasions.

Following the death of Christopher Salmon in October 1860, Number 11 was sold in order to repay the mortgage of £250, to Margaret Bulmer. But the premises were to remain within the sphere of medicine, as the purchasers were brothers Isaac and William Scurr, Chemists and Druggists, who secured the property for £800. Thus



Salmons initial investment of £131 3s 10d. saw a return of over 600% in less than six years.

By 1877 West Hartlepool, and Church Street in particular, was really thriving. Trams were introduced and ran from Church Street to Hartlepool. Between 1878 and 1900 the town won the Blue Riband award for maximum output in ship construction, no less than six times. 1887 was Queen Victoria's Jubilee year and it was decided to confer the status of 'Borough' upon West Hartlepool.

In 1912, Number 11 Church Street was bought by Captain Percival Forest Perry, Nautical Optician, for the sum of £1,050. He had already been operating his business from that address a couple of years previously and must have been eager to make the premises his own. The frontage of the building was altered, with the

inclusion of a large model of a ship's prow protruding from the first floor, reflecting the maritime flavour of the business, where it remains today. Also at that time within Number 11, the West Hartlepool Nautical Academy was formed for merchant Seaman officers.

On 16 December 1914 both West Hartlepool and Hartlepool were rocked by a sudden bombardment by three German Cruisers. The onslaught lasted for 42 minutes and over a thousand shells were fired. More than 200 people were wounded with 112 killed. The docks were extensively damaged. The First World War had begun.

In 1930 the office at Perry's was constructed in the form of a ship's bridge and four members of staff worked there including Captain Perry, who was also a Lloyd's agent. A wide range of nautical instruments and ships compasses were sold at the shop and also wireless components for home construction and the manufacture of receivers called the Perriphones 3 and 4.

After The Second World War, at Number 11, Perry's gradually ran down their nautical operations and shifted the emphasis to radio and subsequently, television. The business expanded considerably and outgrew the premises. Perry sold the premises to Mr. Ho Hong of Stockton, for use as a Chinese Restaurant in 1959, for the sum of £1000: £50 cheaper than when Captain Perry first bought the freehold in 1912.

In 1969, Austin Atkinson moved his press from Surtees Street to Church Street, while in the late 1970's, the business of A.F. Atkinson (Printer) Limited was taken over by Mr. Brian Liddell, who shortened the name to Atkinson Print.

After the Council declared conservation area status upon Church Street, Brian Liddell decided to renovate the property back to an appearance befitting the original Church Street. Architects Derek Stephens & Company undertook the work and so began an ambitious programme of restoration in 1984, which led to the rejuvenation of the old street in the 1990's.





# 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](http://www.hms-trincomalee.co.uk)***

***There are discounts for the Friends of the Ship.***

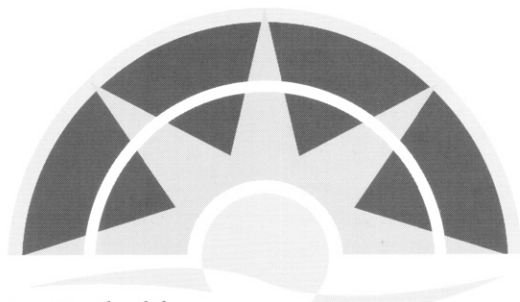
*Please contact the Trust for details:*

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

Telephone: 01429 223193 • Fax: 01429 864385

Email: [office@hms-trincomalee.co.uk](mailto:office@hms-trincomalee.co.uk)

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