
QUARTERDECK

The Friends of HMS Trincomalee

Spring 2018



Geographical Features in British Columbia & HMS Trincomalee

TS Foudroyant & the Lion

William Cox Chapman 1st Lieutenant on HMS Trincomalee

Mess Deck Crossword & Forward Events

EDITORIAL

The Friends of HMS Trincomalee becomes 25 years of age this year, and October marks the 200th anniversary of the start of our ship's maiden voyage from Trincomalee to Portsmouth. The intention is that both of these events will be covered in the later issues of the Quarterdeck this year. For this spring issue, my thanks go to Brian Mitchell for providing the article "TS Foudroyant and the Lion", an account of his time spent aboard our ship with the Nautical Training Corps. It is always a pleasure to receive copy for the magazine from other Friends.

Over winter, with adverse weather in the North Pennines, I have enjoyed researching the colourful life of the first lieutenant aboard HMS Trincomalee in her second commission, William Cox Chapman. Who would have known that pictures of Marilyn Monroe would feature in an issue of Quarterdeck?

The front cover picture is of Wallace Island, off the east coast of Vancouver Island, British Columbia. Thanks again to Malcolm Cook for providing the back cover picture of our ship in winter.

Hugh Turner

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Geographical Features in British Columbia & HMS Trincomalee

In 2014, Mike Davison sent me an email with extracts from “British Columbia Place Names: Their Origin and History” by Captain John T. Walbran published in 1909. The extracts which follow concern places with names relating to HMS Trincomalee and the time she was there during her second commission of 1852 to 1857:

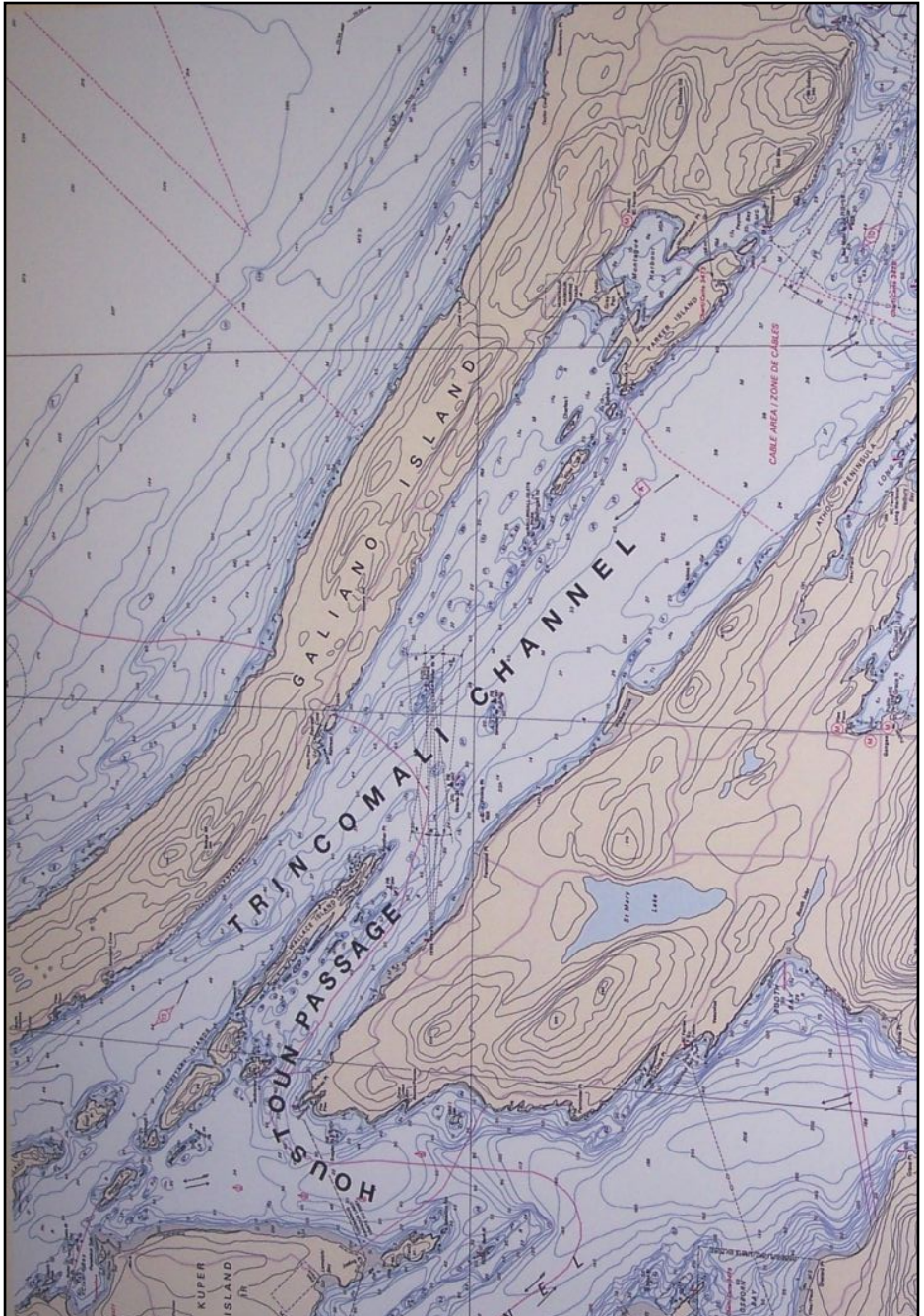
Trincomali channel, east coast Vancouver Island. After HMS Trincomalee, sailing frigate, 24 guns, Captain Wallace Houston. Arrived at Valparaíso from England, 12 November, 1852, and at Esquimalt early in 1853, remaining on the Pacific station until 1856. The frigate, 1,066 tons, originally mounted 42 guns, and was built at Bombay in 1817, on the model of the French frigate “Leda”. Named by Captain Richards, HMS Plumper, 1858.

Houston passage, Admiral island. After Wallace Houston, HMS Trincomalee. On this station, 1853-1856. Entered the navy, 1824. Lieutenant, 1832. Commander, 1842. Captain, 1847. Rear admiral, 1865. Vice admiral, retired, 1871. Admiral, 1877. Died, 1891. Named by Captain Richards, HMS Plumper, 1859.

Macdonald point, Knight inlet. Named, in 1865, by William Blackney, R.N., assistant surveying officer, HM hired steamer Beaver, after William John Macdonald, native of Inverness-shire, late of the Hudson’s Bay service in 1858. Was a member of the Legislature Council at New Westminster, and in the following year was one of the members instrumental in transferring the capital of the province from the mainland to the island.

In 1856, as captain in the local militia, Macdonald, with a portion of his corps, accompanied, in September of that year, Governor Douglas in HMS Trincomalee Captain Houston, to Cowichan bay to arrest an Indian who had wilfully shot a white man but not mortally. On arrival of the man-of-war at Cowichan a party of marines and blue-jackets were landed under Captain Houston and, with Captain Macdonald and his men, marched to an open space near the village where they encamped. Wishing to avoid bloodshed if possible, Douglas had a parley with the chief, but the Indians with faces blackened, armed and painted for war, shouting and gesticulating, would not give up the culprit.

The following day Captain Houston deployed his marines in a long line, and the Indians advancing within the extreme of this line with the culprit at their



Trincomali Channel and Houstoun Passage, British Columbia

head, the line closed in, separating him from his companions, when Captain Houstoun personally seized him. A drum head court martial was convened, the Cowichan found guilty of attempted murder, and hanged forthwith on a near-by oak tree before his tribe, the latter showing by many indications that their approval was withheld and that they yielded only to force. (Personal reminiscence to writer by Senator Macdonald.) In relation to the above incident, the following note appears in the journal kept by Captain Stuart at the Hudson's Bay post, Nanaimo, under date 6 September, 1856:- "A canoe arrived from Cowichan conveying a despatch from the governor, with the information that the assassin had been executed without a single casualty happening during the whole campaign." The account, given in Bancroft's History of British Columbia, that the culprit attempted to shoot Governor Douglas, is not founded on fact, and the incident related in Begg's history of this circumstance is simply a repetition of Bancroft.

In association with Macdonald point the following names were given at the same time in the vicinity: Catherine mountain (4,420 feet), on the opposite side of the inlet, after Mrs. Macdonald; Flora peak (1,950 feet), eldest daughter; Edith mountain (2,600 feet), second daughter, now the wife of Captain Ernest J. Fleet, R.N.; and Lilas rock, Glendale cove, youngest daughter of the subject of this note. Also Duncan point, and Murray point, Glendale cove.

Plover reefs, Ship channel, Clayoquot sound. After H.M. surveying brig Plover, 213 tons, employed in the East Indies and the coast of China, 1840, etc., a portion of which time Captain Richards, as a lieutenant in the Sulphur, was also engaged on that station. In the search for Sir John Franklin through Bering Strait, 1848-1854, in conjunction with the Herald, the Enterprise and the Investigator, the Plover was employed as a store-ship with a crew of 41 men. The first portion of her long sojourn in the polar regions she was in charge of Commander Thomas E.L. Moore, wintering at Kotzebue sound, 1849-1850, and at Port Clarence, 1850-1851 and 1851-1852. A fresh commission, Commander Rochfort Maguire in charge, she wintered at Point Barrow, 1852-1853 and 1853-1854. In 1854 the Plover was condemned and sold at San Francisco. (Markham's "Arctic Navy List, 1773-1873," published 1875, p. 58.)

While in the polar regions a vessel from the Pacific squadron communicated with the Plover each year, after the departure of the Herald. In 1851 HMS. Daedalus, Captain Wellesley, was sent to Port Clarence on this duty. The Amphitrite, Captain Frederick, took up Commander Maguire in 1852, and went as far as Icy cape again in 1853. HMS. Rattlesnake, Commander Henry Trollope, also brought up supplies in 1853; and the Trincomalee, Captain Wallace Houstoun, in 1854. Named by Captain Richards, HMS Hecate, 1861.

There is also an Island named after Captain Wallace Houstoun:

Wallace Island, next to Galiano Island, was originally named Narrow Island, but was renamed, in 1905, by Captain John Parry, after Captain Wallace Houstoun of HMS Trincomalee, who first surveyed the area in the 1850's. In 1874, HMS Panther ran aground on the southern point of the island, on what is now known as Panther Point.

The first known resident of the island was Jeremiah Chivers, a Scotsman, who retired to the island, after fruitless adventures in the interior gold rushes. He died after 38 years on the island, in 1927, at the age of 92. Twisted fruit trees are the only remnants of the garden and orchard, he planted. The northern part of the island is named after him.

In 1946, David Conover, who claimed to have discovered Marilyn Monroe, used his life savings to buy the island. David was born in Missouri in 1919 and studied photography, becoming an army photographer. He was assigned to the 1st Motion Picture Unit housed in the Hal Roach Studio in Culver City, California, his Commanding Officer was Ronald Reagan

In the spring of 1945, Ronald Reagan sent David to the Radiophone Corporation which manufactured miniature planes used by the army for anti-aircraft practice. His remit was to take pictures of women in war work, so he moved down the assembly line taking shots of the most attractive employees. He came across a 19 year old girl putting on propellers, she had curly ash-



Norma Jeane photographed by David Conover

blonde hair and her face was smudged with dirt. This was Norma Jeane (later known as Marilyn Monroe).



David and Marilyn did meet up later, as evident in this photograph of the two of them beside a car with the name “Wallace Island” on it.

After several years, David Conovor built cabins, that became the resort “Royal Cedar Cottages”. It offered a well stocked store, recreation hall, and boat rentals. Some of the buildings are still standing today, and there is still the small pickup truck, he used.

In 1966, David started to sell off major portions of the island. He kept only 11 acres for his family in Princess Cove, where he lived until his death in 1983.

In 1990, the Province of British Columbia started to buy up the portions, Mr Conovor had sold off. Today, these portions form a marine park. There is moorage and dockage in Conovor Cove, and a network of trails throughout the island. Camping is allowed, but never any camp fires.

There is also moorage in Princess Cove, and a dinghy dock allowing access to the park.

TS Foudroyant and the Lion

These are some experiences of my early days in the Nautical Training Corps as a senior cadet and as a Petty Officer with TS Courageous (1st Crawley Division).

In the late 1950's and early 1960's, seamanship training was not as well developed within the Corps as it is today, and use had to be made of the training facilities of other organisations. One of these was the Foudroyant Trust which ran the old wooden wall frigate TS Foudroyant, moored on the Gosport side of Portsmouth Harbour. In 1959 and 1960, the Nautical Training Corps took over the whole ship at the beginning of August.

We all travelled down to Portsmouth by train to join the ship (there were no cars for young people in those days). We were met on the Gosport ferry ramp by Rear Commodore Phil Clifton who I will always remember as a very strict but very fair officer. We were then transported across the harbour on the ferry and then across to the ship by the Foudroyant's tender, the Scott-Paine. In 1959 the ship was moored at the entrance to Haslar Creek, opposite HMS Dolphin, but in 1960 she was moved to a mooring opposite the Signal Tower to give more room for the submarines entering the creek (This was in the days of course when we had submarines to fill the creek).

Going on board was just like stepping back in time to the days of Nelson. The smell of the ship was a mixture of rope, wood and tar and the smell of tarred rope to this day always reminds me of the ship. The main gun deck was used as the mess deck and was arranged in the "broadside messing style" (tables between the gunports running athwartships). The lower gun deck was used for sleeping and before you could turn in you had to learn how to rig and lash a hammock. One thing you did need was a hammock stretcher, otherwise the hammock would wrap itself around around you and make sleeping difficult. This was not provided and you had to beg, borrow or steal one. The washing facilities were located on the upper deck and had no hot water available.

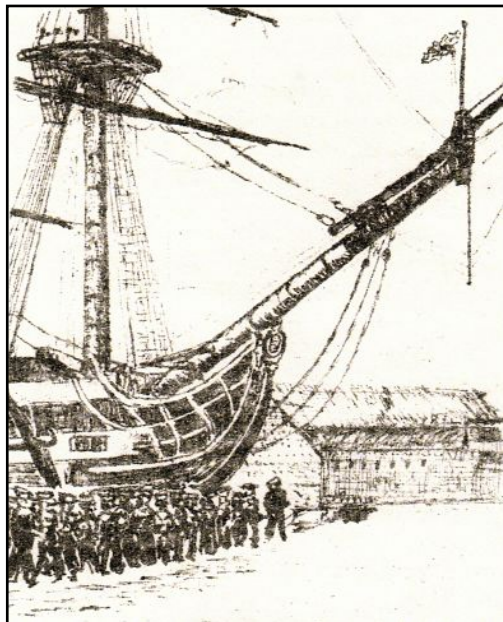
The Captain Superintendent was an old Cape Horner by the name of Captain Noble, and a more fearsome man you could not imagine. I will always remember him bellowing at us when we stood up in a boat "to never stand up in a boat until you have been round Cape Horn twice."

The training on board was excellent and mainly centred on boat pulling and sailing using the many boats moored alongside the Foudroyant. The boat pulling was carried out in fairly heavy whalers and gigs which had oars weighing a considerable amount, especially for young cadets. I remember being in a boat when the Founder Commodore, F. P. Froest-Carr passed on his way to visit the Foudroyant and we saluted him by tossing oars as he passed.

The sailing was also carried out in heavy wooden craft (not much fibreglass in those days) and the highlight of the week was the sailing expedition to the Isle of Wight. The first year all the inexperienced trainees (including myself) were taken over in the large sailing craft whilst the experienced were allowed to sail unsupervised in the small craft.

The second year, as more experienced P.O.'s, we were allowed to use the small craft and make the crossing unsupervised. In those days to cross Spithead was even more daunting than it is today, as the shipping traffic was considerable. You not only had the ferries, but there were far more warships entering Portsmouth and ocean liners heading down the Solent for Southampton. I well remember on the return journey having to pull the craft back into the harbour alongside the foreshore of the harbour entrance, as the ebbing tide was far too strong to sail against and we had to be back by a given time or no supper. (It should be pointed out that the Tender Scott-Paine also accompanied the expedition in case of serious problems).

On one of the weeks, the church parade on the Sunday was held aboard HMS Victory, and there cannot be a more moving place to have a church service than on that old ship. Whenever I see Victory today I am always reminded of that service.

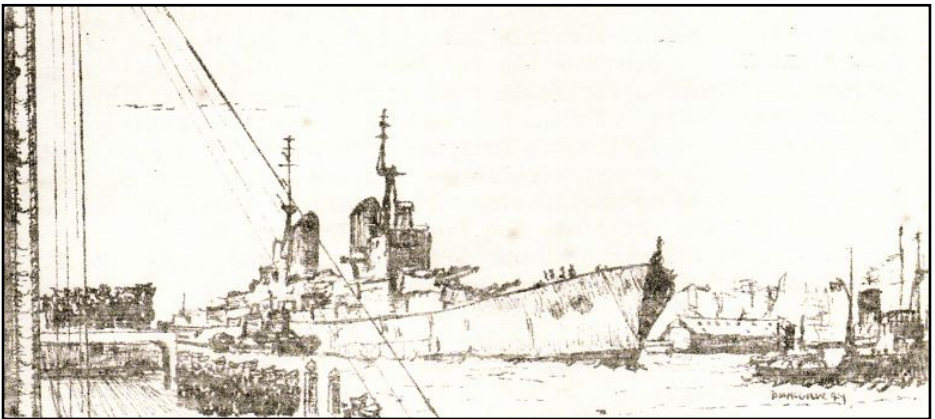


Cadets in front of HMS Victory, by 2nd Officer McGilvray

During the second week spent on Foudroyant in 1960 when I was then Petty Officer, things were more civilised. We slept on bunks in a cabin and had meals in the gun room and we had the pleasure of turning out malingers in their hammocks just as we had been turned out the year before. We did not get away with everything however, for I well remember, following some misdemeanour, all the P.O.s being turned out by the Rear Commodore Clifton to stand on the upper deck for 30 minutes in the early hours of the morning to gaze at the lights of Portsmouth whilst standing to attention. It was a good job that it was August.

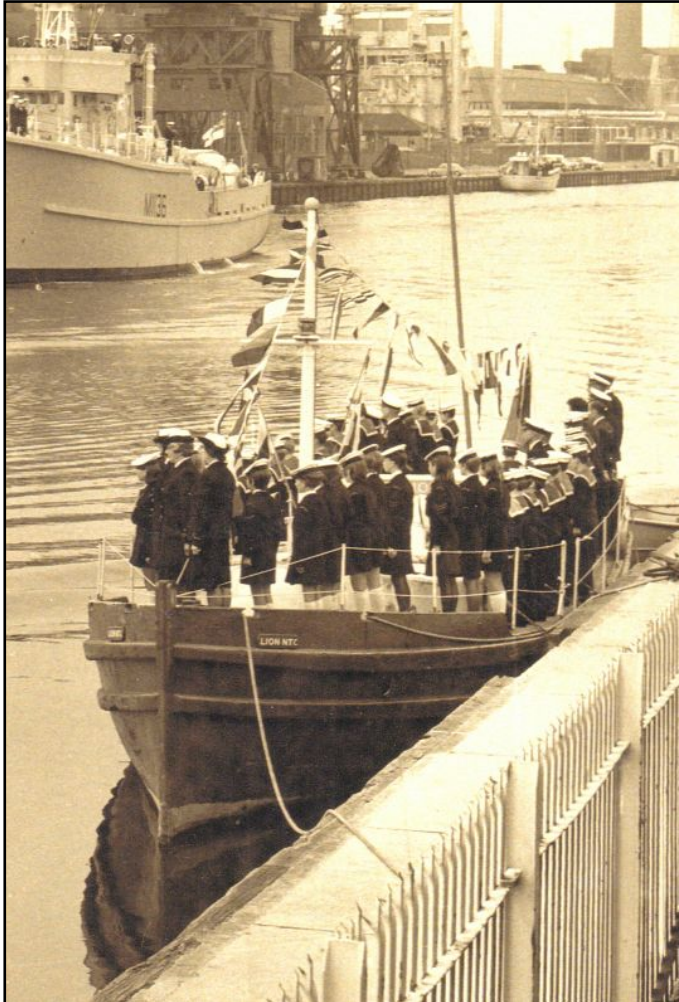
During that week we were fortunate to see the last British Battleship, HMS Vanguard, being towed out of Portsmouth to go for scrap. We had visited Vanguard the previous year and I remember being amazed at the sheer size of the ship. The gun turrets were of particular interest to me as I found that they had been removed from HMS Courageous and HMS Glorious before they were converted to Aircraft Carriers (My Division was of course TS Courageous). This information was to lead a few years later to me being able to persuade the Founder Commodore to change the proposed name of the 2nd Crawley Division from Resource to Glorious and to keep the names of Courageous and Glorious as sister ships as they had been in the Royal Navy.

As the Vanguard left the harbour under tow of powerful tugs, the whole crew of the Foudroyant cleaned into No 1's and lined the side to give her three cheers as she passed. There must have been some power in those cheers because soon after she ran aground in the harbour entrance and caused chaos for several hours. She really did not want to be scrapped.



HMS Vanguard by 2nd Officer McGilvray

I mentioned earlier the tender to the Foudroyant, the Scott-Paine. This vessel was named after a famous designer of wooden launches and was probably designed by him. When she was replaced some years later, she came to the Nautical Training Corps for use as a training tender and was moored opposite TS Attentive at the lock end of Shoreham Harbour. The vessel was renamed Lion in memory of the ship the Founder Commodore was trained in and to this day the name Lion is perpetuated in the Seamanship Training Centre at Portsmouth.



The Lion - formerly the Scott-Paine tender to the Foudroyant



The Lion by 2nd Officer McGilvray

For those of you in the Corps who have not heard of HMS Lion or realised the connection the name has with the Founder, I will give you some brief details, taken from the Founder's book "Spun yarn and Bellbottoms".

The Lion was a second rate of 3,842 tons, built at Pembroke and launched in 1847 and became a training ship in 1871. She was moored off Torpoint in Cornwall (close to the current New Entries Training Establishment of today, HMS Raleigh) and was well known amongst the various training ships of the day as being one of the toughest for training and discipline. The Founder joined her in 1903.

1st Officer Brian Mitchell



**Solution to
Mess Deck Crossword
Autumn 2017**

William Cox Chapman

1st Lieutenant on HMS Trincomalee

Amongst the officers attached to HMS Trincomalee, William Cox Chapman is to be found listed as 1st Lieutenant aboard the ship from June 1852 to 1855, during the ship's second commission to the Pacific Station. Born at Southall, Middlesex, he had an eventful career, ending his days on 15 May 1895 at Lyme Regis as a retired Vice-Admiral.

His rise through the ranks was as follows:

2 November 1841	Entered the Navy as a Cadet
8 November 1847	Became a Mate
11 November 1848	Appointed Lieutenant
17 June 1859	Appointed Commander
11 April 1866	Appointed Captain
1 January 1881	Retired
31 December 1882	Received rank of Rear-Admiral on retired list
15 December 1888	Received rank of Vice-Admiral on retired list

Early Career

Entering the Navy as a cadet in November 1841, William served as midshipman of the *Belleisle* under Captain John Kingcome, in the first China war, taking part in the storming of Chingkiang, and the final operations before Nanking. For these services he received the China medal.

The Battle of Chinkiang was fought between British and Chinese forces in Chinkiang, Jiangsu province, China, on 21 July 1842 during the First Opium War. It was the last major battle of the war. The Chinese force comprised of a garrison of Manchu and Mongol Bannermen, and the British forces were commanded by Sir Hugh Gough. The successful capture of the stronghold allowed the British to proceed to Nanking. Fought near the confluence of the Grand Canal and Yangtze River, the battle effectively blocked operation of the Caoyun system, a transport network vital for the movement of grain throughout the empire. As a result, the Daoguang Emperor decided to sue for peace and agreed to sign the Treaty of Nanking, which brought hostilities to an end. Mass suicide was committed by the Manchu Bannermen who were defending the city.

In 1847 William was a midshipman aboard the *America*, serving under Sir Thomas Maitland in the capture of a Portuguese rebel squadron that year. In 1847 a British squadron commanded by Sir William Parker, was sent to support



West Gate of Chinkiang drawn by Thomas Allom, from a sketch on the spot by Capt. James Stoidart RN. Engraved by J.M. Starling

Queen Maria II. In May of that year a division of rebel troops, commanded by the Conde das Antas, was being ferried along the coast with the aim of securing the mouth of the Tagus, thus blockading the capital. The convoy was intercepted by the British squadron and ordered to surrender. When Antas refused, boat's crews put off from the British warships and boarded and captured all the transports, despite coming under fire from coastal batteries. Some three thousand rebel soldiers were disarmed and held in Fort St Julian under a guard of Royal Marines, until relieved by loyal Portuguese troops.

With his promotion to Mate in November 1847, William was appointed to the Asia, flagship of Sir Phipps Hornby in the Pacific. From June 1852 to 1855 he served as First Lieutenant of the Trincomalee, under Captain Wallace Houstoun, on the Pacific Station, and he was employed in relieving the Polar ships.

Commander of the gun-vessel Spitfire

From April 1858, William commanded the gun-vessel, Spitfire, on the west Coast of Africa, until his promotion to Commander in June 1859 which was specially due to his involvement with an expedition down the Scaries river. The following is from The Times of Tuesday 10 May 1859:

“We hear from Sierra Leone, west coast of Africa, that the tribe of Loosoos have been again encroaching on our frontiers, and have had the temerity to burn the next largest town to Sierra Leone, on the very river on which that stronghold stands. It was absolutely necessary to check the daring of this warlike tribe, as property was no longer safe on the river, and merchantile confidence was shaken. The mild administration of British rule is imputed by these savages to weakness, they considering themselves safe in their muddy rivers, where the pestilential fevers of Africa protect them more surely from the white man than all the guns they could bring into the field against us. An expedition was fitted out at Sierra Leone to attack the Loosoo stronghold up the great Scarcies river, where they arrived on the 21st March. The force consisted of Her Majesty’s steamers Vesuvius, Trident and Spitfire, having on board his Excellency Colonel Hill, Governor of Sierra Leone, with the 1st West India Regiment, and Commodore C. Wise, aide-de-camp. The following account of the expedition is given by a correspondent:-

‘The steamers, not being able to enter the river, the ascent was made in boats, as follows:- 24 troop boats, in four divisions, under the charge of, - first division, Commodore C. Wise, with boats of Her Majesty’s ship Vesuvius; second, Commander F.A. Close, with boats of Her Majesty’s ship Trident; third, Commander Truscott, with boats of Her Majesty’s ship Heron; fourth, Lieutenant Chapman, with boats of Her Majesty’s ship Spitfire. Grand total, 52 boats – including six boats carrying guns and seven rocket boats.

The ascent of the river was most difficult, and it required the energy of every naval officer to keep the troop boats off the rocks and in their places. On the third day we found ourselves only a few miles from our destination – viz., the stockades and mud forts of Kambia Town; but the most difficult part had now to be passed. Before us lay the river, rushing through a bed of rocks, the points of which were so numerous and so near together that it seemed impossible to pass.

Never shall I forget the scene that ensued as the cloud of boats, freighted with their human cargoes, were swept into the rapid; the noise of the waters nearly drowned the shouts of the officers. Pilots were useless; before they could speak you were driven past or on to the danger. It reminded me very much of a large hunting field charging a dangerous and difficult leap. How they all get through is a mystery, but at last it is accomplished; the danger is past, the stockades are in sight, and the boats anchor to re-form the broken line of battle, while Commodore Wise goes ahead to reconnoitre the enemy.

Once more the bugles sound the advance. In ten minutes we open fire, and under a storm of shell and rockets the 1st West India Regiment and Marines land with a battery of mountain howitzers; the boats now turn their fire upon the

main stockade and the troops advance; the second division of boats pass higher up the river and pound away at a stockade on the extreme left, while a storming party under Commander Close makes a rush for the wall; but the Loosoos now think they have had enough, and run so fast that nothing but a rifle-ball can catch them.

The day was nearly a bloodless one, but, like the work in India, the sun is far more to be feared than gun-shot wounds in latitude 9 deg. North. The heat was frightful, and after the last skirmish we had in chase of the Loosoos, I saw his Excellency Colonel Hill, who commanded the troops, being brought to life again by means of bottles of water poured over his head.

The attack had been made at the top of high tide, and it was impossible to perform the service in one tide thoroughly, the boats had of necessity grounded in the mud under a cliff on which the stockades were built. Our fleet of boats had certainly rather a helpless appearance, but as the troops occupied the mud forts they were safe; nevertheless, the enemy were not blind to advantage they had, for after dark they peppered the boats with musketry from the opposite bank.

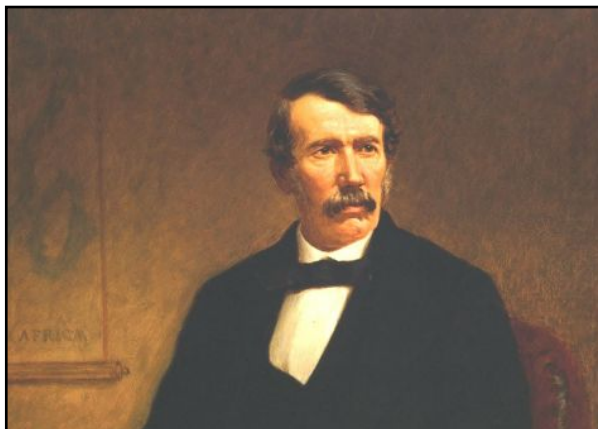
On the 24th the troops were re-embarked, and in due course of time got back to the steamers. Kambia was left in the hands of our neighbours and allies, the Timnees, from whom the ever oppressing Loosoos had wrested the town by treachery. The expedition had the happiest effect on the country, for which the Government deserve every credit, and I am glad to say that as yet the troops have not suffered from fever, which might have been expected after their exposure to the sun and malaria in open boats.”

Whilst still with the Spitfire, Lieutenant Chapman captured an American slaver with 470 slaves on board.

In January 1861 he was appointed Inspecting Commander of the Coastguard at Fleetwood, in the same year he married his cousin, Catherine Elizabeth, the eldest daughter of Hugo Mavesyn Chadwick (of New Hall, Warwick; Mavesyn Ridware, Staffordshire; Healy Hall, Lancashire; Callow, Derbyshire; and Leventhorpe, Yorkshire). In April 1862 he received the command of the sloop Ariel.

Commander of the sloop Ariel & encounter with David Livingstone

As Commander of the Ariel, William served on the East Coast of Africa 1862-64. He captured 18 slavers, being afterwards specially reported by the Commander-in-Chief for his exertions in the suppression of the slave trade. He also assisted David Livingstone the missionary, at the mouth of the Zambesi river, when a hurricane was raging. Livingstone was with the Pioneer and the Lady Nyassa vessels, and on 14 February 1864 HMS Orestes took the Pioneer



David Livingstone

in tow, HMS Ariel took the Lady Nyassa in tow.

Livingstone wrote to his daughter Agnes from Mozambique on 24 February 1864:

"... When we reached the sea-coast at Luabo we met a man-of-war, HMS Orestes. I went to her with Pioneer, and sent Lady Nyassa round by inland canal to Kongone. Next day I went into Kongone in Pioneer; took our things out of her, and handed her over to the officers of the Orestes. Then HMS Ariel came and took Nyassa in tow, Orestes having Pioneer. Captain Chapman of Ariel very kindly invited me on board to save me from the knocking about of the Lady Nyassa, but I did not like to leave so long as there was any danger, and accepted his invitation for Mr Waller, who was dreadfully sea-sick.

On 15th we were caught by a hurricane which whirled the Ariel right round. Her sails, quickly put to rights, were again backed so that the ship was driven backward and a hawser wound itself round her screw, so as to stop the engines. By this time she was turned so as to be looking right across Lady Nyassa, and the wind alone propelling her as if to go over the little vessel. I saw no hope of escape except by catching a rope's-end of the big ship as she passed over us, but by God's goodness she glided past, and we felt free to breathe.

That night it blew a furious gale. The captain offered to lower a boat if I would come to the Ariel, but it would have endangered all in the boat: the waves dashed so hard against the sides of the vessel, it might have been swamped, and my going away would have taken heart out of those that remained. ...

... On 18th the weather moderated, and, the captain repeating his very kind

47
Newstead Abbey,
Mansfield, Notts.

25 Jan'y 1865

My Dear Captain Chapman
I write a line just
to say Welcome home
again to Old England
and to add I con-
-gratulate you on
your success
with the "America"
I trust you found
Mr C. and all
your friends as

David Livingstone

Letter to William Cox Chapman from David Livingstone

offer, I went on board with a good conscience, and even then the boat got damaged. I was hoisted up in it, and got rested in what was quite a steady ship as compared with the Lady Nyassa. The Ariel was three days cutting off the hawser, though nine feet under water, the men diving and cutting it with immensely long chisels ... on the 24th we entered Mozambique harbour, very thankful for our kind and merciful preservation...”

The Ariel was paid off in Portsmouth 1 December 1864.

On 25 January 1865 David Livingstone wrote a letter to Captain Chapman from Newstead Abbey, Mansfield, Nottinghamshire:

“My Dear Captain Chapman,
I write a line to say welcome home again to Old England and to add I congratulate you on your success with the “America”. I trust you found Mrs. C. and all your friends well as you could wish. I am in the labour pains of composing another book and will take the liberty of sending you a copy as soon as it is out as a sort of thank offering for your kindness to me and to me “Portuguese servant” by whom by the way I was informed this morning of your address – with my best now to your good lady and all manner of good wishes for your health and happiness,
I am &c,
David Livingstone”

William’s next service was in command of the Winchester, drill-ship for the Royal Naval Reserve at Aberdeen, from May 1865, until April 1866 when he was advanced to the captains’ list. At around this time he had a young daughter, his only child, Marie E C Chapman who was born at Mavesyn Ridware, Staffordshire.

Captain of HMS Dido

In April 1871 HMS Dido, a new and powerful sloop of 1,277 tons, 6 guns and 350 horse-power (nominal) was commissioned at Portsmouth by Captain William Cox Chapman. He commanded this ship initially on the west coast of Africa and then from May 1872 on the Australian Station until paid out of commission in April 1876.

He received the thanks of the Foreign and Colonial Offices and of the Admiralty for services on the west coast of Africa, also for services as senior officer in Fiji, in preventing an insurrection and returning natives stolen by the brig Carl to their native islands. He became Commodore on the Australian Station on the death of Commodore Goodenough, and he received the thanks of the French Minister of the marine for services rendered when the French frigate L’Hermitte



HMS Dido in 1869

was wrecked on Wallis Island, 1874.

On 1 January 1876 William became Captain of the Valiant, on Coastguard service in the river Shannon, and from 1879 was attached to the Channel Squadron.

Retirement

William retired on 1 January 1881.

“The Globe” newspaper of 17 October 1881 reports that “Captain William Cox Chapman, RN, has joined the board of directors of Claridge’s Hotel (Limited).”

The “Army and Navy Gazette” 23 February 1884 has a report that “The members of the Royal Naval Club of 1765 dined together to commemorate the action of Sir John Jervis, off Cape St. Vincent, at Willis’s Rooms, St. James’s, on Tuesday evening. Admiral Charles F. Hillyar, CB presided, and there were present:- Rear-Admiral William Cox Chapman; Captain Sir Lambton Loraine, Bart., ... Captain R Kinahan” (and 17 others). Interesting Lambton served aboard HMS Trincomalee as Midshipman throughout her second commission, at the same time as William was First Lieutenant. In addition Captain Richard George Kinahan was in 1872 the Commander on

HMS Trincomalee whilst she was a Drill Ship for the Naval Reserve at West Hartlepool.

In the April 1891 census William is listed as a 64 year old widower, a Vice-Admiral RN living at Woodville, Lyme, Dorset as head of the household, with his spinster daughter, Marie E C Chapman, aged 27 years. William died at Woodville on 15 May 1895.

Woodville is a grade II listed building, and is now divided into flats. It seems fitting that with such a notable inhabitant as William Cox Chapman who served his country proud, that the building was used as the base for the 1st Battalion 16th Regiment of the US Army that was billeted at Lyme prior to taking part in the D-Day landings. To mark the 70th anniversary of the landings in 2014 the Stars and Stripes was raised outside Woodville, which is on Silver Street, Lyme Regis.



Hugh Turner

Join the Friends of HMS Trincomalee

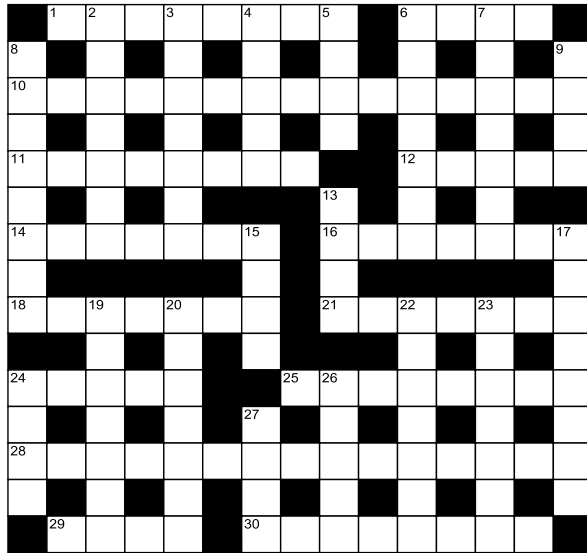
Your membership card entitles you to free recurrent admission to HMS Trincomalee and the Historic Quay for twelve months, and to attend Friends' events. You will receive the magazine Quarterdeck which is issued three times a year, and know that you are contributing to the upkeep and presentation of our Ship. Further details are on our website:

www.friendsofhmstrincomalee.org.uk



Mess Deck Crossword

Spring 2018



HDT

ACROSS

- 1 This ship went to Port Clarence in 1851 (8)
- 6 William Chapman was appointed one in 1847 (4)
- 10 Training appointments (15)
- 11 Commander of HMS Rattlesnake in 1853 (8)
- 12 Fragrance (5)
- 14 Affirmed (7)
- 16 Midshipman William Chapman was aboard this vessel (7)
- 18 No longer employed (7)
- 21 TS Foudroyant was moored this side of Portsmouth harbour (7)
- 24 D-Day landing beach (5)
- 25 Drill-ship Winchester was here in 1865 (8)
- 28 Trincomali channel can be found here (7,8)
- 29 Snow gliders (4)
- 30 A fence of stakes (8)

DOWN

- 2 Back (7)
- 3 Resident (7)
- 4 Rest (3,2)
- 5 Fire (4)
- 6 Theme (7)
- 7 Capital of Libya (7)
- 8 Midshipman William Chapman served under him (8)
- 9 William Chapman was mate aboard this ship (4)
- 13 Group of criminals (4)
- 15 Commissioned by Captain Chapman in 1871 (4)
- 17 Feelers (8)
- 19 Mr Waller was this aboard the Lady Nyassa (7)
- 20 Lieutenant Chapman entered this river in 1859 (7)
- 22 Classical composer (7)
- 23 Offer too much for (7)
- 24 Globes (4)
- 26 Grill (5)
- 27 Cove (4)

THE FRIENDS OF HMS TRINCOMALEE EVENTS

2018

21 February Wednesday	“Two Hundred Years of HMS Trincomalee” Derek Hinds
21 March Wednesday	“Brexit and Waterloo: What did the Europeans ever do for us?” Paul Brunyee
25 April Wednesday	“The Figureheads of HMS Trincomalee” Clare Hunt (Curator of NMRN - Hartlepool)
23 May Wednesday	A Celebration of 25 years of the Friends of HMS Trincomalee
26 September Wednesday	Annual General Meeting - Details in next issue of the Quarterdeck
24 October Wednesday	“Some thoughts on the Global Context of the so-called Crimean War” Mike Hinton
28 November Wednesday	Presentation - to be confirmed

Unless otherwise stated all events take place at
the Historic Quay, Hartlepool at 7.00pm

Talks start at 7.30pm after refreshments

These events are free for Friends, guests charged £3 each.

friendsofhmstrincomalee.org.uk



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