

Quardeck

FRIENDS OF HMS TRINCOMALEE

£1.00

Spring 2012



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(USS Constitution and HMS Java)

Crossing the Line

@HMS Trincomalee

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Editorial

Two hundred years ago a pair of frigates were ordered to be built at Bombay and their plans were sent on board HMS Java, but they never made it to Bombay. The article 'A Most Unfortunate Encounter' by Nigel Hogg gives an account of the reason for these plans never making it to Bombay, one of the frigates concerned being HMS Trincomalee. Duplicate plans did reach Bombay being carried aboard HMS Stirling Castle in 1813.

Presently the log and diary kept by William Dawson, whilst an officer on HMS Trincomalee, is on display in our ship's exhibition gallery in the Historic Quay at Hartlepool. I could not resist the opportunity to look at this close hand and hopefully there will be a few 'gems' of information hidden in the fading copper plate handwriting, if it can be deciphered. An entry on 17th September 1852 mentions 'His Lordship Neptune, his wife Mrs Amphitrite approaching from the forecastle with hideous creatures clothed in hides.' The ship's position that day is recorded as 2 deg 12 min North and 16 deg 27 min West. The article 'Crossing the Line' gives an account of the ceremony as performed on two ships in the nineteenth century when members of the crew crossed the equator for the first time. Perhaps we could hold a re-enactment for one of our Friends' events.

We have two ventures out of the ordinary this year, the first is a garden party one evening in May, and the second is the weekend annual general meeting event in September. Information is enclosed about these in the magazine and as a flyer. It is hoped that many members with guests will be able to come and support these ventures and through these HMS Trincomalee.

This edition's front cover picture is of the sail maker aboard our ship.

Hugh Turner (*Editor*)

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A Most Unfortunate Encounter

Almost two hundred years ago, on Thursday 12th November 1812, His Majesty's frigate Java (38 guns) under the command of Captain Henry Lambert sailed from Portsmouth, in the company of two East Indiamen, bound for Bombay.

Commissioned on August 17th that year for the purpose of carrying the newly-appointed Commander in Chief at Bombay, Lieutenant-General Thomas Hislop, to India, HMS Java was formerly the French Pallas Class 40-gun frigate *Renommée*, captured in May 1811 at the Battle of Tamatave off the island of Madagascar.

Java was rated by the Royal Navy as a 38-gun fifth rate frigate and normally carried a crew of 277 men. She was armed with 28 18-pounder guns, two 12-pounders, 18 32-pounder carronades and one 24-pounder carronade. A fast-sailing ship, built in 1805, she was in good condition and well supplied for the voyage. Her dimensions were very similar to those of HMS Trincomalee.

Besides Lieutenant-General Hislop, his staff and their not inconsiderable baggage, Java was also carrying a large quantity of naval stores; in particular copper for the hulls of three ships under construction for the Admiralty in Bombay – Cornwallis (74 guns) and two 10-gun sloops, *Icarus* and *Chameleon*. Among the documents entrusted to the care of Captain Lambert were the plans for two Leda Class frigates, intended to be *Amphitrite* and “if there are adequate means”, *Trincomalee*.

Although the practical aspects of commissioning Java went relatively smoothly during the early autumn of 1812, it seems that assembling a crew was proving more troublesome. Officers and a handful of petty officers were soon forthcoming, along with fifty Marines, though a third of these were raw recruits. The rest of the crew however consisted of sixty Irishmen who had never been to sea before in their lives, “a draught of fifty disaffected wretches from the 18-gun sloop *Coquette* lying at Spithead”, sundry pressed men and some former prison-ship inmates. Captain Lambert's protests were more or less dismissed with the assurance that a trip to India would soon turn the men into a good working crew, although he was given eight volunteer seamen from HMS *Rodney* (74 guns) who proved to be of great value on the voyage. Of Lambert's 300 men fewer than 50 had ever seen action, and a significant proportion had never been to sea before. Passengers and supernumeraries (including a number of “Marine Society Boys”) brought the total to 397. Accommodation on board must have been even more cramped than usual.

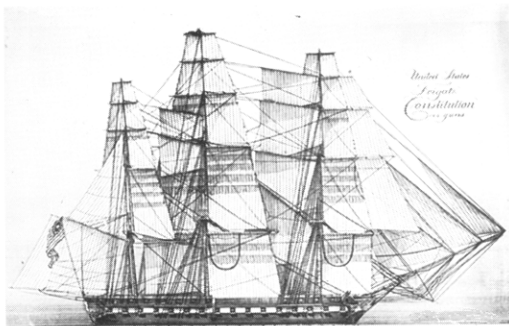
Making rather slow progress due to poor weather in the North Atlantic, Java had a stroke of luck after a fortnight's sailing, encountering and capturing an American merchant ship, the *William* on December 2nd. A master's mate and nineteen men were put onboard with orders to keep station and the little convoy sailed onward.

On Christmas Eve, aware that Java and *William* were running short of water, Lambert decided to alter course in order to put in to the port of São Salvador on the coast of Brazil, about a thousand miles north of Rio de Janeiro. The two Bombay ships, unwilling to undertake a long detour, elected to part company with Java and continue without their escort.

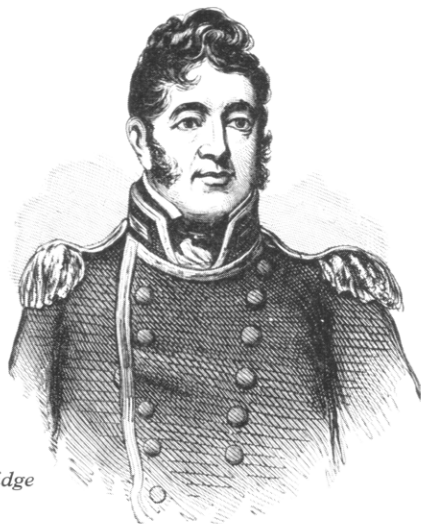
A Most Unfortunate Encounter - continued

With the Brazilian coast in sight on December 28th, the William was dispatched to São Salvador to take on water, and at 8 o'clock the following morning Java's lookout spotted a sail on the horizon to the southeast. Making all sail, Java headed for the distant ship whilst William made for port.

As the Java drew closer during the course of the morning, it became clear that the ship, which had altered course and was now tacking toward them, was a large frigate. At 11.30, whilst about four miles distant, the unidentified frigate hoisted a signal not recognised by Lambert, and Java's coded recognition signal in return was not acknowledged.



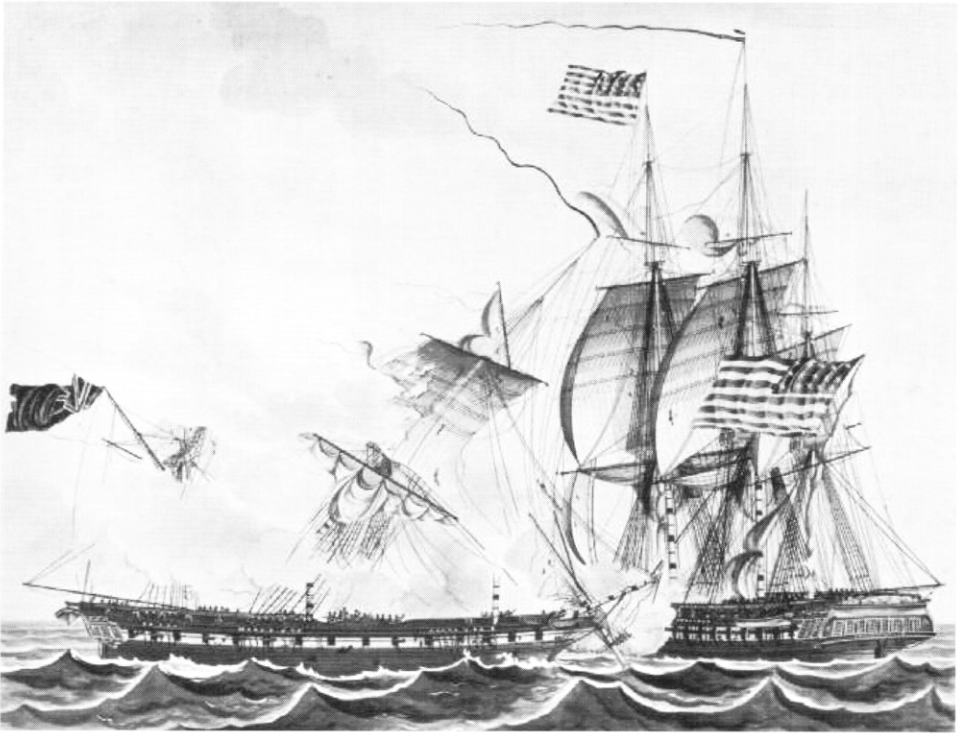
USS Constitution



Captain Bainbridge

The ship encountered by Java was in fact the American Constitution, a heavy frigate with an experienced crew under the command of Captain William Bainbridge. Rated at 44 guns, but actually carrying 24 long 24-pounders, 30 32-pounder carronades and two 18-pounder bow-chasers, she had fought a highly successful action four months earlier against HMS *Guerrière*. On seeing that his private signal for the day had not been answered, Bainbridge set his mainsail and royals and tacked to seaward to draw Java away from neutral Portuguese waters.

Wednesday December 30th dawned with clear weather and a moderate east north-easterly breeze. Java had closed the gap between the two ships and at 12.30 hoisted her colours and ensign. The large frigate hoisted the American ensign in reply. There being no longer any doubt about each other's identity, the two ships closed for action. Both were now sailing south-east. At ten past two Constitution fired a shot across Java's bow from a distance of half a mile and Java, to windward, bore down on the enemy ship answering a hail of grape and round shot with a broadside when she was close enough on the enemy's weather bow, carrying away Constitution's helm and severely wounding her captain in both legs.

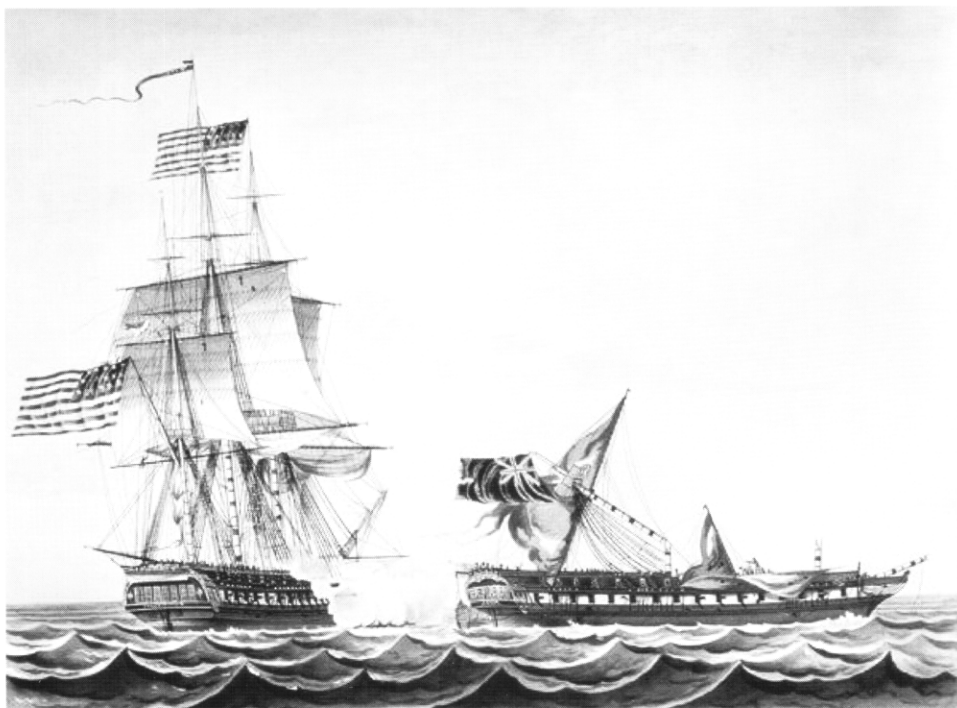


HMS Java and USS Constitution

For the best part of two hours both ships exchanged fire, each trying to out-manoeuver the other in order to gain the best position for raking fire. Constitution's gunners appeared to concentrate on aiming high in an attempt to disable the faster ship's masts and rigging, and in this they were remarkably successful, carrying away first the head of her bowsprit and her jib boom, and at the moment that Lambert was trying to bring Java alongside with a view to boarding, bringing down her foremast and main topmast, the tangle of wreckage falling across her starboard side making the ship unmanageable and rendering her starboard guns unusable. During this mêlée Captain Lambert was gravely wounded in the chest by a musket ball fired from Constitution's fighting top, and Lieutenant Henry Chads took over command. Soon afterwards Java's mizzen mast was brought down, adding to the chaos on her decks.

At four o'clock, with Java helpless and unable to fire more than two or three guns, Constitution, also badly damaged, but with her masts and yards largely intact, hauled off to a safe distance to repair her rigging, returning after an hour's respite to rejoin battle. In spite of the desperate efforts of Java's crew during this time to clear their decks of tangled wreckage and their attempts to raise some sail on the stumps of the foremast and bowsprit, the ship was still wallowing in the heavy swell, the mainmast having meantime collapsed to add to their miseries. Constitution was able to approach in a perfect position to rake Java with her guns.

A Most Unfortunate Encounter - continued

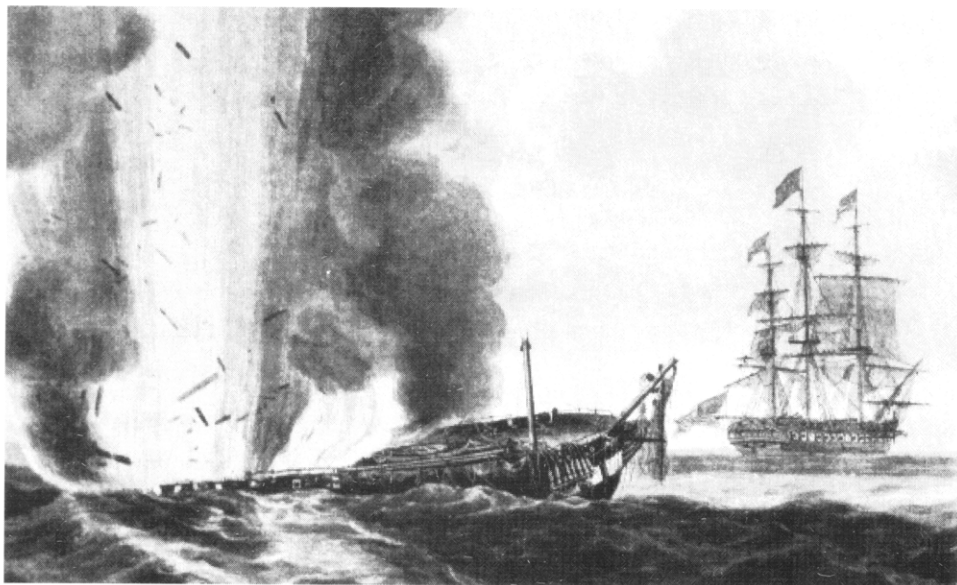


HMS Java dismantled by USS Constitution

Chads now realised the hopelessness of his situation, and the remaining officers agreed with him that with so many men killed and wounded, most of his guns useless, the hull badly damaged and the bowsprit and all three masts gone, they would not be justified in wasting the lives of his remaining men and at ten to six Java struck her colours from the stump of the mizzen.

On board Constitution, Commodore Bainbridge, who in spite of his wounds had remained in command on the quarterdeck, noted "Had the enemy suffered the broadside to have raked him previously to strikeing, his additional loss must have been extremely great, laying like a log upon the water, perfectly unmanageable. I could have continued raking him without being exposed to more than two of his guns (if even them)".

The crew and passengers of Java were brought on board Constitution but the American officers who boarded Java realised that she was little more than a mastless hulk and could not realistically be taken as a prize. After removing Java's helm to replace his own, Bainbridge ordered the hulk set on fire, and on New Year's Day 1813, as Constitution stood off to a safe distance, Java's magazine exploded and she sank, taking with her the plans of Trincomalee.



HMS Java explodes on New Years Day 1813

The prisoners and wounded (Java lost 22 men and had 102 wounded and Constitution nine men dead and 57 wounded, including her captain) were landed at Saõ Salvador on January 3rd. There they were reunited with their shipmates who had been aboard the William, now recaptured by the American sloop Hornet.

The gallant Captain Lambert died of his wounds on January 4th and was buried at Fort Saõ Pedro with full military honours. Captain Bainbridge expressed his deep sorrow for a commander he described as both brave and noble.

In April 1813 Lieutenant Chads and the other surviving officers, crew and passengers of Java returned to England. As was customary following the loss of one of His Majesty's ships, a court-martial was held on board HMS Gladiator in Portsmouth. As one would have hoped, Lieutenant Chads and his men were honourably acquitted. As for Lieutenant-General Hislop, who had remained on deck throughout the engagement with Constitution and was commended for his part in the fighting, he eventually reached India in 1814 and took up his post in Madras. He was made a baronet in the same year, but after an unpleasant incident in the Third Anglo-Maratha War when his troops massacred the entire garrison of a fort at Talnar he was severely criticised by the Governor-General of India, Lord Moira, and was removed from his command in 1820.

USS Constitution (also known as "Old Ironsides") is still a commissioned ship in the US Navy, and is berthed at Charlestown Navy Yard, Boston. There is some dispute as to whether her helm is that taken from the Java or a later replacement. And as we know, HMS Trincomalee was eventually built at Bombay in spite of this early setback, and now, beautifully restored, lies proudly afloat in Hartlepool.

Nigel Hogg

Annual General Meeting Weekend 2012

Over the weekend of Friday 21st, Saturday 22nd, and Sunday 23rd September 2012 the Friends of HMS Trincomalee have arranged a weekend of events, to include our Annual General Meeting, and hopefully many members and their guests will be able to attend and support this venture. A flyer for bookings will be included in the next Quarterdeck due out in June 2012, however some members and guests looking for accommodation in or around Hartlepool may wish to reserve the accommodation prior to the flyer being circulated.

The William Gray suite and the Ward Room at the Historic Quay in Hartlepool, home of HMS Trincomalee, will be used for the talks. The refreshments, buffet lunch and evening three course silver service dinner will be in the William Gray suite. There will also be a registration desk, and exhibit tables for members to display relevant items in the suite, with a pay as you go bar in the evening. The costs per person for the Saturday events will be:

All sessions, refreshments and lunch including evening dinner £55

All sessions, refreshments and lunch excluding evening dinner £20

Evening dinner only £40

The nearest accommodation to the Quay is the Premier Inn located at the Hartlepool Marina which is about ten minutes walk from both the rail station and the Quay.

Access to HMS Trincomalee will be available to all attending, however the other council owned attractions within the Historic Quay will require either membership cards to be shown or a fee to be paid should you wish to look around these. The attached Museum of Hartlepool is free to visit and there is ample free parking at the Historic Quay.

Any members requiring further information prior to the flyer in June should contact Ruth Turner, secretary of the Friends.

Agenda

Friday 21st September:

7.00pm Pay-as-you-go meal at an eating establishment in the marina complex.

Saturday 22nd September:

HISTORIC QUAY WILLIAM GRAY SUITE

10.00-10.20am Arrival/Registration Coffee/Tea

10.20-10.30am Welcome - Announcements

Agenda

10.30 - 11.15am	Talk: History of HMS Trincomalee in 45 minutes	Talk: Building of Ship at Bombay, Eliza Bunt, 1817-1819	Guided tour of the Ship
11.15 - 11.30am	Break	Break	Break
11.30am - 12.15pm	Guided Visit: Exhibition Room	Talk: The First and Second Commissions	Guided Tour: Of the Ship
12.30 - 1.15pm	Lunch	Lunch	Lunch
1.15 - 2.00pm	AGM	AGM	AGM
2.00 - 2.45pm	Guided Tour: Of the Ship	Talk: The Foudroyant Years	Guided Visit: Exhibition Room
2.45 - 3.00pm	Coffee / Tea	Coffee / Tea	Coffee / Tea
3.00 - 3.45pm	Now & the Future: How you can get involved.	Now & the Future: How you can get involved.	Now & the Future: How you can get involved.

7.00pm Dinner

Sunday 23rd September:

10.00am Visit to the Heugh Battery Museum, the Headland, Hartlepool. This will cost £2.50 per person and include an approximately 45 minute guided tour of the Battery and a talk about the Bombardment of Hartlepool in the First World War. The museum has a large collection of firearms and period artifacts. There is also a café on site.

Autumn 2011 Crossword Solution

Across: 1. Alibis, 5. Bonfire, 9. Catalogue, 10. Cadet, 11. Charitable Trust, 12. Cutlass, 14. Type, 16. Dean, 18. Post boy, 20. Battle of Matapan, 22. Cocoa, 23. Malicious, 24. Keyhole, 25. Ensign

Down: 2. Leathery, 3. Beatrice, 4. Short stop, 5. Blurp, 6. Facets, 7. Redouble, 8. Station, 13. Submarine, 14. Tie back, 15. Particle, 16. Dynamics, 17. Aqualung, 19. Bleach, 21. Flare

Crossing The Line

In the nineteenth century navy the ceremony of 'Crossing the Line' was often performed as ships crossed the equator. Petty Officer John Bechervaise gives the following account of the preparations for the ceremony on board HMS Blossom in 1825:

'There were aboard the ship a great number of officers and seamen, who had never yet gone south of the tropics, and consequently were to be initiated into the mysteries of crossing the Equinoctial line and entering the dominions of Neptune. Great preparations had been making since our leaving Woolwich, for an event which promised to some part of the crew great amusement, to the other great fear. Many a poor girl at Woolwich, and at Spithead had been deprived of some part of her wardrobe to adorn Amphitrite; from one a night cap and gown had been stolen, from another some part of dress, and although I had no hand in it, I was as bad as the rest, for I was consenting thereto. An immense grey horse hair wig, sufficiently to reach well down the back of Neptune, had been purchased in England by subscription, accompanied by a venerable grey beard to sweep his aged breast, a tin crown and trident completed the regalia.

'On a review of all those who had previously crossed the line, I was selected as Neptune. In vain I endeavoured to defend myself from being deified, it was useless, I must be Neptune, all remonstrance was in vain; I took it, resolved to use the trident with mildness. Now reader fancy to yourself the writer of these lines with his legs and arms well blacked, his cheeks, vermillion, short and very large trowsers, a double frilled shirt, from whose ample folds the salt water dripped plentifully, two swabs for epaulets, a long grey horse hair wig, a venerable beard of the same colour, a tin crown, a trident, and to complete the whole, a hoarse churchyard cough. Fancy all this I say, and Neptune, or your humble servant in this shape stands before you.'

The ceremony itself on board HMS Blossom was quite villainous and unhygienic, whereas that held on the Thames City, which had women and children amongst the passengers, was more family friendly. In the *Emigrant Soldiers' Gazette* and *Cape Horn Chronicle* published on board the Thames City on Saturday 27th November 1858 at Latitude 10.54 South, Longitude 32.45 West, the arrival of Neptune and his entourage is reported:

'On a declaration from the deity that, whilst coming along the deck, they had all been nearly choked by the smoke from the galley, which continues to stick in their throats, the "main brace," which appears to have been broken in an unaccountable manner, was "spliced," and this repair having been effected, the party proceeded at once to business.

'To the sufferers and lookers on, a description of the scenes would be superfluous, but to those who may have been prevented from seeing them we may as well say that



Crossing the Line 1830's style

the "doctoring", the "shaving" and the "ducking" were all conducted in a most correct and scientific manner, and that if they would like to form an idea of the extraordinary grimaces of the victims they had better come up tomorrow morning and see little Dodd' - a baby aboard the ship - 'in his shower bath. All who have witnessed the latter operation must have noticed that the little gentleman is, to begin with, in a horrible funk the whole time, that he would give the world to open his mouth and have a good bellow, but that, not approving of the taste of salt water, he is obliged to keep his mouth shut and content himself with making horrible faces, wriggling and writhing until he looks as if he were all legs and arms. Such were the faces of Neptune's victims who had similar objections to the taste of tar and grease, or even a nice little pill about the size of a pickled onion, the one great difference between them and little Dodd being that the younger gentleman always looks clean and nice after his ducking, while those who emerged from Neptune's bath looked equally dirty and disagreeable, especially around the chin.

'In conclusion, we are happy to state that nearly all who were called upon, from the Commanding Officer downwards, came to their fate like men, and we will be bound to say that they, although precious glad it is all over, are equally glad they have gone through the ordeal, and will take much pleasure on some future occasion in serving others the same trick as did those who on Monday last conducted so ably the operations that invariably take place on the occasion of "Crossing the Line."

@HMSTrincomalee

New year, new challenges! The challenge at the moment is predicting visitor income from admissions and budgeting accordingly. Visitor numbers were down in the autumn of last year as fears of a double dip recession in the UK and problems in the eurozone started to manifest themselves. It seems that, understandably, bad economic news stops people spending as they fear for their livelihoods.

Then we enjoyed our best December visitor admissions for years!

Amazingly this is the start of my second year of writing a column in Quarterdeck. So, what have we achieved over the last year?

- Well close to home for the Friends, we refocused this column into @HMSTrincomalee reflecting our growing social media presence. We have over 470 followers on Twitter [@HMSTrincomalee] and 250 friends on Facebook [HMS Trincomalee Hartlepool]. Please get involved and join the conversations.
- We forged good relations with the regional press and industry societies culminating in the Victory Medals and Certificates of Commendation awarded to members of our Gallant Crew by the Society for Nautical Research last August and the great press coverage we received from it.
- We restructured the Trust to enable all our Trustees to play an increasing role in the operation of the business, utilising their specialist knowledge for the benefit of the Ship. This will be a constantly evolving process as we face new challenges and opportunities.
- Our education team has been busy developing new learning resources for the late Key Stage 2 market – 9-11 year olds which we'll launch shortly at dedicated teacher training days.
- We developed a fresh new look for the image of HMS Trincomalee taking design cues from the curvature of the hull, traditional maritime colours and our code flags. The Friends have also generously purchased new code flags for us recently as our old ones were getting a bit ragged. So now our real flags look as pristine as our print!
- We commissioned a new website for the Ship as the old one had got well past its best. This is a vital development for us as it will play a central role in our marketing, promoting events, taking bookings, enticing people to visit, selling souvenirs through online shops, selling functions on board, promoting our history and crucially providing a platform for our educational activities.
- We launched an exciting year round events programme – summer and Christmas fayres, wedding fayres, boat sales/auctions, live music evenings, dining evenings and so on. You'll find an events programme enclosed with this edition of Quarterdeck – something we'll be sending you with each edition from now on. I do hope you will look out for new events as they come on stream and can join us on board from time to time.

So, what of 2012? Well money is still an issue for us. Nothing new there perhaps, but securing grants to offset our operational losses is proving harder than ever before, visitor spend in our shop on site has dropped as a result of the recession and fewer couples seem to be getting married for the same reason. Our events programme is therefore crucial in terms of the income it brings in. We also need to be able to attract more visitors to the Ship. We had a spare gun barrel in the hold, so our fantastic apprentices are busy refurbishing an old carriage – so we can take the gun on the road to events and shows. We'll do gun drill drawing a gun crew from members of the audience and while they demonstrate their new found skills, we'll work the audience with information about visiting the Ship.

We also need to begin to host specialist events – for example In Service Training Days (INSET) training days for teachers to drive uptake of our education business; more familiarisation opportunities for the Travel Trade so we can showcase to them what we can offer to their clients and we need to forge closer relationships with accommodation providers (B&Bs, Guesthouse and caravan site operators, hoteliers etc) so they can act as our ambassadors when they have guests wondering where to go for a great day out.



Our Apprentices refurbishing a spare 18lb long gun

We have achieved much, yet there is so much more we can do.

In preparation for the new tourism season, we're holding a working day on Sunday 1 April – to have a tidy up ready for the Easter holidays and the start of the new tourism season. We'll be cleaning the dock, checking the lighting, cleaning areas of the Ship, gallery and the signage and generally making sure everything is Ship Shape! You'll be very welcome if you'd like to join us. Please let us know a bit nearer the time if you're intending to come along and we can discuss arrangements. At this stage, we're planning to start in the morning, hopefully finishing around lunchtime.

Finally, we have folk group Tipping the Wink from Durham playing the Trinc on Friday 16 March, St Patrick's Day eve – it should be a great evening. If you fancy coming along, please book tickets early as they always seem to sell out these days!

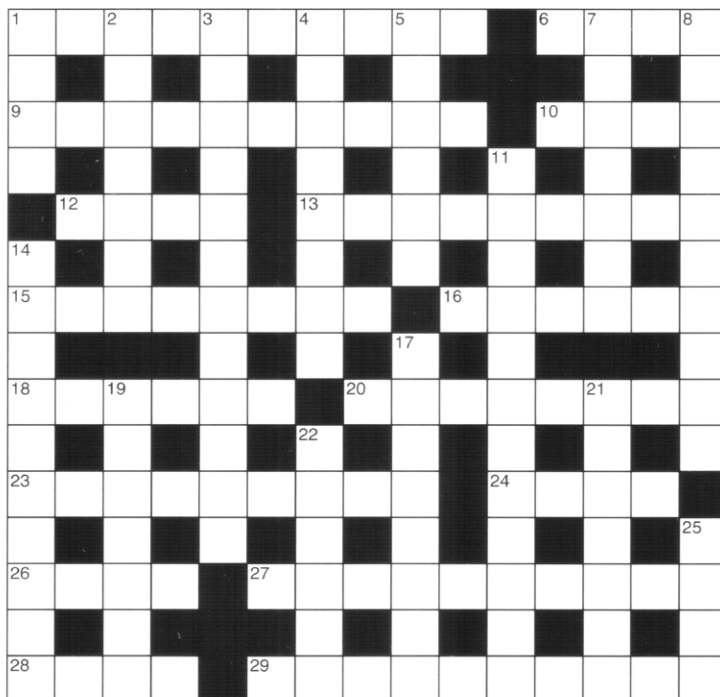
With my warmest wishes,

David McKnight *General Manager, HMS Trincomalee Trust*



Mess Deck Crossword

Spring 2012



HDT

ACROSS

- 1 Moderation
- 6 Used by Bechervaise as an epaulet
- 9 HMS Java sailed from her in November 1812
- 10 Assembling the Java's was troublesome
- 12 Island nation
- 13 Somewhat jaundiced
- 15 Sinner
- 16 Takes by force
- 18 Rogue
- 20 Scary movie
- 23 Colour changer
- 24 Strong impulse
- 26 Sour-tasting
- 27 The Crossing the Line ceremony on HMS Blossom was such
- 28 Its a long story
- 29 USS Constitution carried 30

DOWN

- 1 Spinning toys
- 2 Vermouth and Gin
- 3 Two accompanied HMS Java in 1812 (4,8)
- 4 Attendants
- 5 Adorably
- 7 Ship restored at Hartlepool
- 8 On the Constitution these were 18-pounders
- 11 Berthed at Charlestown
- 14 Last commander of HMS Java (5,5)
- 17 Dealer in ships' supplies
- 19 The Crossing the Line ceremony on Thames City included this
- 21 Dye type from a tropical American tree
- 22 Eye part
- 25 Puts into action

Solution next issue

APPLICATION FORM

to join

THE FRIENDS OF HMS TRINCOMALEE

Membership categories and twelve monthly subscriptions:
(Not increased this year - fixed until 22nd September 2012)

Adult	£20.00
Concessionary *	£15.00
Joint Adult	£35.00
Joint Concessionary *	£27.00
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
Jackson Dock, Maritime Avenue, Hartlepool, TS24 0XZ

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 & Summer Events 2012

22 February *'Characters associated with HMS Trincomalee at
Fort Victoria. September 1855'*
Dr Hugh Turner

28 March *'Tyneside Shipwrecks'*
Captain Sandy Kinghorn

Note: No meeting to be held in April

23 May *Garden Party at Worsall Hall*

*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.