

# Quartern Deck

FRIENDS OF HMS TRINCOMALEE



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AUTUMN 2008



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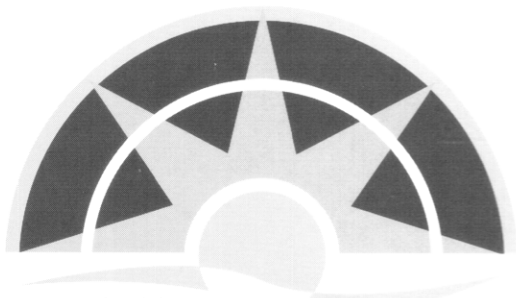
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FOR THOSE IN THE KNOW

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# *A Health to HMS Trincomalee*

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This Autumn edition of Quarterdeck once again marks the 'birthday' of HMS Trincomalee, now 191 years old, with a splash of colour. Since our last edition the Ship has acquired new, colourful residents who have contributed to the centre page spread. On a recent tour around the Ship it was reassuring to learn that the smells around the exhibits had been added deliberately to give the atmosphere of life aboard, with chef and animals. The new 'hands on' exhibition centre is now open, and during the school summer holidays was well test driven by adults and children.

Having taken over the responsibility of editorship from Jean Hughes, it has been fascinating to learn more about HMS Trincomalee and the people associated with the Ship. Dr David Lyall is a man after my own heart, as a member of a college of surgeons myself with an interest in botany. Continuing the health theme, I leave it to yourselves to decide whether grog is good or bad for your health.

Many of the answers in the general knowledge crossword are related to the Ship and the solution will be published in the Spring edition; hopefully it will not cause too many sleepless nights, or may be it will even help to cure some insomniacs!

In August my wife, Secretary of the Friends, received a letter from Graham Smith of Rotherham who celebrated his eightieth birthday in July. He was a trainee aboard the Ship in 1944 and came up with a novel way to raise funds for the Ship. Invitations to his birthday celebrations included a little poem:

*'Birthday presents can cause much thought – like what on earth could be brought  
What's he want and what's he got – will he like it or will he not?  
Get him something with his name – then find two others have got the same  
So now I think to save that job – here's the answer to your prob:  
Instead of a present would you please consider making a donation towards the restoration  
project of HMS Trincomalee ??'*

As a result £300 was raised for the ship. It is nice to know that the Ship means so much to many of you reading this, and as editor I would welcome letters and contributions to the magazine from any of you that feel so inclined.

Finally, I am intrigued to know what verse Robert Burns scored on a window in the Carron Inn, see the article on the Carron Company. If anyone knows, and it is publishable, please let me know.

**Hugh Turner** (*Editor*)

*Any correspondence concerning the Friends Association or magazine should be sent to:*

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**Chevin House, 30 Kingfisher Close, Bishop Cleeve, Hartlepool TS26 0GA**  
**Tel: 01429 236848**

*Membership matters directed to:*

**Membership Secretary, Keith Rogers,**  
**Tanglewood, Manor Garth Drive, Hartlepool, TS26 0LT**  
**Tel: 01429 266126**



## *David Lyall M.D. (1817-1895)*

What is the connection between HMS Trincomalee and a giant buttercup?

The answer is Dr David Lyall, surgeon with the Royal Navy whom was given a home appointment to HMS Trincomalee in 1868.

David Lyall was born in Auchenblae, Aberdeenshire, 1st June 1817, in the same year that HMS Trincomalee was completed. After he had been granted a Licentiate of the Royal College of Surgeons in Edinburgh, he finished his medical training in Aberdeen, and then to improve his medical knowledge he became the surgeon on a whaling ship bound to Greenland.

In 1839 he entered the Royal Navy, his whaling ship experience no doubt contributing to him being immediately selected for service under Sir James Ross in his scientific expedition to the Antarctic. Dr Lyall was appointed assistant-Surgeon of HMS Terror (the consort of HMS Erebus) under Commander Crozier. When Captain James Ross visited Port Ross for twenty days in November 1840, Dr Lyall with the botanist Joseph Hooker, collected 80 flowering plants, released sheep, poultry and rabbits, and planted a variety of vegetables and garden fruits. His botanical duties continued during the voyage which did not return to England until late in 1842, by which time he had formed an important herbarium of no less than 1500 species. For the five winter months of 1842 the ships remained in Berkeley Sound, East Falkland, and Dr Lyall made a 'beautiful collection of interesting algae'. His conduct was officially reported to the Admiralty as 'meriting the highest commendations.'

After his return to England, late in 1842, Dr Lyall served as assistant surgeon in several commissions in the Mediterranean, until in 1847, on the recommendation of Sir William Hooker, he was selected as surgeon and naturalist to accompany Captain Stokes in HMS Acheron on a survey of the coast of New Zealand. Here he amassed another extensive herbarium, which included the discovery of the 'monarch of all buttercups', the gigantic white-flowered *Ranunculus lyallii* (The 'water-lily' of the New Zealand shepherds). He also published a paper on the habits of the New Zealand bird, the kakapo, noting that 'The kakapo is esteemed a great delicacy by the natives; but its flesh has a strong and slightly stringent flavour.'

His attention was given to the Northern hemisphere in 1852 with his appointment as surgeon and naturalist to the 'Assistance' sent out to the Arctic region, under Commander Belcher, in search of Sir John Franklin. During this service he received an acting order as lieutenant in command of one of the sledges employed in the search. He also used the opportunity to amass the largest herbarium ever formed in the American Polar Islands, exclusive of Greenland, exceeding the sum of all previous expeditions in the same regions.

In 1855 David Lyall was present at the bombardment of Sveaborg in the Baltic



Campaign whilst appointed to the 'Pembroke' however he was to return to his botany later. In 1858 he amassed a further magnificent herbarium whilst accompanying the Land Boundary Commission's survey of the boundary line between British Columbia and the United States possessions, from the Gulf of Georgia to the summit of the Rocky Mountains. On his return to England he was borne on the books of HMS Fishguard at Woolwich, allowing him to reside at Kew for the purpose of arranging, reporting on, and distributing his collections, and also allowing him to marry Miss Rowe of Haverfordwest with whom he had three children.

It was in 1868 when Dr Lyall accepted the home appointment to HMS Trincomalee and he appears in the national census of 1871 as being resident on HMS Trincomalee in West Hartlepool. This was followed with a home appointment on HMS Daedalus until he retired in 1873. He died in Cheltenham in 1895 with the rank of Deputy Inspector-General of Hospitals and Fleets.

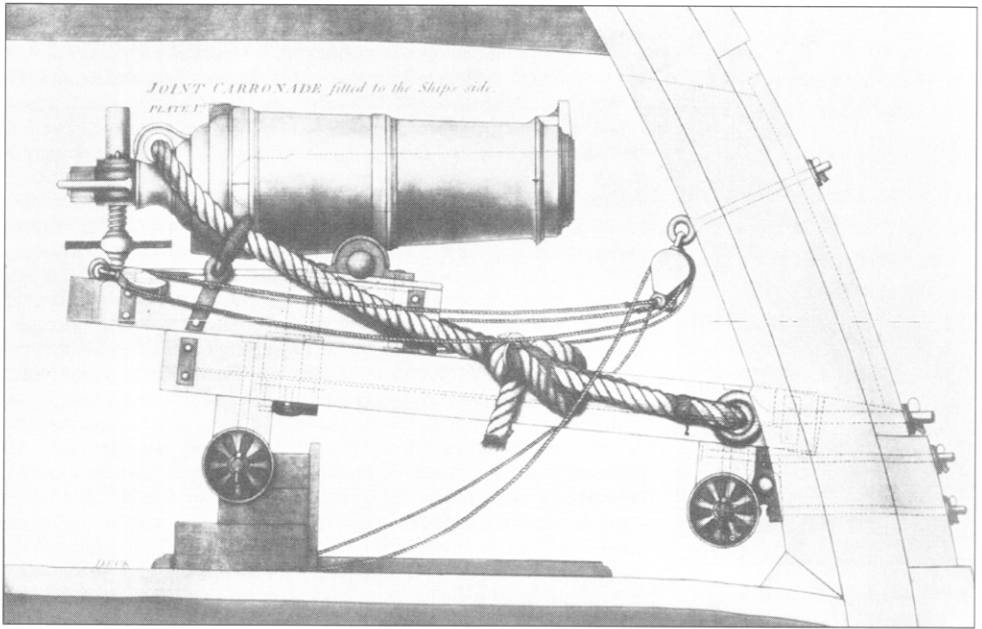
Amongst several plant species his name is remembered by are 'Anemone lyallii', the little mountain anemone, and trees such as the mountain ribbonwood 'Hoheria lyallii' and the subalpine larch 'Larix lyallii'.

The Lyall Islands lying just outside to Yule Bay, Victoria Land, Antarctica were named after him after their discovery in 1841 by Captain James Ross.



*David Lyall  
Surgeon  
Royal Navy*

# THE CARRON COMPANY



On Boxing Day 1760 the first blast furnace was brought into use at the newly formed company, known as 'Roebucks, Garbett and Cadells' after the three founders (two Englishmen and a Scotsman). The site was ideal, on the north bank of the river Carron, two miles north of Falkirk; the relatively untapped mineral fields of Central Scotland providing coal and ironstone, the river providing a source of power. The method used to make iron was that perfected by Abraham Darby of Coalbrookdale, in which coke was used to in the furnace instead of the more usual charcoal. Due to Scotland being undeveloped industrially in the mid-eighteenth century all the materials to build the works, the craftsmen and the foundry men were brought in from England, and the latter were expected to teach the local Scotsmen their trades.

At that time cannon manufacture was a lucrative business, and by 1765 the British Navy had given the company a contract to supply guns. However by 1773 the contract was lost due to the guns being of low quality and guns of 'Carron' manufacture were withdrawn from all ships of the Navy.

In response, Garbett's son-in-law, reportedly a 'ruthless and determined character', Charles Gascoigne, who now had control of the company ensured that the problems were overcome. Improvements were made in the quality and types of iron made, with cannons known as 'the new light constructed guns' being made from 1776 at the now named 'Carron Company', which received its Royal Charter in 1773. These guns were a success locally but were refused by the British Government.

It was in 1778 when a completely new type of gun was produced at 'Carron', being a much shorter and a third to a quarter of the weight of an equivalent long gun. Originally known as a 'gasconade' or 'melvillade' after their attributed inventor, Lieutenant General Robert Melville, it later became known as a 'carronade'

In 1779 the Royal Navy adopted the gun which was initially very successful at a time when typical naval tactics emphasised short-range broadsides. Their lighter weight allowed a ship to carry more carronades than long guns; they could be mounted on the upper decks where heavy long guns could cause the ship to be top-heavy; carronades were faster to reload, easier to aim, and required a smaller gun crew. HMS Trincomalee was originally built to carry eight carronades in its 46 gun total.

In the two decades after the Battle of Trafalgar greater emphasis was placed on the accuracy of long range gunfire and less on the weight of a broadside, and the carronade disappeared from the Royal Navy from the 1850s.

What of the fate of the 'Carron Company'?

In 1786, the determined Charles Gasgoine left for Russia to set up iron manufacturing for the Czarina, Catherine the Great. On Sunday 26th August 1787 Robert Burns was refused admission to the works because it was a Sunday, and he did not have the required 'ticket'. In revenge he retired to the Carron Inn and scored a verse of poetry on a window of the inn.

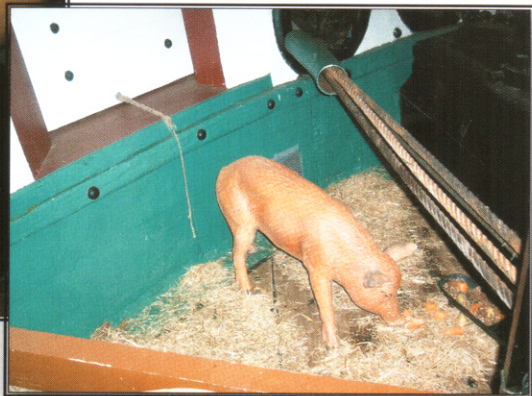
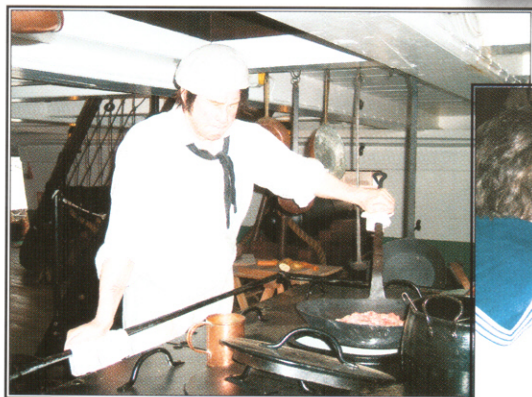
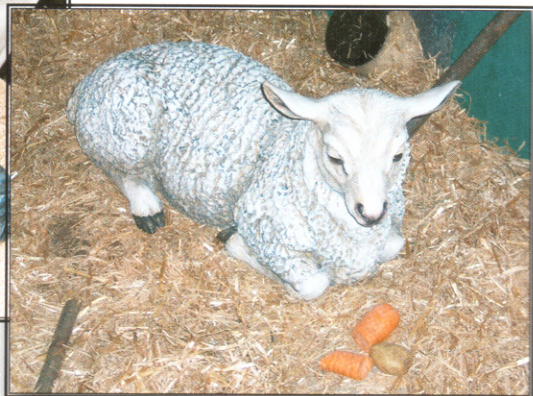
Benjamin Franklin was another notable person, who in his case was able to visit the works and is said to have left a design for a stove, 'Dr Franklin's stove' or the 'Philadelphia stove'. In 1866 one of their main products was the cast iron Carron bath, and during the world wars the company turned to the production of munitions.

The biggest contract ever given to a Scottish iron foundry came to the Carron Company in 1962 – the production of cast iron rings for the Jarrow-Howden road tunnel under the river Tyne, something to remember when travelling north up the A19.



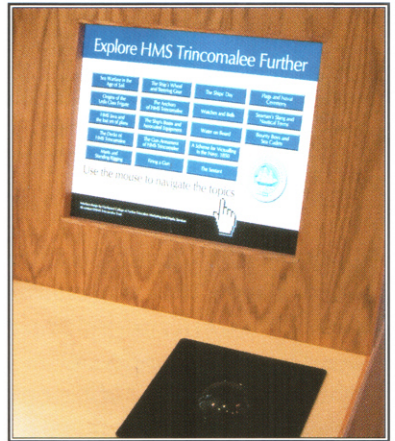
*Logo of the  
Carron  
Company*





*New characters on the Ship*





*'Hands on'*  
*Exhibition Centre*

# *GROG - A Healthy Beverage*

When someone tells you that they are feeling a bit 'groggy', although they may not appreciate it 'grog' was originally introduced as a health measure for sailors.

On long voyages large quantities of fresh water were required, this was stored in casks but soon became unpalatable and a health risk as it developed algae and became slimy. Prior to the latter half of the seventeenth century, beer or wine was added to the stagnant water in order to make it more palatable. A sailor having a daily ration of a gallon of beer meant that as longer voyages became more common, more casks of beer and water had to be carried aboard ship. This was remedied in part following Britain's conquest of Jamaica in 1655 when a half pint of rum gradually replaced beer and brandy as the drink of choice.

Often sailors would save up the rum rations for a few days and then drink them all at once, giving rise to disciplinary problems and illness. Consequently the rum was diluted with water, and in 1756 it was in the official regulations of the Royal Navy for two servings of grog to be issued, before noon and after the working day. This regulation lasted for more than two centuries.

The recipe for grog in 1756 was half a pint of rum mixed with one quart of water per day per sailor. In 1823 the Admiralty experimented cutting the daily rum ration in half, to one quarter pint (a gill). In compensation they issued tea and cocoa and increased pay by two shillings a month. The temperance movements of the later nineteenth century had their effect on grog. The issue of grog to officers ended in 1881, this was extended to warrant officers in 1918.

It was not until after the 'Great Rum Debate' on 28th January 1970 in the House of Commons that on 31st July 1970, on 'Black Tot Day', the last pipe of 'Up Spirits' was heard in the Royal Navy.

The word 'grog' is thought to have entered English from the West Indies and appears in the book 'The Family Instructor' by Daniel Defoe in 1718. The character Toby, a little former slave boy from Barbados states that 'the black mans' in the West Indies 'make the sugar, make the grog, much great work, much weary work all day long.'

The addition of citrus juice (usually lime or lemon juice) to the recipe to increase its palatability had the added effect of keeping Admiral Edward Vernon's sailors healthier than the rest of the Navy, due to the daily doses of vitamin C preventing diseases such as scurvy. Grog was then certainly a beverage for health.



## ***Recipes for Grog:***

The Royal Navy's grog recipe includes lemon juice, water, rum and cinnamon. A commonly found recipe in the Caribbean includes water, light rum, grapefruit juice, orange juice, pineapple juice, cinnamon and honey. In the far East, the Japanese Navy has been rumoured to concoct a much stronger variant based on sake and wasabi

## ***Nelson's Blood:***

Lord Nelson's body was placed in a barrel of rum for preservation. Legend has it that when the sailors learned of this they drank the rum. From that time on, grog was also known as 'Nelson's Blood'.



**Upspirits on board  
HMS Endymion  
circa 1905**

## **New Exhibition opens to the public**

I make no apologies in this Log for concentrating on our new exhibition. 'The Worlds of Trincomalee', the new permanent exhibition depicting the life and times of HMS Trincomalee opened to the public on 19 August. The exhibition is a major addition to the award-winning facilities at Hartlepool's Maritime Experience and aims to bring to visitors further understanding and enjoyment of the Ship which Friends will know is berthed afloat as the centrepiece of the attraction.

The exhibition is bold, colourful and pictorial in its presentation and has been researched by the Trust and designed by the Continuum Group. In addition there is rare film footage of the Ship in her training days at Portsmouth, together with film and materials from the eleven year restoration project in Hartlepool. Jean Hughes, our Records and Interpretation Co-ordinator, has undertaken the bulk of the research for the exhibition and she has unearthed much fascinating detail about the Ship's earlier times, the Foudroyant days, as well as piecing together the huge story of the restoration with Les Gilfoyle.

Commodore Paul Sutermeister, the Trust's Vice Chairman, gave an interesting quote to the Press when he said, "The exhibition tells a fascinating story of people and survival against all the odds. If we remember that the Ship was built as a warship in 1817 for perhaps twenty years service, here we are more than 190 years later as a major visitor attraction in the North East. It's a compelling story!"

The £225k exhibition has received a generous grant from The Northern Rock Foundation, both for the exhibition itself, and for the research and archive work involved. The Trust is most grateful for this support and for the additional grants from a number of public and charitable donors that has enabled this long-awaited project to come to fruition.

Most visitors arrive at the exhibition having just been through the excellent Fighting Ships displays and tableaux, and exit onto the new first floor balcony with a stunning view of the Ship. It's a photographic moment that few can resist and is complemented by a fine etched board provided by the Friends of HMS Trincomalee showing the main features of the Ship.

The exhibition gallery space is quite compact and lends itself to telling a story in a broadly chronological way. It's a superb environment with further views of the Ship from the side windows. A central stairway leads down to the quayside and the Ship.

We have been anxious to pitch the exhibition to the audience that we have, and for the enthusiast there is considerable further detail to be found on a computer system, the software for which was provided with a grant from the Friends. The computer has much of the material available that Jean has researched, and we also have a hard copy folder for visitors to look at if they are interested.

I am keen that the Friends help us to room steward the exhibition. There is already a small core of Friends who are helping in this way – and enjoying it too, what with meeting and chatting with visitors, as well as having a voucher for the Coffee Shop! If you can give some time to helping in this way it would be really appreciated: please give us a call [01429 223193] and ask for Jean, Joan or Jen and we can very quickly arrange an induction session. Go on, give it a go! Above all, do come along and see the exhibition – I am sure it will inspire you to join in with us if you can.

## **The Ship and the Shore**

Whilst here you can see the work we are doing in the Ship at present. The additional interpretation, or ‘dressing’, is coming on well and there are now more cabins fitted out and a number of mannequins in place, all designed to give a better ‘feel’ of what it was like on board during the commissioned days. This exciting scheme should be completed by the end of October, along with the lower rigging replacement that has now reached the Mizzen. We are nearly there!

Finally on shore, the extended ShipShop is now open with a good range of gifts and mementoes for yourself and friends. All profits help us maintain our wonderful Ship! I look forward to seeing you soon.

### **Bryn Hughes**

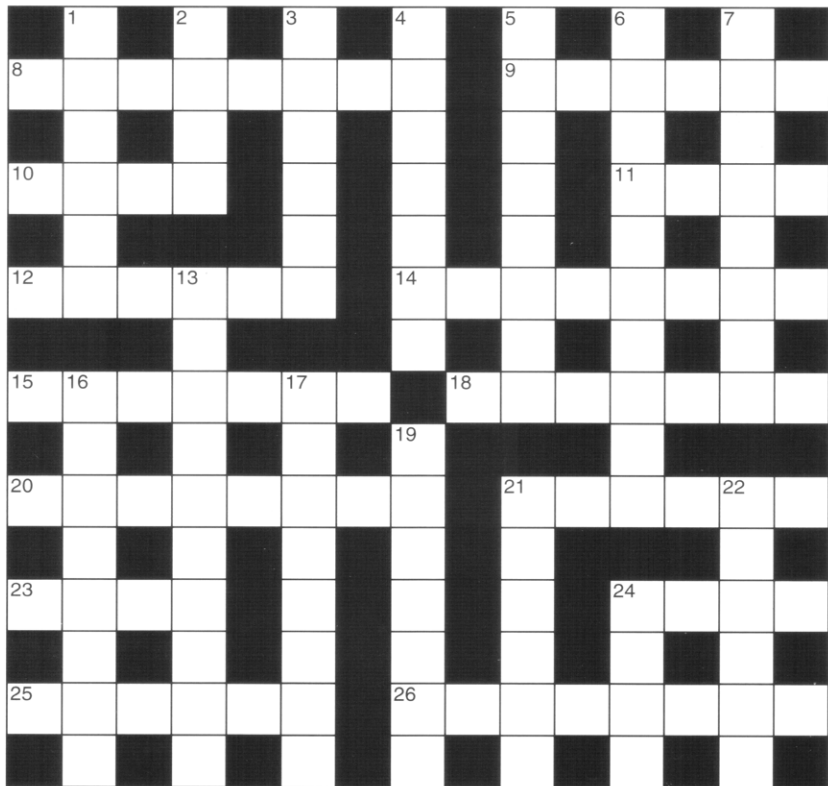
*General Manager,  
HMS Trincomalee Trust*





# Mess Deck Crossword

Autumn 2008



HDT

## ACROSS

- 8 *Bombarded in the Baltic campaign 1855*
- 9 *Put on make up*
- 10 *To fire across an enemy's bow or stern*
- 11 *Nylons*
- 12 *Befitting*
- 14 *Not Pacific*
- 15 *A broad blunt blade*
- 18 *Philippines' second national language*
- 20 *Trincomalee is here (3,5)*
- 21 *Stunk*
- 23 *Pale sherry*
- 24 *Nelson's blood*
- 25 *Botanist who worked with David Lyall*
- 26 *Cold symptoms*

## DOWN

- 1 *Fly*
- 2 *Rumoured ingredient of Japanese grog*
- 3 *Where the Trincomalee was built*
- 4 *Lists of things to do*
- 5 *Said to have left the design for the 'Philadelphia stove' with the Carron Company*
- 6 *Birthplace of David Lyall*
- 7 *Soldiers' utensils serving as plate, cup and cooking vessels (4-4)*
- 13 *Metal products*
- 16 *Column lined porches*
- 17 *Closed lantern containing a candle*
- 19 *Stabilising weight*
- 21 *Where Charles Gascoigne went in 1786*
- 22 *Eats away*
- 24 *Angled spar at the mizzen lower mast*

*Solution next issue*

## CHRISTMAS LUNCHES

After the success of last year's Christmas Lunches, in conjunction with Cleveland Catering, Festive Lunches will once again be available on board the Ship in the Captain's Cabin. The places are limited to 20 on each of the days available and you will need to book in advance.

*The days which are available are:*

**Wednesday 10 and Thursday 11 December**

**Monday 15 to Thursday 18 December**

**Monday 22 and Tuesday 23 December**

**Monday 29 and Tuesday 30 December**



*The menu is as follows:*

Hot Rum Toddy

Thick Winter Vegetable Soup with Crusty Bread

Succulent Roast Turkey with all the trimmings

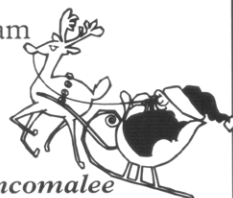
Roast Parsnips and Potatoes

Buttered Carrots, Green Beans and Sprouts

Christmas Pudding and Brandy Sauce or

Chocolate Fudge Brownie Cake and Cream

Fresh Filter Coffee and Mince Pie



**COST £16.00 PER HEAD**

*Inclusive of VAT and a contribution to HMS Trincomalee*

**All bookings are to be done through Cleveland Caterers**

**Tel: 01429 891556**

## FORTHCOMING EVENTS

Wednesday October 29

**Trincomalee's Collection**

*Jean Hughes*

Wednesday November 26

**Crime and punishment on HMS Trincomalee**

*Nigel Hogg*

Monday December 22

**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 there is always a raffle to raise funds for the Friends. All these events are to be held in the Captain's Quarters.



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