

# Quarterndeck

FRIENDS OF HMS TRINCOMALEE

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AUTUMN 2006





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FOR THOSE IN THE KNOW

# *The Nights are Drawing In*

The Autumn seems to have come again so quickly with the long winter's nights starting to come in. It is a time to reflect back on the summer (and wasn't it a lovely summer with some lovely hot days?) and to look forward to events to cheer us on our way.

The Friends Association have tried over the last year and for this forthcoming winter programme to organise a few more different events other than talks on board ship. Read more about them later in the magazine.

When Bryn "does his talk" to local groups and I tag along, we are asked all sorts of questions. Some we can answer and some we can't ..... so we phone a friend (or in this case talk to a Friend). Recently someone asked me whether the white line around the ship was significant... did it signify a particular class of ship and did other classes have different colours. So..... I spoke to the Vice Chairman of the Trust, Commodore Paul Sutermeister, surely as an ex naval person of high rank he would know. Anyway the answer was no..... but he did go on to say that Ships had badges and these badges did signify different classes of ships. A colleague of his had written an article about ships' badges which he said he would ask to see if it could be reprinted here. I hope you find the article of interest.

Along with news from the Friends and the Ship's Log there are some more examples of phrases which have originated from the nautical world including "I'll eat my hat" and "to the bitter end".

You will, if you have visited the Ship, know that the Trust employs Guides who look after people on the Ship and are there to answer questions or take guided tours of the Ship. Some of the Guides have been on the Ship since its restoration days and one of these Guides recently retired. Read on to see what she wrote on leaving

I do hope you enjoy the magazine and don't forget to keep the articles coming in.

**Jean Hughes** (*Editor*)

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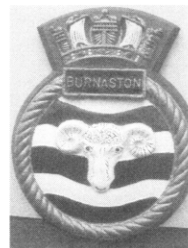
# HM Ship's Badges

*Royal Naval Ships have a Ship's Badge sometimes erroneously called Ship's Crests, which are the same for each ship of that name. The Trust felt that it would be appropriate for our HMS Trincomalee to use the Ship's badge. Enquiries, however, with the Naval Historical Branch revealed that HMS Trincomalee was built and in commission before the introduction of Ships' Badges.*

*The following article was written by Jack Williams of the HMS Penelope Association, which gives an explanation of the history of Ships' Badges. He has kindly agreed that the Friends of HMS Trincomalee could reprint the article which was written in 1992 for the Association's magazine "The Shadow".*

For many years ships of the Royal Navy, or more usually the Captain, made up their own badges, some of which were quite fanciful, but usually, but not always, bore some relationship to the name of the particular ship. A common example of this is the use of the 'woodpecker' by WARSPITE – and was used for a long time after the 'official' badge of 'a cannon' was provided. Prior to this (about 1860) ships were fitted with a figurehead and this was the origin of the ship's badge. But as the rounded bow became the normal ship building practice, so the figureheads disappeared and thus began the art of the ship's badge.

In December 1918 the Admiralty accepted the offer of one, Major Charles Ffoulkes, then Director of the Imperial War Museum, to design future badges and a Ship's Badge Committee was set up with the Major appointed as Advisor on Heraldry. Major Ffoulkes continued with this work until 1935 when the College of Arms took over.



*Current Naval Standard Badge*



*Destroyer Badge*

Each badge is surrounded by part of the Naval Crown – in full it is a circlet surrounded by four sterns of men-of-war (each with three poop lanterns) and four square sails each spread on mast and yard, fully fitted and sheeted home; the ship and sails being positioned alternately. The whole of the crown is gold and the sails and pennants should never be painted white. For use with the badge one full stern and two half sterns and two sails are used. The centre stone is a red ruby; the stones on either side are green emeralds, the outside stones are blue sapphires and the studs either side of the emeralds are white pearls.

From 1918 when the first 'official' badges came into being, the Admiralty laid down the design shapes for each type of ship. They were circular for capital ships (battleships and battlecruisers), pentagonal for cruisers; a shield for destroyers and submarines and a diamond shape for aircraft carriers, depot ships etc. These designs continued until in 1940 the Admiralty decreed – "during the period of present hostilities, a





*Cruiser  
Badge*

common frame shall be used for all ships' badges irrespective of the class of ship concerned, the shape is to be adopted being the circular frame hitherto used for capital ships..... When, however, the casting of a badge made for a former ship, in a frame of other than the circular form, is available, this may be issued"

As a result of this instruction we find that destroyers which might have expected a shield design were given the circular shape and this was the official badge of that particular ship. However some Captains, for a number of reasons, declined to use the official badge and persisted (throughout the war) in using their own. One such example is that of ORIBI. Because there was delay in the badge being cast (due to her name being changed from OBSERVER) her Captain had his own wooden badge made using the traditional destroyer shape of a shield instead of the circular shape as determined by the Admiralty. The interior design was also different. The idea may have been to standardise the shapes but in practice the position was no better. There were minesweepers with shield shapes (eg STORMCLOUD) and diamonds (eg SKIPJACK); destroyers with pentagonal shapes (eg CONCORD) with circular (eg ONSLOW) and with diamond (eg SCORPION); aircraft carriers with pentagonal (eg ILLUSTRIOUS) diamond (eg EAGLE) and circular (eg IMPLACABLE); cruisers with round (eg CEYLON) as well as the normal pentagon (eg PENELOPE). These are just a few examples – there were dozens more. The net result was still a real 'pot-mess'.

Things got no better in the post-war period with some ships whose forbear had already had a badge designed using the same shape – examples being the D-class destroyers DAINTY etc using a shield shape whilst ALAMEIN and other Battle-class had the circular shape. Among the carriers EAGLE had a diamond whilst BULWARK was circular. But although many of the Leander-frigates had a cruiser forbear (PENELOPE etc) they were not given the pentagonal shape and gradually standardisation set in. In 1978 the variation came to an end when the MOD decreed that all HM Ships would be circular; shore establishments would be diamond and all RFAs pentagonal. Even so, there was still some confusion as permission was granted for badges already approved and issued in shapes other than these to continue to be used and some destroyers were still displaying shield shape badges. However, DCI 40/91 (issued in 1991) has now put an end to even all that and ALL HM Ships must conform to the standards laid down in 1978.



*Cruiser  
Badge*

*That is all well and good, but as we do not come under the Admiralty/Defence Council/Ministry of Defence, we have decided to instigate our own ship's badge which will be circular, without the Naval Crown and encircling the TRINCOMALEE emblem.*

Main article:

Pre-amble and Conclusion:

**Jack Williams**

**Commodore Paul Sutermeister**

**(Vice Chairman, HMS Trincomalee Trust)**

## More Nautical Phrases

### ***The bitter end –***

A bitt is a post fastened to the deck of a ship, for fastening cables and ropes. When a rope is played out to the bitter end it means that there is no more rope to use.

### ***At loggerheads***

A loggerhead was a solid iron ball with a long handle which was heated in the galley fire and then used to warm the pitch used to pay deck seams. It was sometimes used by quarrelling men.

### ***Try out his metal***

Metal was another word for guns and the surest way of testing the enemy's strength was to get within range of his guns.

### ***Cut a fine feather***

This was said of a ship which was sailing well, her bow wave looking like a white feather.

### ***Press into service***

Followed on from the press gang

### ***A clean sweep***

When the sea swept right over the deck.

### ***A roving commission***

This was granted to a captain who was allowed to cruise at will.

### ***Touch and go***

This referred to a ship grounding and getting off, her keel touching the bottom.

### ***Eat my hat***

A sailor kept a quid of chewing tobacco in his hat and then if he ran out of tobacco he would take out the lining of his hat which was by then soaked in tobacco juice and chew it.

### ***Three sheets to the wind***

Sheets are not sails but ropes. If three sheets are loose and blowing about in the wind then the boat will lurch about like a drunken sailor.

### ***Tell it to the marines***

Marines were originally soldiers who had been enlisted and trained to serve on board ship. Naturally the recruits were considered green and not on a par with hardened sailors, hence the implication that marines might believe some ridiculous tale, but sailors wouldn't.

### ***Broad in the beam***

6

The widest point of the ship is the beam – the rest is obvious.

## **Tall Ships 2010**

Yes we did it! Sail Training International officially announced just before our own Maritime Festival on 1 July that Hartlepool will be the host port for the final leg of the 2010 Tall Ships Race. This is fantastic news, and reflects the confidence of STI that the town and region can stage a maritime-based event of truly international dimensions.

The bid to STI was an excellent document co-ordinated by Hartlepool Borough Council with input from a range of organisations, including of course the Trust. The outline proposals at this stage are wide ranging and include significant infrastructure developments, particularly for the land between the Marina and the deep water Victoria Harbour. Whilst much focus will eventually be on the event itself in the summer of 2010, the Trust believes there is a real opportunity to ensure that there is a vibrant economic legacy left for the town and area.

It is quite amazing to reflect how far Hartlepool has progressed, and in such a short time, to even contemplate bidding for an event such as this. Much of it is down to increasing confidence and in co-operative working between the sectors, where once again the Trust's activities are a fine example.

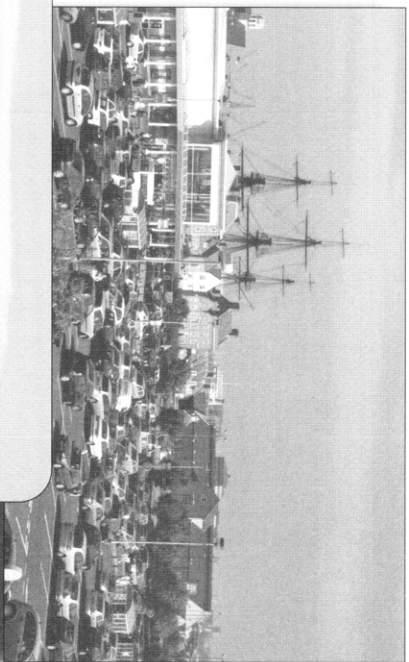
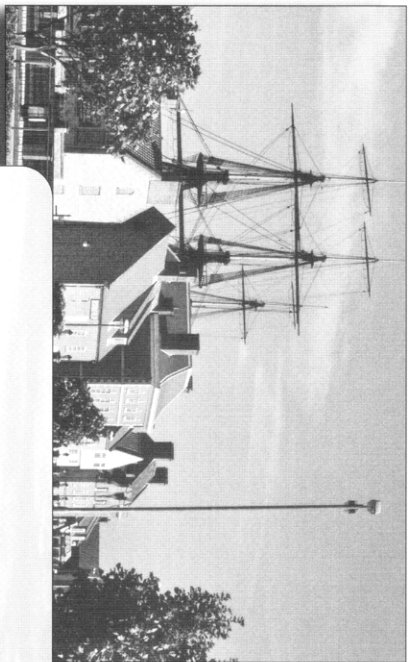
## **More of the 'bigger picture'**

Peter Drew noted in the last Quarterdeck that he was hoping to expand his Deck by Deck Guides to more of our historic ships and to produce a new leaflet that will describe the main vessels that can be visited by the public. This is a sound idea for a form of National Maritime Trail.

The evidence of HMS Trincomalee in Hartlepool bears testament to the fact that there can be no doubt now about the economic value and profile that is brought to a town or city by having a major ship in residence. Examples that readily come to mind include Victory and Warrior at Portsmouth, Great Britain at Bristol, Cutty Sark at Greenwich, and more recently Britannia leading the regeneration at Leith. All these ships, and many others beside, cost a lot to maintain by their Trusts, but bring outstanding value to their communities and the marketability of their regions. This wider value should be recognised by the various funding bodies, and it is up to us to keep pressing the point.

## **Conservation and maintenance**

A couple of items recently reflect the diversity of on-going work in the Ship. The external canvas cover for the waist area on the Upper Deck, which was in poor condition, has been replaced with a translucent material. This has had the big additional benefit of letting a lot more light through to the Gun Deck where visitors first board and are met by the Guides. It was a big job stretching the material over



*HMS Trincomalee's  
masts dominate the  
skyline in  
Harlepool's  
leisure and  
commercial sector.*



*Courtesy  
Bryn Hughes*



such a large area and in sealing all the edges against the weather. The hot dry weather in July also meant that the Upper Deck had to be hosed down every morning with salt water to keep the timbers tight, and as a result Les Gilfoyle and his team have been able to keep on top of the re-caulking work this summer.

A further piece of work brought back the Cutty Sark rigging team to help us place wire reinforcers on the stays as a safety precaution against their weathering deterioration. The Manila hemp upper rigging has now all been replaced with modern cordage, but we have a considerable challenge to find the £150k required to do the same for the lower element in the next couple of years or so.

## Developments

We are looking forward to a period this winter when we hope to be able to bring to fruition with the Council the next phase of exciting developments on the site. For the Trust there are two elements: the Trincomalee exhibition and the maintenance workshop, both of which are of the utmost importance to us. The Council's elements are an upgrade to the popular hands-on displays in the Maritime Activity Centre, and with the fitting-out of the educational spaces aboard Wingfield Castle, which will be available for the Trust's educational activities as well. In both cases we have to confirm fundraising funding in advance of starting the works in order to match the Single Programme moneys from One NorthEast.

Other recent administrative work with the Council has been progressing well and it is pleasing to note that our formal agreement has been confirmed and that we are now sharing admissions income on an equal basis, but without the grant from the Council. We are satisfied with the arrangement as we have been pressing for this for some period of time.

## Michael Stewart

Colonel Michael Stewart stood down as Chairman of the Trust at the AGM in mid September, but will continue on the Board of the Trust. Michael has been involved with HMS Trincomalee for more than a decade, firstly as Vice Chairman and then taking over from Captain David Smith, now President of the Trust, in 2000. Michael's contribution to the Trust has been immense, as has his support for the Friends and every other organisation or individual who has helped us along the way.

James Atkinson, currently Vice Chairman of the Friends, succeeds Michael as Chairman of the Trust.

### Bryn Hughes.

*General Manager, HMS Trincomalee Trust*

*HMS Trincomalee's new ensign  
incorporating the Ship's emblem  
Courtesy Jean Hughes*



# Ship's Crew 1871

The following is a list of the crew of HMS Trincomalee whilst she was based at West Hartlepool as a Royal Naval Reserve Drill Ship in 1871. The information comes from the national census and records only those who were on board at that date.

Do you recognize any names?? Did you have anyone associated with the Trincomalee at the time in Hartlepool. The Ship was berthed close to the West Dock gates from June 1863 until 8 February 1877.

(s = single, m = married, w = widower)

NAME		RANK	AGE	PLACE OF BIRTH
ABBOT	Edward	A.B.	22	St Pauls, Bury St Edmunds
AVES	Thomas	Gunner's Mate	40	Monmouth, Mon
AXON	William J	A.B.	21 (s)	Walmer, Kent
BARNES	James	Ship's Corporal 2nd Class	30 (m)	Portsea, Hants
BORDEN	John	Carpenter's Crew	27 (s)	St Lukes, London
BRADLEY	James	Gunner's Mate	33 (m)	Mildenhall, Suffolk
CASTLE	Henry	Armourer	38 (m)	St Thomas, Oxford
CHARLTON	William	Warrant Officer Cook	18 (s)	Stranton, Co Durham
CHEETERS	William	Ship's Corporal 1st Class	36 (m)	Stoke on Trent
CHILD	Edward H	Ship's Corporal 1st Class	36 (m)	St Marys, Southampton
EADES	George	Boatswain's Mate	33 (w)	Landport, Hants
FOX	William	Ship's Corporal 2nd Class	29	Burstwick, Hull, Yorks
GAGGIN	John	Writer 3rd Class	22 (s)	Douglas, Cork, Ireland
GLASSPOLE	William	Gunner's Mate	33	Alverstoke, Gosport, Hants
HOLDER	Charles	Sick Berth Attendant	52	Dublin, Ireland
JAMES	Richard	Chief Gunner's Mate	33 (m)	Portsea, Hants
JONES	Charles A	Chief Gunner's Mate	34 (m)	Devonport, Devon
LYALL	David	Staff Surgeon	53 (m)	Fordoun, Kincardineshire
PADDOCK	William	A.B.	22 (s)	Winterbourne, Wilts
PALMER	Charles	Carpenter's Crew	27 (m)	Landport, Hants
PARKER	William	A.B.	22 (m)	Chiddingston, Dartford
PARSONS	George	Gunner 1st Class	49 (m)	Ceylon, East Indies
PARSONS	Elizabeth	Wife of George Parsons	46 (m)	Walworth, London
PARSONS	Jane E	Daughter of George Parsons	14 (s)	Southsea, Hants
PEARCE	John	Capt of Forecastle	31 (s)	Westbourne, Sussex
SAXBY	George	A.B.	26	Dartford, Kent
SKYRMS	John G	A.B.	24	Milford, Pembrokeshire
THOM	William	Paymaster	48 (s)	Elgin, Banffshire
WALE	Frederick	A.B.	22	St Andrews, Plymouth
WEST	John J	A.B.	26	Minster, Sheerness, Kent
WHITE	Edward	Commander	36 (s)	Bognor, Sussex

## News Happenings & Events

Friends Activities have been very quiet over the Summer period. Some Friends have been on the Ship over the summer, in and out of costume, but always talking to visitors. Thanks to those people who gave their time.

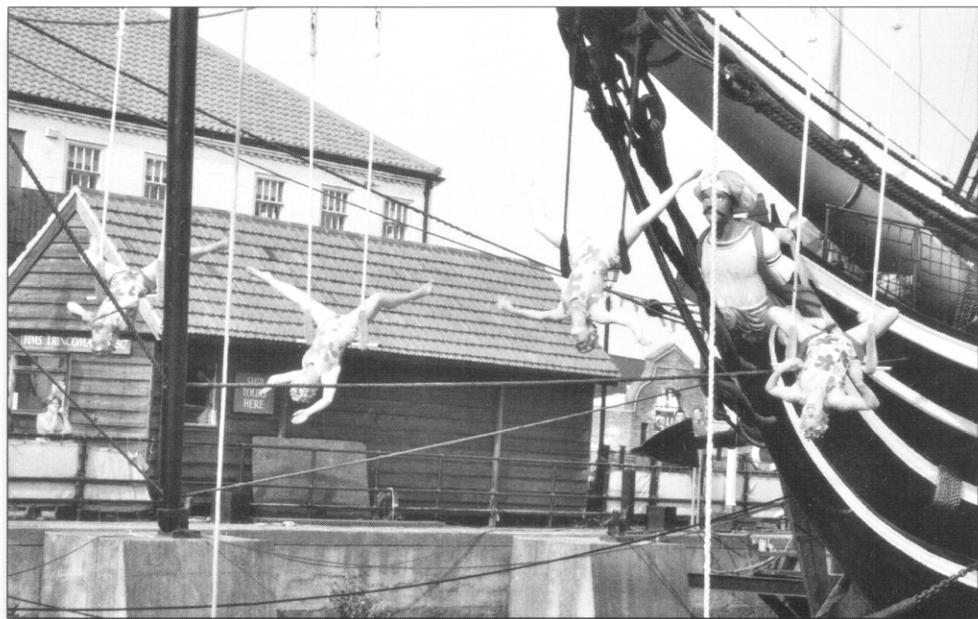
A group of people from the Saltburn Victorian Society dropped in at the quay, in costume, on their way to Ward Jackson Park for a Victorian event there. They caused a great deal of interest to other visitors who enjoyed having their photographs taken with them. This is one of the things that the Friends would like to encourage through our Friends organisation.

***Is there anyone out there who would like to come onto the Ship in period costume???? Let me know.***

It doesn't have to be an all day thing .... Just a couple of hours.

It doesn't have to be at the weekend ..... It could be anytime during the week

### Hartlepool's Maritime Festival - July 2006



*"Hang" July 2006  
Courtesy of Jean Hughes*

The weekend was blessed with fine weather with lots of activities going on around the marina including the French market. There were different musical groups on the Ship providing entertainment. One of the best activities was "Hang" a trapeze group who performed from the Ship itself. I don't think the busthead had seen the like before!!!



## The Autumn season of events for Friends has just begun.

The first event was held on Wednesday 13 September. The first Quiz evening we have held.

Everyone who came thoroughly enjoyed themselves and took part in good spirit and I think we all decided that it is us who should be taking the fish oil tablets to increase the brain power. Gary Kester was the Quiz master (thanks to him for testing our knowledge on a wide range of subjects – from facts about HMS Trincomalee through football, films, pictures, Hartlepool and music). The winners were “3 Buoys and a Girl” .... Malcolm Cook, Derek Hinds, Paul Jackson and Jill Leadley-Brown. Well done to them!!!



*3 Buoys and a Girl –  
the winning team  
with Quizmaster  
Gary Kester*

*Courtesy Jean Hughes*

## Colonel Michael Stewart

Colonel Stewart has been Chairman of the HMS Trincomalee since 2000 and has been a good friend to the Friends. He has attended many of our events and it is with regret that he is now standing down as Chairman. The Trust organised a small presentation to him to thank him for all the voluntary work he has done over the past decade. The first Chairman of the Friends, Nigel Hogg, who held the position for many years as well as being the editor of the original Quarterdeck, presented Mrs Stewart with a bouquet of flowers and I presented Michael with a bottle of champagne in thanks for all their support.



*The Friends  
Presentation to  
Colonel Stewart  
Doug Ferriday, Mrs  
Stewart, Colonel  
Stewart, Nigel Hogg,  
Jean Hughes*

*Courtesy of HMS  
Trincomalee Trust*

## Future Events

All events begin at 7.00pm, are free to Friends (unless otherwise stated)..... non Friends pay £1.00, coffee and biscuits at the end and there is usually a raffle!!

<b>October 11</b>	American Travels II (EGM at 6.30pm)	Keith Rogers
<b>October 21</b>	Trafalgar Night (at the time of writing tickets are going well)	
<b>November 8</b>	Give me a "Sea"	Gary Kester
<b>December 13</b>	Carol Singing with mulled wine and mince pies	
<b>January 10</b>	Measuring India	Nigel Hogg
<b>February 14</b>	Valentine Theme Evening	(Tickets required)
<b>"March 15"</b>	<b>AGM with Professor Andrew Lambert as guest speaker"</b> (please note change of date)	

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## Other news

Just an update from the last magazine .....

The model of HMS Trincomalee is now on display on a table on the Mess Deck. Visitors tend to sit and have a rest on the Mess Deck and so the model has been much admired.

The Deck Guide has proved very popular with all visitors and they have been most impressed with its content and style.

## More from Colonel Stewart's Presentation

The photograph below shows just one of the gifts to Colonel Stewart. It was a photograph taken when the Trincomalee was moved from its berth at the end of January 2006. In the photograph (*below*) along with Colonel Stewart and his wife is the President of the Trust, Captain David Smith and two descendants of Captains of the Trincomalee when she was commissioned in the mid 1800s. On the left is Colonel Euan Houstoun and on the right is Commander Richard Warren. Both are now Vice Presidents of the Trust.



*Courtesy  
Jean Hughes*

## *A "Trinc" Guide Retires*

Pat Andrews recently hung up her ship's guide boots. Pat lives on the Headland and had been a Guide on the Trincomalee since April 1997. She left these parting words behind her as she recalled fond memories of guiding on the "Trinc".

The last nine years as a guide on the Trinc  
Seems to have passed by as quick as a blink  
I look back on many an up and a down  
Days that brought laughter and others a frown

Guiding schools around workmen, midst noise of drill and hammer  
With the workforce "Carusos", adding loudly to the clamour  
Peering through dust clouds during tours of the mess  
Davy at the sewing machine offering to run me up a dress.

VIPs and occasions we took in our stride  
Nothing fazed us with our "knowledgable" pride  
Meeting people off the telly – presenters, actors – and such  
Although the visits of Royals – kicked all that into touch.

We lined up on the Ship to greet HRH the Duke  
As we had for Prince Charles when every hand he shook  
Ah! The Queen's Garden Party – my highest highlight I think  
Such privileges and all because of being a guide on the Trinc.

That morning storm which gave us a fright  
When the lights all came on as if it were night  
In rain like a waterfall we got soaked to the skin  
But we just changed our clothes and went guiding agin.

And "that party!" – "that party!" whatever can one say?  
Except that we survived it – to guide another day  
These fond memories – for me will always keep a link  
With you – one and all and the lovely old Trinc

*We wish Pat a long and happy retirement.*



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