

Quartern Deck

FRIENDS OF HMS TRINCOMALEE

SUMMER 2006





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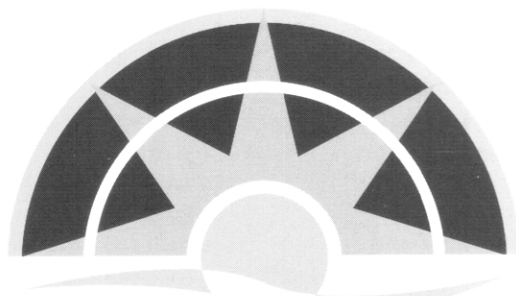
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Have you got a Sat Nav yet.??

Welcome to the second edition of the Friends magazine of 2006.

I do hope that you will once again find that it is interesting reading.

As I was compiling the pieces for this magazine it became very clear that the Ship, we love and support, was a technological masterpiece in its own right. Most of us now, even if we do not have them, know of computers and their chips and memories, mobile phones which are as slim as a playing card and can take photos, videos, play music and soon to be able to pick up television, MP3 and MP4 players, digital cameras (SLRs and automatics) and now the new craze of Sat Nav. Gone are the days of the Road Atlas and even OS maps. Modern day ships have been using satellites for all kinds of things for some time but now we can have this technology in our own cars. There is now no excuse for getting lost.

How different it was when the Trincomalee, on its second commission, sailed 110,000 miles over a period of five years (half of that time in port) in all kinds of weather and in all kinds of sea conditions. Around Cape Horn and across the Equator to Alaska. She worked on mapping around British Columbia where on the maps you can still see the Houstoun Passage and the Trincomalee Channel. All of this without brakes, an engine or an accelerator and definitely without a Sat Nav!

So enjoy the reading of the replacement of the rigging when the ropes actually did a job and enjoy reading an article from Peter Drew who is putting together the new very saleable Deck Plan which hopes to remind us all of the wonders of this wonderful tall ship here in Hartlepool.

I have also had some short articles from Friends who have reminiscences of being on board Trincomalee mainly in the times when she had been renamed TS Foudroyant. I hope you will find them entertaining and enlightening.

Have a good summer and I do hope that those who live away from Hartlepool get the chance to visit the Ship and get up to date with its continuing history.

Jean Hughes (*Editor*)

Any correspondence concerning the Friends Association should be sent to:

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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 Trust, Jackson Dock, Hartlepool, TS24 0XZ

Replacement of Rigging aboard HMS Trincomalee

I am the Technical Manager for Cutty Sark Enterprise (CSE). CSE is the trading division of the Cutty Sark Trust. The Technical Department of CSE has a wide range of skills and experience within the world of ships and ship construction. We regularly work with different heritage organisations, assisting with actual repair and conservation and offering consultancy services. We are acutely aware of the problems involved in running an historic ship as a heritage site and try and keep our costs to a minimum for those in the same boat! We also work with television and film companies to reconstruct ships accurately from different periods of history (fortunately they have much deeper pockets!)

In September 2005 HMS Trincomalee Trust commissioned CSE to replace degraded Topmast and Topgallant rigging along with the new running rigging for the remaining yards that were waiting to be crossed. The material chosen was Black Staple. This is a man made fibre which has excellent UV resistance. The standing rigging was constructed using a cable laid rope which is an accurate construction of the period. This is basically three normal ropes twisted together. The running rigging was made with a four stranded rope which was again period correct.

The day that the crane was booked for the yards to be crossed proved to be one of the windiest days of the year. Knowing that the high cost of the crane meant that there was only one opportunity to get the work done led to four hours of frantic activity to get the yards safely in place before the wind increased any more! With the able assistance of Les Gilfoyle and Dave Lilley (HMS Trincomalee maintenance staff) on deck we were able to prevail.

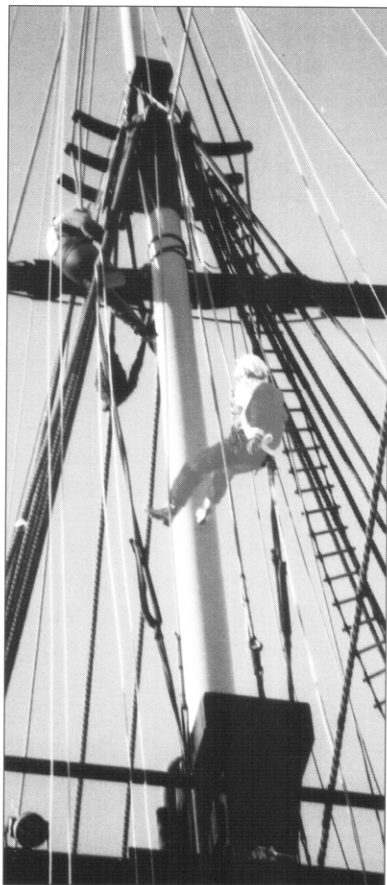
Historical accuracy is always of paramount importance with all our heritage work. Much valuable information was supplied by the HMS Trincomalee Trust regarding the detail of the work. The rigging on the yards during this phase of work was principally concerned with the control of the yards. This included the Braces (for controlling the twisting of the yards around the Masts to catch the wind) and Lifts (these allow the Yards to Cockbill to balance the sails. Cockbilling is the ability to twist horizontally). We also fitted Parallels. Parallels tie the centre of the Yards to the Masts but were slackened to allow the Yards more flexibility when bracing. The final components of the Yard running rigging were the Halliards which were fitted to each Yard. The Halliards allow the Yards to be raised and lowered using some elaborate tackle systems and a large number of Ordinary Seamen.

As Christmas approached I was intrigued to receive a request from Jacob Motley, one of our technicians to abseil from the rigging dressed as Santa Claus. I assumed that this was a request from the HMS Trincomalee Trust but then again it could be just one of his hobbies! Is there a picture anywhere???

Ian Bell
Technical Manager, CSE

YES.....

Here they are:



Photos courtesy of Bryn Hughes, HMS Trincomalee Trust.

Other Reminiscences from Friends

As a result of the last and previous magazines I have been sent letters and remembrances from some Friends who had dealings with HMS Trincomalee (Foudroyant)

After reading the article from Mrs Xenia Lucas in the last magazine Mrs Barbara Davies from Bournemouth has sent some thoughts from her friend Vera Yates who was also a Sea Ranger and one of those who rowed the boat across Portsmouth Harbour carrying Princess Margaret.

"I remember that we were on Foudroyant for several days and we practised our rowing skills in groups. I don't remember how we were chosen to assemble on Foudroyant but eventually the crew for the gig (or was it a whaler?) was selected. We practiced so much that our hands were covered in blisters and it was suggested that we wore gloves and they had to be brown leather! So we did.

When I wasn't practicing rowing I was serving in the ward room. I think that they must have been the permanent crew and I do remember a dog being on board. Sleeping in the hammocks was an experience. If the hammock had been slung too tightly or too loosely then getting out the next morning was interesting to say the least!

The day dawned when we were over to Portsmouth to collect our important passenger. We were all amazed to find such a petite and delicate person with such a lovely complexion.

Our hours of practicing proved invaluable and Princess Margaret was soon safely on board Foudroyant."

Brian Mitchell from Crawley, 1st Officer NTC, Ex CMEM(M) Royal Naval Reserve spent time on TS Foudroyant when he was serving with the Nautical Training Corps. He writes:

"In the late 1950s and early 1960s seamanship training was not as well developed within the Corps as it is today and use had to be made of other training facilities of other organisations. One of those was the Foudroyant Trust and in 1959 and 1960 the NTC took over the ship for a whole week at the beginning of August.

We all travelled down to Portsmouth by train and were met on the Gosport ferry ramp by a Flag Officer from National Headquarters, Rear Commodore Phil Clifton who I will always remember as a very strict but fair officer. We were transported across the harbour on the ferry and then across to the ship by the Foudroyant's tender, the Scott Paine. In 1959 the ship was moored at the entrance to Haslar Creek, opposite HMS Dolphin. In 1960 she was moved to a mooring further up the harbour opposite the Signal Tower to give more room for the submarines entering the creek.

Going on board was just like stepping back to the days of Nelson. The smell of the ship was a mixture of rope, wood and tar and the smell of tarred rope to this day always reminds me of the ship.

The main gundeck was used as a messdeck and was arranged in the broadside messing style (tables between the gunports running athwartships). The lower gundeck was used for sleeping and before you could turn in you had to learn how to rig and lash up a hammock. One thing you did need was a hammock stretcher, otherwise the hammock would wrap itself around you and make sleeping difficult. This was not provided and you had to beg, borrow or steal one. The washing facilities were located on the upper deck.

The training on board was excellent and mainly centred on boat pulling and sailing using the many boats moored alongside the Foudroyant. The boat pulling was carried out in fairly heavy whalers and gigs which had oars weighing a considerable amount, especially for young cadets.

The sailing was also carried out in heavy wooden craft and the highlight of the week was the sailing expedition to the Isle of Wight. The first year all the inexperienced trainees were taken over in the large sailing craft whilst the more experienced were allowed to sail unsupervised in the small craft.

In those days to cross Spithead was even more daunting than it is today as the shipping traffic was considerable. You not only had ferries but there were far more warships entering Portsmouth as well as ocean liners from Southampton entering or leaving Spithead. I well remember on the return journey having to pull the craft back into harbour along the foreshore of the harbour entrance as the ebbing tide was far too strong to sail against and we had to be back by a given time or no supper.

On one of the weeks the Church Parade on the Sunday was held aboard HMS Victory and there cannot be a more moving place to have a church service.

During the second week spent on Foudroyant in 1960, I was then a Petty Officer, things were much more civilised. We slept on bunks in one of the small cabins and had meals in the Gunroom. We also had the pleasure of turning out the malingerers from their hammocks just as we had been turned out the year before. We did not get away with everything for I well remember following some misdemeanour all the POs being turned out by Rear Commodore Clifton to stand on the upper deck for 30 minutes in the early hours of the morning to gaze at the lights of Portsmouth whilst standing to attention. It was a good job it was August.

You can imagine the experience of being on board a ship which was linked to some of the Nelson tradition made a lasting impression on me and served me well in my cadet work and during my 23 years service in the Royal Naval Reserve. I still look back to those early days of my time in the Corps on board TS Foudroyant with much pleasure”

And finally, for this magazine anyway, is one from Gordon Smith of Rotherham:

"In the Autumn of 2005 there was much ado about the 200th anniversary of the Battle of Trafalgar. I was proud to tell my family that I knew all about Nelson and HMS Victory as I had served on her. During the publicity the name of HMS Foudroyant came up as Nelson's flagship and so I told my grandsons that I had also done training on that ship. One of them found out that the Foudroyant sank in 1867 and said that I was either lying about my age or I was the oldest person alive. Looking on the Internet all was revealed - Foudroyant had been bought by Wheatley Cobb and when it sank he bought HMS Trincomalee which he renamed Foudroyant.

More interesting was the surprise that Trincomalee had been restored and was now resting in Hartlepool and open to visitors. A trip to Hartlepool became a must and so I took my wife and some friends up there and spent a lovely day looking over the ship. I was impressed with the restoration and more so with the memories it brought back. The main pleasure was a comment by me to a lady guide that I did not think that the table in the captain's cabin was original as the one I remembered was bigger. She was sufficiently well informed to agree with me and said that the original was in store somewhere else. I also think I placed the spot where I slept in a hammock. I looked at the main mast and revelled in the fact that I had climbed it right up to the crow's nest and I remembered that I had walked a boom and down a rope ladder to get to the ship's liberty boat.

On my way out I could not resist becoming a Friend of HMS Trincomalee and signed on the dotted line.

I returned home and reflected on my visit and the memories it had brought back and realised that during my short naval career:

I had spent two weeks on Foudroyant (Trincomalee). This was during my membership of the Sea Cadets in the first weeks of June 1944. As we came ashore to go home Portsmouth was saturated with soldiers just sitting on beaches and quaysides waiting to go to France on D Day.

I joined the Navy in 1945 did my training and my first ship was HMS Woolwich at Trincomalee.

Returning to the UK I served in other shore based stations including a two week secondment to HMS Victory. I lived on board and enjoyed every minute.

But the story does not end there because Horatio still had his good eye on me as my last ship was HMS Nelson, the World War II battleship with its massive gun turrets.

And so HMS Trincomalee has made me realise that in three years I really touched history. I had served on three ships directly connected to Horatio Nelson and how many matelots can say that??

I was also over the moon to find that my membership number as a Friend of HMS Trincomalee is 1 2 3 4.

News Happenings & Events

The Friends Committee, at the AGM in March, brought the Constitution up to date and are in the process of seeking advice from the Charity Commission about becoming a charity in its own right. It is thought that this may be beneficial because of the money we raise, we may be able to claim Gift Aid and it may make it easier to seek third party funding.

It may be a good idea at this time to tell you all of the object (or mission statement) of the Friends Association:

For the advancement of education of the public and for the benefit of the nation, to assist in promoting and supporting the restoration, preservation and public exhibition of HMS Trincomalee, the oldest British warship still afloat.

The Friends Committee have a FAT Committee (Friends Action Team). This Committee is looking at ways in which to fulfil that object.

One of the latest ways that the Friends are trying to do this is by having a group of people who dress in period costume. Some of these people take on roles of characters of the age of the Ship's first and second commission whilst others may be there in a more informative role or just background characters. This is one way that we can enhance the public's visit to the Ship by make it more worthwhile and meaningful.

The Committee is also looking at ways of informing members of the public of the Friends activities and why we are there. Unfortunately Friends cannot always be on board Ship to inform visitors... So the Friends are considering the purchase of a flat screen on which can be played a DVD of information about the Friends as well as designing a static display.

The magazine (I hope), also helps to inform Friends of what is going on and is a tool to aid the recruitment of other Friends.

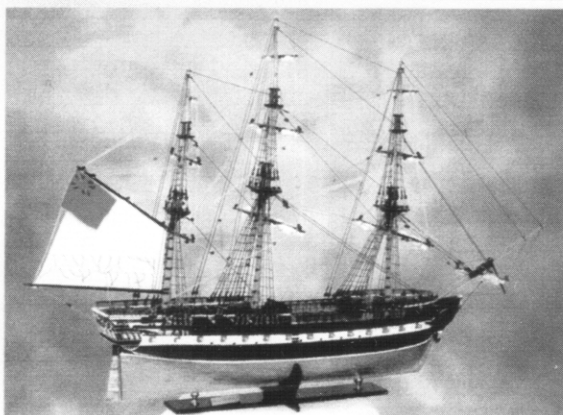
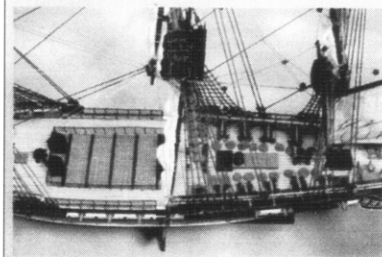
The Committee also arrange events for Friends and friends of Friends – this can be of general or specific interest or just events for FUN. It is looking to see if the events can be more varied but as with any of these we do need the support of all Friends to make them worthwhile. After all we are trying to support the restoration, preservation and public exhibition of HMS Trincomalee, the oldest British warship still afloat!

GRANT

Once again congratulations must be given to James Atkinson for a successful application to "Awards for All". This time money has been donated to the Friends from this National Lottery scheme to help towards the cost of the Deck by Deck Guide (see article from Peter Drew) and the commission of the making of a model of HMS Trincomalee.

News Happenings & Events *continued*

HMS TRINCOMALEE



Dimensions

Size: 1

Length: 95cm

Width: 37cm

Height: 71cm

Type: FRIGATE

Nation: UK

Year: 1817

To remind Friends – the Friends Committee have helped in the past to fit out one of the officer's cabins and help with the replacement of the rigging. We are now looking at ways to contribute money towards the planned developments which will include a permanent exhibition in the quayside buildings and further means of interpretation in the Ship eg around the manger and galley area on the gun deck.

AND SO.....DATES FOR YOUR DIARY – 2006/2007

- | | | |
|---------------------|--|----------------|
| July 1,2 | Hartlepool's Maritime Festival | |
| | <i>Friends will be on board in period dress</i> | |
| September 13 | Quiz Night – details will be sent to local Friends at a later date | |
| October 11 | American Travels II | - Keith Rogers |
| October 21 | Trafalgar Night | |
| November 8 | Give me a "Sea" | - Gary Kester |
| December 13 | Carol Singing with mulled wine and mince pies | |
| January 10 | Measuring India | - Nigel Hogg |
| February 14 | Valentine theme evening | |
| March 14 | AGM | |

Snacks and Shanties

This event was held on Saturday 3 June on the Quarter and Mess Decks and opened by the MP for Hartlepool Iain Wright. We were blessed with fine weather for the snacks, ably served by members of TS Trincomalee Sea Cadets, and wine served by Stan Wears and Ian Purdy. The Sea Cadets also performed with their band and drum roll routines. After colours everyone went below to the Mess Deck for the second half of the evening's entertainment.

Blackstuff sang and led the singing in a number of sea shanties. Between times there were two items of drama. The first one was a play let titled SOS. This had been written by Marion Jacobs and Claire Jewson for the Hartlepool Arts Festival. It won the drama category and each of the cast were awarded a medal. The cast included Sheila Bruce, Sheila Simmons, Linda Proctor, Gwyneth Fletcher and Marion Jacobs. The second piece was performed by two Friends, John Megson and Chris Bowers. It was a hilarious dialogue between Admiral Lord Nelson and Hardy. Both pieces were well received and enjoyed by all. In fact, the whole evening was a thoroughly good one.



Photos courtesy of Jean Hughes

The New Explore HMS Trincomalee

Deck by Deck Guide

This June sees the introduction of a new twenty-page colour guide book for the Ship which has been made possible by funding towards the cost of printing by the Friends. Allowing for a realistic levels of sales, the retail price of £2 will not only cover the cost of production but also enable the Trust to fund the cost of printing further copies as required and generate money for the preservation of the ship.

The new guide is very different from other guide books and came about when I was working on HMS Victory producing the 'Explore HMS Victory Virtual Tour PC CD-ROM' (available at the HMS Trincomalee ShipShop). The section exploring the ship involved many hours of photography around the ship. During the Freeflow periods I became aware that not only were people disorientated on the lower decks but found it difficult to find out about features they were seeing. Unlike historic houses where the contents of rooms often bear little relevance to the function of the room, every item found on a ship serves a purpose. This fact caused a lot of angst for my fellow Director, as in the 'Explore Chatsworth Virtual Tour PC CD-ROM' we had limited ourselves to five highlights per room and this was just not possible with Victory and the project needed to grow to accommodate all the objects. I was not prepared to compromise on this and I like to think that this accounts for the excellent reviews and complimentary letters that we received. Its success has meant that the HMS Victory Donation Fund has received around £10,000 in royalties alone, and this sum has gone towards the preservation of the Trafalgar Sail.

So many guide books are too daunting for the visitor who ends up taking it home with the intention of reading it later. How many times have you done this and not read it? Besides which the visitor is long past the objects described. To solve this problem of helping visitors find their way around the Ship and to interpret the Ship as they actually walk round we produced the 'Explore HMS Victory Deck by Deck Guide', which breaks down information into digestible and easily read chunks as they go round the Ship. The guide is put together in such a way that each deck is carefully aligned so that by turning over the pages you can see how hatchways and spaces relate to each other. This helps explain how the ship functioned, because at the end of the day ships like Victory and Trincomalee were technologically advanced fighting machines that not just floated but were dynamic and sailed over great distances and through all conditions.

Over the restoration years, I visited Trincomalee with my family a number of times to see how things were progressing. This wasn't purely selfish as the children rate it as one of the best days out - and they've been subjected to many! I was also lucky to have a memorable birthday dinner in the Captain's Cabin in 2004. Friends came from far afield, not knowing where Hartlepool was and returning home with a totally revised view of the town and its Historic Quay and beautifully restored Ship. So, having finished the Victory Deck by Deck guide I approached Bryn with an offer that

I was fortunate that he did not refuse – we share the risk with the Trust so we need lots of people to buy copies!

The 'Explore HMS Trincomalee Deck by Deck Guide' is now the second of what promises to be a series. The Victory guide covered a 'line of battle' ship and the Nelsonian navy. Trincomalee being a frigate of fifty years later, enables us to describe a smaller ship of that era as well as pointing out the technological advances that had happened. This extends from iron knees and anchor chains to freshwater tanks and tinned food. It is visitor orientated and we have tried to create a balance, but have felt it important to draw attention to her two commissions, which took her to the extremes of the earth and which make her survival with 60% original timber even more remarkable. It is a case of bringing her to life as a working machine and inspiring the visitor. The ship has been saved and beautifully restored thanks to the tireless effort of those involved, it is now the visitor who must be looked after as they will tell their friends, who will hopefully tell their friends and therein lies the future of the ship - and you never know whether one of those visitors might not be inspired to be a benefactor!

One of our next projects is to raise awareness of the historic ships, something that 2005 seemed to fall short on. We are trying to produce 100,000 leaflets featuring the top eleven historic ships as a legacy of the Nelson celebration. They will be available at the ships themselves, maritime museums and other relevant outlets. The idea being that if visitors have enjoyed seeing a ship then they will go on to visit the others thus increasing visitor numbers and generating revenue, so if you know anyone willing to sponsor or be the sole advertiser then this could benefit Trincomalee as well as the other ships in need.

In the meantime, I hope you buy and enjoy the Trincomalee Deck by Deck Guide.

Peter Drew
Phrogg Design

EXPLORE

HMS TRINCOMALEE

A DECK BY DECK GUIDE



Frigates like HMS *Trincomalee* 1817 were essential to the Royal Navy to keep command of the seas and were sent to the furthest corners of the globe.

Back into the Graving Dock

At the end of March, with the work on the hull of PSS Wingfield Castle having been completed, we were ready to move HMS Trincomalee back to the Graving Dock from her temporary berth in Jackson Basin. Once again the weather hindered us; not this time any lack of water to clear the cill, but too much wind, to which of course the Ship is very susceptible!

There is a theory that the weather is often calm just before dawn – not that many of us have proved this – but we decided to attempt the docking at 4.00am the following morning! It was throwing it down with rain, but there was very little wind. The docking was a tricky manoeuvre, not without its moments, but by breakfast time and with a sense of relief HMS Trincomalee was back in the Graving Dock and ready to be moored.

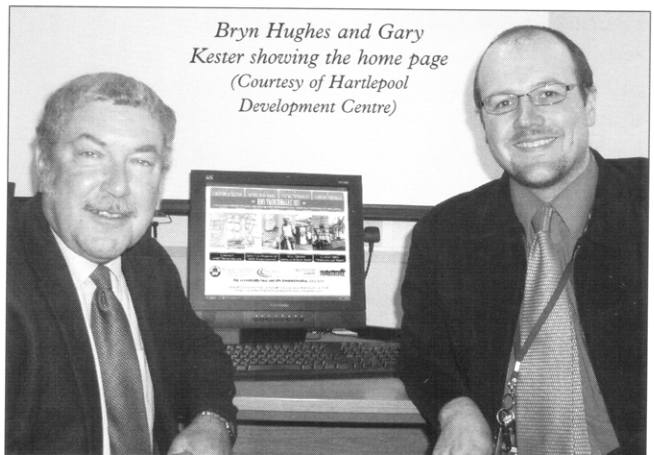
Many people have commented that the view of the Ship in the Basin was superb and preferred her in that more open location. She did look fine, but with the increased exposure to windage and only temporary moorings we were always on tenterhooks. There is no doubt that the Ship is safer in the Graving Dock with all the buildings around her, but the option to undock again in the future is one that remains, albeit that removing the damboard and all the towage required makes it a very costly exercise for a voyage of just a short distance.

Early Season Success

It is pleasing to note that the early season has seen good visitor numbers and much better than the comparable period last year. One interesting fact derived from our Gift Aid returns is that 43% of our visitors come from outside of the region. We know all about lies, damn lies and statistics, but whichever way the statistics are viewed, there is little doubt that there is an increasing awareness of the Ship across the country, which is encouraging.

The Website

One factor may be the website. The Trust's site has been re-designed recently by Gary Kester from the Hartlepool Business Development



Centre and now incorporates some easy to use features and new images. We are grateful to the Council for providing a grant towards this work from their Access to Markets Fund, which is a great help to small organisations like the Trust.

Filming

The website has been a good source of information to filmmakers and we have had further notable successes recently. Parts of two programmes for the series 'Voyages of Discovery' scheduled for the Autumn are being filmed on board, together with a snippet for the second series of the popular 'Coast' programmes – all through the BBC.

Governance Issues

Back with our feet on the ground, the Trust is looking at a number of governance issues at the moment. The increase in the use of the Ship for functions, filming, weddings etc and in the turnover of the ShipShop, is leading us to look at establishing a separate trading company for these non-charitable activities. In all probability it will be HMS Trincomalee Enterprise Ltd, which will be wholly owned by the Trust and covenant its profits to the Trust.

We are also working with Hartlepool Borough Council to establish an agreement over all the various matters where we have partnership interests. This is sensible for the future in putting things on a proper footing and the result will be that we shall take an equal share of the admissions income, but our annual grant from the Council will cease. The Trust is quite satisfied with this arrangement as it will reduce political impact and give the Trust a strong incentive to keep visitor numbers and income rising.

Hartlepool – Tall Ships Centre of the North East

Following on from the successful event last summer when the Tall Ships stopover was hosted at Hartlepool, the town is bidding for something much bigger. An application has been made for the town to be the host port for the Tall Ships Race in 2010 and at the time of writing we have already had an inspection visit by Sail Training International, the organisers. The application was a marvellous combined effort by everyone involved in the town, Tees Valley and the region and if successful will bring fantastic profile and income to Hartlepool. The decision is expected by 1 July, the first day of this year's Hartlepool Maritime Festival. It must be a good omen and we shall still have the pride of being the largest – and oldest – Tall Ship on view.

Bryn Hughes.

General Manager, HMS Trincomalee Trust



HARTLEPOOL'S

MARITIME

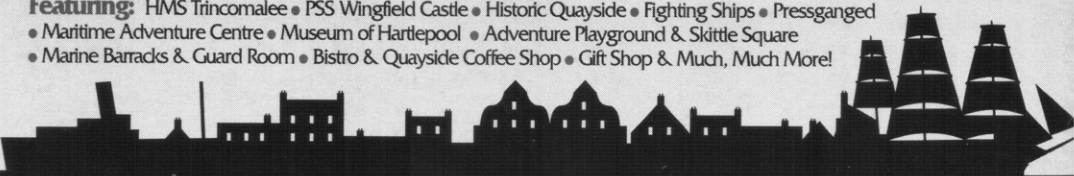
EXPERIENCE



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