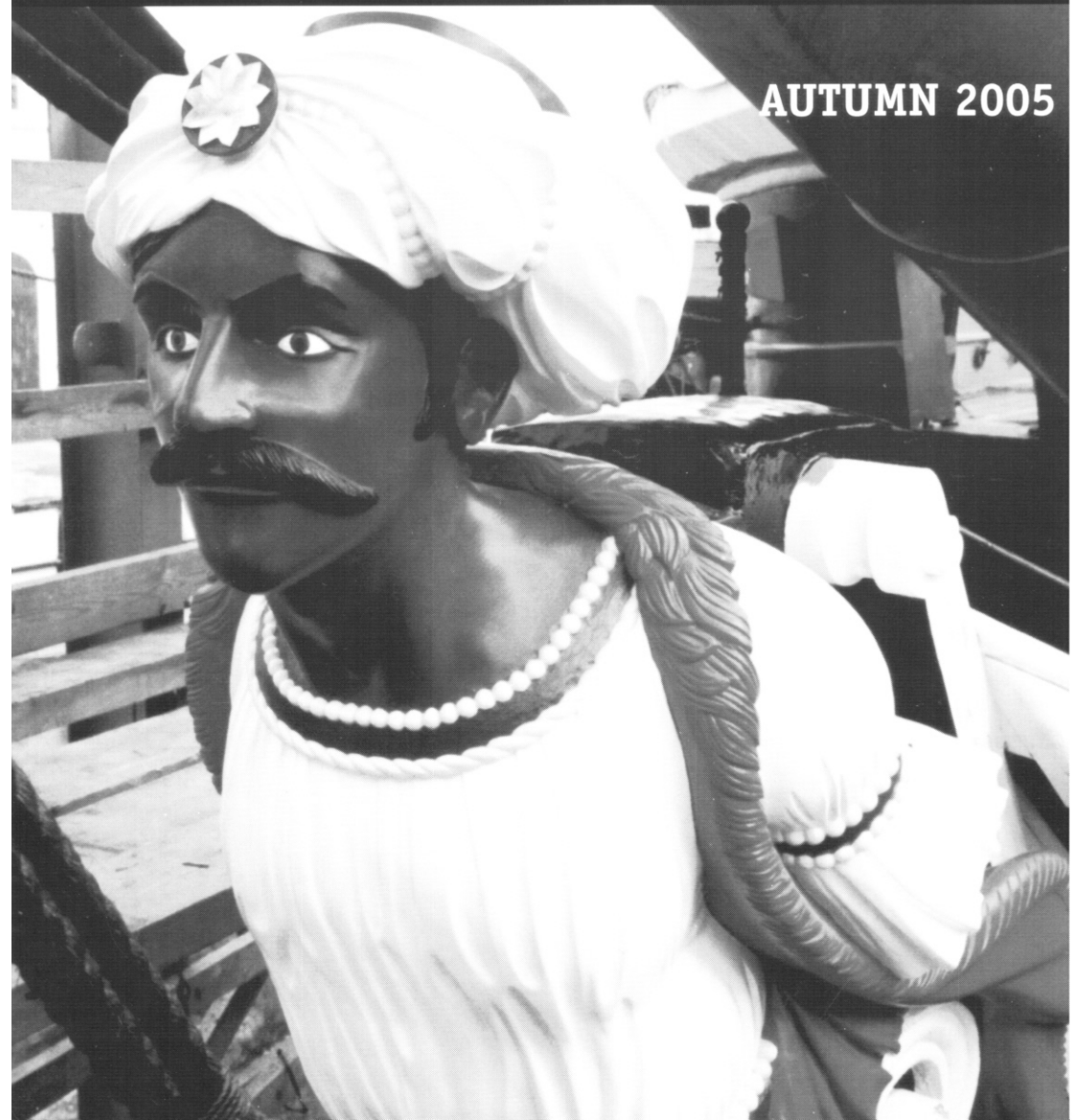


Quartermasterdeck

FRIENDS OF HMS TRINCOMALEE

AUTUMN 2005





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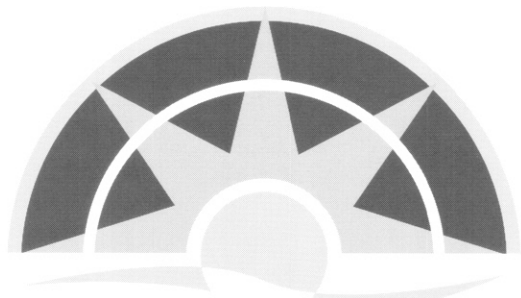
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FOR THOSE IN THE KNOW

Well it wasn't a Bad Summer was it?

Gosh doesn't time fly!!!

It has suddenly become Autumn with dark mornings and soon to be dark nights.

The main thrust this autumn is, of course, the remembrance of the Battle of Trafalgar just the two hundred years ago. Most of the celebrations have been in the south of the country but we also have tried, in our own way, to show that Britain still has a maritime history which is still present today.

Max Adams officially "opened the Summer Soiree" in June recounting of the exploits of Admiral Collingwood, the man who continued to lead the Battle of Trafalgar after Nelson's death. At that time Max promised to write an article for the magazine about the the same. He (that is Collingwood) was a very important man and he was LOCAL (well Newcastle) In last Autumn's magazine there was a photograph of a descendent of Collingwood, Susan Collingwood-Cameron who had paid a visit to the ship and still lives in the North East. You will find Max's article here in this magazine.

In July we had some of the Tall Ships from the Tall Ships Race stop over in Hartlepool whilst there were many events around the Marina for everyone to enjoy. In October there will be two Trafalgar Nights on board the *HMS Trincomalee* instead of the usual one – such is the importance of the celebration this particular year.

To complete the circle, Captain David Smith has sent me two articles which I hope you will find extremely interesting about the famous ship *Implacable* and its connection with *Trincomalee* and Trafalgar. (It's a small world!!)

We also look forward to the winter months. In the last magazine it was reported that the last of the yards were to be put onto the ship as well as some rigging being replaced. This work is due to begin soon and Bryn has written about this final act of restoration for the ship.

Finally If there is anyone out there who would like to contribute to the magazine writing about the *Trincomalee* or things nautical which would interest our readers then please contact me.

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

News Happenings & Events



Summer Soiree – June 2005
Bryn Hughes, James Atkinson and Max Adams
Courtesy of Jean Hughes

Dates for the Diary

Please note that the dates for the Friends Talks in the Autumn have been changed in order not to clash with the World Ships Society talks and I also have dates for the Spring

Wednesday 12 October	Edward Bunting – <i>Up the Nile</i>
Wednesday 9 November	Captain Sandy Kinghorn – <i>Away to Sea</i>
Wednesday 14 December	Carol Singing on the Quarterdeck (weather permitting) Punch – Mince Pies – Late Christmas shopping
Wednesday 11 January	Keith Rogers – <i>American Travels</i>
Wednesday 8 February	Gary Kester – <i>Hartlepool's role in World War II</i>
Wednesday 8 March	AGM and Max Adams – <i>Admiral Lord Collingwood</i>

The first talk of the Autumn was attended by a good crowd to listen to Peter Barron, Editor of the Northern Echo. He was very entertaining giving anecdotes of his time as a raw recruit to journalism through to some of the campaigns of which the Northern Echo is renowned.

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 (and they are very welcome) pay £1.00. Raffle tickets are also £1.00 (by the way I do need some raffle prizes). All monies collected eventually go to projects on or for the ship.

Tall Ships at Hartlepool

Allan Henderson from the Marina and Hartlepool Borough Council in conjunction with Tees Valley Tourism organised the event at Hartlepool. The weekend was cloudy but thankfully it did not rain. Some of the tall ships were in the Jackson Basin and two of the bigger ships were at Irvings Quay.

There were lots and lots of stalls along Maritime Avenue – stalls where you could buy things from and stalls for information. All the local organisations related to the sea were there – RNLI, Mission to Seafarers etc etc. There was a fly past from a Spitfire, a fantastic free spectacular drama and pyrotechnic display and ***Bathsheba***, the Adventure Youth Sea Training Trust's boat, giving trips around the Basin with the help of TS Trincomalee Sea Cadets.

Keith Rogers and myself were on the ***Trincomalee*** on both of the afternoons talking to people – being available to talk about the Friends Association - to sell things and take photographs of groups whilst visiting the ship. It was a very enjoyable weekend that attracted a staggering 140,000 people to Hartlepool's Marina.



Tall Ships in the Jackson Basin – July 2005

Courtesy of Jean Hughes

Common Phrases with a Nautical Background

Nail your colours to the mast

The colours of the ship are its flags which in times of battle were lowered as a sign of surrender. A captain who nailed his colours to the mast was determined to fight to the finish as it was impossible to lower them.

Sailing under false colours

Warships or pirate ships would raise false flags in order to lure other ships and so initiate a surprise attack and then perhaps revealing its true colours (hoisting its real flag) at the last moment.

Not enough room to swing a cat

The cat in this case was a cat-o'-nine-tails which was a multi thronged whip used for flogging insubordinate sailors. It needed plenty of room for a vigorous backswing. Most floggings took place on deck as the quarters below were too cramped. Literally not enough room to swing a cat. The reason the whip was called a cat was probably because the cuts it left on the sailor's back resembled large cat scratches.

Show a leg

Before 1840 sailors were sometimes allowed to have their wives or sweethearts on board ship. When the sailors were due to start work they were expected to report for duty but the women could sleep late. Officers on their rounds of inspection would come across bunks which were still occupied and in order to make sure that the sleeping figure was a woman rather than a lazy sailor the order to show a leg or shake a leg was given. If a female ankle was shown the sleeper was left alone.

Spick and Span - (or spic and span)

This phrase alludes to ship building. A spic was a spike or nail and a span was a plank of wood or a shaving of wood. The phrase was originally thought to be 'spic and span new', meaning that every piece of the ship was new. Or a ship arriving from the dockyard may still have had some shavings visible on the deck and the heads of nails or spikes might still have had a shine – all evidence of the perfect spick and span condition of the ship.

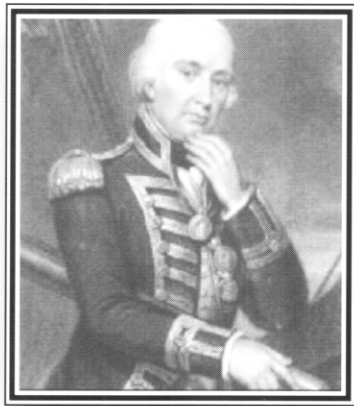
Between the devil and the deep blue sea

There are various ideas as to where this one comes from but one of the most sensible is that the devil refers to the seam in the side of a wooden ship. In order to be able to caulk that seam a sailor may be lowered by a rope from the deck in a very precarious position with little room for manoeuvre, suspended between the devil and the deep blue sea.

Taken down a peg or two

This probably refers to honouring a visiting celebrity by raising the ship's colours. The higher the colours were flown on the mast the greater the tribute. The flag was held in position by a system of pegs and so to lower the flag by a peg or two was to reduce the honour to the visitor.

Collingwood: Local hero, National treasure



The Collingwood's oldest son was a worry. He ought to have followed his father into the family business, as a trader on Newcastle's bustling Side - a narrow winding street that led down to the Quayside - but the business had gone bust. Without money, both the law and the army were impossible careers. Fortunately the year 1759, when Cuthbert was eleven years old, seems to have inspired the boy to go to sea: it was the Year of Victories, when a string of naval actions against the French stirred the imaginations of the British public. Within two years Cuthbert would go to sea, like Nelson ten years later, as a Captain's servant.

It was a long, hard apprenticeship. Collingwood served in frigates as a midshipman and master's mate for fourteen years before the chance of action finally led to his promotion to lieutenant. By then he was a highly experienced and able sailor. After being given charge of the boats ferrying men and ammunition to Charlestown in June 1775 at the Battle of Bunker's Hill his coolness and bravery under fire, which would later be legendary, were proven.

The following years were of mixed fortune. He served under a rotten, tyrannical commander in the West Indies before Nelson, whom he had first met in 1773, brought him to the attention of Sir Peter Parker, who recognised his talents and gave him his crucial step as Post Captain. Collingwood and Nelson would remain friends until Nelson's death. For two years they served together in the Leeward Islands, where they both fell for the striking and intelligent wife of the navy commissioner; both men remained close friends with Mary Moutray in later life.

It was the war against France which began in 1793 that propelled both Nelson and Collingwood onto a stage where their different but complementary talents could be given full rein. Nelson was impetuous, vain, charismatic, a brilliant

battle commander. Collingwood, though in private - as his letters show - a witty, warm and charming man of great erudition, was in public reserved. His genius as a sea commander was in his management of men, his extraordinary insouciance and his diplomatic skills. In the months before Trafalgar he saw off the entire French fleet with a squadron of just three ships.

At Trafalgar he led the lee line of battleships; was the first to fire and the first to be fired on. He was seen calmly munching an apple on his quarterdeck as, one by one, his officers were cut down around him. And when, at about four in the afternoon, he was informed of the death of the Commander-in-Chief he wept for the loss of a friend, as the rest of the fleet wept for the loss of their hero. His achievement in ensuring that not a single British ship was lost during the ensuing terrible storm was, according to Earl St Vincent, 'above all praise'.

After fighting in three of the great actions of the war - including the Battle of Cape St Vincent where he came to Nelson's rescue with an awesome display of naval gunnery - he himself became Commander-in-Chief of the Mediterranean, and it was as virtual viceroy that he proved himself indispensable to the British government. In a staggering seven-year tour of duty he dealt with deys, beys, pashas, emperors and sultans, ensuring a Mediterranean coalition against Napoleon that led directly to the Peninsula War and Wellington's final victory. That Trafalgar is remembered as the last great naval action of the age of sail is substantially due to Collingwood. Tragically, during that period between 1803 and his death in 1810, he never saw England, his beloved wife or two daughters. He died at sea having, like Nelson, given his life to his country.

What surprises us, in looking back at his life two hundred years on, is his humanity - he hated flogging and wept when he had to leave a ship's company - his wit, and his modernity of outlook. But for his more celebrated friend and comrade he might well be our national naval hero. In later years W.M. Thackeray said he thought that since heaven made gentlemen, there was no record of a better one than Collingwood. It is perhaps a fitting epitaph for a man who, though he spent forty-four years at sea as a warrior, wished for the most part to be at home with his family in Morpeth, tending his roses and digging over his long-neglected cabbage patch.

Max Adams

Collingwood: Northumberland's heart of oak is published by Tyne Bridge Publications, £6.99

Admiral Collingwood: Nelson's own hero, is published by Weidenfeld & Nicholson, £20.00

The Seaman - A relic of Trafalgar



Mr Alec Bell, son of the carver of a 16 inch high statuette of a seaman made from timber recovered from the former French ship **Dugay Trouin** which fought at Trafalgar has been seeking a new home. Following publicity in the Portsmouth local press the President of HMS Trincomalee Trust, Captain David Smith, approached Mr Bell to see if he would consider donating the statuette to the HMS Trincomalee Trust in view of the strong historical association between the two ships spanning the first half of the 20th century.

On the 4 November 1805 some two weeks after the Battle of Trafalgar the French Rear Admiral Le Pelley and his squadron of four ships were some 360 miles west of Rochefort making for their home port of Brest. The French ships were in poor shape having suffered severe damage following the battle. As they limped homewards they were overhauled and taken by Captain Sir Richard Strachan and his four ship squadron who were delighted to have captured the first survivors of Trafalgar. One of these ships was the French 74 **Dugay Trouin**.

The **Dugay Trouin** was refitted by the Royal Navy and renamed **Implacable** and served for 103 years in the British Fleet and naval training service before being lent to Wheatley Cobb for youth training as a sister ship to **Foudroyant** (ex **Trincomalee**) – a partnership which lasted another 40 years and was only terminated in 1949 following a survey which showed she was no longer economical to repair. The statuette is made from the timber taken from **Implacable** before she was towed to sea and scuttled with the full Anglo French naval ceremonial.

After due consideration Mr Bell decided that the HMS Trincomalee Trust's interest carried more weight and historical appeal than several other museums who had shown an interest. He formally confirmed his intention and on Friday 26 August 2005 over the 28 pounder presented by the Foudroyant Trust to the City of Portsmouth and sited on the ramparts guarding the entrance to Portsmouth harbour he handed over the statuette to Captain Smith. Incidentally this cannon is next to the garrison church where Charles II married Catherine of Braganza under whose dowry the Colony of Bombay was ceded to the British Crown and of course where **Trincomalee** was built under Admiralty contract.

(Mr Alec Bell and his sister Jean who jointly donated the statuette have recently joined the Friends of Trincomalee. They are very welcome)

It has been agreed with the donor that this important statuette will be displayed in the new Trincomalee Exhibition that will be incorporated in the Hartlepool's Maritime Experience next year.

Editor



*Captain David Smith accepting the donation of the statuette
from Alec Bell at Portsmouth August 2005*

Implacable and Foudroyant part company

The Victorian philanthropist Geoffrey Wheatley Cobb purchased *Trincomalee* in 1897 in order to pursue his ambition of preparing boys for sea going careers. Later he renamed the ship *Foudroyant* to coincide with her arrival at Falmouth in 1903 where the training commenced. The training ship was soon full to capacity and he urgently required more accommodation. At the suggestion of his friend WL Wyllie backed by the intervention of Edward VII he secured the loan of *Implacable* from the Admiralty. These two ships then provided the initial seamanship training for boys before they went to sea in the Merchant Service or the Royal Navy.

When Wheatley Cobb died in 1932 both ships were relocated to Portsmouth and their role continued until the beginning of the second world war in 1939. Both ships were requisitioned initially for use as stores ships and then in 1943 commissioned as one unit, *HMS Foudroyant*. The name of the smaller ship was chosen as at that time there was already an aircraft carrier in the fleet named *HMS Implacable*. Their war time role was to train newly entered ratings, many of them from the Sea Cadet Corps, as communications personnel either Boy Signalmen or Boy Telegraphists – they were universally nicknamed Bounty Boys

The hostilities progressed but the two ships survived all the bombing whilst only receiving minor damage.

When the war ended both ships were decommissioned and surveyed. *Implacable* was found to be too decayed for cost effective restoration and *Foudroyant* was relieved by the narrowest of margins. The Admiralty decided that the former should be scrapped. *Foudroyant*, with a modest Admiralty grant, was returned to her owners and passed to the Foudroyant Committee of the Society for Nautical Research. After a short refit she resumed her pre war training role.

In the meantime the Admiralty decided that the old veteran of Trafalgar, *Implacable*, should be towed to sea and sunk with full honours and due ceremony. On 2 December 1949 the end came. The following report in the press gave a vivid description of the events on the previous day and on the day of the scuttling:

Portsmouth Harbour, scene of many historic events in Britain's naval history, was the setting today for the passing of the oldest ship in the world still afloat, the old man of war, Implacable.

With the pale sun trying to break through the greyness of a December afternoon, the old "wooden wall" flying at her stern the flags of the two nations she served through 150 years, the White Ensign of Britain and the Tricolour of France, was towed from her berth in the dockyard out to the waters of Spithead, where tomorrow, with full ceremonial, she will be sunk in the English Channel.

Drawn up on the flight deck of her namesake, the 30,000 ton aircraft carrier HMS Implacable, flagship of the Home Fleet, as she passed, was the ship's company and a Royal Marine guard and band. Near the band around 37 white haired naval pensioners their

ages ranging from 61 to 86 all of whom served in the old man-of-war between 1877 and 1904 when she was a training ship for boys at Devonport.

The oldest of the party was 86 year old Major H E Lidiard, Royal Marines (Retired), of Southsea, who was in the *Implacable* band as a boy of 14.

The *Implacable* passed the *Foudroyant*, the other “British wooden wall” lying off Gosport now used as a training ship, and the Tricolour and Ensign were dipped in salute.

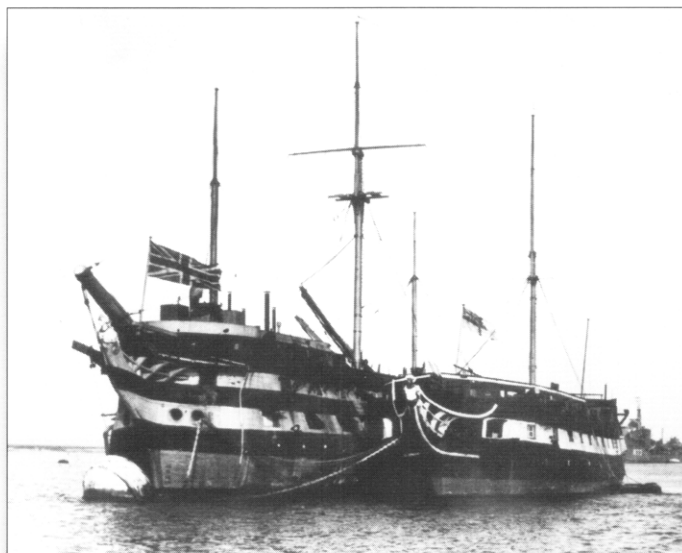
Portsmouth Evening News

It is of interest that the senior veteran present was the 86 year old grandfather of Mrs Daphne Smith, wife of the President of the HMS Trincomalee Trust. The “wooden wall” ***Implacable*** was his first ship and to salute her departure from the flagship was his last ceremonial duty having previously been Superintendent of the Royal Naval School of Music.

Thus after nearly half a century the two “wooden walls” parted company, exchanging compliments in passing and leaving ***Foudroyant*** to carry forward the training and educational role, now so well regenerated following her restoration and reversion to her former name ***Trincomalee***.

It is a fitting tribute that the recently donated statuette, carved from ***Dugay Trouin’s*** timber should now rest in the company of ***Trincomalee*** and as a reminder that this unique piece of oak was present at the battle of Trafalgar on 21 October 1805.

Text and facts supplied by Captain David Smith, President HMS Trincomalee Trust



Implacable (left) and ***Foudroyant*** together at Portsmouth during the 2nd World War

The rigging and yards project

It's taken a year to put the project together, and as I write we are about to make a start on replacing the upper rigging and placing the final sets of yards on each mast. This exciting project is due to start on 10 October and will take at least three weeks to complete. Thanks to the generosity of several people and organisations, we have managed to secure the £83k required in cash and help-in-kind to do the work.

The cordage for the upper rigging is now being prepared in the loft at Cutty Sark, having been made at the Chatham Rope Works. We are using UV protected cable laid cordage, which is a man-made fibre, and which should reduce the weathering and maintenance requirement high-up on the masts in future.

The replacement of the upper rigging should not result in the Ship looking very different from present, but the placement of the two yards on each mast will dramatically alter the view of her. In essence, the restoration of the Ship, began in 1990, will have been completed!

The additional yards together weigh about 8 tons, and because they are placed high up, we have put 47 tons of additional ballast into the Hold to increase the Ship's stability. She goes down approximately 1 inch for every 11 tons of additional weight evenly distributed, so we shall shortly be lower in the water by about 5 inches.

Swapping berths

This in itself would not matter at all in the graving dock, but we are now planning to temporarily swap berths with the paddlesteamer *Wingfield Castle*, which needs the dry dock facility for some lower hull restoration. At the same time it is planned to inspect and maintain the damboard, which is the mechanism of separating the water of the graving dock with that of the Jackson Basin beyond. The damboard has an underwater cill, and in order to undock *HMS Trincomalee* it is necessary for the Marina to have a full head of water for us to clear the cill with safety. A spring tide entering the Marina and held in place by the sea lock is what we shall require. We anticipate having a dry-run [!] during the autumn to see how high the water can be held.

We anticipate that this change of berth will occur in the New Year and reversed again prior to Easter 2006. Thus *Wingfield Castle* will only be in the graving dock for about three months, and the work on her fitting-out for educational usage for the site as a whole will then take place back at her original moorings. It can be appreciated that there are a host of technical challenges to resolve in moving ships around like this, including checking for dredging, temporary moorings and access arrangements, let alone the preparation of the dry dock.

When *Wingfield Castle's* hull restoration has been completed and *HMS*

Trincomalee is ready to return to the graving dock next Spring, it is probably that we shall place her stern-first – in other words, turn her round. The reason is one of conservation, which is amply demonstrated by the fact that since 1996, when *HMS Trincomalee* first entered the graving dock, the portside hull has had to be painted at least twice as often as the starboard side. The graving dock, unfortunately, has an east/west alignment and therefore the adverse effects of weathering [sun, prevailing wind, rain etc] is much more marked on one side than the other, and this is particularly felt on a wooden ship with traditional rigging. So once again, the view of *HMS Trincomalee* is likely to be dramatically changed next year, and it should make for some very good PR coverage!

Marketing

This year it has been a getting-better sort of summer. After a cold and slow start to the season, July and August were great with excellent numbers of visitors and educational bookings, and outstanding comments in the Visitor Book. Once again this year we have entered the North East Tourism Awards in conjunction with the Council, this time in the category of 'Innovation'. A regional success would put us back into the national finals where we achieved a Silver Award last year.

The marketing of the joint attraction will take time to bring dividends, particularly with travel trade group bookings that plan many months in advance, but there is also now a new marketing thrust through the tourism team at One NorthEast, the Regional Development Agency, that has highlighted the Ship and the facilities in several of its promotional and national advertising campaigns. This is encouraging and generating a wider awareness of the North East and of its maritime roots in particular.

Pursuing this line, the Trust is now leading some thinking that Hartlepool should be considering developing a theme for the town as a Maritime Centre of Excellence. This idea has sparked considerable initial interest from the Council, the Further and Higher Education sectors, major private companies, and including the town's MP Iain Wright, who has been taken out to sea to look at Hartlepool from the other perspective! Joking aside, it is important that we take every community and commercial advantage of the 'full house' of maritime infrastructure, skills and experience that the town already possesses to build for the future.

A flag of our own

Finally, breaking news on the day of writing. We have received a Command signed by the Secretary of State for Defence that authorises *HMS Trincomalee* to wear a defaced Blue Ensign. The Command is wonderful news and gives the Ship an important individual status as she will be able to have her own flag. It supersedes the warrant that was applicable to the Ship in her former training role as *Foudroyant*. The Trust is grateful to Captain David Smith, the President of the Trust, who has been responsible for the detailed work in making the approach to the Ministry of Defence to achieve this excellent result.

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

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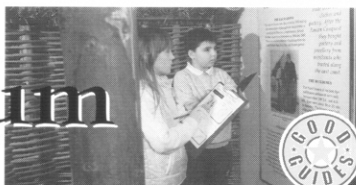
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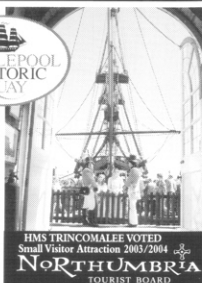
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HMS TRINCOMALEE TRUST

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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