

Quardeck

FRIENDS OF HMS TRINCOMALEE

£1.00

Autumn 2012

CONTENTS

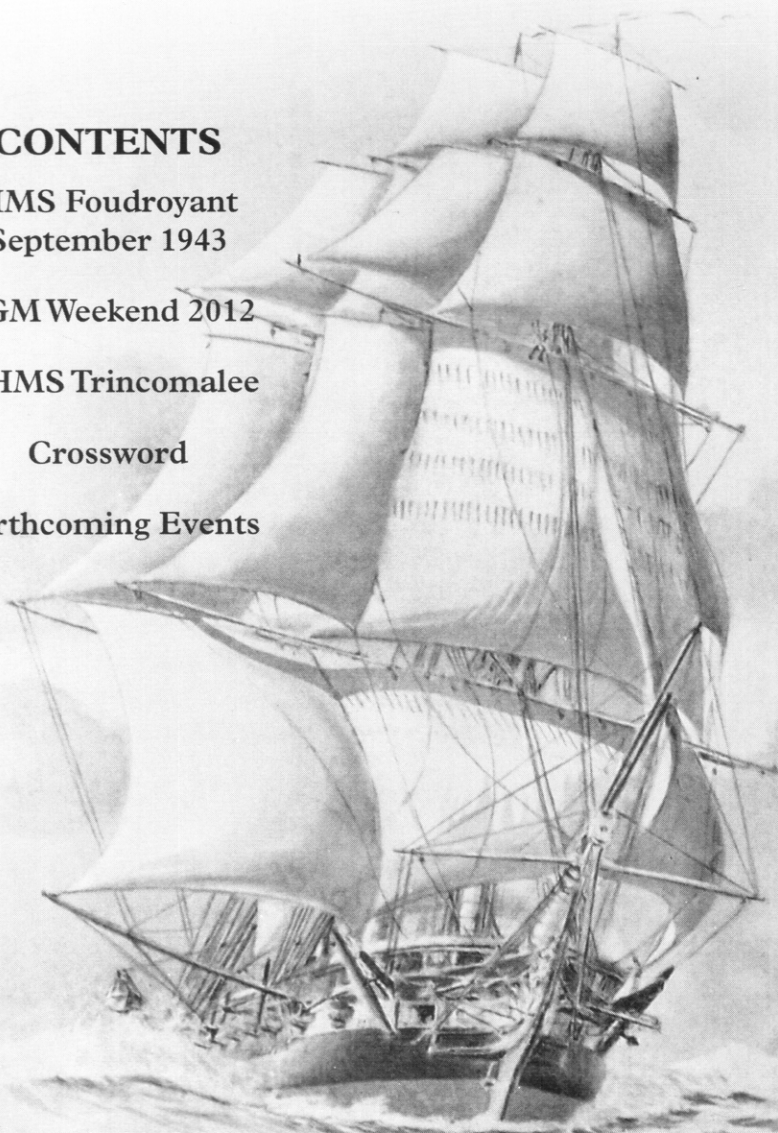
HMS Foudroyant
September 1943

AGM Weekend 2012

@HMS Trincomalee

Crossword

Forthcoming Events



In the gracious presence of
H.R.H. The Princess Margaret

World Premiere

of

“CAPTAIN HORATIO HORNBLOWER, R.N.”

co-starring

GREGORY PECK & VIRGINIA MAYO

in aid of

KING GEORGE'S FUND FOR SAILORS

AND “FOUDROYANT” APPEAL

12th April, 1951

Editorial

Recently I was pleasantly surprised to discover that the World Premiere screening of “Captain Horatio Hornblower, R.N.” co-starring Gregory Peck and Virginia Mayo, was held in aid of the King George's Fund for Sailors and “Foudroyant” appeal. The event was held “In the gracious presence of H.R.H. The Princess Margaret” at the Warner Theatre in Leicester Square on Thursday 12th April 1951. The accompanying souvenir programme included the picture on the front cover of this issue of Quarterdeck by Harold Wyllie of “HMS Trincomalee – Now Holiday Training Ship Foudroyant at Portsmouth.”

I am grateful to Laurie Merrin for providing the article on the role of the Foudroyant in the Second World War which he presented at our Annual General Meeting weekend on Saturday 22nd September. The weekend was deemed a success by those present, the good weather helping. Personally I enjoyed meeting Friends from afar for the first time.

The Friends now have a presence in e-book form, the first trial venture being “HMS Trincomalee from the Quarterdeck” which is available for downloading to the Amazon Kindle via the Kindle store.

Finally, for this edition the Mess Deck Crossword turns cryptic with a maritime theme. I had thought of calling it the Christmas Cryptic Crossword, but hopefully some of you will have completed it well before the season's festivities for which I send you my best wishes.

Hugh Turner (*Editor*)

Any correspondence concerning the Friends Association should be sent to:

The Secretary, Ruth Turner

Correspondence and contributions for the magazine to:

The Editor, Hugh Turner

Both at:

Chevin House, 30 Kingfisher Close, Bishop Cuthbert, Hartlepool TS26 0GA

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Membership matters directed to:

Membership Secretary, Tony Blades

The Friends of HMS Trincomalee,

Jackson Dock, Maritime Avenue, Hartlepool TS24 0XZ

Tel: 07951 156607 E-Mail: membership@hms-trincomalee-friends.org.uk

HMS Foudroyant - September 1943

My association with Portsmouth, the Royal Navy and then HMS Foudroyant began a few years before the war, when an uncle retired from the Army and settled in Portchester. So from about 1936 with my family, I regularly stayed there.

My association with uniforms (which has followed me through my life is by chance) started at an early age when my parents enrolled me into the local cubs troop - not I suspect for my benefit but to get me from under their feet for a few hours. I then progressed to the scouts. Every year they had a camp in an estate at Cromer where we had to drag a tree trunk to a clearing in the forest, attach a yardarm and haul the "mast" upright. We learnt to live with others in tents (not sophisticated as the models today), light fires, use biscuit tins as ovens etc. - which would give "elf & safety" the vapours today. All learning to live together, roughing it and independence etc..

September 1939 life changed. Evacuation, no scouts, no school and the end of my formal education. Early in 1940 I started work in the city where later there was another learning curve - the Blitz.

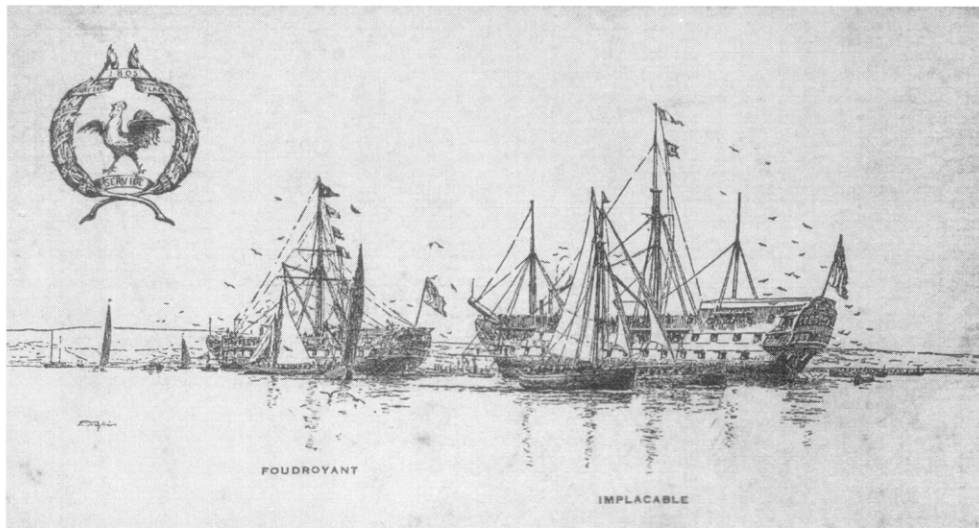
In June 1940 the Navy League (which can trace its origins back to 1856 - after the Crimean War) started cadet courses on T.S. Bounty moored at Worcester, these cadets then joined the Navy as partially trained men. This appealed to the Admiralty who sponsored the formation of the Sea Cadet Units around the country, increasing by 1942 one hundred various cadet formations into some four hundred under one umbrella - The S.C.C.

So with my association with cubs, scouts etc. it seemed only natural for me to enrol in the newly formed Sea Cadet Unit in Ilford in 1942. A friend of my father (who had served as a signalman before and during the Great War) was commissioned into this unit. Thus knowing me and my fair knowledge of morse and semaphore it was around me that the communications branch was formed. My father being a handyman also made a "tufnell box" for the unit.

In 1942 I cycled from my home in Essex to Portchester and during my stay arrangements had been made for me to go on board HMS Foudroyant with Harold Wyllie (the ship was then moored on the Gosport side of the harbour). I remember little of the day except being shown an old plan of how to sling the maximum number of hammocks on the mess deck. (There was no sign then of the ship being used for storage as has often been suggested.)

On the first September 1943 (having only undergone a standard medical - no other tests) and as a direct entrant from Cadets to "Royal Navy communications branch" via a special scheme, later known as the "Bounty Scheme", I found myself standing on Portsmouth Harbour station at 4 O'Clock on a Sunday afternoon with many lads in "tidley" uniforms adorned with a variety of ranks and badges. Once collected by a Petty Officer we boarded a harbour launch and were transported out to HMS Foudroyant, where all badges etc. had to be immediately removed. Next day we were taken (by

harbour launch) to HMS Victory IV at Gosport and equipped with "pusser" (Naval, and mostly ill fitting) uniform and other necessary items, e.g. kitbag, gasmask, hammock, and cut throat razor. The rest of the day was spent trying to make uniforms presentable, by our standards, how to sling a hammock and get into it. We were all under seventeen and a half years old, and therefore classed as "Boys" - 2nd class at that - receiving the princely sum of 3/- (15p) per week, and for that princely sum the Paymaster only came out to the Ship once every two weeks. I survived on postal orders from home.

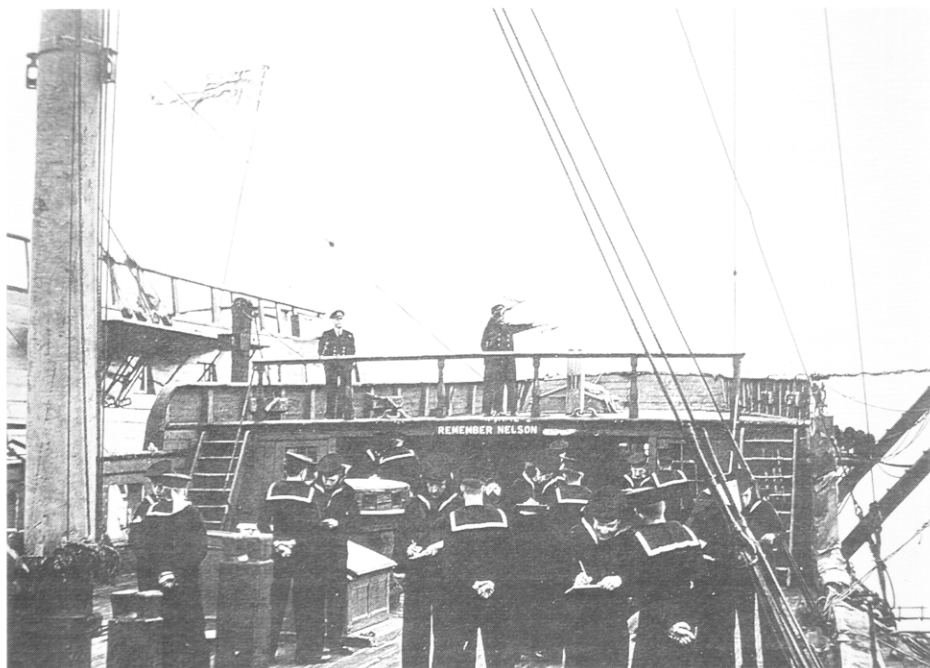


Postcard of HMS Foudroyant and HMS Implacable drawn by Harold Wyllie

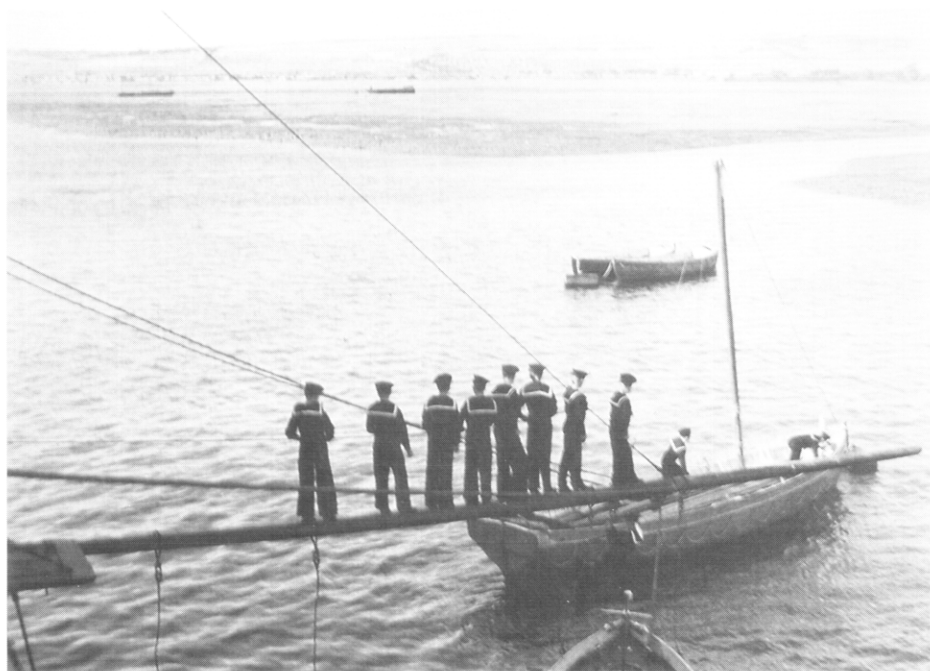
In June/July the two ships were moved from their moorings off Gosport to new moorings a few hundred yards off Portchester Castle between Fareham and Portchester Creeks, with HMS Foudroyant tied up alongside HMS Implacable and both ships commissioned into the Royal Navy as HMS Foudroyant (there being A/C Implacable). As I remember we were only allowed to use the upper deck, poop deck, captain's cabin beneath the poop deck of HMS Implacable, and on occasions the mess deck for instructional purposes. Around the poop deck rails were Morse keys. A couple of cables astern was a "Coaling Depot", just sufficiently distant from us not to be covered in black dust as various vessels "coaled ship". Yes, there were still a number of craft in 1943 powered by coal (most no doubt wartime requisitions.)

The resident crew - at that time - comprised the C.O., a Lt.Cdr. RN, Lt. Wyllie was No. 1, a couple of other officers, about 3 CPO.s, 3 or 4 PO.s, and quite a few mostly 3 badger Quartermasters - probably all recalled from retirement.

First task of the day would be scrubbing down the upper deck - barefooted, trousers rolled up above the knee, a Q.M. controlled the line of hose, no doubt, in the cause of safety - ours and the ship's. Working hours were spent, as I recollect, practicing semaphore, Morse by flag, light and buzzer, flag hoists and marching (in a confined space). I am sure there had to be other useful lessons! Undoubtedly we must have been fully employed.



Signalling Practice



Accessing small boat via the boom

Outside working hours and during "make and mend" we would be occupied on boat work. To access the small boats one had to get over the side of the ship, down a rope ladder to the boom, along to the end of the boom (this was achieved at first with some trepidation, balance and a hope not to fall off) then down another rope ladder to the boats. I remember racing another gig around the harbour with such enthusiasm that someone broke an oar. Again in the interests of safety a QM would cox the boats. From the davits was either or both Cutter and Whaler. It took many attempts to even look like a rowing crew, and as for tossing 16 ft oars, I could barely get my hands around the loom it took much effort, practice and skill.

At the end of the day, if used, these boats had to be hoisted back to the davits on the starboard quarter of HMS Implacable. The lower deck was cleared for this task. The boat was hooked onto the falls, we formed a double line along the upper deck with the two lines between us. The order was given "take up the falls", then "marry the falls", followed by "take the strain" and finally "heave". Upon this order we all heaved with gusto to get the boat unstuck from the water. It was then running forward clasping the falls towards the forecandle, then aft to keep the momentum going till the boat was close up to the davits and secured.

At night - between lights out and "wakey wakey" - a patrol was maintained on both main and upper decks. Some odd sounds could certainly be heard in the dead of the night, particularly for one's first experience on board two ancient and creaking "wooden" walls - more so with one in danger of falling apart. But, as far as I know, nothing untoward happened in our time. One of our class did sleep with his eyes open - quite spooky -. Another duty during the "quiet hours" would be fire watching on the upper deck, a relic of the bombing days.

A group of cadets from either Oxford or Cambridge joined us for a long weekend. There was one lad at least six feet tall but could never remember to duck his head when coming down to the mess deck, and everytime his head collided with the main deck beam overhead. A memory that has lasted over the years is of a QM coming up from the hold on a number of mornings with a rat trap some 12 inches long containing an equally large inmate with tail dangling from the end. The QM carried the cage down the gangway, lowered it under the water till the rat was dead and that seemed to take a loooooong time.

Shore leave was granted three times per two weeks i.e. approximately Wednesday evening, the next Sunday 1300 till 2100 and the following Saturday 1300 till 2100. Times depending to a degree upon when the liberty boats (harbour launches that carried men and materials between ship and shore), arrived alongside, then deposited us at Victory Steps. (In those days Portsmouth Division was HMS Victory, now it is HMS Nelson.) Having an aunt ashore I naturally made for Portchester, thus the high (or low) life of Pompey eluded me. My parents came down one weekend, and from a jewelers 'neath Portsmouth Station Bridge, brought me a silver chain upon which my "dog tag" remained for the rest of my service - my wife now has the chain.

My memory for details from nearly 70 years ago are fading fast. From what other classmates have said it appears that no one had taken an aptitude test before acceptance, so perhaps our 5 weeks were a test of suitability. Whatever, I am sure everyone on board enjoyed the course with a bonus of absolutely glorious weather. We, I am positive, formed the first class on HMS Foudroyant and was the foundation of all future courses until the scheme finished in January 1947. From the beginning in 1941 until September 1943 there had been other venues starting with T.S. "Bounty", then "Belleisle", at Windermere and "Grenville Hall", at Slough. These other locations probably ceased when HMS Foudroyant came into operation.

In 1987, having retired I moved to North Yorkshire at the same time as "Foudroyant" moved to Hartlepool when ship and I met up again. I have known this ship for over one third of its lifetime.

Laurie Merrin 2012



Mess Deck Crossword

Summer 2012

Solution:



Annual General Meeting Weekend

21st to 23rd September 2012



The weekend started for some with an informal meal on the Friday evening at Jackson's Wharf, located next to HMS Trincomalee. The following morning Ruth Turner gave an illustrated talk on the "Bombay Dockyard, the Building of the Ship and Eliza Bunt", whilst at the same time her husband, Hugh Turner, gave a talk on the "History of HMS Trincomalee 1812 to 2012" in another room. Nigel Hogg delivered his talk on the "First and Second Commissions", and then after lunch a press call for the Hartlepool Mail was held.



Nigel Hogg

&

Ruth Turner

The formal Annual General Meeting proceedings commenced at 1.15pm. The following Friends were elected to the committee and to act as trustees: Tony Blades, John Davies, Nigel Hogg, John Megson, Laurie Merrin, Peter Olsen, Ian Purdy, Maureen Storm, Hugh Turner and Ruth Turner.

It was agreed at the meeting that a new post of "Advisor to the Friends of HMS Trincomalee" should be created and be given, at the committee's discretion, to people who are in a position to give advice to the committee. Advisors will receive the minutes and agenda of committee meetings enabling them to pass comments on to the committee, but they will have no voting rights at these committee meetings. Dennis Bell, a former committee member, was appointed the first Advisor.

During the meeting a cheque for £3,000 was presented from the Friends to the ship's Trust. Ted Mappley was thanked for donating a sailmaker's palm to the ship, Shelagh Sutherland and her brother Peter Noble for donating jugs, which had once belonged to Harold Wyllie when aboard the ship, as well as copies of books by John Chrisp. Mary Monnery also brought some copies of her book about Eliza Bunt's diary.



At 2.00pm Laurie Merrin spoke about the time he spent on the Foudroyant in 1943, and Shelagh Sutherland about the years she lived on the ship when her father, Stanley Noble, was the superintendent on board. In the final session David McKnight, General Manager of the Trust, John Megson, Chair of the Trust and our Chair Ian Purdy gave an interactive presentation on the challenges ahead financially for securing the future of the ship.

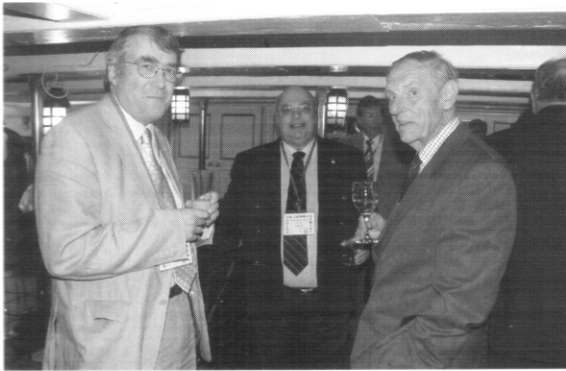
Many attendees came to the evening dinner in the Captain's cabin, and a group of us enjoyed a ninety minute guided tour of the Heugh Battery on the Sunday morning.

Ruth Turner

Secretary



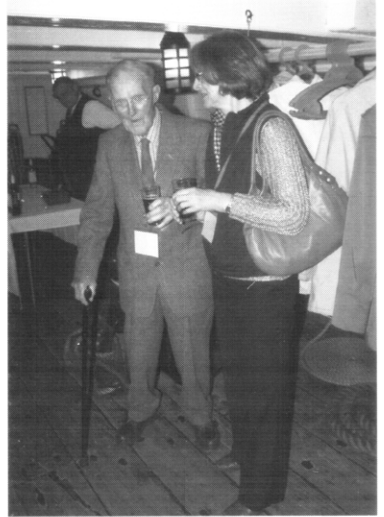
Keith Atkinson, Hugh Turner, Mary & Roy Monnery



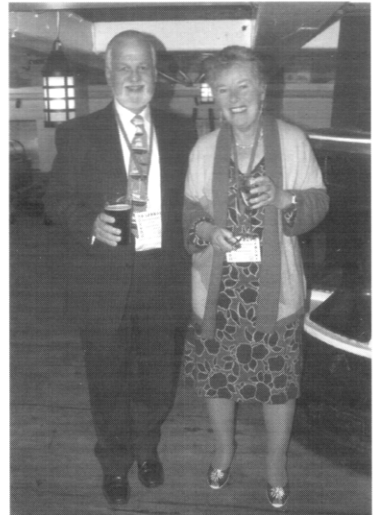
Hugh Turner, Peter Olsen & Brain Scott



*John Davies
Elizabeth & Nigel Hogg*



Ted Mapple & Liz Lawrence



Laurie & Shelagh Sutherland

*Photographs by
Tony Blades*

@HMSTrincomalee

As I write this in early October, the temperatures have dropped somewhat and the cooler days of autumn have begun. Generally, we've had unusually good weather in late summer which has gone some way to compensate for the disappointing weather earlier in the year.

Habitually we've held an impromptu staff barbecue in the summer, on a warm, balmy evening, when the ship has closed. The right opportunity has never really presented itself this year and by late summer, the evenings were drawing in and the temperatures were getting a bit too chilly later in the day.

The indian summer has allowed us to catch up with important work on the ship's hull though. We'd started repainting the port side earlier in the year and had fallen behind schedule as a result of the wet weather. Getting on with this work was particularly important because we decided to change the paint system we use and this has entailed stripping all the existing paint back to bare wood. It has given us an opportunity to inspect the condition of the woodwork though and I'm delighted to report that all appears in tip top condition. We're planning to repeat the process on the starboard side, probably next year.

Winter will see a move back inside the ship for the maintenance crew, painting the mess deck, amongst other things, but that in itself is a significant job!

Thousands of visitors have come to see us over the summer and it's been lovely to see them. Many too have visited our Facebook pages and followed us on Twitter. Our numbers of Facebook friends have grown by around 38% since I last wrote and our Twitter followers by 36% over the same period. This is a great way of keeping you up to date with what's going on here at HMS Trincomalee and I'd urge you to join our community at HMS Trincomalee Hartlepool and @HMSTrincomalee.

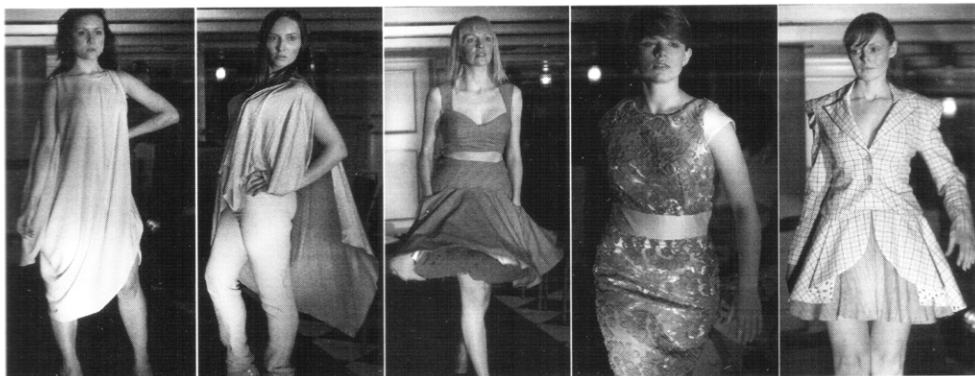
After hours

Since I last wrote in June, as well as our day to day visitors, we've had all sorts of events going on after hours – live music, birthday parties, conference dinners, a beach party, a fashion show, a wedding fayre, a summer crafts fayre to name but a few. All have been very successful.



*The HMS Trincomalee
Summer Beach Party, July 2012*

Photograph: © Christopher Armstrong



The Gordon Scott Fashion Show at HMS Trincomalee – August 2012

Photograph: © Christopher Armstrong

Autumn Programme

We're looking forward now to a busy and imaginative autumn programme on board. Our annual Trafalgar Night Commemorative Dinner is being held on 20 October and our very first Pickle Night is on Saturday 10 November. This is a new venture for us and this event is being held to commemorate the anniversary of HMS Pickle bringing news of Nelson's famous victory at Trafalgar home to London. The evening will be more informal than a Trafalgar Night dinner with a main course buffet, guest speaker, vocalist and bar. We're delighted that Vin Garbutt is on board, performing Live at the Trinc for the first time on 2 November.

We're planning our very first Christmas lecture in December – the idea is to take a serious academic subject and present it to the audience with flair, imagination and theatre. The academic credentials of the speaker will be beyond reproach; the audience must be educated and importantly, also entertained. It's a difficult combination to achieve!

There is a serious side to all these events and associated activity – the HMS Trincomalee operation unfortunately does not pay its way. We desperately need more income, donations, grants and legacies in order to remain afloat. Using the ship more 'after hours' is a great way of introducing new her to new audiences and making some money as well. We really need your support for this. Included in this edition of Quarterdeck is a list of forthcoming events. I hope I can encourage you to attend a few over the autumn – please contact us on 01429 223 193 for more information and to book.

Of course, in the midst of all this activity, HMS Trincomalee is 195 years old on 12 October, which is a remarkable achievement for a Ship with a projected service life of just 25 years when built.

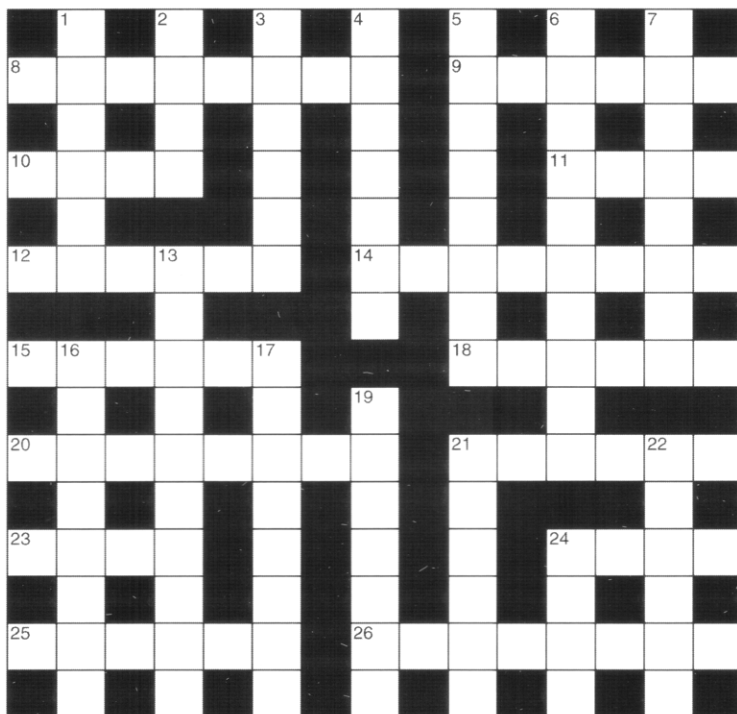
Incredibly, it will be the New Year before I write again. Please accept my warmest wishes to you and your families for Christmas and the New Year. If you haven't visited recently, we'd love to see you. Our famous Christmas lunches on board are a great way to celebrate with friends, family and work colleagues. Call 01429 891 556 to book and, in doing so, support the ship. All welcome! With my warmest wishes to you all,

David McKnight *General Manager, HMS Trincomalee Trust*



Mess Deck Crossword

Autumn 2012



11DT

ACROSS

- 8 After the sailor fled in retreat, the pressman was told (8)
- 9 Fixed by nail for African (6)
- 10 Open up in a sound of battle (4)
- 11 Headless bear goes round in circles (5)
- 12 Join up, strangely silent (6)
- 14 Maladies of the manliest (8)
- 15 Sail with new sector (6)
- 18 Ships that supply weapons to an American lawyer (6)
- 20 The Royal Navy choose altered ship (8)
- 21 Weak and aged nurse on French island (6)
- 23 Body of boat on the Humber (4)
- 24 Found in a message by Morse (4)
- 25 Corrupt practices a sailor employs (6)
- 26 Early days after delivery of late anon. (8)

DOWN

- 1 The said clergyman's gun (6)
- 2 Ship featured in extract from retrospective programme (4)
- 3 A watercourse, and the way it can absorb an artist (6)
- 4 A mad girl, not good, bashed officer (7)
- 5 I'll float round the ships (8)
- 6 Sailors start lashing in a beam seen slipping (4,6)
- 7 Boyfriend required by law (8)
- 13 Oliver's image destroyer (10)
- 16 Yields, hearing knight arrives (8)
- 17 Temporary home letter has a stake (4,4)
- 19 Taking ship with a desperado (7)
- 21 Sarah embraced one soldier or seaman (6)
- 22 Foreign seaman left with a mark of injury (6)
- 24 Port for trade (4)

Solution next issue

APPLICATION FORM
to join
THE FRIENDS OF HMS TRINCOMALEE

Membership categories and twelve monthly subscriptions:
(Fixed until 31st March 2013)

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

Winter and Spring Events 2012 to 2013

- 24 October *'Crossing the Pacific Ocean from Long Beach
California To Sydney Australia'*
Mike Irving
- 28 November *'Stadt Amsterdam
A Sailing Clipper in the 21st Century'*
Tony Blades
- 17 December *Carols in the Captain's Cabin*
- 20 February *Talk by John Megson – Trincomalee Trust Chairman
& David McKnight – General Manager of the Trust*
- 27 March *'Bombay Dockyard and Eliza Bunt'*
Ruth Turner & Maureen Storm
- 24 April *An evening of Gilbert & Sullivan
with Bill Masters*

*Unless otherwise stated all events take place in the Captain's Quarters
on board HMS Trincomalee at 7.00pm – Talks starting at 7.30pm after
refreshments*

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 in the Ship Shop.

An application form is overleaf.