

Quartermasterdeck

FRIENDS OF HMS TRINCOMALEE

£1.00

SUMMER 2010

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Trincomalee

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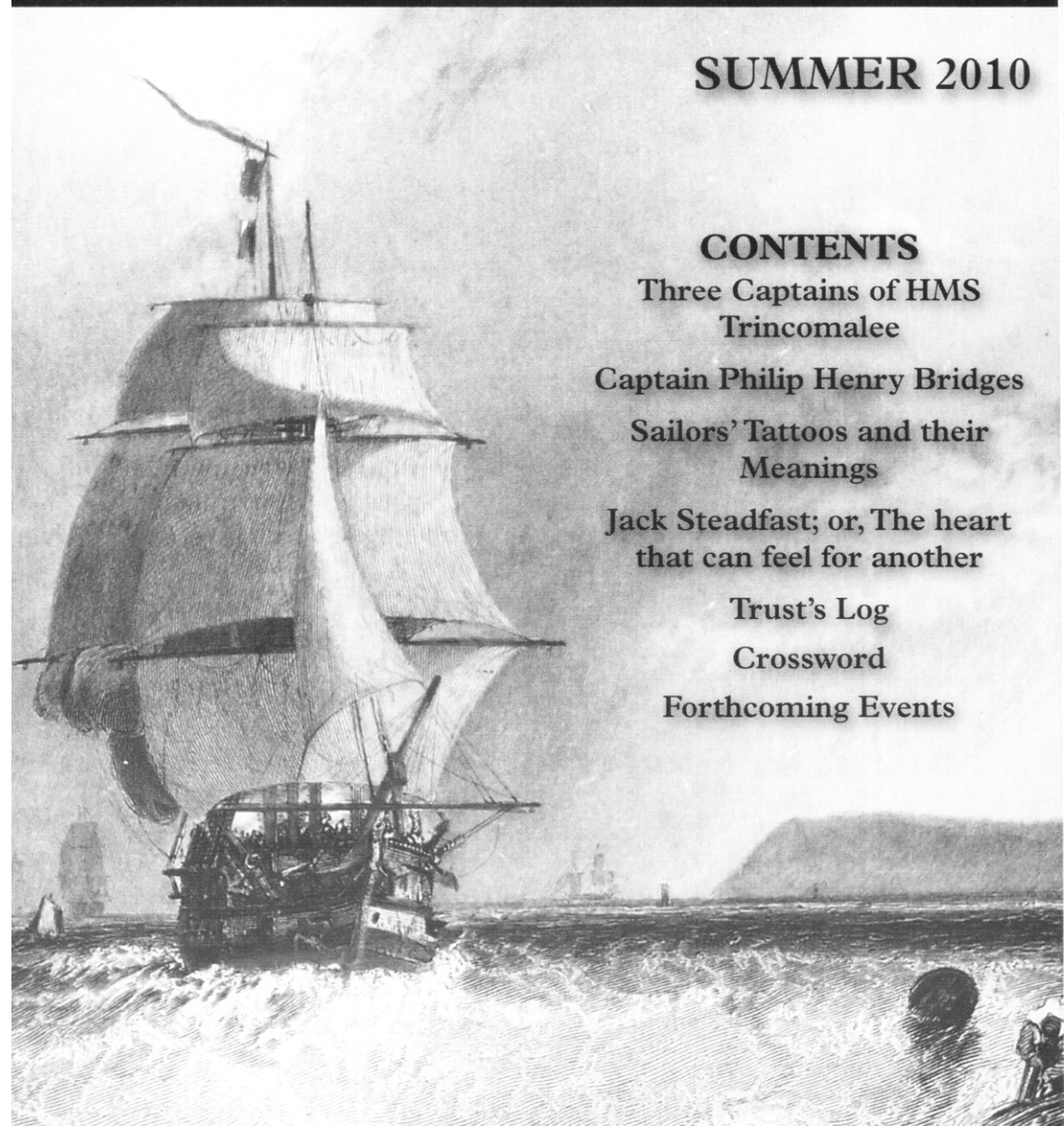
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Three Captains of HMS Trincomalee

Philip Henry Bridges:

Born 1785 and baptised in Kent. Having entered the Navy in 1796 he was appointed Lieutenant on 4th July 1803 and subsequently served under Captains the Hon. George Elliot, George Sayer, and Samuel Leslie, in the *Hussar*, *Leda*, and *Theban* frigates on the East India Station.

He was appointed acting Commander of the *Zebra* sloop on 8th December 1815, and was promoted to command the *Challenger*, in November 1816.

In 1818 he Captained the *Trincomalee* bringing her home from Bombay being paid off in April 1819.

In 1827 for two months he was Captain of the *Prince Regent*. Captain Bridges died in Bath on 17th October 1848.

Richard Laird Warren:

Born 1806, eldest son of Vice-Admiral Frederick Warren. Having entered the Navy in 1822 he was a Lieutenant in January 1829, being promoted to Commander on 24th December 1833 and to the rank of Captain on 9th May 1839.

From 1841 to 1843 he was Captain of the *Magicienne*, in the Mediterranean.

On 20th July 1847 he was appointed Captain of the *Trincomalee* for the ship's first commission in North America and the West Indies.

From December 1853 to May 1857 he Captained the *Cressy* from its commissioning until paying off at Sheerness, based in the Mediterranean, with a period in 1854 in the Baltic during the Russian war.

In 1858 he was appointed a Rear-Admiral, in 1865 a Vice-Admiral and in 1870 an Admiral, during this period from 1861 to 1864 he was Commander-in-Chief, South-east coast of America (Flagship *Forte*), and from 1869 to 1879 Commander-in-Chief, the Nore (Flagship *Pembroke*). He died at Southsea on 29th July 1875.

Wallace Houstoun:

Born 1811 he entered the Navy in December 1824, and was appointed Lieutenant in March 1832 subsequently serving in the *Childers*, commanded by Robert Deans; the *Spartiate*, flagship of Michael Seymour in South America; and the *Conway*, commanded by Henry Eden.

From 1836 until 1840 he served as Lieutenant in the *Madagascar* in North America and the West Indies, and in 1840-1841 served in three flagships, the *Impregnable*, and the *Caledonia* both under Graham Moore in Plymouth and the *Illustrious*, flagship of Vice-Admiral Charles Adam, North America and West Indies.

On 7th May 1842 he became a Commander serving in *Pilot* in North America and the West Indies, and then from March 1843 to June 1844 in *Imaum*, commanded by Commodore Alexander Renton Sharpe as a receiving ship in Jamaica.

In June 1852 he became Captain of the *Trincomalee* for her second commission in the Pacific including being part of the Anglo-French Squadron during the Russian War in 1854.

In 1859 he was Captain of the *Orion*, in the Mediterranean. In 1865 he was made a Rear-Admiral, and in 1877 he was a retired Admiral. He died on 17th May 1891 at Eaton Square, London.

Editorial

In the Spring edition of Quarterdeck there were some reports about the Bombay dockyard contemporary with the time that HMS Trincomalee was being built there in the early nineteenth century. In this edition the main article also relates to this early period in the life of HMS Trincomalee. Mary Monnery has kindly provided a biographical account about our Ship's first Captain, Captain Bridges, and I thank her for sharing with us the information she has discovered.

For those readers less familiar with the Captains associated with HMS Trincomalee the brief summary opposite should help.

The 'jolly' picture and poem about Jack Steadfast come from a mid-nineteenth century publication, 'Humorous Art – The social aspects of life in the Royal Navy' by Joseph Greys, the picture being by the Cruickshanks. I just wonder how accurately the picture reflects HMS Trincomalee's days in port.

The final article looks at sailors' tattoos, and how to read them – If any reader has or knows of any interesting examples I would be pleased to hear from them. Your letters and e-mails are always welcomed.

Hugh Turner (*Editor*)

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The Editor, Hugh Turner

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Captain Philip Henry Bridges RN

1785-1848

For many years I have known the name of the Captain of HMS Trincomalee during her voyage in 1818/19 from Trincomalee to Portsea, to be acting Captain Philip Henry Bridges but I realised that I knew very little about him. This led me to do some research on his naval career and his immediate family.

Philip Henry Bridges was born in 1785 being baptized in the parish church of St Nicholas at Wade in Thanet Kent. His parents were Thomas Bridges and Anne Jacobs who had married in that church on 3rd April 1780. Philip was one of five children having two sisters and two brothers. His older brother, Rev Thomas Edward Bridges DD, was educated at Eton and Corpus Christi College Oxford and became president of that college from 1823 – 1843. His younger brother Edward Jacob Bridges entered the army becoming a major in the Royal Horse Artillery.

Philip, however, joined the navy in 1796 at the tender age of 11 as a boy 1st class. He served on a succession of different ships becoming a midshipman and passing his Lieutenant's exams in 1802 aged just 17 but it was to be a year later that he was made a Lieutenant. In June 1803 Bridges was serving on HMS Loire under Captain Frederick Maitland when he was one of a boarding party sent out in three small boats.

*“On the 27th of June, at night, three boats belonging to the British 38-gun frigate **Loire**, Captain Frederick Lewis Maitland, cruising off the Isle of Bas, were despatched, under the orders of Lieutenants Francis Temple and James Bowen, assisted among others by Midshipman Philip Henry Bridges, to attack the French 10-gun brig **Venteux**, Lieutenant Gilles-François Montfort, lying close under the batteries of the island. Owing to the heavy rowing of one of the boats, two only could get up. These, in the most gallant manner, boarded, and after a severe conflict of 10 minutes* carried, the French brig; whose 10 guns consisted of four long 18-pounders, and six 36-pounder brass carronades. The **Venteux** was perfectly prepared for the attack, and had her deck covered with men. Of these she lost her second officer and two seamen killed, her commander, with her four remaining officers, and eight seamen, wounded. The British loss amounted to the boatswain (Mr. M'Gwier), four seamen, and one marine wounded, two of the seamen dangerously.*

*Even without reckoning the force of the batteries, the capture, by two boats' crews, of a brig armed and manned like the **Venteux**, was a truly gallant exploit; and Lieutenant Temple; the leader of the party, well merited the promotion which he in*

consequence obtained. Mr. Bridges, also, of whose conduct on the occasion Lieutenant Temple spoke in the highest terms, was made a lieutenant”

From Naval History of Great Britain

by William James

* Another report of the incident says fighting lasted 1 hour 30 minutes.

The following is a quote from a letter sent to the Admiralty Office from Admiral Sir John Colpoys “*Mr Bridges has served his time and passed for Lieutenant nearly a year of whose conduct Mr Temple speaks in the highest terms, together with that of every officer and man under his command”*

Midshipman Bridges was awarded a presentation sword as a result of his action that day from the Patriotic Fund along with Lieutenants Temple and Bowen. His sword as a midshipman was to the value of £30 (a Lieutenant’s sword would have been £50 and a Captains £100). Interestingly the sword awarded to Lieutenant Bowen is now in the collection of the Royal Armoury.

Soon after this incident Bridges was promoted to the rank of Lieutenant. He served on the Veteran (64 gun Captain Newman) and commanded a boat in the night attack upon the Boulogne flotilla in 1804. Later he was on the Veteran under Rear Admiral James Dacre in the Jamaica station. He was Senior Lieutenant of the Franchise (36 guns Captain Charles Dashwood) serving in her boats at the capture of a Spanish national schooner of superior force off La Guira in 1805. He also served as Senior Lieutenant in the Aigle (36 guns Captain C Wolfe) in the attack on the French fleet in Aix Roads, the Hussar (38 gun Captain J C Crawford) at the capture of Java in 1811 and the Leda (36 guns Captain George Sayer) which in 1813 was sent against the Sultan of Sambras in Borneo, whose piratical attacks threatened the extinction of British trade in the area. Philip Bridges was appointed acting commander of the sloop Zebra in December 1815 and after a total of 11 years 3 months 3 weeks 1 day as a Lieutenant he was made a Commander in 1816 serving on Challenger.

Two years later he was given the task of bringing the newly built frigate HMS Trincomalee to England. With a reduced crew and plenty of room (because the ship was not armed with her full complement of cannon etc) for sick and injured sailors and marines being returned to Britain it must have been an odd commission. Added to which it was a brand new ship with its fair share of teething problems for the Captain to cope with.

The voyage, however, was to be memorable for a more personal reason as Captain Bridges probably welcomed his betrothed Harriot Louisa Young on board at the Isle de France (Mauritus). She was the only daughter of Colonel Alexander William Young Commissary-General of the Isle de France. It would appear that both Harriot and her father travelled on the ship to Cape

Town where on 6th January 1819 Philip Henry Bridges and Harriot Louisa Young were married. I don't know whether Colonel Young returned to the Isle de France immediately after the wedding but he died there in 1820. I can't help thinking that HMS Trincomalee must have held a very special place in the hearts of Captain and Mrs Bridges but it must have been a strange "honeymoon".

On arrival in Portsea the Trincomalee was paid off and exactly what Bridges and his young wife (she was 12 years younger than him) did then I have not discovered. It seems likely that he retired on half pay. Certainly Philip and Harriot were bringing up their family of (at least) one son and four daughters. Their eldest child, William Thomas Bridges was baptised on 9th Nov 1820 at St Alphage Church, Greenwich. The 1851 census shows that three of their daughters were born in France (Dunkerque?) between 1822 and 1830 so one assumes they were living there for a while. Philip's father Thomas Bridges died in August 1821 in St Omer, France. By 1827 he was back in active service on board the Prince Regent (120 guns), the flagship of Sir Henry Blackwood commanded by Captain the Hon George Poulett. Bridges, however was at Chatham when he was advanced to the rank of Captain in 1828. Their youngest daughter, Philippa Henrietta Bridges (named after her father?) was baptized at Alverstoke, Hampshire in 1837.

Philip Bridges's will indicates that he later spent some time in Germany as he was residing in Berlin when he wrote his will in June 1847. In 1848 he retired to Bath where he died in the October of that year. Harriot remained in Bath and died there in 1869 aged 72 years.

It appears that at least two of the daughters never married but daughter Harriet Charlotte Bridges married the Rev John Hoskyns-Abrahall in Bath in 1857 and they had at least 6 children. Philip and Harriot's son William Thomas Bridges married Frances Gertrude Carrow and had several children. He was educated at Winchester College and then Corpus Christi College Oxford. He was called to the bar in 1847 and went to Hong Kong in 1851. He had a lucrative legal practice and engaged in money-lending at high interest rates. He acted as attorney-general and colonial secretary when the office-holders were on leave but resigned in 1859 after being implicated in a number of scandals, and left Hong Kong in 1861. On the 1891 census he is listed as a retired barrister and JP for Devon.

The question as to what Philip Henry Bridges was like as a man is much harder to answer. Brave obviously, seemingly a good sailor and leader of men. He appears to have had a successful marriage and refers to his wife in a very short will written in Berlin a few months before he died as "my beloved and faithful wife". He left everything to her and mentions no one else in his will. I would

Captain Bridge's Obituary as it appeared in the Gentleman's Magazine of February 1849

CAPT. P. H. BRIDGES, R.N.

Oct. 17. At Bath, aged 63, Captain Philip Henry Bridges, R.N.

This officer was mentioned in the following terms in an official letter from Capt. (the late Sir Frederick L.) Maitland to Adm. Sir John Colpoys, reporting the capture of the French national brig *Venteux*, by two boats belonging to the Loire frigate, close under the batteries of l'Isle de Bas, June 27th, 1803: "Mr. Bridges has served his time, and passed for Lieutenant nearly a year; of whose conduct Mr. Temple speaks in the highest terms, together with that of every officer and man under his command."

On the 4th of the following month, Mr. Bridges was promoted to the rank of Lieutenant; and in Jan. 1804, the Committee for managing the Patriotic Fund "resolved that a sword of thirty pounds

value, with a suitable inscription, should be presented to him, as a token of the sense entertained of his distinguished merit." He subsequently served under Captains the Hon. George Elliot, George Sayer, and Samuel Leslie, in the *Huascar*, *Leda*, and *Theban* frigates, on the East India station; where he was appointed acting Commander of the *Zebra* sloop, Dec. 8th, 1815; and promoted to the command of the *Challenger* 18, in Nov. 1816. His last appointments were,—in 1818, to act as Captain of the *Trincomalee* 46, which ship he brought home from Bombay, and paid off in April 1819; and, July 24, 1827, to the *Prince Regent* 120, bearing the flag of Sir Henry Blackwood, and commanded by Capt. the Hon. George Poulett, at Chatham, where he was serving when advanced to his rank of Post Captain on the 29th of Sept. following.

also suggest that he was a generous kind man as his treatment of Eliza Bunt, who travelled to England on HMS *Trincomalee* in 1818, showed. She was socially his inferior, the widow of a boatswain yet he seems to have tried to make her voyage as comfortable as possible and mixed with her socially, inviting her to his cabin to take tea and play cards in the evening. He gave her a ring in celebration of his marriage and Eliza called on Captain and Mrs Bridges after they had returned to Portsea.

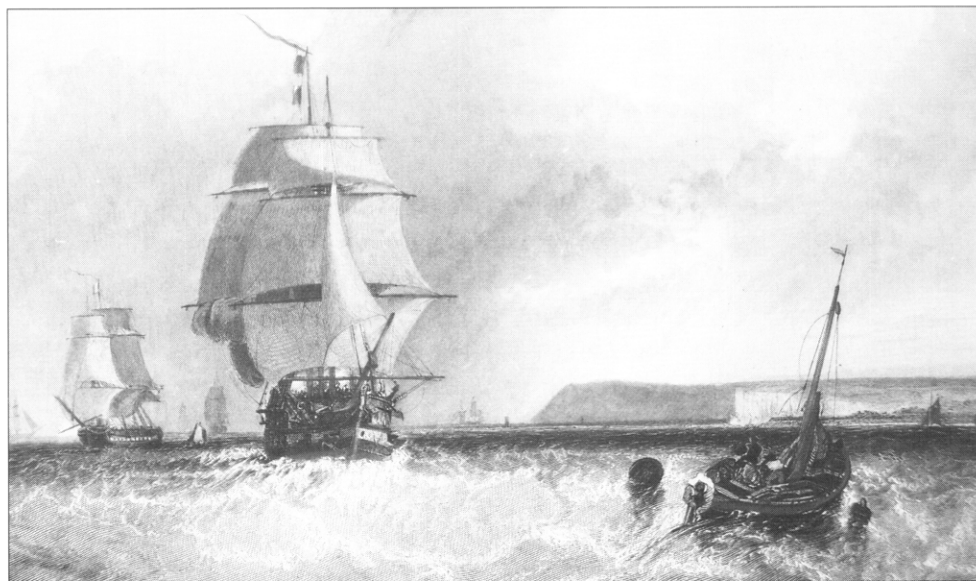
There are still lots of gaps in Philip Henry Bridges story and more research is needed but I hope this brief account will help to paint a more vivid picture of the first Captain of HMS *Trincomalee* on her maiden voyage to England from *Trincomalee*.

Mary Monnery



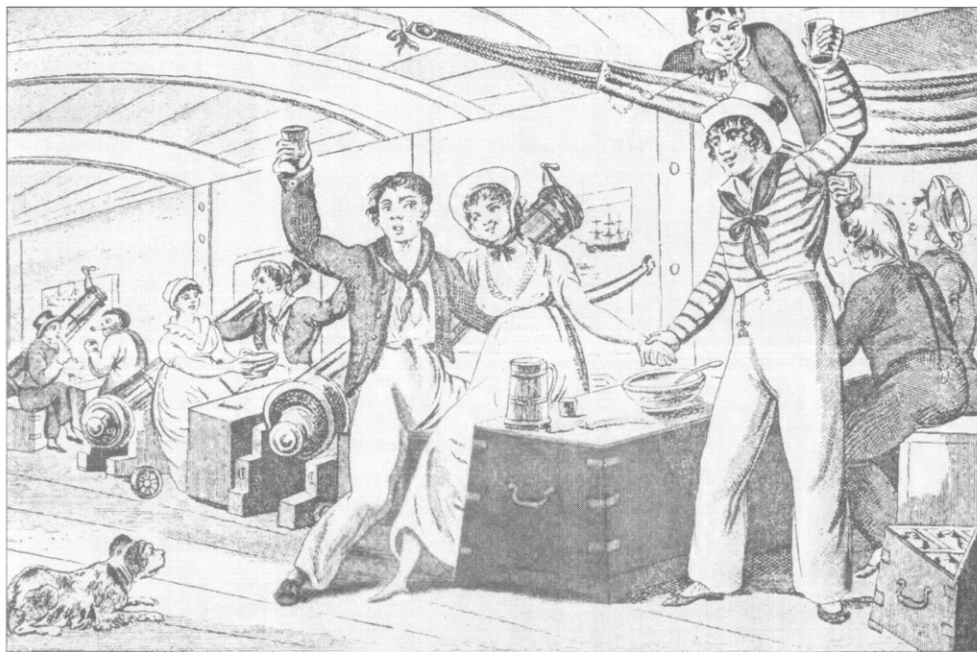
Fish Eye lens view of the bow of HMS Trincomalee from the Main Mast

Courtesy: Lucinda Grange



Front Cover Picture
The North Foreland, Kent

Engraved by R. Brandard from an original drawing by G. Chambers



JACK STEADFAST; OR, THE HEART THAT CAN FEEL FOR ANOTHER

Jack Steadfast and I were both messmates at sea
 And plough'd half the world o'er together;
 And many hot battles encountered have we,
 Strange climates, and all kind of weather.
 But seaman, you know, are inur'd to hard gales,
 Determin'd to stand by each other;
 And the boast of a tar, wheresoever he sails,
 Is the heart that can feel for another.

Thus smiling at peril, at sea, or on shore,
 We box'd the old compass right cheerly
 Toss'd the can, boys, about, and a word or two more,
 Yes, drank to the girls we lov'd dearly.
 For sailors, pray mind me, tho' strange kind of fish,
 Love the girls just as dear as their mother;
 And, what's more, they love, what I hope you all wish,
 Is the heart that can feel for another.

Sailors' Tattoos and their Meanings



There is a long tradition of mariners and their tattoos, and links with the Navy can be traced back to the 1770s when Captain Cook discovered tattooed natives in the South Pacific. His sailors brought tattoos back from these foreign lands as mementoes and exotic souvenirs of their experiences.

Many sailors' tattoos have specific meanings, referring to events in sailors' lives, religious beliefs, common superstitions or reminders of home, and during his career a sailor could mark his history on his body.

Some tattoo meanings:

ROPE, tattooed around the wrist meant the sailor was a deckhand.

HOLD on the knuckles of one hand and **FAST** on the other is said to help the sailor to better hold the rigging.

A **PIG** on the top of one foot, and a **ROOSTER** on the other, was said to protect the seaman from drowning, because both of these barnyard animals cannot swim so they would get the seaman quickly to shore.

A **SHARK** meant the sailor took on the rough characteristics of the animal.

A **HEART** with **DAGGER** symbolised betrayal or courage in the face of misfortune.

An **ANCHOR** showed the sailor had crossed the Atlantic Ocean.

A **DRAGON** showed the sailor had served on a China station.

A **SHELLBACK TURTLE** denoted a seaman who had crossed the equator.

A **GOLDEN DRAGON** meant the seaman had crossed the International Date Line.

A **FULL-RIGGED SHIP** showed the sailor had sailed round Cape Horn.

PORT & STARBOARD ship lights were tattooed on the left and right side of the body.

SWALLOWS are known for long distance migrations and returning to the same areas every year. Thus, a swallow tattoo meant the completion of a 5,000 nautical mile voyage, and the hope of a safe return home. Often swallows were tattooed facing one another on the chest, one when 5,000 miles had been completed, and another when 10,000 miles had been completed.

NAUTICAL STARS symbolised the North Star, commonly used for celestial navigation and a guide to show the way home.

WOMEN were common motifs, either representations of mothers, wives or girlfriends back home or exotic women from ports the seaman had visited.

An interesting anecdote relates to the United States Government issuing a recruiting circular for their Navy in 1909 which stated, *‘Indecent or obscene tattooing is cause for rejection, the applicant should be given an opportunity to alter the design, in which he may, if otherwise qualified, be accepted.’*

In the 1940s, and after Pearl Harbour, there was one of the biggest booms the tattoo trade in America had known for years, as eligible young men flocked to their favourite needlers with demands for lingerie, skirts, brassieres, fans, bubbles, flowers, butterflies or almost anything that would cover a bare spot. Indeed, when Charlie Wagner, a prominent New York tattooist, was brought before the New York Magistrate’s Court in the 1940s, on a charge of violating the Sanitary Code, he was able to describe his work as ‘essential war work’ - helping with recruitment to the US Navy.

Mess Deck Crossword

Spring 2010

Solution:

C	R	O	M	W	E	L	L	A	B	U	S	E	S
H	P	O	E					O	E	W			
A	L	A	C	R	I	T	Y	P	A	L	A	C	E
F	Q	S	F	M	T	P	A						
E	N	U	M	E	R	A	T	E	S	C	O	U	T
D	E				L	S	W	R	E				
		B	A	L	L	S	T	A	R	T	E	R	
S	W	D						I	S	S			
T	R	A	M	M	E	L	B	U	N	T			
A	R	I	E	A					C	K			
M	I	S	E	R	A	N	C	H	O	R	A	G	E
P	H	A	F	A	A	N	L						
E	D	I	B	L	E	C	R	U	S	A	D	E	S
D	P	T				D	I	L	O				
E	S	S	A	Y	S	E	I	N	S	T	E	I	N

A 'Thank You'

Firstly, a big 'Thank You' to everyone who has sent in a donation in response to Ian Purdy's recent letter. It is very kind, generous and much appreciated. If you still have the donation envelope, however, it's never too late to make a contribution to help us maintain our wonderful Ship.

A little rot

We need a bit of help now as we have discovered some rot in the planking on the starboard aft quarter. It's probably rainwater ingress into the opepe used during the restoration. We have cut it out, but replacement baulks are a frightening cost! Everywhere else has been checked thoroughly and at least we have caught it in good time.

Don't walk the plank

Talking of planking, we now have a 'wooden wall' on the outside of the Ship Shop. Everyone can now donate a plank for £5 or £10 and write a personal message which will then be placed on the wall. Please support us with the donation of a plank the next time you are here, and think of a message that will interest others! We are grateful for the sponsorship of the Peart Group and M H Southern Ltd who have kindly provided the timber planking.

Visitors and Tall Ships

Elsewhere we are very busy with visitors and particularly education groups, travel trade – coaches – and with weddings, which bodes well in the build-up to the Tall Ships Races in early August. Do make sure you try and visit what will be a spectacular event. All the details are on the website: www.hartlepooltallships2010.co.uk

Trafalgar Dinner

Looking further ahead I expect to open the bookings for the Trafalgar Night Dinner on 1 July. The event will be held on Saturday 23 October and we expect a sell-out well in advance of the event. At the time of writing we have still to confirm the Guest of Honour, but this is expected very shortly. Tickets will be held at £35.00 per head and will be available from the Trust office with cheques made payable to: CWP & Associates (NE). Please write in with your order, cheque and SAE.

An Award

We have won another Award! This time the Tourism and Leisure Award at the Hartlepool Business Awards in a combined entry as Hartlepool's Maritime Experience. I think we got the biggest cheer of the night from the 350 or so guests! It is great to be recognised on our own patch.

Museum Accreditation

We are in the final throes of completing a submission for Museum Accreditation which if successful will see the Ship, Exhibition and our other collections having museum status for the first time. It's been a big job for Jean Hughes, and as part of the work we are now taking regular temperature and humidity readings both in the Exhibition and in the Ship in order to monitor the effects on the condition of our collections.

More thanks

Finally, another 'Thank You' to the Friends. Around a thousand pounds has been released that has enabled three superb pop-up display stands to be purchased together with two pvc banners that extol the virtues of the Ship and encourage Friends' membership. These additions to our local profile are most important now and sit alongside the Friends' decision to also provide a new projector screen for the Captain's Cabin and a screen with an in-built DVD player, to show images of the Ship and its uses as a portable display. It all helps!

Bryn Hughes

General Manager, HMS Trincomalee Trust

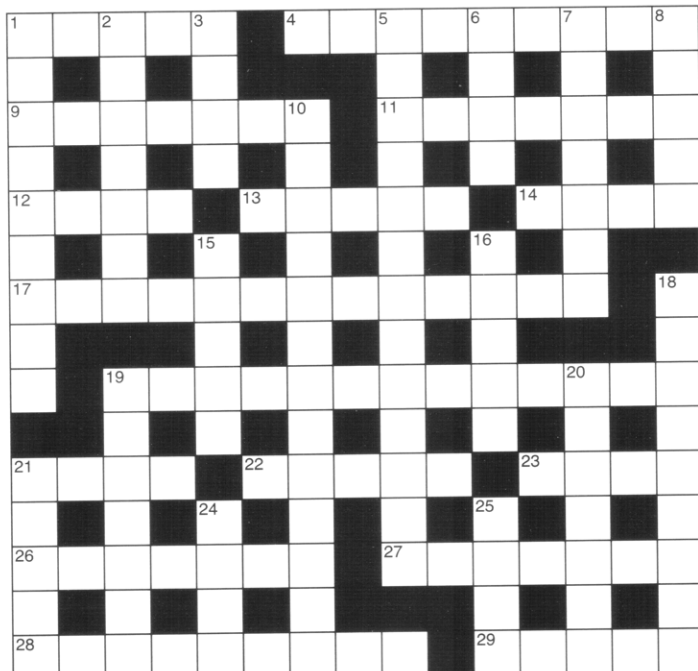


Launching the wooden wall with sponsors

Courtesy: Chris Armstrong

Mess Deck Crossword

Summer 2010



HDT

ACROSS

- 1 Strong thick rope
- 4 Gear
- 9 Malady
- 11 Attributed
- 12 Anne Bridges had this many children
- 13 When Thomas Bridges married
- 14 Ship's storage area
- 17 Hands out again
- 19 Bridges was baptised here (5,8)
- 21 This Vice-Admiral's flagship was
Illustrious
- 22 Where actors work
- 23 Thomas Bridges was here
- 26 Eyjafjallajökull for example
- 27 Shoreline
- 28 True followers
- 29 Lieutenant Bridges served on her

DOWN

- 1 Hairdos
- 2 How Philip Bridges referred to his wife in
his will
- 3 Commanded the Conway
- 5 HMS Trincomalee's first Captain (6,7)
- 6 Deckhand's tattoo
- 7 Body pictures
- 8 Two ___ (has two faces)
- 10 Some sailors' tattoos refer to these
- 15 Active
- 16 Impatient
- 18 Smarmy
- 19 Type of knife
- 20 Allowing
- 21 Blacksmith's need
- 24 Type of boat
- 25 Captured by the Hussar in 1811

Solution next issue

APPLICATION FORM

to join

THE FRIENDS OF HMS TRINCOMALEE

Membership categories and annual subscriptions:

Adult	£20.00
Concessionary *	£15.00
Joint Adult	£35.00
Joint Concessionary *	£27.50
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

Autumn and Winter events 2010

- | | |
|--------------|---|
| 29 September | <i>'We three Ships'</i>
<i>Jean Hughes</i> |
| 27 October | <i>Warships Vasa and Mary Rose</i>
<i>Dick Midhage</i> |
| 24 November | <i>HMS Diamond Rock</i>
<i>Nigel Hogg</i> |
| 20 December | <i>Carols in the Captain's Cabin</i> |

*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.