

Quartermasterdeck

FRIENDS OF HMS TRINCOMALEE

SUMMER 2005





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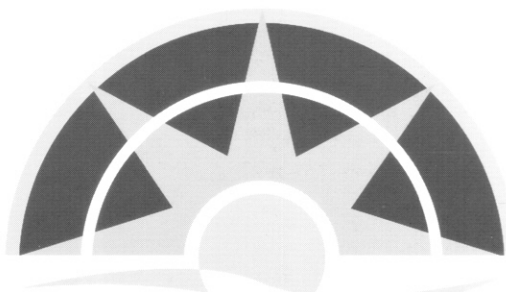
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FOR THOSE IN THE KNOW

Here Comes Summer (hopefully)

I have received the article from India and as promised it is published in this magazine. It has been written by Captain Ramesh Babu of the Indian Navy who looks after the heritage aspects of the Bombay Dockyard. My thanks go to Vice Admiral SKK Krishnan AVSM VSM and to Captain Ramesh Babu. I am sure that you will find the article extremely interesting and find the photographs superb.

I feel that we, as a Friends organization, are very fortunate to receive such articles from such well respected people as contributors to our magazine - it makes the magazine a very worthwhile aspect of being a Friend. All Friends, as you know, receive three copies a year of the Friends magazine free of charge (or for the cost of membership). You can, however, buy extra copies from the Shipshop at £2.00 each. The shop only stocks the current magazine - there are some copies of previous magazines, mainly for record purposes, but if you would like any previous copies then I am sure we could try and help. There are very few copies of the first issue which was Spring 2004. I think, but perhaps I am biased, that they are an extremely good record of the Ship - they are informative and interesting and I hope, an enjoyable read. I hope that it is of interest to all whether you are new to ships, a knowledgeable amateur or a "ship professional"

In the same way, the committee organizes talks for Friends. As those who know and who come to these talks they are also informative and enjoyable. Again they are free to members but of course members may bring their friends (they pay £1.00). All the money raised at these talks whether it be from non members or contributing to the raffle goes towards helping the Ship.

If any Friend can help the committee by providing suggestions for persons who give talks that our Friends may enjoy then please contact Ian Purdy or me. We are all open to suggestions (constructive ones that is). Remember it is your organization.

Right that's me off my soap box!!! Enjoy the magazine!!! Have a good summer!!!

Jean Hughes (*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

Tall Ships are Coming to Tees Valley

Sail Training International organises and manages the annual series of races for sail training tall ships in European waters. The purpose of these events is to provide an opportunity for friendly competition among the sail training fleet and to develop international friendship and understanding among the young trainees and the communities visited during the race.

The Tall Ships Races this year start at Waterford in Southern Ireland from 6 to 9 July. Leg 1 is a race from Waterford to Cherbourg where they stay until 17 July. The second leg is a Cruise in Company to Newcastle/Gateshead. Ships must arrive there by 25 July. It is on this leg that the ships have the opportunity to call at Cruise in Company ports including Lowestoft, Harwich, Whitby, Middlehaven (Middlesbrough), Hartlepool Marina and Dock and Blyth. The third leg is a race from Newcastle/Gateshead to Fredrikstad starting on 28th July.

Tees Valley formed a team including Tees Valley Partnership, Middlesbrough and Hartlepool Councils, PD Ports, Hartlepool Marina and the RNLI. to attract these ships with the offer of hospitality to three locations - Hartlepool Marina, Hartlepool Harbour and Middlehaven Dock. The team formed when representatives attended the Annual Sail Training International Conference at Newcastle in December 2004 where it was promoting the ports in the form of a trade stand.

So far, to date the team has been successful in attracting some 25 plus tall ships entries to Hartlepool Marina, 1 large vessel in Victoria Dock and 2 large ships to Middlehaven. The list is still growing! Three members of the team will be travelling to Waterford and Cherbourg to personally meet the skippers and crews to further reinforce Tees Valley hospitality. (A superb DVD has been produced by Gary Kester to promote Hartlepool to the skippers)

Activities associated with the visit of the Tall Ships will be centred around the Marina on 23 and 24 July and will include street theatre, music, dance, trade stands and inter-ship competitions. All this in association with the RNLI and their special weekend. Visitors to the event will have access to the tall ships berthed in Jackson's Dock. Some of the larger vessels will berth at Middlehaven and Hartlepool Harbour.

The whole weekend is set to be spectacular with a plethora of traditional ships and square riggers.

At the present time we don't have the total number of ships in each location but we will be shortly looking for volunteer liaison officers. This role will involve reporting ships needs over the weekend of 23 and 24 of July to a central point. If anyone is interested they should contact me at Hartlepool Marina lock office Tel: 01429 865744 as soon as possible.

There are around 120 tall ships from around the globe that have entered this year's Races and some ships have crews of around 300 and more making this a truly international event. Information on specific ships arriving in Hartlepool and Middlehaven will be available soon. You can get a taste of the event by logging onto www.tallships2005.com

Look forward to seeing you over the weekend of 23/24 July. Don't miss it!

Allan Henderson

Director Hartlepool Marina



*Tall Ship Prince William.
Courtesy of Tees Valley Tourism Bureau*

Trincomalee Facts – Do You Know that:

- on her first voyage from Bombay to Portsmouth in 1818, HMS Trincomalee's only armament was four 12 pounder carronades
- the carronade, made by the Carron Company's iron foundry near Falkirk, was a type of cannon with an unusually short barrel but a large calibre designed to a wreak havoc on the enemy at close ranges. It was quickly named "The Smasher"
- carronades had a vicious recoil and needed double breeching-ropes to restrain them. Their impressive muzzle flash also tended to scorch the ship's sides and rigging as well as the hammocks which were stowed above them
- the main armament of HMS Trincomalee and the other frigates of her era would have been the naval 18 pounder. These are the guns you will see on the ship's main deck today, but by the time of her first commission (1847) the 18 pounder was obsolete
- the rule of thumb for the size of the powder charge used in the long iron cannon of the time was one quarter the weight of the projectile. So an 18 pounder would normally have been loaded with 4½ lbs (about 2 kilos) of black powder
- shot fired with a smaller than usual powder charge ploughed into the wooden hull of a ship sending great splinters flying which caused many more casualties than shot that penetrated the hull. As a result, opening shots were often fired with reduced charges or "double shotted" with two cannon balls instead of one
- the extreme range of an 18 pounder was just under 2000 yards
- when she sailed for the West Indies in 1847, HMS Trincomalee's main deck armament consisted of 32 pounders and 8 inch guns designed to fire exploding shells
- guns firing solid shot were known by the weight of their projectile, whereas guns intended to fire hollow exploding shot (or "shells") were referred to by their calibre in inches
- after the introduction of hollow exploding shells, solid shot was painted red
- in addition to round shot and shell, HMS Trincomalee carried bar shot, double headed bar shot, grapeshot and case shot
- muzzle loading guns needed a large number of men to handle them. The general rule was one man for every 500 pounds (227kilos) of metal. So a 32 pounder, which weighed nearly three tons would ideally have a crew of 13 men to serve it

Bombay Dockyard - Builders of TRINCOMALEE

Association of Bombay with the sea is as old as its history. “Kolís”, the original inhabitants of the city, derive their name from “Kol” meaning a boat. Maritime activity flourished here, attracting the Portuguese to make their first landing in 1509. They concentrated their shipping activities around the Bombay Castle, located along the wide, naturally protected bay that they called “Bombaiim”. While some historians believe that the city got its name from “Bombaiim” meaning a “Big bay”, others believe that the original name was “Mumbai”, derived from “Mumba Devi” the reigning Goddess of the area.

English first attacked the castle, along with the Dutch, in 1626. The attacking troops found two frigates under construction near the castle, indicative of organised ship building. Bombay passed into British hands on 8 February 1665 under the treaty of marriage between Prince Charles II and Infanta Catherine of Braganza. Though the early British history of the city talks of formally setting up the dockyard in its present location in 1671, large scale ship building commenced in 1735, with the arrival of masterbuilder, Lowji Nusserwanji Wadia, from Surat. Seven generations of Wadias served the East India Company and the British Government as master builders at Bombay Dockyard. They built more than 400 vessels for different owners. In addition to men of war, they also built merchantmen, pilot vessels, light vessels, water vessels, river craft, dredgers and even a bridge of boats.

Trincomalee was built by the Master builder Jamsetji Bomanji in the Bombay dock. Ship building reached its zenith during Jamsetji era when more than eighty ships were built in a period of thirty years. Other ships such as Minden, Cornwallis and Wellesley, built during the same era, have also left indelible maritime history in their wakes. The last ship to be launched by Jamsetji was the Hastings, a 24 gun frigate for the Company’s Marine. He passed away on 30 August 1821.

Mr Hanry Meriton, the Superintendent of Marine at Bombay reported his death with a letter:

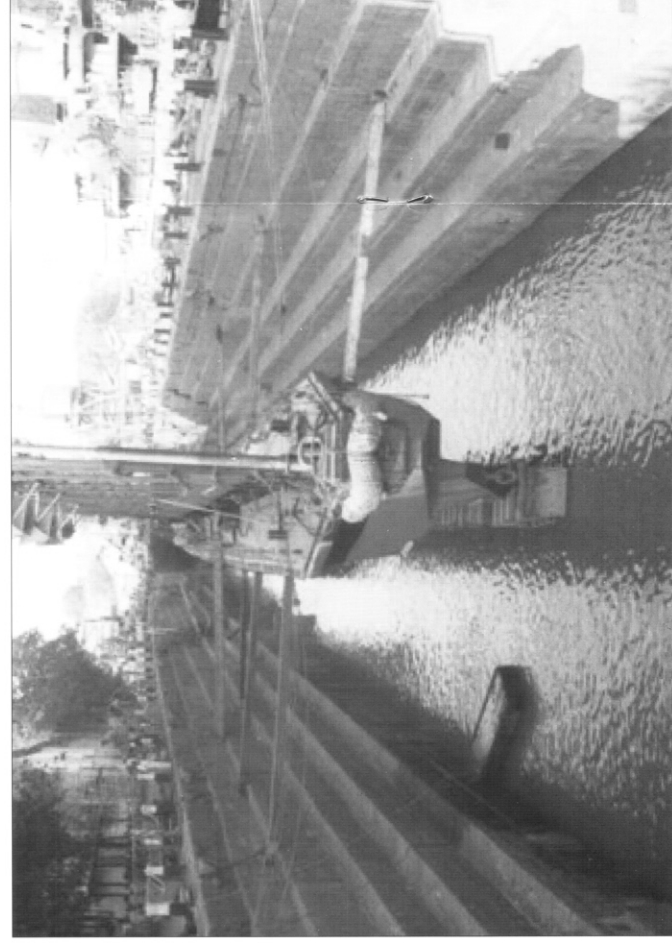
Honourable Sir,

It is with deep concern I have to report to the Honourable the Governor in council the death of our very venerable Head Builder Jamsetji Bomanji who departed this life at 3 o'clock yesterday afternoon after an illness of some weeks.

In reporting the demise of this most respectable man, it is only necessary to say that he had served the Honourable Company for more than half a century, many years of which in the highly responsible situation of Head Builder in their Dockyard and this Presidency and such has been his zeal, his talents and faithful discharge of his duties as to be beyond any eulogium I could offer. It remains therefore only for me to add the expression of my sincere concern for the loss of this very valuable man.

Bombay Dock, the cradle of Trincomalee - 255 years old and still in use

Traditionally, Malabar teak, found in plenty in the Western Ghats was used for shipbuilding all along the Western Coast of India. Teak, as a ship building material, got an impetus in 1770-72, when public attention in Britain was seriously called to shortage of oak timber throughout the United Kingdom. The East India Company was prohibited from building any new ships in Britain, but they were permitted to build vessels in India or other colonies. Malabar teak was found to be more durable and resistant to maritime conditions. Ships made of Malabar teak were found to last much longer than oak built ships. John Hillman, one of the British ship builders of the time was expressing the fear of extinction of ship building in Britain when he stated that “an India-built teak ship, after she has performed six voyages, is equal to one of ours, after she has performed three”.



Mr W.T Money, the Superintendent of Marine at Bombay, published a treatise in London in 1811, bringing out the merits of Malabar teak over oak. He showed that oak contains a powerful lignic acid which corroded the iron nails used as fasteners. While teak in other parts of the world weighed equal to oak, Malabar teak weighed 25% less. When hit by cannon shots, teak would splinter less, thus reducing secondary damages and injuries. The Superintendent of Marine also showed that ships built of teak were found to be in perfect condition after 50 to 60 years, as against 10 to 15 years for ships built in oak. Estimates on shipbuilding at Bombay showed that a saving of £ 385,791 could be affected annually, if just 14,000 tons of shipping were built of teak here. Trincomalee is of course a living example of the durability of Malabar teak and dexterity of Bombay ship builders.

*Pictured left
Bombay Dock the cradle of Trincomalee
255 years old and still in use
Courtesy of Bombay Dockyard*

Bombay Dockyard - continued

Native Indian shipwrights, concentrated in Gujrat, Konkan and Malabar in the Western Coast were building seagoing vessels like Gurabs, Phatemars, Galbats, Battelas and Machavas for centuries before the British entered the scene. Arabic influence came in through trade and Parsi ship builders, whose origins are in Persia, the present day Iran. Traditional teak vessels with single masts were augmented with metal fasteners and improved rigging.



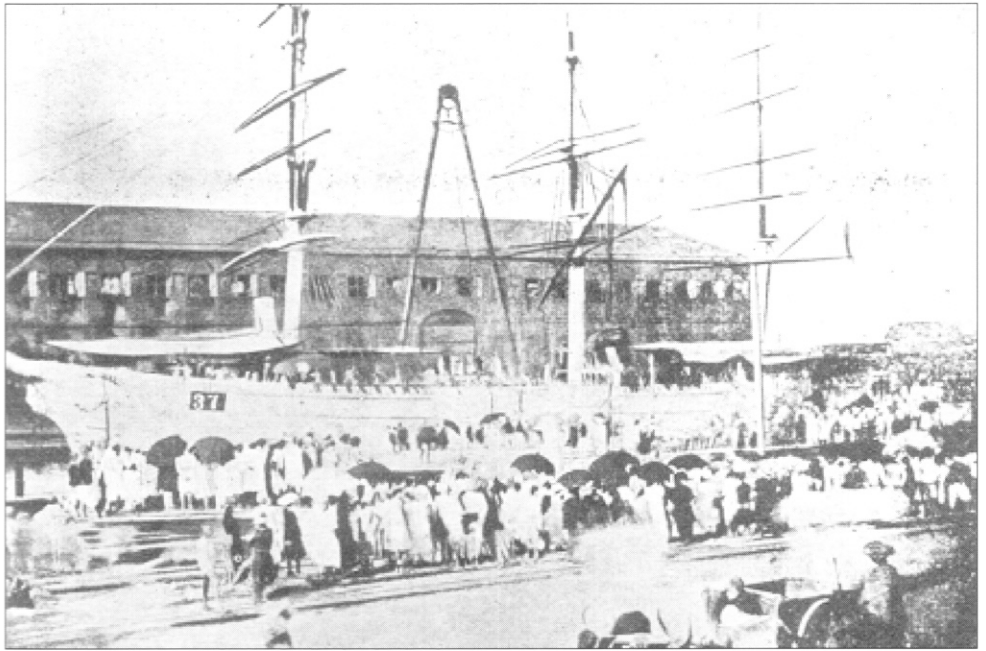
*Clock Tower - The present Clock is
100 years old and still ticking*

Courtesy of Bombay Dockyard

Bombay was a popular port for ships from all parts of India and enjoyed the advantage of having shipwrights from Konkan, Gujrat and Malabar in addition to Parsi ship builders. All of them would have contributed to building "Indiamen" for the East India Company which adopted a number of traditional Indian designs. Company's Grabs were in fact based on the design of Maratha Gurabs, built by Konkani shipwrights, and used extensively by Shivaji and other local warriors to fight the Europeans.

Rapid growth in ship building during the era of Jamsetji Bomanji Wadia also saw the expansion of infrastructure at Bombay dockyard. The first dry dock, Bombay dock, built in 1750, was augmented with Duncan Dock in 1807, named after Jonathan Duncan, the then governor of Bombay. Workshops, operating in thatched sheds, were augmented with permanent factory and administrative building in the same year. Many of these facilities, including the Bombay dock, wherein Trincomalee was laid down on 25 April 1816, continue to be in use. Heritage structures in the dockyard attract many visitors, including serious students of history. The yard proudly displays a model and other information on Trincomalee, the jewel in her crown. These artifacts arouse immense interest amongst visitors and generate pride in the workforce that keeps this historic yard ticking as a vibrant marine industrial unit, in the third century of her existence.

Captain Ramesh Babu, Indian Navy



Duncan Dock and Admin Building - 1867

Courtesy of Bombay Dockyard



Duncan Dock and Admin Building - Today

Courtesy of Bombay Dockyard

News Happenings & Events

As with all Friends organizations members help to raise money to help further the organisation they support. In previous magazines it has been reported that the Friends helped towards the finance of the interpretation of one of the officers' cabins and there is a brass plaque there to prove it. The next "help the Ship" donation is towards the new rigging. The project is to cost £83k. Some money has been confirmed from Heritage Lottery, there have been donations in kind from two major companies locally. The Friends Committee have donated £2k leaving monies still to find of £17k. This money looks to have been secured but still to be confirmed which will then allow the project to happen. Good eh!!!

The Friends Committee have also agreed to help in the printing costs of a new informative guide to the Ship which will include deck plans, history and pictures. If you have been to visit HMS Victory you may have seen a similar guide. Our guide will be available to purchase from the Shipshop hopefully from late summer onwards.

In order to help the Ship in this way we need your **HELP**

- Have you yet sold your raffle tickets??? If not, why not
- Have you asked for more tickets to sell????
- Did you buy tickets for the Summer Soiree????
- Did you buy tickets for 22 October Trafalgar Night???? (sold out)
- Tickets for the 15 October Trafalgar Night now available (due to popular demand)
- Tickets for Taranto Night (11 November) now available

All raffle tickets and tickets for 15 October and 11 November available from James Atkinson (telephone 01429 267266)

Dates for the Diary

PUT THEM IN NOW!!!!!!

All talks are held in the Captain's Cabin and begin at 7.00pm. Coffee and biscuits are available after the talk. Talks are FREE to Friends but non Friends (who are most welcome) pay £1.00

There is always a RAFFLE

Wednesday 21 September **Peter Barron** (*Editor of the Northern Echo*)
"Cloudy: Rain Later"

Wednesday 19 October **Edward Bunting** (*a very popular speaker*)
"Up the Nile"

Wednesday 16 November **Captain Sandy Kinghorn** (*retired merchant seaman*)
"Away to Sea"

By the by

Talking of Captain Sandy Kinghorn - he has written a book called "Away to Sea" - Life in Blue Star and Golden Line. The book was published in 1996 AND **he has generously donated 50 copies to the Trust for sale to Ship visitors at a special rate.** Buy while stocks last!

Friends Meeting on board Ship Wednesday 25 May 2005

Thank you to all Friends who came to this meeting to discuss the best ways forward that Friends could help the Trust. The meeting took place in the Captain's Cabin. Bryn Hughes introduced the events for the evening and showed some slides of the Ship before Friends had a guided tour of the Ship with Joan and Sheila, Ship's guides. Following a lovely cup of coffee the Friends had a discussion and as a result came up with the following:

1. There should be more encouragement to Friends who live close to the Ship to get involved.
2. The Committee should organize Friends to be ambassadors and come on board during holiday times to talk to visitors and encourage them to become Friends and to assist the Guides at busy times. Investment should be made in promotional information to help in this.
3. There should be media releases to promote the Friends talks.
4. Committee members John Megson and Gary Kester agreed to get together and pool ideas and suggest ways of co-ordinating voluntary work and activity.



*Chris Bowers in costume
with the Ship's Guides Jen Hall and Joan Lilley.
Courtesy of HMS Trincomalee Trust*

Trust's Log

Well, it happened on time and all went smoothly; only the weather let us down! Phase 1 of our Development Plan with Hartlepool Borough Council was to market the whole of the Historic Quay site including the Ship and the Museum as a single entity and to have one ticket to cover everything. The launch was on Good Friday, and the heavens opened and it was as cold as winter!

As we built up to the opening it became very clear that by putting everything together we really do have a fantastic attraction with a breadth of amenities and displays that is hard to beat. The naming, which I alluded to in the last Quarterdeck, got bogged down in questions of trademarking, and so in the end we used the descriptive 'strapline', 'Hartlepool's Maritime Experience', together with the pictogram of the facilities and the ships. A copy of the new consumer leaflet is enclosed, and I hope you like it and feel it does justice to HMS Trincomalee within the bigger picture. The leaflet is having a wide distribution.

The result of the single ticket system, of course, means that a lot more people are coming over the Ship, but the type of casual usage has also changed. Whereas before everyone who wanted to visit HMS Trincomalee had to purchase a separate ticket, a tour of the Ship is now included in the overall package. Many visitors just come aboard briefly now and do not want to use the audioguide. The case for having a new Guidebook that also has the Deck Plans for self-guiding is strong, and we are hoping to be able to get the funding together to implement this in the coming months. The advantage for Friends with the new system is that all the facilities of the Quay and the Museum are available within your subscription, and if you have not yet seen everything, I would encourage you to have a full look round!

Another aspect is the shoreside land on the south side of Jackson Basin. Here we are compiling a Marketing and Development Brief with the Council and English Partnerships. We are seeking a compatible mixed-use development for the site that may include, for example, a hotel. The important point here is that the returns from the commercial development will come to the Trust as new finance for the benefit of the Ship and public use. The Brief should be ready by the end of June and we should have an idea of interest in the site by the early autumn.

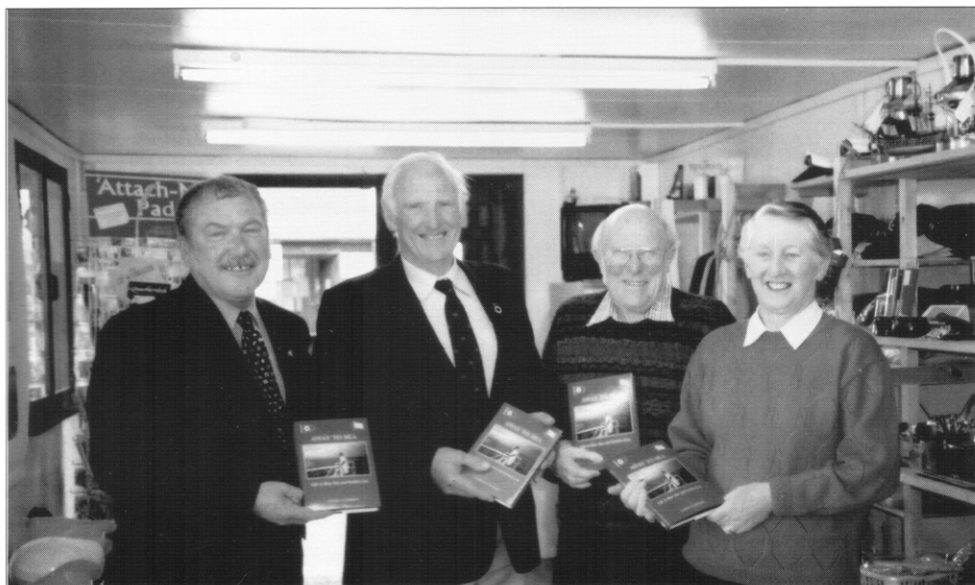
It is pleasing to report that John Megson has recently joined the Board of Trustees. John is the Vice Chairman of the Friends and has a detailed knowledge of local and regional business gained through his banking and Hartlepool Enterprise Agency experience over many years. His enthusiasm for HMS Trincomalee will, I am sure, produce dividends both for the Trust and the Friends.

The Ship is being used extensively for filming just now, since this is SeaBritain Year and nearly the time of the Trafalgar celebrations. An interesting twist, however, has been BSkyB filming for a cricket promotion for the forthcoming series with Australia! Look out for the Sky Sport promotion that was produced using the Ship and the Quay. It was great fun and brought a number of cricketing celebrities on board. 'Owzat'!

Bryn Hughes. *General Manager, HMS Trincomalee Trust*



*David Lloyd, Nasser Hussain, Ian Botham, David Gower,
Shane Warne and Bryn Hughes at BSkyB filming.
Courtesy of HMS Trincomalee Trust*



*Captain Sandy Kinghorn with his wife with Bryn Hughes and James Atkinson (Trustee)
presenting copies of his book 'Away to Sea' to the ShipShop
Courtesy of HMS Trincomalee Trust*

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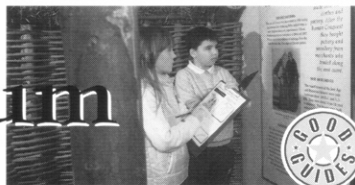


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HMS TRINCOMALEE TRUST

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:

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