

Quarterndeck

FRIENDS OF HMS TRINCOMALEE

SPRING 2006





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FOR THOSE IN THE KNOW

Happy New Year to All Our Readers

A new year begins and once again the front cover of this illustrious magazine has changed again. Hope you all like it. This cover will stay the same for the three magazines of 2006.

By the time you read this magazine the Trincomalee will have moved to a temporary position by the side of the Museum of Hartlepool the berth of the Wingfield Castle, whilst it goes onto the dry dock to receive some very necessary repairs. Bryn did warn you all in the last magazine that this would be happening. I am quite looking forward to going to the Friends talks whilst the Ship is in the basin as opposed to floating in the graving dock. More in the magazine from Bryn about this.

The move has been co-ordinated by experts... one of whom is John Perera. John has written an article for this magazine about himself and his association with the Trincomalee.

My plea for articles for the magazine from Friends has come to fruition and I enclose one of these articles from Mrs Xenia Lucas from Bognor Regis. How many more Friends out there will recognise this lady from the 1950s. Keep sending in articles as I am sure that there will always be space from all you knowledgeable ones out there. I shall always be pleased to receive articles from not only ex Foudroyant trainees but also from Bounty Boys or anything concerning Trincomalee in past times or about frigates etc etc.

We are still on a recruitment drive for more Friends and more Friends to become involved. With this in mind the incoming Friends Chairman, John Megson, has established a new working party called the FAT Committee (don't laugh ... I did suggest the FIT Committee but John thought FAT was better FRIENDS ACTION TEAM).

This committee has had its first meeting with some interesting ideas for the future. The one that we would like to "get off the ground" is Role Play (dressing up in period dress on high days and holidays). Initially it is hoped that there is a presence but eventually visitors to the Ship will be able to hear and talk to characters from the Ship's history. It is also hoped that there will be different events on board other than the very interesting regular talks. If there are further ideas or you would like to take part you know what to do. We are all in this together!!!!

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

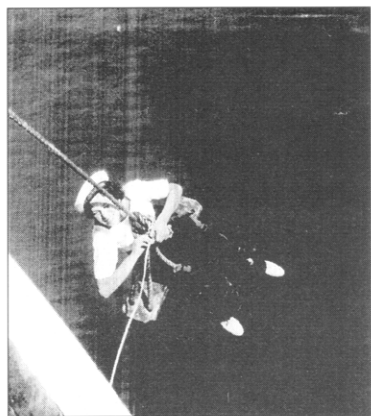
Reminiscences of Xenia Lucas

Is a mere 57 years ago counted as “history” nowadays? According to our grandchildren it is! That being so, my husband Peter and I are part of “Trincomalee’s “ history as it was on board her that we first met all those years ago.

At that time my father was serving as Superintendent after retiring from the Royal Navy, having served in both World Wars, and his family (my mother and I and our dog) lived on board as well. The Ship was moored in Portsmouth Harbour under her adopted name of *Foudroyant* as it was used as a training ship for young people (including Sea Cadets, Sea Scouts and Sea Rangers) who came on board for week long courses in sailing, rowing and knots and spices, sleeping in hammocks on the messdecks. Life on board was difficult for the administration as there was no telephone link to the shore. Many trainees sent telegrams giving details of their travel arrangements and the telegraph boy would wave frantically from the jetty some 100 yards on the port beam in an attempt to attract our attention. If successful someone, normally me, would be detailed top row ashore in the dingy to collect the telegram (and exercise the dog). As a result I developed strong rowing muscles and so was selected to row *Stroke* in the Sea Rangers’ whaler – in spite of only being 5 feet tall. The trainees also enjoyed sing songs and there was even a very popular ship’s song (*The Old Foudroyant*) whose words unfortunately now escape me. At the end of each week’s course there would be a most enjoyable regatta alongside the Ship which caused much excitement – as well as upsetting all movement in the busy harbour!

At the time of my first meeting with my husband to be, the Ship was busy preparing for an official visit by Princess Margaret in her role as Commander of the Sea Rangers. She and Princess Elizabeth had joined the Sea Rangers in their early teens, and had been trained on board an old MTB moored in the River Dart just above the Royal Naval College. Their “skipper” for that course was a splendid lady, Miss Sylvia Clarke, who had now become Commissioner of the Sea Rangers, and so had come aboard the *Foudroyant* who welcomed her former pupil for her visit. She was an old friend of Peter’s mother and Peter had seen a lot of her while at Dartmouth but not for many years since. Now came the opportunity while he was doing Sub Lieutenant’s courses in Portsmouth to see her again, and so it was arranged for him to come on board for supper while she was there. Unfortunately I would not appear at my best for the occasion as, that morning, my mother had decided that the stern windows of the Captain’s Cabin were not clean enough for a Royal Visit and had had me lowered over the stern in a bos’n’s chair to wash them. Due to the pronounced rake of the stern, my chair swung well clear of the windows and I had to have a rope passed around the stern so that, with my left hand hauling myself in to the rope, I was able to reach the glass with my right hand. By the time the task was completed to my mother’s satisfaction (she standing inside the cabin pointing through the window to bits I had missed) I was tired, dirty and not in the best of moods. I am glad, however, that this did not seem to put off the young Naval Officer sitting next to me in the Captain’s Dining Cabin that evening.

I am also glad to report that the Royal Visit also passed off most successfully the next day. The plan was that Princess Margaret would be rowed across Portsmouth Harbour to the Ship by the Sea Rangers, much to the alarm and dismay of the Commander in Chief, at that time Admiral Sir Algernon Willis. Miss Clarke, however, was a formidable lady and not one to be deterred in this plan by a mere Admiral! I had stood in for Princess Margaret for the rehearsals and had much enjoyed the experience. All went well on the day and the Princess duly arrived at the gangway, accompanied in the whaler by her old “skipper”, looking very smart in her uniform. The Sea Rangers performed well with drills, dancing and a sing song. The Princess relaxed and joined in, the sun shone and the day was a huge success. For tea, the Ship’s chef had made a splendid cake in the shape of Foudroyant and Princess Margaret was presented with one of the marzipan “cannons” to take home for her nephew Prince Charles who had just been born.



Life for me on board became more and more complicated as I was invited to many Naval functions, including the beautiful Summer Balls held by the various establishments around the harbour. After dancing the night away I faced a somewhat daunting return journey to Foudroyant. My dinghy, left tied up alongside the small jetty, often had the bung removed by some joker during the night so I had to bail her out. Ball dresses at that time had voluminous long skirts and were off the shoulder – not ideal for bailing out, nor for climbing the high jumping ladder up the side of the Ship, often in a stiff breeze which made the large skirt billow up over my head revealing my lower quarters

to the sailors on duty in HMS Dolphin nearby! Somehow I managed despite these difficulties and the problems of arranging my social diary despite the lack of communication with the shore.

As part of our Golden Wedding celebrations in 2002, Peter and I travelled north to revisit the Ship in which we first met, now transformed into the magnificent Trincomalee. She is gorgeous, so beautifully restored and cherished by her Committee and Hartlepool.

Quietly I thanked the dear old Ship for bringing my husband and I together and for the now 54 years of happy marriage, 2 splendid children and 5 grandchildren.

Mrs Xenia Lucas (*Friend*)

News Happenings & Events

These dates must go in your diary now!!!!

Wednesday 8 March	AGM and Max Adams – (<i>Admiral Lord Collingwood</i>) <i>PLUS (hopefully a bit of a surprise)</i>
Wednesday 12 April	Peter Hogg – <i>HMS Captain</i>
Saturday 3 June	Summer Entertainment on Board Ship

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 are most welcome for £1.00. Regulars will know that there is always a raffle.... the proceeds of which go to help towards projects for the Ship. Do please try and support these events. If anyone has any ideas for further events let me know.

Previous Events

WELL what can you say.....

Before Christmas there were some splendid events on board the Ship. There were two Trafalgar Nights.... I went to both of them and they were quite different but both were thoroughly enjoyable. (see the printed photos and the following letter from **Mr. A. W. Sweeting from Guisborough**)

Dear Editor

Whilst visiting HMS Trincomalee as a guest for the dinner on 14 October I told the following story to some of the others at my table, which seemed to cause some amusement.

In 1943 I was drafted to the ship as a cadet rating for a few weeks prior to further training in HMS Ganges, from thence to HMS Norfolk on Russian convoy duties. When the Ship was first docked in Hartlepool I thought I should pay her a visit for old time's sake and I wandered on board, to be told in no uncertain terms by a guide that I was very much out of order in simply walking on without first going to the office, getting a ticket and a safety helmet.

Stupidly, I rather took exception to his manner and very pompously said "I'll have you know that I served on board this vessel in 1943" With that I turned on my heel and cracked my head wide open on a beam!!

I did not dare look back to see what I should imagine a very wry grin on his face.

There was also the draw for the Grand Draw.

This was done on Friday 11 November 2005 by Stanley Fortune who is a Friend of Trincomalee but also a well respected member of Hartlepool Borough Council. The Draw was made in reverse order:

4th prize	Michael Stewart, Guisborough
3rd prize	Paul Sutermeister, Malton, North Yorkshire
2nd prize	Robert Sale, Darlington
1st prize	Joseph Henderson, Oldham

Congratulations to all the winners and thanks to all of those who bought tickets. Money raised for the Friends was



The Grand Draw
Courtesy of Bryn Hughes

THEN – there was the Carol Singing: it was decided to hold this event in the Captains Cabin but there wasn't much room for the Captain. In fact some of us overspilled onto the gun deck and I am told, on good authority, that the bow of the Ship raised one inch. I am not sure if it was the mulled wine but there was some excellent carol singing and everyone enjoyed the mince pies as well.



Carol Singing
Courtesy of Jean Hughes



Trafalgar Nights



HMS Trincomalee and Stability

Recently, at the ceremony marking the completion of restoration and the award of the new warrant by the SoS, the editor of the “Quarterdeck” approached me to do an article for the magazine. I hesitated since I did not know where to start but the editor kindly suggested that I write something about the “inclining experiments” that I have performed on the vessel. What a boring subject some might say. Then I thought of the time [almost 19 years] that I have been associated with this wonderful vessel the “HMS Trincomalee” [formally the “Foudroyant”] and I felt that it would be a fitting tribute to do an article.

It all began for me in July 1987 when the vessel was to be brought to Hartlepool from Portsmouth. I was a surveyor with the Liverpool & Glasgow Salvage Association at that time [since named LGSA Marine] when we were instructed by the marine insurers to perform a “voyage approval” on sea fastenings of the Trincomalee on board a semi-submersible barge. Being the Senior Surveyor for the north-east, I became involved.

The “Trincomalee” thankfully arrived safely in Hartlepool and initially berthed at the old coal jetty. For a couple of years thereafter, I was involved as a surveyor and consultant to a German charterer loading steel and general cargo from UK ports and on one occasion, they booked to load a cargo of steel window profiles from Hartlepool. Darlington & Simpson supplied the steel. The vessel chartered was the “Arctic Skou” a large Norwegian vessel that was too deep drafted to sail from Hartlepool. We had to literally “get her over the bar” on sailing. Spring tides helped perform this tricky manoeuvre even then. During visits to the “Arctic Skou”, I used to drive past the “Foudroyant” serenely lying alongside a dirty disused jetty and I used to wonder what would become of her, never realising that she would become a part of my life in years to come.

A couple of years later in December 1989, we were again instructed by marine insurers to perform a towage approval on the “Foudroyant” to tow her from the Coal Berth to the Jackson Dock where she was to undergo restoration. Although I was involved in pre-planning the move that required several diesel pumps standing by on board the tug and tow in case of flooding, I was unable to take charge of the physical move, as I was overseas on another assignment. A colleague of mine from LGSA Marine’s Liverpool office stepped in to cover for me.

After a while, in April 1996, the HMS Trincomalee Trust approached me and appointed me as its consultant to undertake work in relation to dry docking, stability and mooring arrangements. Since then I have been closely involved with the vessel providing technical support and advice on matters concerning safety of the vessel,

HMS Trincomalee and Stability continued

able to add more solid ballast to the vessel and improve on her stability in order to compensate for more weights [topgallants and yards] fitted to the upper reaches of masts.

Since becoming involved with the “Trincomalee”, I have had “brief encounters” at a technical level with the “Wasa” in Stockholm and the “Mary Rose” in Portsmouth but nothing has matched the satisfaction of having to work with “first principles” on stability on the Trincomalee.

I was also fortunate enough to have visited “Trincomalee” in 1972; a picturesque natural harbour on the north east coast of Sri Lanka where there are several coral coves and blue water lagoons. While loading tea at anchor, using a ship’s lifeboat, I managed to explore the coral reefs with some of my shipmates.

In recent years, although I am now employed by the marine Insurers Royal & Sun Alliance [since June 2001], I have maintained close ties with the Trust and still continue to provide technical support when consulted.

John Perera

*Consultant Marine Surveyor
Royal & Sun Alliance*



*A plumb-line in use during an
inclining Experiment*



*John Perera during the
undocking 2006*

Wind, weather and tides

Detailed planning is vital when we are putting together the projects for the Ship, but our three latest schemes, when it came down to it, have all been dependent on external factors of wind, weather and tides – or a combination of them all!

The yards went up smoothly on a Monday morning in early November and proved to be a spectacular sight of man and machine in tandem. The massive crane lifted the six yards with inch-perfect provision for them to be received on the masts by the Cutty Sark team. It was impressive stuff and the job was completed by lunchtime just as the wind got up across the Basin to curtail any further working! We had TV, radio and the press in attendance and gained excellent publicity for the Ship throughout the North East.

The rigging work, by contrast, has suffered a number of delays because of poor weather, and although it is 90% complete and looks very good, we have decided to postpone the finishing-off until late March when it is expected the conditions will be kinder and the Cutty Sark team can have a real go at it.

I wrote in the Autumn 2005 Quarterdeck about the plans to undock ***HMS Trincomalee*** in order for the paddlesteamer ***Wingfield Castle*** to move into the graving dock for some lower hull repairs. There was a theoretical three day tidal window at the end of January for ***HMS Trincomalee*** to clear the cill at the exit of the graving dock, but everything would depend on the water depth being achieved and the state of the wind and weather for the move.

With high atmospheric pressure and calm conditions prevailing we experienced an unexpected problem, because the high tides were 'cutting' before their peak which meant that there was insufficient water to undock at the first attempt. It was very disappointing for everyone, including the crowds that lined the Marina to watch. The weather was still settled, so it was decided to remove 20 tons of ballast from the Hold, the 4 original gun barrels and other bits and pieces from the Ship and hang two large water bags from the bow to adjust the trim. These actions gave us about three additional inches to play with, and in the event it was just enough for ***HMS Trincomalee*** to clear the cill on the following evening's high tide!

What a spectacular sight she was as ***HMS Trincomalee*** glided out of the graving dock for the first time in nearly ten years. She was there in the centre of Jackson Basin before being turned and manoeuvred to the berth beside the Museum – it was enough to bring a tear to the eye! The success of this tricky technical operation was a great tribute to the professionalism of all those involved, and particularly of John Perera our Marine Adviser and Les Gilfoyle, the Trust's Ship Superintendent and his team.

HMS Trincomalee is now securely moored in Jackson Basin next to the Museum

and all the ballast and guns have been returned to their rightful positions. We have brought in temporary accommodation for the Ship's Guides in that location and the Ship re-opened to the public two days after the move. Once again there has been excellent publicity generated in the region, so do try and get to see **HMS Trincomalee** now before we reverse the procedure, which is planned for the end of April.

More Developments

There was good news and a welcome present from Santa at One NorthEast just before Christmas when it was confirmed that the Single Programme grant of just over £1m had been agreed! The Trust had worked hard with Hartlepool Borough Council to achieve this grant and it effectively gave the green light for our combined development plans. There is still quite a lot more money to raise, but this was the key to getting things going.

In addition to the work on **Wingfield Castle** and her fitting out, this year should see the revamp of the Fighting Ships displays, a new exhibition about **HMS Trincomalee** – her life and times – and a new maintenance workshop. We are also planning some further interpretation on board the Ship, but this may go into the following year. At the same time we hope to upgrade the Guide's Reception.

All these developments are being made to increase the overall attractiveness and marketability of Hartlepool's Maritime Experience, and to achieve a boost in visitor numbers and revenue. This is vital to the longer-term sustainability of the Trust as we do not cover our day-to-day expenditure at the present time from general income.

The other piece in the jigsaw is the Trust's quayside land on the south side of Jackson Basin. In conjunction with Hartlepool Borough Council and English Partnerships, we are now offering a lease to commercial developers and anticipate that a mixed use will result that will bring a new investment return to the Trust in a couple of years. The site is now being advertised and we should have a feel for the interest from potential developers in a few months time.

A Miscellany

The Trust is delighted to announce the appointment of three new Trustees to the charity's Board. Councillor Ged Hall has been nominated by Hartlepool Borough Council and is joined by Mrs Kath Purdy, the Chief Executive of Housing Hartlepool and Mrs Pat Sole, the former Chair of Hartlepool NHS Trust.

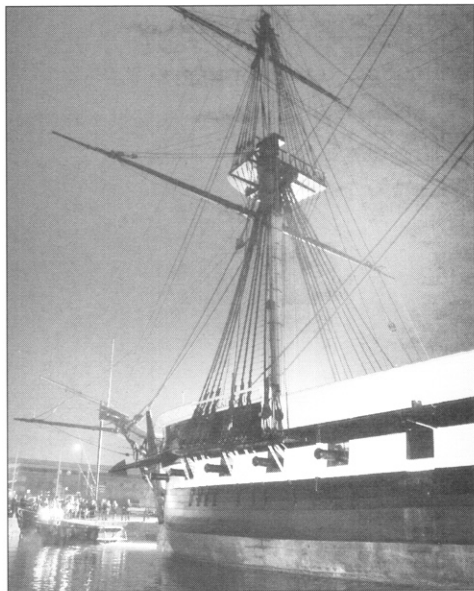
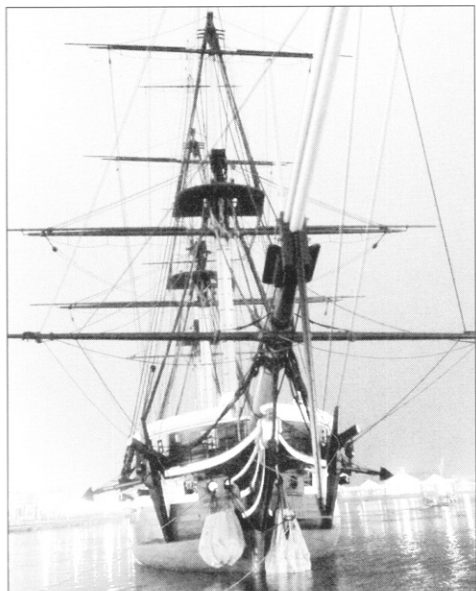
The Trust has won an Enterprise Award for our contribution to the community resulting from the outstanding successes of our Guides in NVQ work last year through the Hartlepool College.

In November the Trust moved into its new office accommodation at the Quay. For the first time we are now adjacent to the Ship – and it's so much better, particularly since we are located right above the Coffee Shop!

The Trust's website is currently being updated by Gary Kester from the Business Development Centre at Hartlepool College. We are putting some new innovations in place and will hope to keep the site more up to date than we have been able to do of late.

Finally, it is pleasing to acknowledge the generous contribution of £4,500 by the Friends that is enabling the Trust to commission an attractive new deckplan/history to be available in the Shop for our visitors for the coming season. Thank you one and all.

Bryn Hughes. *General Manager, HMS Trincomalee Trust*



Trincomalee being undocked
Photographs courtesy of Tom Collins, Hartlepool Mail



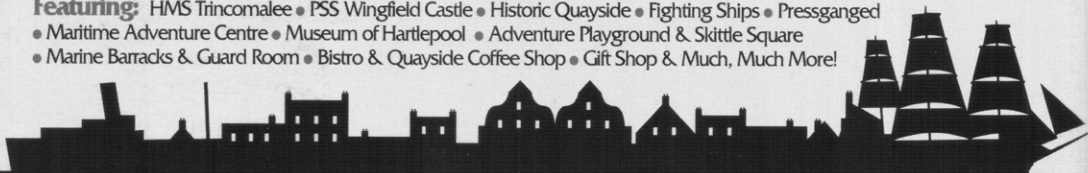
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