

Quartern Deck

FRIENDS OF HMS TRINCOMALEE

£1.00

SPRING 2010

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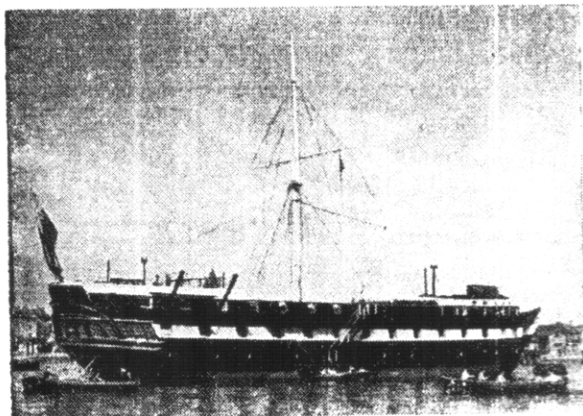
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HOLIDAYS and SEA-TRAINING combined in T.S. FOUDROYANT

- * The FOUDROYANT is the only surviving sailing frigate of the Royal Navy.
- * She lies just inside the entrance to Portsmouth Harbour amid the hum and bustle of modern naval development.
- * The week's course includes the handling of boats under oar, sail and power; swimming; signalling and all things pertaining to life in a sailing ship.
- * Visits to modern warships and to the old Victory are arranged; and trips are made to Spithead, the Solent and the Isle of Wight in the ship's launch.
- * A memorable and valuable holiday, in an atmosphere where the past is linked to the present and the future. The charge for individuals is £4 a week; for organised parties £3 15s. per head in the holidays and £3 10s. in the term. Boys and girls are taken in separate weeks.
- * Applications for bookings and other enquiries should be made to The Superintendent T.S. Foudroyant, Gosport, Hants. (Tel. Gosport 88700).

The Three Foudroyants

The first HMS Foudroyant was a French battleship captured by HMS Monmouth in a single-ship action in 1758, Foudroyant being French for 'Thunder and lightning'. She remained in the Royal Navy's possession until broken up in 1787.

The second HMS Foudroyant was a second rate line of battle ship with 80 guns launched at Plymouth in 1798, designed by Sir John Henslow (Surveyor of the Navy) using the old French ship's design. Notably she became Nelson's flagship in the Mediterranean in 1799-1800. She was finally paid off in Plymouth on 30th November 1812 and remained in harbour service, until in 1862 she was converted to a training ship and served the Plymouth gunnery school. In 1892 there was a public outcry when she was sold to a German firm to be broken up - George Wheatley Cobb purchased the ship for twenty thousand pounds to use the ship as a display at various ports and as a sail training ship. On 16 June 1897 she was wrecked in a gale at Blackpool.

The third Foudroyant was our present HMS Trincomalee, purchased by Mr Wheatley Cobb as a replacement for the second Foudroyant. The Trincomalee was renamed Foudroyant and became a youth training vessel at Falmouth. In 1986 she was closed as a training ship, renamed HMS Trincomalee with the subsequent restoration programme at Hartlepool.

Editorial

Writing this just after the 'Big Thaw' from the 'Big Freeze' of 2010 it is refreshing to be looking forward to the Spring. However the wintry weather provided the opportunity for taking photographs of HMS Trincomalee in the snow, as well illustrated by those taken by Chris Armstrong, two of which are included in this magazine.

I am grateful to Mr John D. Watson for providing a copy of the advertisement for 'TS Foudroyant' from the January 1956 issue of the Meccano Magazine. Although eleven ships of the French Navy have been called 'Le Foudroyant', only three ships of our Royal Navy have been named Foudroyant. The short article on the three Foudroyants will help those readers unfamiliar with the link between the Foudroyants and HMS Trincomalee. When the second British HMS Foudroyant was sold to shipbreakers in the 1890s, amongst those contributing to the public outcry was Sir Arthur Conan Doyle. The poem he penned conveys sentiments which most, if not all Friends will agree with.

Last Autumn, whilst browsing through the print shops around St Martin's Lane in London, I came across the lithographs of Navy officers by Christian Symons. 'The Boatswain' circa 1829 caught my eye and this now adorns the front cover with the accompanying article.

Finally, the item about the Bombay dockyard reveals more of the character of Jamsetjee Bomanjee and the dockyard where HMS Trincomalee was built.

Hugh Turner (Editor)

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The Boatswain



*Boatswain circa 1829
by Christian Symons*

The origins of the rank of boatswain can be traced back to the time of King Edward the Confessor, and was recently the oldest rank in the Royal Navy until its last official boatswain, Commander E.W. Andrew OBE, retired in 1990.

When the five English ports began supplying warships to King Edward the Confessor (reigned 1042 to 1066) in exchange for certain privileges, they also supplied crews with the officers corresponding to master, boatswain, carpenter and cook.

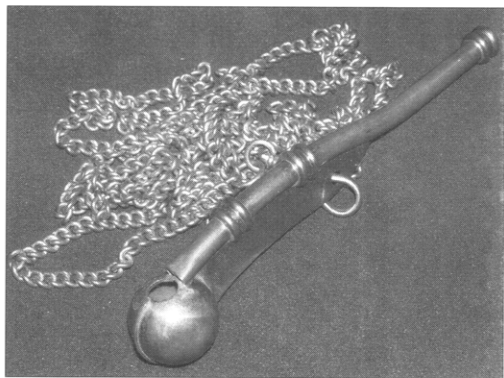
By the time of Nelson's navy, boatswains were appointed by the Admiralty and were responsible to the Navy Board from whom warrants were issued. Other warrant officers were the master, surgeon, purser, carpenter and gunner, and all were heads of specialist technical branches of the ship's company reporting directly to the captain.

It was usual for the boatswain to have risen from the ranks of seamen, and the regulations were that he should have served at least one year as a petty officer in the navy. As with all warrant officers, he had to be literate, but beyond that needed no special qualification. Although less educated than the more senior warrant officers, he needed to keep accounts, and the sailmaker and boatswain's mate were under his command.

The boatswain was responsible for rigging, cables, anchors, sails and boats. When a ship was first fitted out he would oversee the cutting of the rigging line, and after that would perform a daily inspection of the rigging 'to discover as soon as possible any part which may be chafed, or likely to give way, that it may be repaired without loss of time' (as quoted in the Admiralty Regulations and Instructions). It was also his job to ensure that anchors, boats and booms were well secured, and to be 'very frequently upon deck in the day, and at all times both day and night, when any duty shall require all hands being employed. He is, with his mates, to see that the men go quickly to deck when called, and that, when there, they perform their duty with alacrity and without noise and confusion.'

If necessary, to ensure that commands were properly obeyed, a boatswain and his mates made use of a rope's end called a starter.

The Boatswain's Call



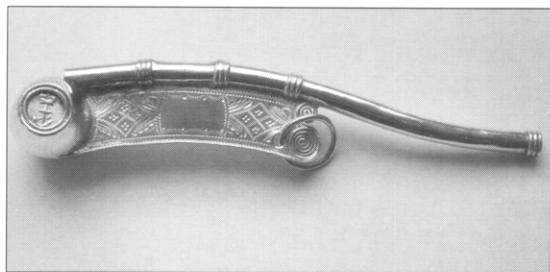
It is known that a flute or whistle similar to the boatswain's call was used to make the galley slaves of Rome and Greece keep stroke. The high pitched notes could be heard above the sound of howling winds and lashing waves, whereas a shouted order may not have been heard.

In the thirteenth century, during the crusades, it was first used on English ships, and for years it was worn in

English ships as a badge of rank, being associated with the passing of orders. In about 1670 the whistle became known as 'The Call' when the Lord High Admiral of the Navy wore a gold whistle, the 'Whistle of Honour', as a badge of rank, and thereafter the whistle generally became known as the boatswain's call.

The ordinary whistle was issued in silver, and often each officer has his own call decorated with ship's anchors and rope designs. Each section of the boatswain's call has a nautical name. The ball is the buoy; the mouthpiece is the gun; the ring is called the shackle and the leaf is called the keel. The call is tuned by scraping away and enlarging the wind edge of the hole in the buoy until it will sound when the gun is held directly into a moderate wind.

There are two main notes, the low and the high, with three tones, the plain, the warble and the trill. The use of the call is known as piping and the orders passed are 'pipes'. The expression 'to pipe' means to make the sound of the boatswain call and give the spoken order which may qualify it; however many pipes are complete without the need for any spoken words. The most basic of the calls used was the 'Haul'. Crews of warships were not allowed to sing work songs or shanties, so the pipe co-ordinated the sailors. The low note was for the pause and prepare to pull, and the high note for pulling on the line.



*Decorated
Silver Call*

The most recognised use of the boatswain's call is for 'Piping the Side', this signal of respect being reserved for the Sovereign, senior Royal Navy officers and for all foreign naval officers. It originates from the days when captains used to visit other ships when at sea. The visiting captain was hoisted aboard from his boat in a chair slung on a whip rope from the lower yard-arm, the pipe of the boatswain giving orders to the sailors manning the whip. A corpse when being brought on board or sent out of a ship is also piped, but 'Piping the Side' is never performed at any shore establishment.

HMS FOUDROYANT

By Sir Arthur Conan Doyle

*(Being an humble address to Her Majesty's Naval advisers;
who sold Nelson's old flagship
to the Germans for a thousand pounds.)*

Who says the Nation's purse is lean,
Who fears for claim or bond or debt,
When all the glories that have been
Are scheduled as a cash asset?
If times are bleak and trade is slack,
If coal and cotton fail at last,
We've something left to barter yet
Our glorious past.

There's many a crypt in which lies hid
The dust of statesman or of king;
There's Shakespeare's home to raise a bid,
And Milton's house its price would bring.
What for the sword that Cromwell drew?
What for Prince Edward's coat of mail?
What for our Saxon Alfred's tomb?
They're all for sale!

And stone and marble may be sold
Which serve no present daily need;
There's Edward's Windsor, labelled old,
And Wolsey's palace, guaranteed.
St. Clement Danes and fifty fanes,
The Tower and the temple grounds;
How much for these? Just price them, please,
In British pounds.

You hucksters, have you still to learn,
The things which money will not buy?
Can you not read that, cold and stern
As we may be, there still does lie
Deep in our hearts a hungry love
For what concerns our island story?
We sell our work perchance our lives,
But not our glory.

Go barter to the knacker's yard
The steed that has outlived its time!
Send hungry to the pauper ward
The man who served you in his prime!
But when you touch the nation's store,
Be broad your mind and tight your grip.
Take heed! And bring us back once more
Our Nelson's ship.

And if no mooring can be found
In all our harbours near or far,
Then tow the old three-decker round
To where the deep-sea soundings are;
There, with her pennon flying clear,
And with her ensign lashed peak high,
Sink her a thousand fathoms sheer.
There let her lie!

The Bombay Dockyard in the early Nineteenth Century

As most readers will be aware HMS Trincomalee was built in Bombay under the direction of Jamsetjee Bomanjee (1754-1821), the great Parsi master shipbuilder of the Wadia dynasty, the ship being floated out of the dock on 12 October 1817. The following extracts from nineteenth century journals add some colour both to the nature of the dockyard and Jamsetjee Bomanjee himself.

From 'Voyages and Travels to India, Ceylon, The Red Sea, Abyssinia and Egypt in the years 1802-06 by George, Viscount Valentia':

'The establishment of the' (Bombay) 'dock-yard is almost entirely composed of Persees, a people of whom I shall have much to say hereafter. It has been attempted to appoint an European master-builder, but the new comer has seldom long survived his arrival, and the only builders are now Persees. They are certainly fully equal to the business; but the absolute monopoly they possess has given rise to many abuses. The person who contracts to supply the timber, and the person who examines it on receipt, are both Persees; consequently the articles are frequently of inferior quality. The master-builder has only people of his own persuasion under him; no complaint therefore is ever made of neglect of work on the one part, or of overcharges on the other.

A still greater evil arises from the local circumstances of the dock-yard, which is a perfect thoroughfare, nay more, a fashionable lounging place for all the idlers of the town. The consequence is, that instead of working the whole day, many of the artificers only make their appearance to answer to their name at the hour of calling the roll, and if they please, depart immediately afterwards, without any possibility of their being convicted of the neglect of work; for the dock-yard is open to the town, and they may pass and repass as often as they choose. The frauds which must arise from the same cause are incalculable, and call aloud for reform; than nothing could be more easy, by the shutting up of the yard from all but the workmen and officers, and the introduction of the regulations of his Majesty's docks at Portsmouth, Plymouth and Chatham. The Bombay Government have, to a certain degree, felt obliged to submit to these abuses, from the dread of the Persees giving up the ship-building business, of which they are the only possessors.'

In 'The Journal of the Royal Asiatic Society of Great Britain and Ireland' of 1860, Jamsetjee Bomanjee is mentioned in an article on 'Traits of Indian Character':

'Most of us know the liberality with which we bestow the contemptuous epithet of black fellow upon the natives.

General Briggs relates a remarkable anecdote of the caustic sarcasm with which Jamsetjee, the celebrated Bombay Parsee ship-builder of the dock yard, who had risen from the grade of a common ship carpenter to be master builder, acknowledged the epithet. He had completed, entirely by native labour, a frigate for the royal navy; she was ready for the launch, to which the governor, staff and naval officers were invited. During the preparations Jamsetjee walked round the vessel, viewing her with evident pride and complacency. He then

went on board, and having gone quietly into the hold, he caused to be engraved upon the keelson:- 'This ship was built by a damned black fellow, A.D. 1800.' He said nothing about it at the time, but some years afterwards when the ship came into dock, he pointed out the inscription, and the reproof it involved.'



Jamsetjee Bomanjee Wadia, 1756-1821
attributed to the artist J. Dorman (National Maritime Museum, London)

In February 1818, Lieutenant Colonel Fitz Clarence was in Bombay, where he visited the dockyard and on 5th February recorded in his 'Journal of a route across India, through Egypt to England':

'I was much delighted with the appearance of the venerable Jumpsetjee' (Jamsetjee) 'Bomajee, and had a long conversation with him. I made the veteran builder promise to give me his picture. He is to call on me tomorrow, and to bring with him a piece of plate the Board of Admiralty presented to him on the arrival in England of the Minden, 74, built in this dock-yard. Captain Meriton shewed me a model of that vessel, which was built piecemeal and at the same time as the vessel itself, and every timber was added as the shipwright placed them on the vessel in the building dock.....'

.....Jumpsetjee called upon me this morning, having brought with him his urn, a present from the admiralty. It is a handsome piece of plate, but not very massy, with an inscription; and the handle on the top is the exact model of the Minden without her masts, and has her name in very minute characters on the stern. Upon the whole it did not seem to me worthy either of the dignity of the donors or the merit of the donee. He presented me with an engraving of himself, a strong resemblance, which I will carry to England with me, as he is a character I highly respect.

I hired a servant to wait on me here, who is a Parsee, and to my astonishment last night refused to put out my candle, but called another person to do it. This originated in the reverence of that sect for the element of fire. I should be curious to know what they would do if their houses were in flames. These gentlemen would make very bad firemen to any of the insurance offices. They are all well educated, and generally speak and even write our language perfectly. They are in their complexion much fairer than the natives, though not quite so fair as the British.'

The final extract is from 'The Literary Panorama and National Regis' of 1817:

'Bombay, April, 20' (1816) 'On Saturday last, was floated out of the Bombay Docks, the new Ship Buckinghamshire, of the burthen of 1350 Tons, built for the Honourable Company's regular service, and commanded by Captain Frederick Adams: and on the following day, the Amphitrite frigate of 38 guns, built for his Majesty's service.

The ceremony on the first mentioned day was attended by the Right Honourable the Governor; the Commander in Chief; and other persons of consideration, when in naming the Ship, the Bottle was thrown by the fair hand of Lady Nightingall.

We have no hesitation in saying, that two finer Ships were never sent to sea, and we confidently trust, they will not only stand the ordeal of closest inspection, but remain proud monuments, of the excellence of the materials, skill and zeal of the Venerable Builder, and of the ability of the artificers in the Bombay Dock Yard.'

The Trincomalee could only be laid down when the Amphitrite (her sister ship), and the Buckinghamshire had been floated out of the docks, her keel being laid down in the upper old dock on 25 April 1816.

Trust's Log

By way of introduction

This piece is being written as the New Year snow continues to engulf us and the frozen water of the graving dock locks in HMS Trincomalee! It's all very picturesque as Chris Armstrong's super photographs show, but our thoughts now are turning increasingly to the season ahead and the prospect of the Tall Ships Races 2010 in August, together with the huge opportunities that this event will bring to Hartlepool and the region.

Reflecting on a Decade

To reflect just for a moment, however, and think back over this first decade of the 21st Century, at the end of 1999 we were still doing some serious and heavy restoration work on the lower hull prior to re-floating the Ship, the necessary stability testing and putting in the initial interpretation. The restoration project officially finished on 30 April 2001; a process that had taken the best part of ten years, subsumed three-quarters of a million hours of skilled employment and contributed around eight million pounds into the local economy by way of purchases and wages. It should not go unrecorded that the Trust raised in excess of ten million pounds for the project!

Since that time, of course, we have continued to make important additions within the Ship, particularly to aid the public's enjoyment and understanding and this has been supplemented by the new permanent exhibition. In addition, the standing rigging has been changed from manila hemp to the more-easily maintained polypropylene cordage. Along the way the Trust has picked up a host of awards, the latest being the Large Visitor Attraction of the Year 2009 in the North East in conjunction with our Council colleagues at Hartlepool's Maritime Experience [HME].

Another important element of late has been the development of the Ship's archive through the collection and sorting of records, and with a plan now in conjunction with the University of Teesside to catalogue and digitise much of this material and make it more accessible over time through a dedicated website. We need to win the funds first, but this project is another exciting element within our custodian role at this time.

It is right to acknowledge that without the dedicated help and support from many individuals and organisations, let alone our own Trustees and staff, much of this could not have happened, and we are all delighted that the Friends of HMS Trincomalee have had an ever-increasing input and impact in these developments. As a result, one of the great joys is talking to people who have not seen the Ship for years and their reaction to seeing her as she is today – magic moments!

In concluding this reflective section, the continuing challenges of keeping ahead of the game, particularly in these uncertain financial and political times, means that we do both need and appreciate your support in spreading the word to raise awareness



Photographs courtesy of Chris Armstrong



about the Ship and increase our visitor numbers and income. There has never been a better time to introduce a Friend!

The 2010 Season ahead

Preparations continue apace for the visit by the Tall Ships Races 2010 that will be hosted in Hartlepool between 7 and 10 August. The Council is at the heart of the arrangements but with the support of many organisations, including the Trust. It is a massive event to organise with perhaps as many as a hundred ships and a million visitors anticipated over the duration. To get a flavour of what will be on offer, including an exciting Georgian event at HME and the Ship, do have a look at the specific website: www.hartlepooltallships2010.com

Another interesting and exciting event will be held over the weekend of 12/13 June when HME and the Ship host the Cadet Forces Presentation Event for the North East as part of the national celebrations. This event follows a week after the Friends will be holding the Summer Fayre in the Ship on the afternoon of Saturday 5 June. Bearing in mind the weather as I write, let's hope the summer is warm and sunny for all these super activities, the weddings booked, and for all the schools and general visitors expected during the season!

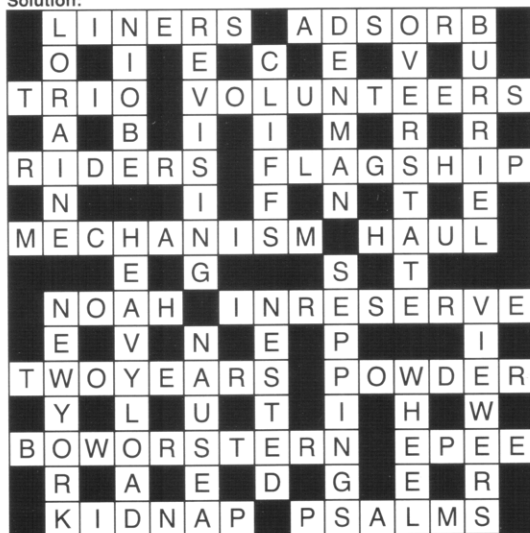
I know that many Friends like to attend the Trafalgar Night Dinner in the Ship, and although it is some way off, please note that this year it will be held on Saturday 23 October and details and tickets should be available from around June. Do please give the Trust office a call at that time to book your tickets [01429 223193].

Bryn Hughes, *General Manager, HMS Trincomalee Trust*

Mess Deck Crossword

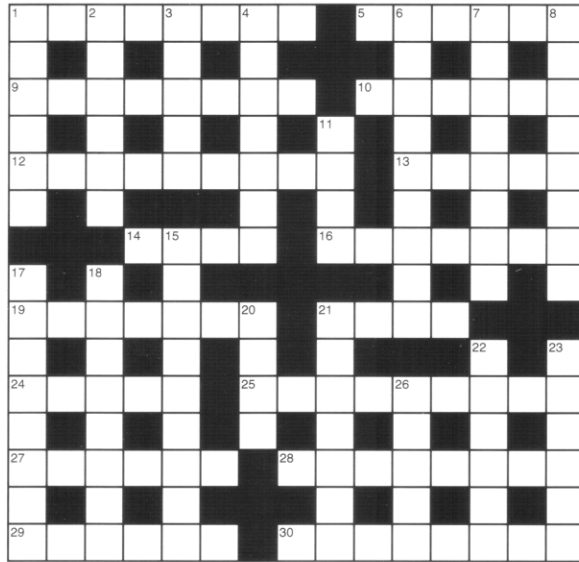
Autumn 2009

Solution:



Mess Deck Crossword

Spring 2010



HDT

ACROSS

- 1 He drew a sword in HMS Foudroyant
- 5 Due to its monopoly, Bombay's dockyard gave rise to these
- 9 Eager willingness encouraged by the Boatswain
- 10 Conan Doyle asks 'How much for Wolsey's?'
- 12 Count
- 13 A ship for reconnoitring
- 14 Part of the Call named a buoy
- 16 Used to ensure commands were obeyed
- 19 Fowling net
- 21 This Eliza wrote a diary on board HMS Trincomalee
- 24 Tightwad
- 25 Harbour in Alaska
- 27 Doesn't taste too bad
- 28 During these a precursor of the Boatswain's Call was used
- 29 Attempts
- 30 Well known, relatively speaking

DOWN

- 1 A boatswain's duty to discover such rigging
- 2 Not a clear answer
- 3 Less well
- 4 Drop (3,4)
- 6 Commander Andrew was the navy's last
- 7 Portsmouth, Plymouth and Trincomalee
- 8 Cold weather tops
- 11 Eating place on deck
- 15 Nelson's Boatswains were appointed by this board
- 17 Cause to flee in panic
- 18 Five English Ports supplied these to Edward the Confessor
- 20 Called the keel on the Boatswain's Call
- 21 Rum originating from near Santiago de Cuba
- 22 Fitz Clarence's servant would not put one out
- 23 Jamsetjee engraved sarcastically on one
- 26 Ship of the desert's filling station

Solution next issue

APPLICATION FORM

to join

THE FRIENDS OF HMS TRINCOMALEE

Membership categories and annual subscriptions:

(N. B. these may change after 31st March 2010)

| | |
|-----------------------|--------|
| Adult | £20.00 |
| Concessionary * | £15.00 |
| Joint Adult | £30.00 |
| Joint Concessionary * | £22.50 |
| Family Group + | £45.00 |

* Children, students, senior citizens and those unwaged

+ Two adults and up to three children in a family

Please complete, detach and return this form to:

The Friends of HMS Trincomalee
PO Box 1817, Hartlepool, TS24 7YE

MEMBERSHIP CARDS ARE NOT TRANSFERABLE

YOUR DETAILS:

Title Surname

First Names

Address

.....

..... Post Code

Tel.

Membership Category

Cheques made payable to 'HMS Trincomalee Trust'

AMOUNT

☐

GIFT AID DECLARATION. As a UK taxpayer I would like the HMS Trincomalee Trust to claim back the tax on this and all future donations.

Please tick the box.

SIGNATURE

THE FRIENDS OF HMS TRINCOMALEE

Spring and Summer events 2010

- 24 February* *HM Coastguard – Past and Present*
 Greg Albrighton
- 24 March* *Annual General Meeting followed by a talk:*
 Lord Admiral Collingwood
 Max Adams
- 28 April* *Personal experiences on a Tall Ship*
 Martin Barker
- 5 June* *Summer Fair 1.30pm to 4.00pm*

*Unless otherwise stated all events take place in the
Captain's Quarters on board HMS Trincomalee
and begin at 7.00pm*

These events are free for Friends, with guests charged £1 each.

Friends receive free entry to HMS Trincomalee and
Hartlepool's Maritime Experience for one year, can attend
talks and presentations on board, receive the Quarterdeck
magazine which is published three times a year and receive a
10% discount on items from the Ship Shop.

An application form is overleaf.