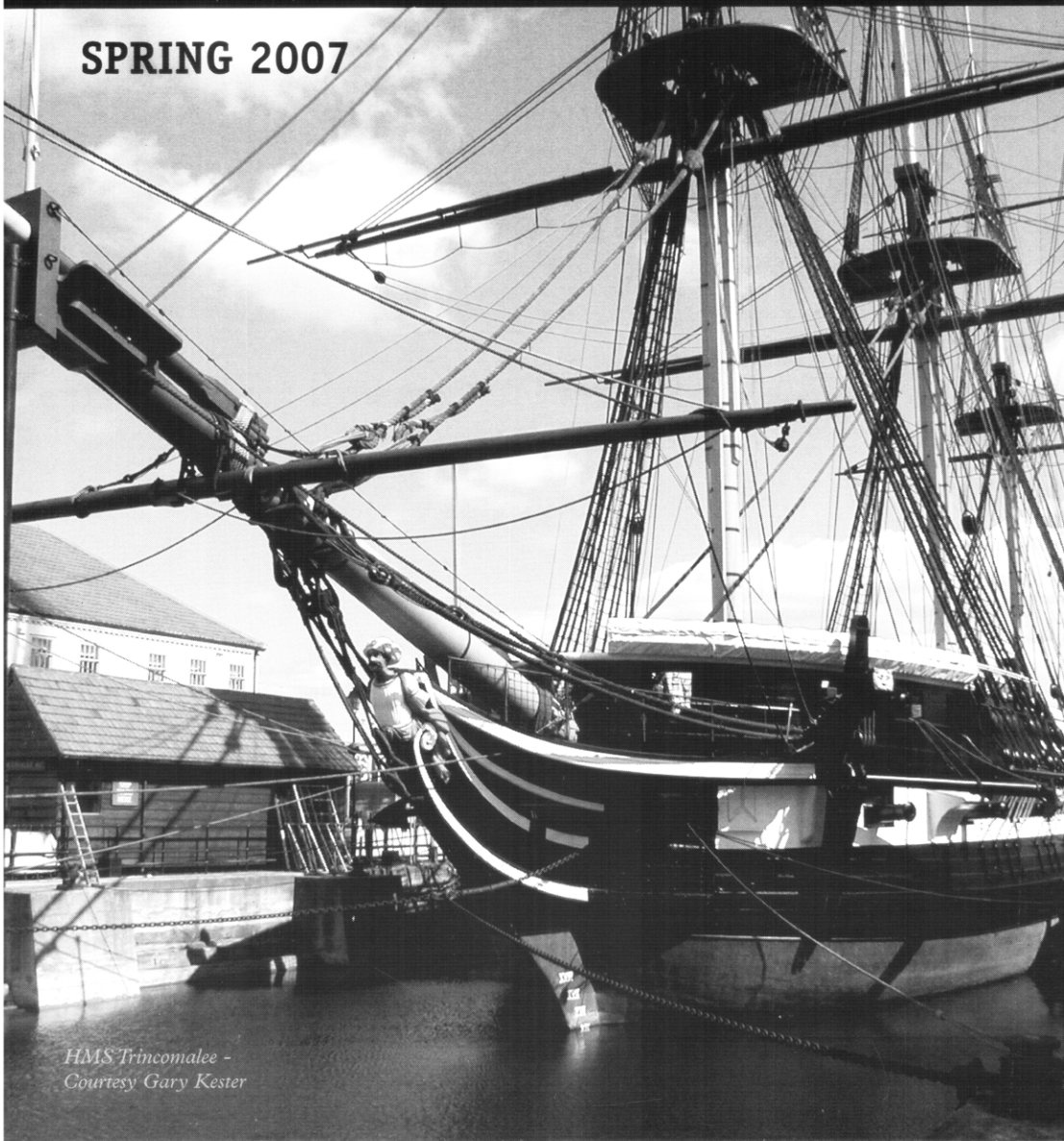


Quardeck

FRIENDS OF HMS TRINCOMALEE

SPRING 2007



*HMS Trincomalee -
Courtesy Gary Kester*



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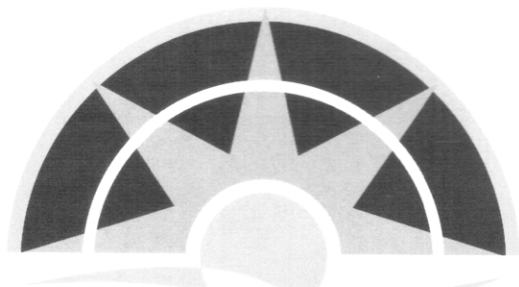
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Welcome to 2007

The Committee of the Friends of HMS Trincomalee wish all Friends a Happy New Year (although we are now in February).

Friends join an association for many reasons; to financially support the Trust, to keep an interest in what is happening in the Ship (very important for those Friends who live too far away to make regular visits – Quarterdeck helps), have free access throughout the year, to take part in Friends activities, have an interest in maritime history or proud to be associated with the oldest floating ship in the United Kingdom. Any of these is very laudable but we could do with more of you!!!!

How about getting someone else to join this year!!! Make it a New Year's Resolution (Ok I know we are in February again) but it is never too late.

This edition of Quarterdeck is sort of looking back and looking into the future. Captain David Smith, now President of the Trust has supplied me with a diagram of how the Trincomalee looked during the training days as TS Foudroyant and many of the Friends who knew the Ship at this time may well remember this configuration.

It is a very exciting time for the Trust and Ship as it will have its own exhibition space in a quayside building and, hopefully, be ready for this summertime. A company based in York, Continuum, has been appointed as the designers for the exhibition and in the magazine Erich Kadow, has supplied a small article describing themselves and the hopes for the exhibition with a few sketch ideas.

The exhibition will, I believe, tell something of the story of the life and times of the Ship.

A propos of this Bryn and I recently paid a visit to Whitby, always a bustling and busy port with super views and of course the climb up the 199 steps to the Abbey. Visiting Whitby, is The Grand Turk. This small replica of a Napoleonic frigate was built for the televised Hornblower series. It has also sailed around the UK giving experiences for young people of sailing and working together as a team. It was also used by the National Trust as part of their operation Neptune. It is soon to leave Whitby and once more tour around the ports. It was reported, however, in the local press recently that the owner of the The Grand Turk wants to sell the Ship which could put in doubt all their good work with young people. It was an interesting visit but the exhibitions in the Ship seemed to purport the life on board the ship in the 19th century but what it didn't do was to tell in greater detail about its uses as a film set or about the work with young people which is its obvious strengthswhich was a pity. After all there is ONE Ship which can say it is the real thing and it is here in Hartlepool!!!! Do go and have a look at The Grand Turk if you are able!!

Jean Hughes (*Editor*)

Any correspondence concerning the Friends Association should be sent to:

**The Secretary, Ian Purdy,
39 The Poblars, 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

Trincomalee Wharf

At the end of January we were able to announce that a company had been appointed to take forward developments on the Trust's Trincomalee Wharf site. It has been a long and sometimes frustrating process to get to where we are today, but this announcement is a significant milestone in the Trust's role as the custodian one of the world's most important ships.

Trincomalee Wharf is a magnificently sited piece of land beside the south wall of Jackson Basin, and immediately adjacent to Hartlepool's Maritime Experience [HME] where HMS Trincomalee is berthed. The Trust's holding also includes an envelope of water of sufficient size to locate the Ship. The land and water was gifted to the Trust for a peppercorn through a 999 year lease in 1998 by the now-demised Teesside Development Corporation. Subsequently, the freehold went to English Partnerships, and today the area – including some adjacent land – has been transferred to Hartlepool Borough Council from whom the Trust's lease will be re-issued.

Why is this all so important? Originally the Trust planned to undock the Ship upon the completion of the restoration and move her to the water area in the Basin and build a Visitor Centre on the land. Attempts were made to achieve this goal, but it became increasingly clear that with the Trust operating under very tight revenue conditions, such a plan was unlikely to better the financial position for the future for either the Trust or the Council's Historic Quay.

During the last three years we have been working up and financing a plan with the Council to retain the Ship in the graving dock and undertake a series of capital developments to include an Exhibition about the Ship and the provision of a maintenance workshop at HME. These, and other developments, are now getting underway, but the key component of the plan is that the Trincomalee Wharf site could be offered for commercial development rather than as a separate home for the Trust and the Ship. The result is that for the provision of a sub-lease to

the developer, the Trust will receive a significant capital receipt in stages over the next eighteen months or so which can be invested to help safeguard our revenue position for the future. The development is scheduled to be completed in time for Hartlepool's hosting of the 2010 Tall Ships Race.



Trincomalee exhibition will be housed in the building on the first floor in the far right hand corner of the quay - Courtesy Bryn Hughes

The developer is Jomast Construction Company of Stockton which has also been developing portions of the Marina land. Significantly, the company owns the land on the other side of Marina Way from the Trust's land, so a composite development plan has been possible. It will be a mixed use development with the initial plans showing a hotel, leisure and some residential. It is early stages at present and I will hope to show the plans in due course. In respect of the water area, the Trust has reserved its right to moor the Ship in that location if there should be a reason in the future.

Whilst there is still much to do to 'top and tail' all the various legal aspects, the Trust is delighted with the outcome, and would acknowledge the considerable work of the Council and English Partnerships in helping to bring this all together.

The Northern Rock Foundation

The Trust is pleased to acknowledge the receipt of a substantial grant from The Northern Rock Foundation. The Foundation has awarded the Trust £75k towards the Trust's permanent Exhibition about the Ship, together with three years of revenue support of £25k per year. This generous award is a tremendous help and confidence-booster for everyone.

Wind, Weather and Workers

Like the rest of the country, it has been 'blowing a hooligan' in Hartlepool during January, and the lower rigging has taken a pounding and now exposed the frailty of some of the hemp that went up in 1996. Last year we lashed steel cables to all the long runs of cordage and chained the yards for additional safety, and whilst the new polypropylene upper rigging has stood the test, as we would expect, there is an increasing need to source the considerable sums of money required to replace the lower rigging with polypropylene – then it will all be done.

In the meantime the Friends have kindly agreed to fund the provision of new ropes for the guns on the Quarterdeck and Forecastle, which similarly have been exposed to the weather for more than ten years. Thank you very much.

In December Leo Dolphin retired from Les Gilfoyle's Maintenance Team. Leo served the Trust with great dedication as a Carpenter/Shipwright from 1990, and we wish him a long and happy retirement. In January the Trust appointed Bobby Monsen to replace Leo. Bobby is a Rigger by trade and was involved with the Trust from 1990 to 2001. We are delighted to have Bobby back onboard. Such is the compulsion of the Ship that some just cannot stay away!

These are exciting and challenging times for the Trust with a number of our strategic plans now emerging with the real prospect of success, and details of some of these are found in other articles in this Quarterdeck. The continuing and increasing support of the Friends is an important part of the plan, which the Trust values greatly. Please encourage your friends and colleagues to 'sign up'!

Bryn Hughes

General Manager, HMS Trincomalee Trust



Les Gilfoyle, Ship Maintenance Supervisor at home on the quarter deck - Courtesy Bryn Hughes

Trincomalee Archive and Records

On learning that I was retiring from my full time employment the Trustees of HMS Trincomalee asked if I would take on board a part time position and become the Trust's Records and Interpretation Co-ordinator with the aim of coming to terms with the Trust's archive and to set up systems for the future. So since the beginning of December 2006 the work has begun on getting together material to be sorted and logged into a format that can be easily retrieved for information. It has also become an important matter as the new exhibition in the what was the India Room at the Maritime Experience, requires material for the interpretation of the Ship.

In January 2003 some material was handed over to the archive at Teesside University. This included administrative papers belonging to the Foudroyant Trust; some ephemera from the TS Foudroyant; research papers from Brian Horton, the Ship's historian in past years; press cuttings; information concerning the restoration of the ship including photographs, slides, testing of timbers, all the technical drawings relating to the restoration; research files concerning such things as gun carriages, hulls and fittings. This will all be eventually properly catalogued and access to this will be permitted through their website.

The Teesside Archive is chiefly for paper based material.

The Trust has also had some archive material donated to it which includes 16mm and 8mm film as well as broadcast quality umatic videos. Discussions are in hand with the Northern Region Film and Television Archive, which is also based at the University of Teesside, to receive this material into their archive. They will produce for the Trust a digital version which can then be viewed more easily.

The Trust also has copies of VHS videos: mainly concerning the restoration and copies of filming on board over the last few years. There are also some miscellaneous CD's.

There are photographs, slides, pictures, printed material, press cuttings, letters and ephemera.

Everything must be looked at, sorted, catalogued and stored and then a system set up for ongoing material to be stored in the same way. Some of this material may be used in the new exhibition.

It sounds very "dry" but it is all very interesting, particularly so in looking at the videos taken during the time of the restoration. The work and sometimes the very difficult work of completing the restoration is quite outstanding. Sometimes there was a struggle to get out some of the rotten timbers on the ship but then the skill of putting those pieces back together is amazing..... and we forget too quickly all that skill and hard work when we see the Ship as it is today.

*All pictures
courtesy of
HMS Tincomalee
Trust*

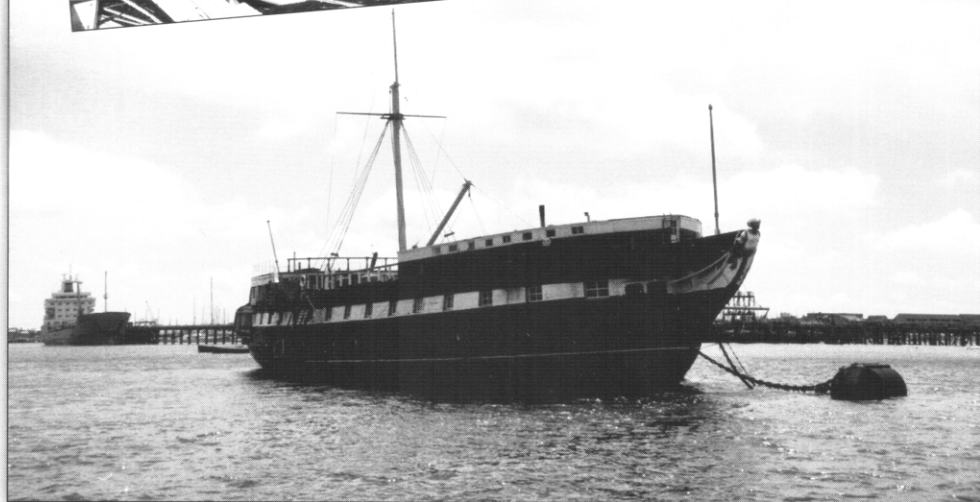
*Right -
Restoration of the
Graving Dock
1991*



*Left - Starting restoration
work with the removal of
non-original structures*

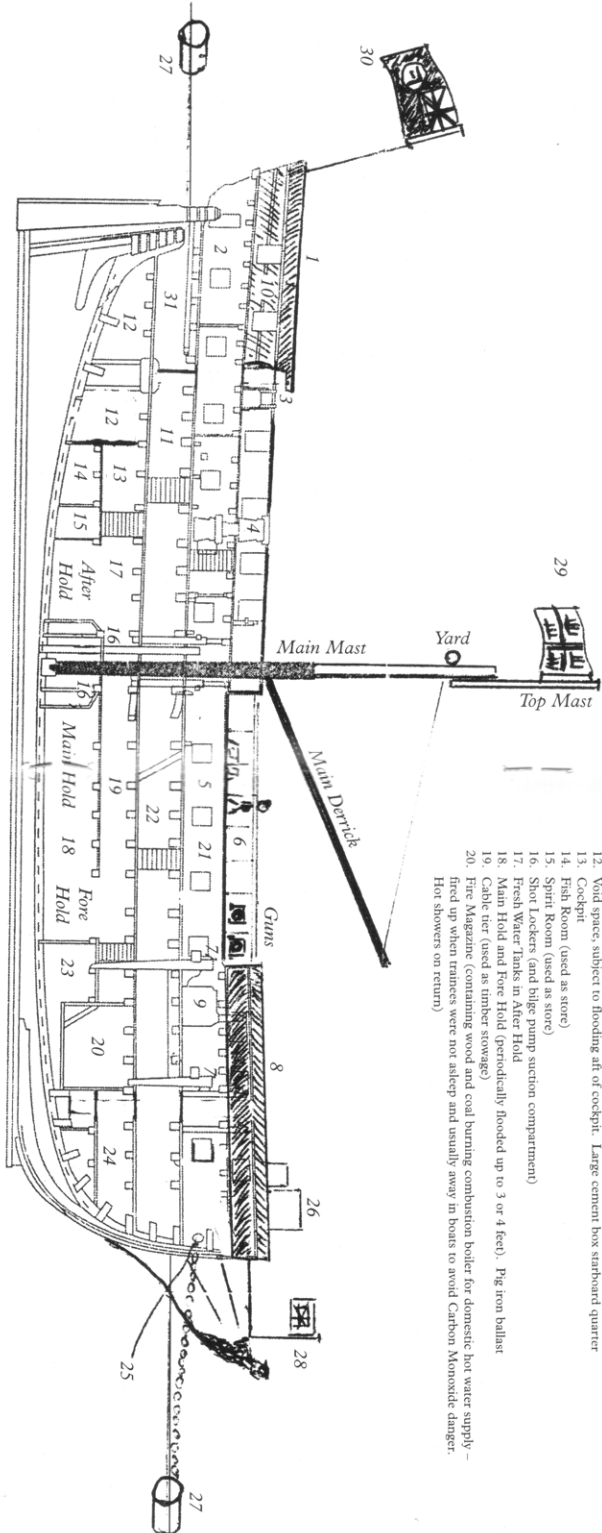


*Below - Trincomalee as
T.S. Foudroyant in
Portsmouth Harbour*



Frigate Foudroyant

Portsmouth Harbour 1932 - 1987



1. False Poop Deck to enclose after end of Quarterdeck - The Wardroom below
2. The Captain's Cabin - the Great Cabin - subdivided to provide day cabin, sleeping cabin, bathroom, heads and ship's office
3. Wheel
4. Captain
5. Spotlight (over Main Hatchway)
6. Waist (decked over) 3 x 32 pounders at fore end - two each side
7. Rading bits
8. False Forecastle deck enclosing fore end to provide Heads and Showers for trainees
9. Gallery with provision room to starboard, scullery to port
10. Wardroom Mess for Officers and Instructional Staff
11. Cabins for Officers and Instructional Staff (port and starboard)
12. Void space, subject to flooding aft of cockpit. Large cement box starboard quarter
13. Cockpit
14. Fish Room (used as store)
15. Spirit Room (used as store)
16. Shot Lockers (and bilge pump suction compartment)
17. Fresh Water Tanks in After Hold
18. Main Hold and Fore Hold (periodically flooded up to 3 or 4 feet). Pig iron ballast
19. Cable tier (used as timber storage)
20. Fire Magazine (containing wood and coal burning combustion boiler for domestic hot water supply - fired up when trainees were not asleep and usually away in boats to avoid Carbon Monoxide danger. Hot showers on return)

Detail supplied by
Captain D. T. Smith
President

21. Gun deck cleared of guns to provide messing and training space
22. Lower Deck - accommodation deck with hammock stowages
23. Coal bunkers
24. Void
25. Electric Power Supply - initially (until 1979) supplied by Ship's own diesel generator floating on barge alongside. From 1980 an underwater power cable was run from shore via Rat Island
26. Domestic Water Tanks
27. Ship secured to mooring buoys, fore an aft, by twin bridles
28. Pilot Jack
29. Flag of Elder Brother Trinity House (when embarked)
30. Defaced Blue Ensign of HM Fleet, authorised by Admiralty Warrant to be worn by Foudroyant
31. Tiller Flat

Recent Views around the Ship – Courtesy of Jean Hughes



Captain's Cabin – a popular venue for functions and weddings



The Quarter Deck Guns – showing rope work to be replaced courtesy of Friends donation



New display in the Officer's Ward Room

Feedback

I had a letter from Norman Swales, one of the Friends who wrote in to enlighten us about the query I had concerning the painting of the white stripe around the ship. For information I now enclose the said letter:

"I read with interest your comment in the Autumn Quarterdeck if there was significance to the white band painted around the ship.

The band was painted along the gun ports of any deck that had an uninterrupted complement of guns, therefore a frigate or sloop with one row of guns had one white band; by 1815 white was the regulation colour. A ship with two gun decks say a 74 or 80 gun ship had two bands and a three decked ship of 100 to 120 guns had three. The quarter deck and fore castle although armed did not have a white band even when the gangways were widened from the 1830's effectively making a continuous deck.

Originally introduced as a purely decorative scheme where the colour usually ochre followed the curved of the planking; the use of a band following the gun ports was Nelson's favourite style and the British ships at Trafalgar were painted in this fashion before the battle. As a tribute to Nelson it began to be copied more after 1805, the gun ports lids were first painted black at Trafalgar and this also started to become general after 1805. The use of white bands along the row of guns showed at a glance the ships force, the white and black colour scheme stayed in force until the wooden ships were replaced by iron ships in the 1860's and 1870's"

I then sent this letter to Commodore Sutermeister (Vice Chairman of the Trust) who replied thus:

"I have read Mr Swales' letter with interest and he is obviously right. I have looked up pictures of old ships and what he says fits. Certainly Nelson had all his ships in the Mediterranean converted to yellow ochre, the colour he preferred, to keep his sailors busy."

Mr. W. A. Vandersteen writes:

I wish to take issue with the explanation of "Tell it to the Marines". A Cecil Hampshire states in his book 'Just an Old Navy Custom' the phrase is by no means a sneer at their alleged gullibility. It implies that the Marines who have served their country in every part of the world, will believe a story, then it must be true. This is further expanded in 'Jackspeak' by Rick Jolly who states "When flying fish were being described to general disbelief at William IV's court, it was captain of Marines who confirmed the traveller's tale. The royal response was that, henceforth, when the truth of a story needed verifying, his Marines would do the job."

Thank you both for your comments.

News Happenings & Events

UPDATE

Friends Talks – There is a regular attendance of 20 – 40 people at these events.... We could do with more as we have a raffle (each time) which helps to raise money for the Friends (which, incidentally all goes back to the Ship or helps subsidise things like this Quarterdeck for instance). The talks have been extremely interesting and varied. Gary Kester's for example, "Give me a Sea" concerned the use of music in films that had a nautical flavour and how the music enhanced such films. It was an extremely professional talk. Nigel Hogg's talk on Measuring India had nothing whatsoever to do with opening an atlas and taking out a ruler but how surveyors measured India using triangulations which were extremely exact. Nigel gave his talk from a chair as he had broken his ankle just before Christmas but he had a very snazzy plaster cast which was very festive showing Christmas Trees and Santas. Keith Rogers talk was the second part of his American travels where he showed some very fine slides of his trip.

Trafalgar Night – had a full house and raised £800 which has been donated to the HMS Trincomalee Trust. One of the guests on that night was the miniaturist artist Geoff Hunt from Dorset. He has painted a picture of Trincomalee as she would have looked coming to anchor in Antigua. He has donated the original to the Trust and the Trust has had 250 prints made which are on sale in the ShipShop for £35.00 each. Well worth it as it is a very good detailed painting.



Geoff Hunt signing copies of the print of his picture over a cup of coffee in the Coffee Shop - Courtesy Jean Hughes

Carol Singing – A very interesting and enjoyable night was had by all and fuelled with mulled wine and mince pies a good noise was made. The wind roared and the Ship rolled which was quite amusing when we stood to sing a carol and suddenly everyone lurched to one side. 70 people fought against the wind to attend the carol singing on that night. Well done to those!!

Donation to the Ship – the Friends Committee agreed to donate £1000 to the Trust to replace the rope work on the guns on the upper deck. (see Trust Log and photo of guns). This work is due to start soon.

Registered Charity – At the last AGM it was agreed by members that the Friends looked to becoming a registered charity for a few reasons it makes the Friends Association more permanent and structured; the turnover is such that it should have

registration and it allows the Friends to apply to grant giving bodies more easily as some only give donations to other charities.

There was an EGM in October which allowed the Friends Committee to pursue this and so a Constitution was written (based on a standard constitution provided by the Charity Commission) and an application form was completed along with examples of print material from the organisation. We are now waiting to hear from the Charity Commission.

INTO THE FUTURE

Annual General Meeting

This year's meeting is on Thursday 15 March at 7.00pm. Professor Andrew Lambert is coming to the meeting to give a talk to the Friends after the main business of the evening.

Wednesday 4 April 2007

Students from Hartlepool VIth Form College have been working hard to produce a dramatic work to show to the Friends. This is due to take place on Wednesday 4 April at 7.00pm. I do hope that as many Friends as possible can make this evening as it is all part of making the Friends activities more varied and interesting.

The **Friends** organise a Midsummer Evening. In previous years we have had Soirées and last year we had Snacks and Shanties. The event this year will be held on **Saturday 23 June 2007 at 7.00pm**. The organisation of the event is its early stages at the present time but I am sure that you will enjoy it as much as many of you said you enjoyed last year's. There will be food, wine and entertainment. Tickets will be available shortly and Keith Rogers will be organising a mail out. **WATCH THIS SPACE.**

Summer activities – have any of you plucked up the courage yet to come onto the Ship in period costume? There are some Bank Holidays coming up soon..... Good Friday, Easter Sunday and Monday, May Day and Late Spring Bank Holiday (Whitsuntide to those old enough to remember!!!!) as well as the summer holidays. If anyone is interested please let me know via the Trust's office.

FUTURE FUTURE EVENT

Saturday 29 September 2007

Chris Jones from Historic Maritime Society is organising, in conjunction with the Trust, a study day concerning the workings and life on board HMS Trincomalee in the days of its commissions in the mid 19th century. The day (10.00am – 6.00pm with lunch and afternoon tea) will consist of talks and practical sessions throughout the day. Storm rigging the guns, surgery on the orlop, food, practical ropework, marine drill are suggested for the practical sessions, interspersed with talks. Sounds good doesn't it? This is a great opportunity to increase your knowledge in a fun but serious way. More details will follow, in the June magazine, on how you can book your place.

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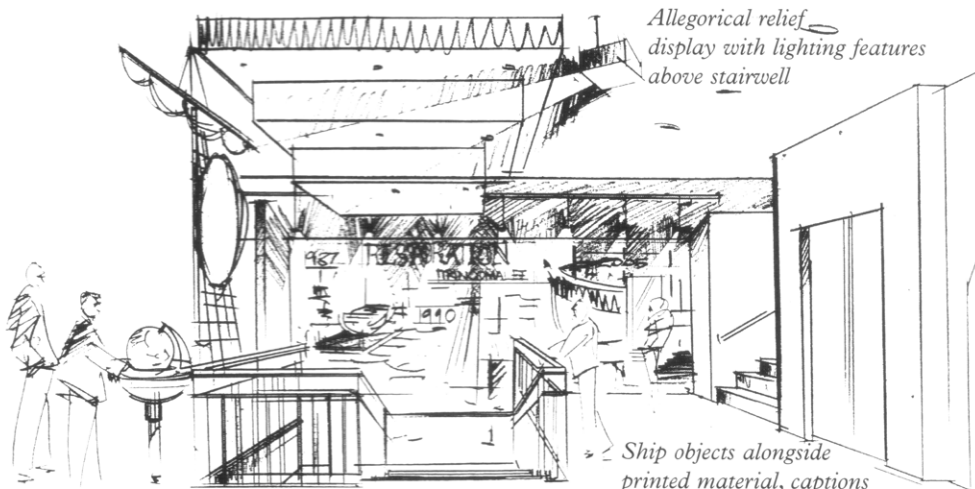
The HMS Trincomalee Exhibition

Working with the Trincomalee Trust our design team have developed an outline scheme for a new Trincomalee exhibition in the former India Room on the historic quay. Once completed, this first floor space will be visually linked with the HMS Trincomalee by the means of a newly-installed viewing balcony.

The exhibition combines cased displays, tactile exhibits, graphics and audio-visual techniques to tell an amazing story of survival of the oldest fighting ship from Nelson's era still afloat in the UK. Sections in the exhibition will explore the construction of the vessel in Bombay in 1817, what life was like on board at sea, the journeys undertaken - 110,000 sea miles in 5 years, its new role as a training vessel, and the immense task of restoration that was undertaken to repair and restore the ship to its former glory.

Erich Kadow

Interpretive Planner and Designer

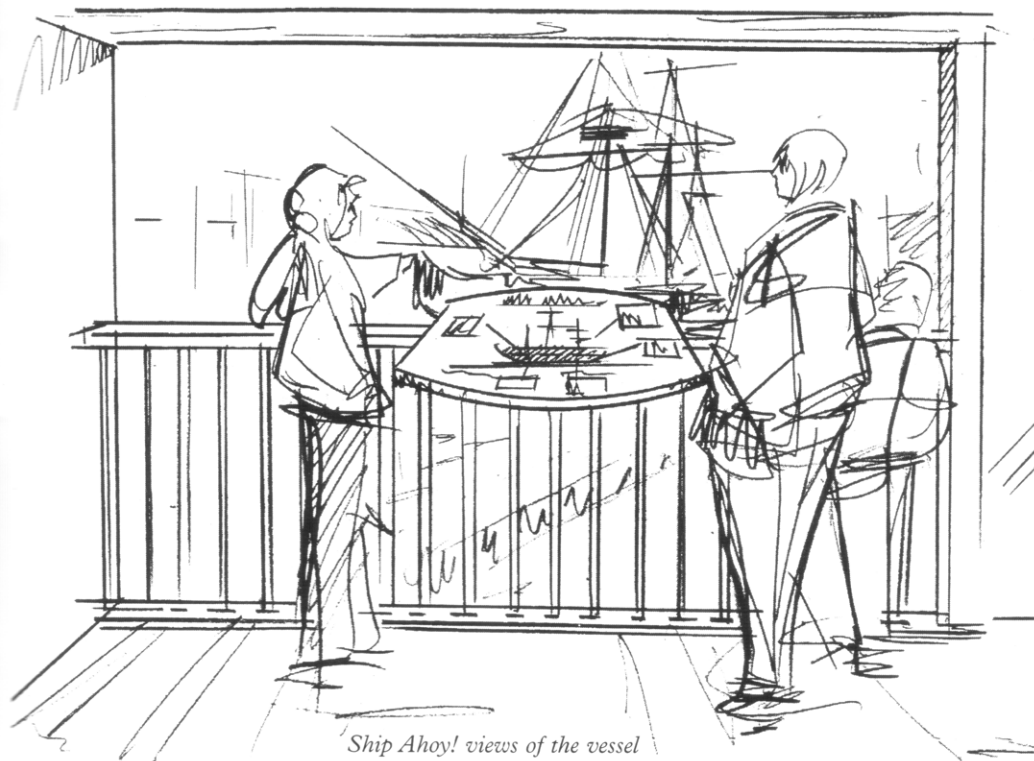


*Distant Shores:
interactive experience
of famous journeys*

1986 - Present

*Allegorical relief
display with lighting features
above stairwell*

*Ship objects alongside
printed material, captions
and images against
allegorical 'Survival' relief
shows relevance to people today
and that she remains 65%
original*



*Ship Ahoy! views of the vessel
with graphic interpretation*



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