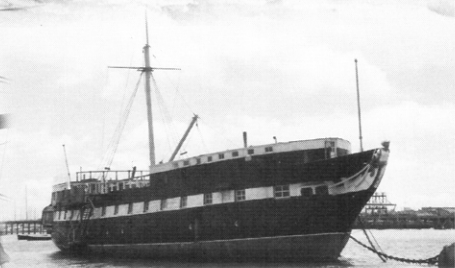
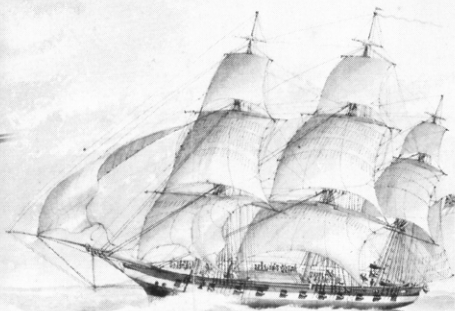


Quartern Deck

FRIENDS OF HMS TRINCOMALEE



SUMMER 2008





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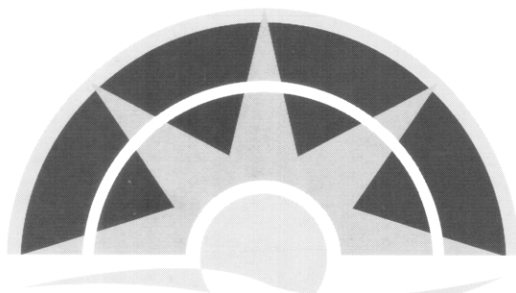
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FOR THOSE IN THE KNOW

FAREWELL, SO LONG!!!!

This is my last Editorial! The 14th!

One of our new Committee Members has agreed to take on the role of Editor of Quarterdeck as from the Autumn Issue. His name is Hugh Turner and he is the husband of the Secretary of the Friends, Ruth. They live in Hartlepool and have a great interest in HMS Trincomalee. The Committee have agreed to keep the same style of magazine but I am sure Hugh's take on things will be different although he will still be keeping everyone who lives away from the area up to date on all matters relating to the Ship.

In April this year Bryn and I hired a "White Van" to go to Portsmouth to collect items which have been stored in the Royal Naval Museum since 1986. We also collected items belonging to the Trust which Captain Smith had been looking after. He has also given his archive of files to the Trust so that they may be deposited at the University of Teesside Archive. We collected muskets, cutlasses, 32 pound shot, a gig rest, cats heads, rammers, sponge and worms from the museum and various historic paintings concerning ships and people associated with the Trust from the Captain.

Many of you will know of Nigel Hogg, former editor of Quarterdeck, who has an interest in cutlasses and the like. He very kindly had a look at the two cutlasses we brought back and with some investigation wrote the article herein enclosed "Boarders Away". He has also researched the muskets we brought back. That may be used in another magazine.

Most of these items will be placed in appropriate places within the ship. For instance we shall put the 1846 cutlass into the newly dressed out bosun's cabin during this round of new interpretation in the ship.

The centre page spread shows four of the Foudroyant Trust's front covers from their annual reports. All these covers are taken from paintings by Harold Wylie and there is an inset picture of him too.

Many thanks to all contributors over these past 14 magazines and thank you all for reading the Quarterdeck and the very complimentary comments about it.

Jean Hughes
(Editor)

Any correspondence concerning the Friends Association should be sent to:

The Secretary, Ruth Turner,
Chevin House, 30 Kingfisher Close, Bishop Cuthbert, Hartlepool TS26 0GA
Tel: 01429 236848

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, Maritime Avenue, Hartlepool, TS24 0XZ

A KNOTTY PROBLEM

If you have been a Friend for a while you will know that grants have been given to re-rig the ship. When the ship was restored it was decided to rig the ship with an original cordage – manila hemp. Rainwater did eventually seep into the strands and made it rotten. When the decision was made to re-rig the ship it was decided to use a modern fibre – polypropylene. The manila cordage has lasted 11 years but the new polypropylene should last twice as long. The new cordage does not have to be tarred and rainwater runs from the sides.

As Records and Interpretation Co-ordinator I have been taking photographs of the two riggers working on the rope and have been trying to learn a bit more about the rigging. By reading this article those of you who don't understand it may do by the end of the article. I HOPE!

There are two types of rigging.

Running rigging

The yards and sails were constantly being adjusted and need rigging that used block and tackles to swing them round and to lower and raise them and to help furl the sails. All the tackle of all sails led down to the deck so that gangs of seamen could haul away by lining up or running along the deck.

and

Standing rigging

This rigging transferred part of the stress on the masts into the hull and held the masts in position. It was called standing because they were set up taut and only adjusted when they became slack due to stretching over time or under very wet or very dry conditions. The deadeyes and their lanyards were used like a block and tackle to slacken or tighten the standing rigging.

There are two types of standing rigging.

- a. **Shrouds** These transferred the stress to the side of the ship and supported the masts athwartships (across the ship). They were usually in sets of seven or eight for the main mast; three or four for the top mast; two or three for the topgallant, none for the Royal Mast. They were named after whichever part of the mast they were serving
- b. **Stays** These transferred the stress in the fore and line. Stays attached forward of the mast – Fore Stays, and stays attached in the rear of the mast – Back Stays.

It was described to me as – “the main propulsion of the ship is wind through the sails which are attached to the yards which are attached to the masts. The sails are therefore the engine of the ship. The rigging helps to stabilise and take the tension and strain of the wind in the sails, keeping that engine in place”

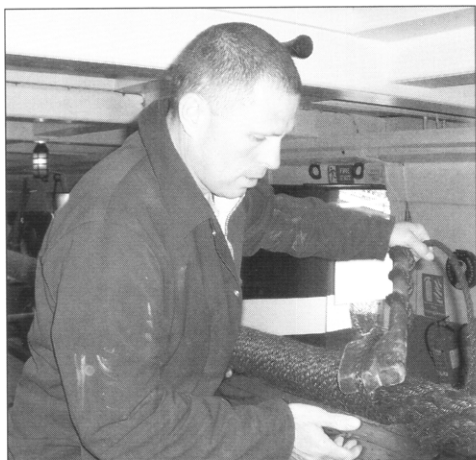
As the HMS Trincomalee does not have any sails, there is no running rigging and so it is the standing rigging which is being replaced. The first mast to be re-rigged was the Foremast and Bowsprit.

The rope is delivered in coils and it first has to be cut to the correct length and marked where it needs to be “wormed” and “served”. This is done to help keep the rope from chaffing on parts of the yards. Different thicknesses of rope are used for different parts of the rigging.

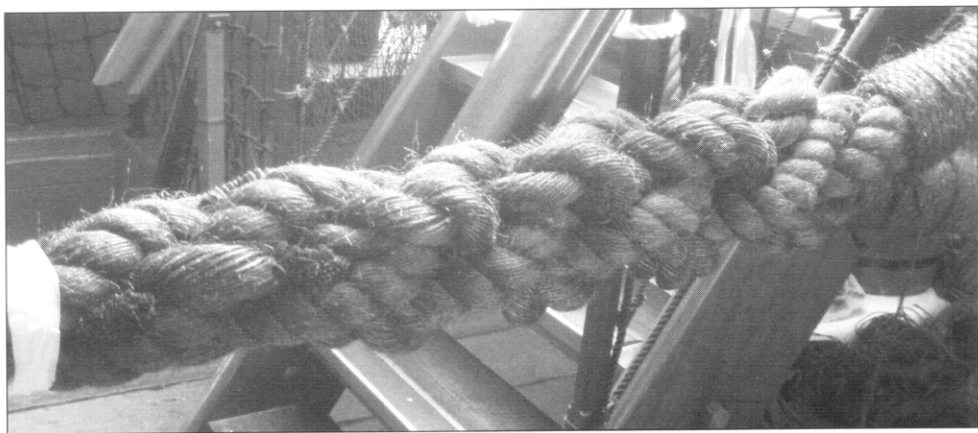
Rope looks a bit like a plait and the “worming” using 12mm rope is twisted around the rope to “fill in the gaps”. The rope is then served, again using 12mm rope which is wound around the rope to make it more uniform and round. It is not easy when you first try it!!



The Novice – Me



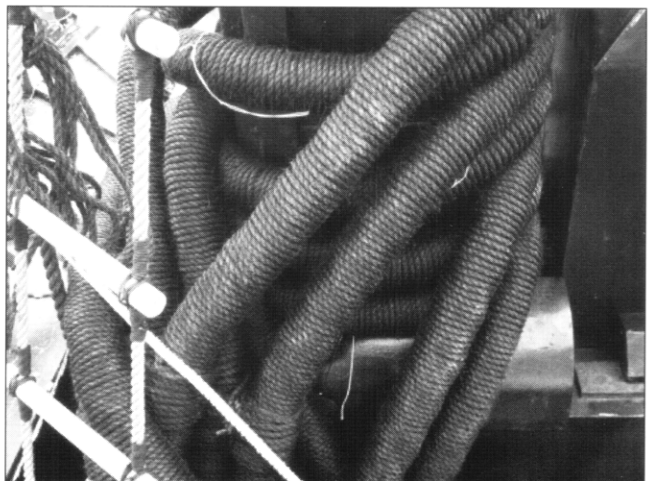
The Expert – Bob



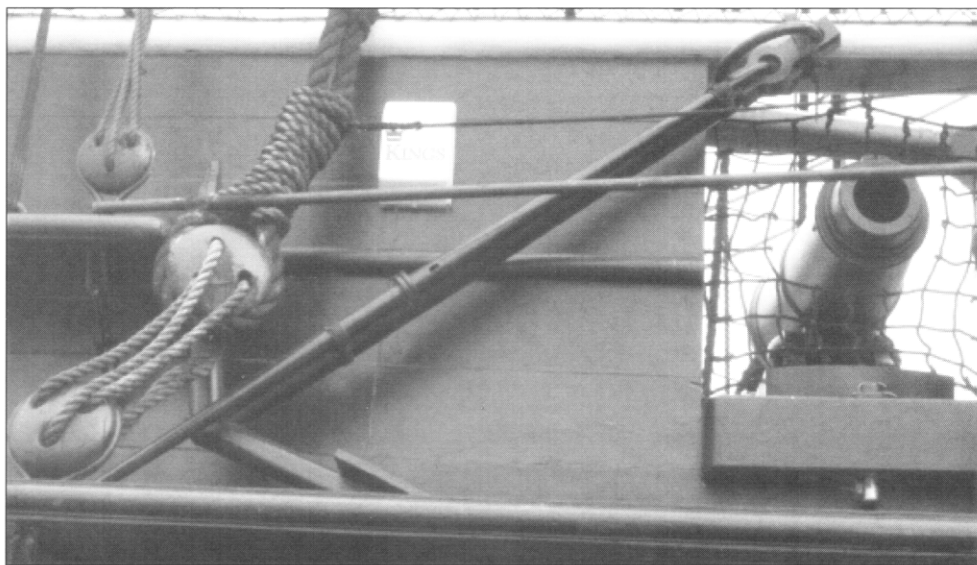
*The ends of some of the ropes have to be spliced
and the splices also have to be wormed and served.*



Scaffolding was erected around the mast. This was done to enable the riggers safe access to the fighting top not only for the re-rigging but also to be able to complete some maintenance paint work. The old manila rope was taken down and the riggers rigged a block in order to take the rope up to the fighting top. One shroud line is taken up and over around the mast at the fighting top level and comes down the other side. Sieselines are fitted near the neck of each shroud.



The shroud comes down to the side of the ship and through two deadeyes separated by a lanyard which is 6 strands of rope and is then attached to the channel and a chain links it to the hull. To tension the shroud a ratchet is attached to the lanyard and shroud and then tension is placed on the lanyard which then in turn tightens the shroud. When the shroud is tensioned sufficiently the “rat lines” (rattlings) are attached to complete the shroud. These rat lines were used as a step ladder for the sailors to reach the yards.



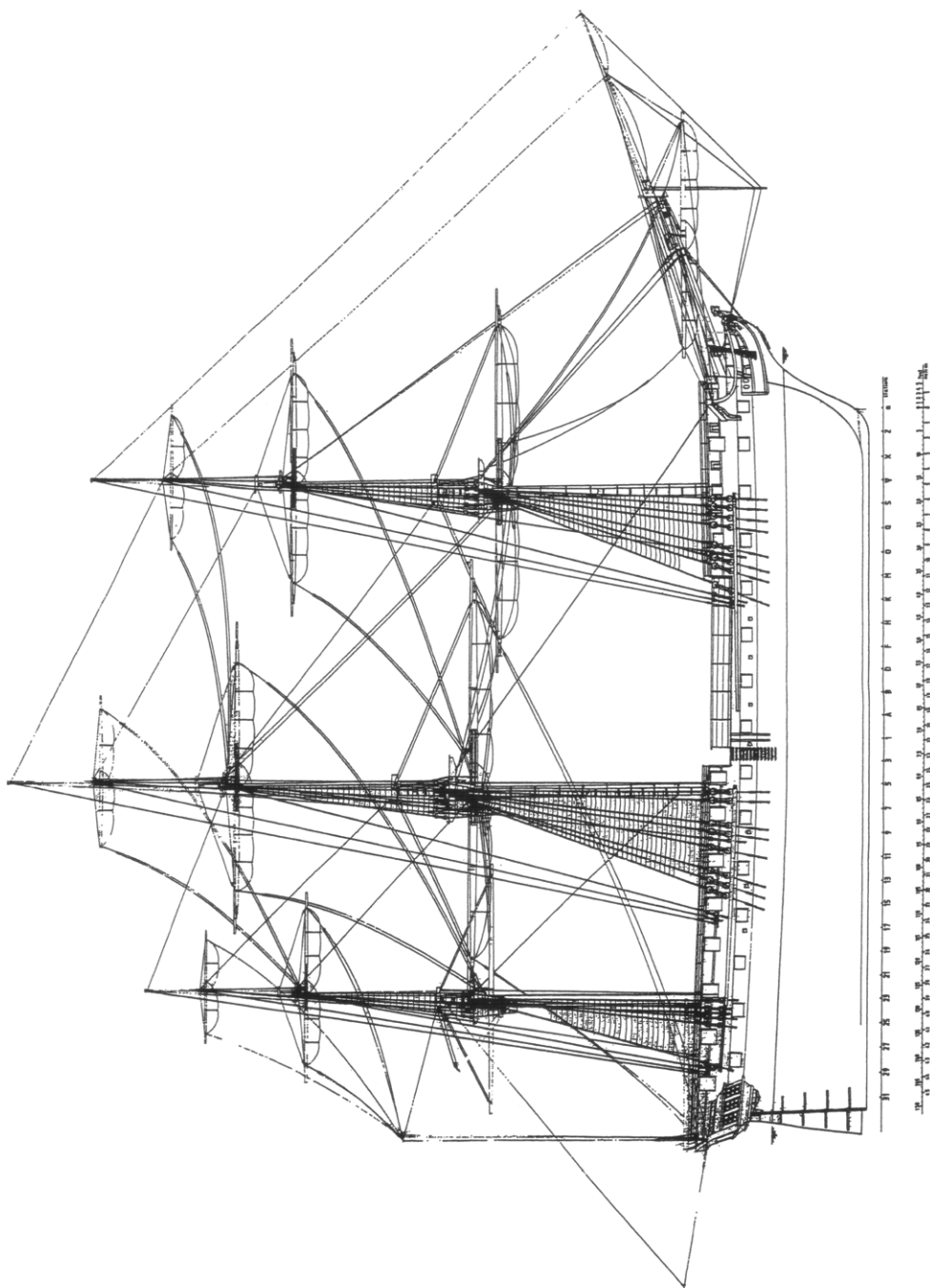
The “Futtocks” are ropes which connect from the fighting top to the shrouds. The futtocks also have rat lines on them and are used when the ship is not on an even keel and are also used for tensioning.

The Forestays, two to each mast are used as a check on the tensioning of the shrouds to allow for the movement of the ship in all weathers.

80mm rope is used for the shrouds and 96mm rope for the forestays.

Work has now begun on preparing the rope for the main mast and scaffolding has been erected around it and work has already begun.





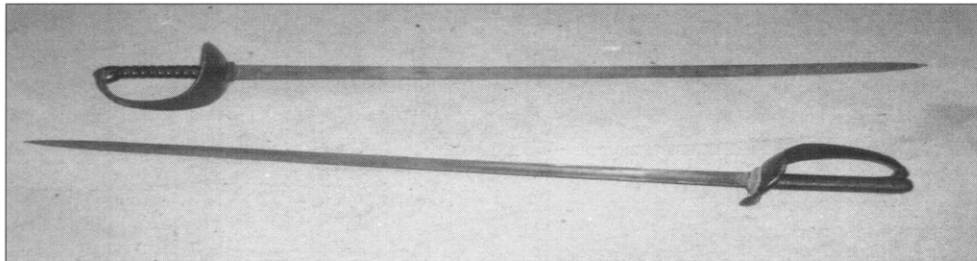
Jean Hughes

*For further information on rigging I found a website:
<http://hnsa.org/doc/steel/part6.htm>*

Boarders Away!

TWO NAVAL CUTLASSES ARE UNEARTHED

Among a small collection of artefacts recently returned to the Trust from museum storage in Portsmouth are two interesting British Navy cutlasses.



It's not clear where these originally came from, but after a thorough cleaning and the careful removal of layers of paint and surface rust they are in good enough condition for display.

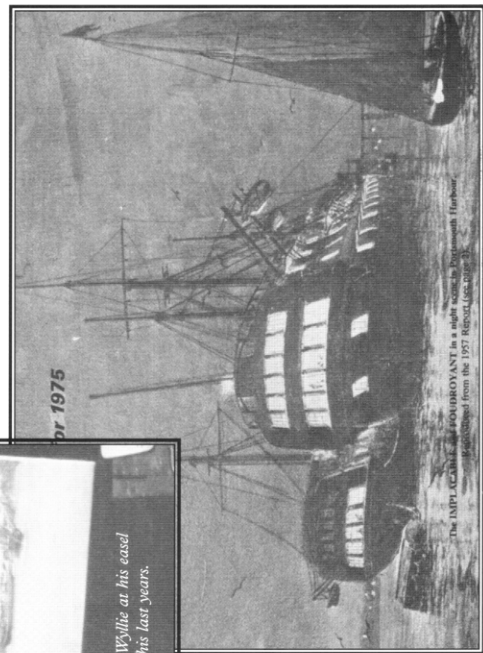
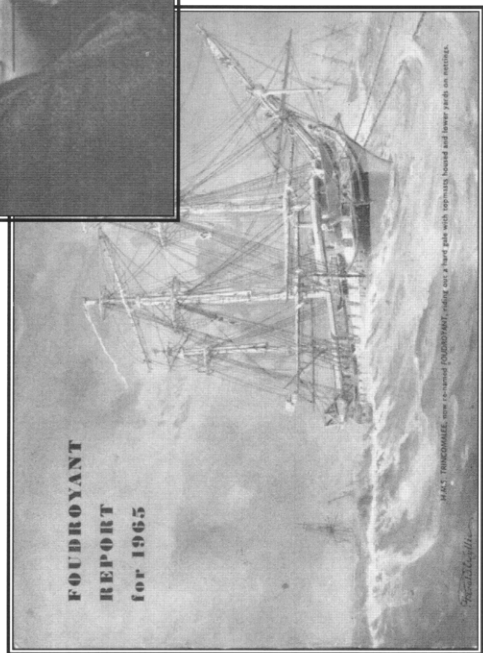
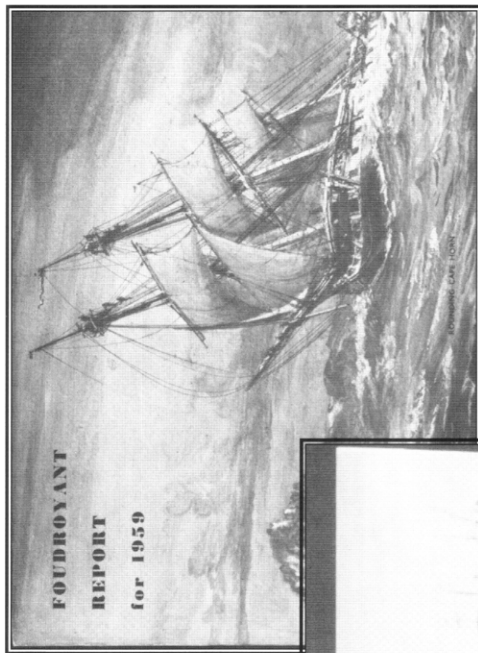
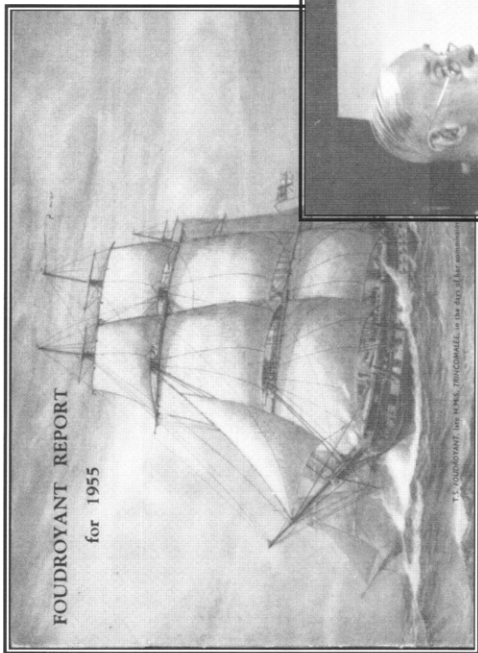
The older of the two is an 1845 pattern cutlass, designed by George Lovell, who was Inspector of Small Arms at the Royal Small Arms Factory at Enfield, in 1842 at the request of the Admiralty and the Board of Ordnance.



This is one of more than 15,000 cutlasses of the same pattern produced at Enfield (private contractors supplied another 30,000 or so) at a cost of 5s 0_d (25p) per cutlass. The Enfield maker's mark is clearly visible on the back of the blade, as well as inspectors' stamps and the familiar government "broad arrow" mark above the initials B.O. (the Board of Ordnance, later to become the War Department).

It is more than likely that HMS Trincomalee carried this pattern of cutlass on board during her active service, though cutlasses were regarded as merely a cheap fighting weapon for use in hand-to-hand combat and were never marked with the name of the ship to which they were issued. In fact they would remain in storage on board until needed, and returned to storage after an action. In the mid-19th century cutlasses were not even sharpened at the time they were issued to ships, and many examples, which were never used in anger, were returned to depot stores in their unsharpened state.

continued on page 12



Boarders Away continued

This example has been sharpened – but when and by whom we will never know.

The hilts of these cutlasses were iron, and were painted black to prevent rust, which must always have been a problem in storage on board HM ships. This cutlass retains about 80% of its black paint, which is probably original.

The second cutlass is in some ways more interesting, as it is an example of the very last pattern of cutlass to enter service with the Royal Navy, adopted by the Admiralty in 1900. This example was manufactured by the Wilkinson Sword Company Ltd., London, in February 1902 and bears all the usual government inspection, proof and ownership stamps.

The design is considerably more sophisticated than that of the 1845 pattern. The blade is still straight with a spear point (though less broad and an inch shorter than its older version), but is fullered (grooved) for about a third of its length. These grooves were not (as some people would have you believe) to allow blood to run down the blade, but a means of removing metal from part of the blade without affecting its strength – usually to lighten the blade or improve its balance.



The hilt was of steel, polished bright, with the edges of the guard turned back so as not to leave a sharp edge, and the grips of diced black leather. As with the 1845 pattern, the hilt is slotted for a sword-knot – originally a piece of rope or leather thong tied round the wrist to prevent the user losing his cutlass in action, but which developed in officers' swords into elaborate items of decoration.

Quite why the Admiralty was still designing new models of cutlass in the 20th century is a bit of a mystery. Although this example has never been sharpened, its pommel has been stamped with a rack number (44) so it must have been issued at some stage.

Cutlasses finally ceased to be issued by the Royal Navy in 1936 following Admiralty Fleet Order 4572, but plenty of examples must have remained in store for many years after that date, and these two swords are interesting reminders of the era of hand-to-hand fighting with cold steel.

News Happenings & Events

Time is flying past and here we are in June. Where has the Summer gone??

PAST EVENTS

The Friends Committee has been increased in size and two new members were voted on at the AGM held in March. One is Hugh Turner, for further details of this gentlemen and his future importance to the Friends read the Editorial. The second gentleman is Fraser Tarbitt. Both gentlemen are well known locally and we are sure that they will do a fine job. You will see both of them working hard at any of the events.

After the AGM Captain Richard Woodman gave a short talk on "A Maverick Sailor" giving us all an interesting insight to how his life, so far, had gone. The title of his talk was very pertinent.

Other events have included a talk by Captain Sandy Kinghorn who commemorated his talk to the late James Atkinson. Sandy is always entertaining and well worth the time to listen to.

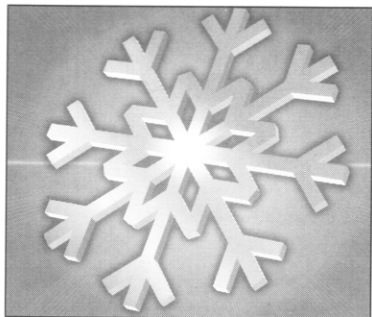
The final event in the "Spring Series" was a look at the new exhibition gallery with a preview of some of the panels being worked up for display by Bryn Hughes, the General Manager. I may be biased but I think that this new exhibition will enhance what we already have at the Ship.

NOW THEN

LOOK WHAT'S COMING FOR THE AUTUMN!!!

Wednesday September 24	Malta George Cross	Paul Hood
Wednesday October 29	Crime and Punishment on HMS Trincomalee	
	Nigel Hogg	
Wednesday November 26	to be confirmed	
Monday December 22	The Now Legendary Carols in the Cabin with mince pies and mulled wine	

All these events begin at 7.00pm and are free to Friends. Non Friends may attend at a cost of £1.00 AND, of course, there is always a raffle to raise funds for the Friends. All these events are to be held in the Captain's Quarters.



Christmas Lunches aboard HMS Trincomalee in the Captain's quarters

Once again these are being offered on the following dates 10, 11, 15, 16, 17, 18, 22, 23, 29, 30 December 2008. £16.00 per person inclusive of VAT. Please book early to avoid disappointment. All bookings are to be done through Cleveland Catering 01429 891556.

EXHIBITION GALLERY

If anyone is interested to act as "room steward" in the new gallery please contact Jean Hughes (Records) or Jen Hall or Joan Lilley (Guides). ☎ 01429 223193.

STOP PRESS - SUMMER FAYRE

Held on Saturday 14 June : initial outlook is money raised at least £450.00 which is very good for our first one. Well done everyone!

The Chairman Ian Purdy said: "It was a very good evening and thanks should go to all those who contributed items for the stalls and for those Friends who organised the stalls on the night and supported the event".



Trust's Log

Well, it's all happening now! I have been writing in several of the recent *Quarterdeck* magazines about our efforts to pull together the forward strategy of the Trust that will help to secure the future of the Ship. It is now pleasing to report that the important threads that make up the strategy are being tied-in and moving forward.

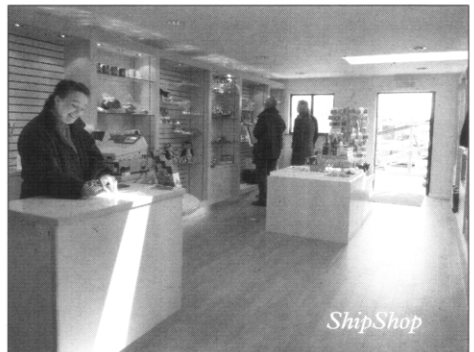
Trincomalee Wharf

Trincomalee Wharf is the stretch of land that abuts Jackson Dock on the south side, and is the last area of any significance around the Marina for development. The Trust has a long lease over the land. The legal documentation was finally agreed and exchanged between the Trust, the Council and Jomast Developments Ltd just before Easter. It has been a huge task to bring it all together, but the settlement will maintain the Trust's long lease from the Council and then allow the Developer to take forward his plans for an exciting mixed use development, subject to planning. Importantly, the scheme will provide the Trust in stages with vital funds to top-up our income and for investment purposes for the future. As part of the negotiations, the Trust has safeguarded its right to move the Ship to the water area adjacent to Trincomalee Wharf, and provide for public access, if the need should arise in the years ahead. Let's hope that the hotel, that is part of the Developer's scheme, can be completed in time for the Tall Ships Races 2010.

Four capital schemes!

Just like No.11 buses, everything comes along together! As an important part of the Trust's agreement to retain the Ship in the graving dock at Hartlepool's Maritime Experience [HME], there has been a need for the Trust to have a number of essential facilities and make other improvements. We have been working closely with the Council to raise funds for these and for the improvements that the Council wishes amongst its own facilities. Between us we have raised these moneys, and for our part we are now running four capital schemes all at once.

The first of these, the extension to the ShipShop and works compound, is nearly finished. The facilities are a great improvement to our Reception and souvenir offer, and the new building, by added to the existing, has been sympathetically done. The Ship's Guides are really pleased – as you can imagine!



The Trincomalee Exhibition, being housed in a gallery space at first floor level at HME overlooking the Ship, is coming along well and should be open by early July. We are working with the Designers, Continuum, from York. There will be some stunning graphic panels tracing the history of the Ship, as well as film, video and audio pieces and a special

Trust's Log continued



section on the restoration of the Ship. A notable artefact that has been loaned to the Trust for display is the original diary of Eliza Bunt who traveled aboard HMS Trincomalee on the maiden voyage from Trincomalee to Portsmouth in 1818. The diary has been transcribed by Mary Hope Monnery and is available as a book from the ShipShop. Please do not forget to contact us if you would like to volunteer some time in the Exhibition Gallery with our visitors from next month onwards.

Aligned with the research required for the Exhibition, there is also a scheme to add to the interpretation within the Ship. There are a whole range interpretative improvements on the way, from opening up more cabins and fitting out the magazines to establishing the manger and sick bay and in the use of mannequins where appropriate. The first of the works are now ready for installation and it is planned that they will be completed by the end of July. I believe these will make a big difference to the way in which our visitors, and school groups, understand and enjoy the Ship.



Heath carrying the Captain for repairs

Jean has written separately about the fourth scheme – the replacement of the lower rigging – and she has also been getting her hands dirty! It is great work by Les Gilfoyle and his small team and the completed Foremast and Bowsprit look stunning!



Trincomalee Wharf

Keep supporting

The plan to sublease this land adjacent to Jackson Dock to a private developer for a mixed-use development is now virtually in place. The Developer has submitted an outline planning application to Hartlepool Borough Council for what will be a most exciting series of buildings and routeways that will complete the jigsaw of development surrounding the magnificent marina. It is hoped that the key elements of the development will be completed in time for when Hartlepool hosts the final stage of the Tall Ships Races in August 2010. The Trust will receive a capital receipt in stages, which is an important element in the Trust's financial strategy for the future.

Fundraising and Events

The early part of the season has been generally poor because of the muddled Bank Holidays and school holidays, and the weather has not helped. We shall be looking to have a strong marketing campaign to launch the new facilities in the coming weeks as we must maximise visitor numbers over the summer period. Please do all you can to tell your friends about the Ship and encourage them to come along and see her for themselves. It's a super visit.

Bryn Hughes

General Manager, HMS Trincomalee Trust



From left to right:

Ian Purdy (Chairman), **Ruth Turner** (Secretary), **Frazer Tarbitt**,
Nigel Hogg, **Jean Hughes** (Editor), **Hugh Turner** (new Editor),
Laurie Merrin (ex Bounty Boy),
Keith Rogers (Membership Secretary).

TS Foudroyant back in the Thirties

(THAT IS THE 1930s)

Reminiscences from Peter Hollins from Gosport, Hampshire.

In 1937, aged 16 and with tales of Joseph Conrad in mind, I decided to go to sea. The Navy wanted perfect eyesight 6/12 or less mine were 6/20. So it had to be the other navy, the merchant one, and a post as a ship's 'R.O' otherwise know as 'Sparks'. My weekends, at that time were spent as a member of the Rover Sea Scout service crew of the Royal Research Ship DISCOVERY. The other nautical influence during those pre-war years was the two or three weeks spent each summer in the wooden hulks FOUDROYANT and IMPLACABLE which were moored at the entrance to Fareham Creek, Portsmouth. Scouters slept in bunks in FOUDROYANT and boys in hammocks in IMPLACABLE.

Most of our time was spent in their boats, in particular, four oared gigs, which were ideal for teenage lads to pull, single banked, with another at the tiller. All the boats lay to a boat boom that projected some thirty feet from the ship's side and was supported by a topping lift from IMPLACABLE's solitary mast. A man-rope was rigged three feet above the boom and access was through a gunport on the main deck. Speed in manning the boat along the boom and down the rope ladder was of the essence of smartness and was a highly competitive matter between the boat crews especially those designated as "Emergency Boat Crews"

One Friday each Summer was "Parents Day", the intention being to show mums and dads in what safe hands were their siblings. For this purpose a carefully staged demonstration was arranged. First a Scouter was seen casually sculling a dinghy fifty feet off the port side of IMPLACABLE. The Bosun just happened to be drawing our visitor's attention to the view on that side when, curiously enough, the sculling oar slipped out of the notch in the transom and the Scouter toppled in to schedule. Immediately Bosun piped "WAY Emergency Boat Crew". They, of course, had been waiting expectantly on deck for the order to man their gig at the boom. Unfortunately, Bosun had not seen the large steam picket boat about to emerge from behind a large pontoon called the Temperley Lighter, No 1 Bowman with a ten foot boathook at the ready, poised to pick up drowning scoutmasters. From another direction a yachtsman was straining at his oars to come to the rescue. They both only cried off at the last moment when the "drowning man" gratefully declined their help. Meantime, in their enthusiasm the gig crew failed to stop pulling when they reached the "drowning man" but Stroke Oar grabbed a wrist and Coxswain an ankle and together he was unceremoniously hauled over the gunwhale. Next came the Duty Boat to pick up the drifting dinghy and oar. Our audience was much reassured.

Races in 30ft cutters were organised with the local Portsmouth Sea Rangers. We boys won the pulling events and we “let” the girls win those under sail, so honour was satisfied all round. But by far the greatest reward was to be selected to form part of the crew of a long and lovely 32ft galley. A boat very similar to the 30ft gig which had been owned by Harold Wylie. The task was to collect our passenger from the tiny beach alongside Tower House at the harbour entrance and deliver him to Hardway, off which lay a long line of very large yachts and an interesting brigantine.

Sadly in those days neither of the two ships were fully rigged but below decks they were quite authentic. The Bosun, Mr Price, always carried a ropes end which he swung as a mark of authority. Its prime use was to belt the underside of each hammock when he called “Show a leg there! Rise and Shine!” each morning. We gave him a rousing cheer, however, when we left the ship in the cutters at the end of our stay.

They were happy days. Worthwhile days too. It’s very gratifying to know the good work goes on in Hartlepool. Long may it continue.

The two photographs below show Fareham Creek from the Spinnaker Tower in Portsmouth taken in April 2008 by Bryn Hughes. You can also see Warrior 1860 and the pontoon from where youngsters left the harbour for embarkation on the two ships.





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