
QUARTERDECK

The Friends of HMS Trincomalee

Winter 2019-20



Reports from 2019 Annual General Meeting
Naval Communication in the 19th Century
Facebook Group
Mess Deck Crossword & Forward Events

The Friends of HMS Trincomalee's Private Facebook Group



At our Annual General Meeting in September the Friends' Facebook Group was launched, although, like our ship, its construction had been started nearly two years before the launch.

It is a way for members using social media to share information, photographs, videos, to ask questions and generally converse about matters relating to HMS Trincomalee / TS Foudroyant.

Events organised by the committee are shown on the site, and our constitution with the rules can be found there.

The group is primarily for members of the Friends. Anyone wishing to join should use one of these two methods, the first method is the most secure.

1. Send an email to membership@friendsofhmstrincomalee.org.uk giving a personal email address to which an invitation to join the group can be sent. This email address will not be shared with any third party.
2. Find The Friends of HMS Trincomalee group on Facebook and ask to become a member via that. Your request will then await approval by a moderator of the group.

The group is moderated by members of the Committee.

EDITORIAL

In this issue of our magazine there is a collection of reports given at our Annual General Meeting in September. It was a pleasure to have the General Manager of the National Museum of the Royal Navy – Hartlepool, Ros Adamson, attend the meeting and provide us with the updates concerning themselves. The Friends now have a very good relationship with the NMRN-Hartlepool, and we look forward to seeing what the future brings.

The trustees decided that it was the right time for the Friends to now enter the 'Social Media' frame. For those wishing to partake, there is more information on the opposite page.

Further to suggestions made after I gave a presentation on communications in the nineteenth century at the October meeting, part one is presented here, with part two expected in the New Year. The front cover picture shows the old signal tower at Portsmouth.

Due to other commitments, a novice church organist's first year is quite a busy one, this is the first 'Winter' edition of the Quarterdeck. With seasonal best wishes to all readers.

Hugh Turner

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Naval Communication in the 19th Century

Introduction:

The idea of giving a presentation on communication dates back six years, when Ruth and I visited Ireland, and in particular Valentia Island on the South-West coast of Ireland, where the first transatlantic cable set out across the ocean to Newfoundland. A little after visiting the island, we were wandering around Holland Park, in London, and found a plaque marking a point passed by Lieutenant Lapénotière as he travelled from Trafalgar to the Admiralty in London with Admiral Collingwood's first dispatch about the Battle of Trafalgar.

Since announcing this talk in the "Quarterdeck" a member of the Friends living close to the signal tower in Portsmouth has been in touch with me. Martin Yates has sent me information relating to the semaphore signal towers which stretched from Portsmouth to the Admiralty in London, and I gratefully acknowledge his contribution to this presentation.

"Naval communication in the nineteenth century" is quite a broadsheet. There is short distance verbal communication between crew members, with elements of naval slang, and speaking tubes to direct messages. The Boatswain's call was used to communicate with the whole of ship's crew. For slightly longer distances, as between ships, or a ship and land, there were signal flags, signal lamps, semaphore, and even cannon fire to give messages with.

This presentation will focus on more long distance communication, and we will start in 1805 at the Battle of Trafalgar.

Vice Admiral Collingwood's dispatch from Trafalgar:

An account of the Battle of Trafalgar was written by Vice Admiral Collingwood aboard HMS Euryalus on 22nd October 1805, the day after the battle. There was a great storm just after the battle, and it was five days after the battle that Collingwood ordered Lieutenant Lapénotière to deliver his dispatch to the Secretary of the Navy, William Marsden, at the Admiralty in London.

Lapénotière was told to travel "using every exertion, that a moment's time may not be lost in their delivery". Collingwood also instructed Lapénotière to use his discretion as to how far up the English Channel he sailed his fast schooner, HMS Pickle, before continuing the journey by land.

HMS Pickle had a rough voyage through the Bay of Biscay, during which she sprung a leak. In order to make the ship lighter some of her guns were



Vice Admiral Collingwood



Captain Lapénotière

jettisoned. The next day the sea was calm, and this required the crew to man the oars in order to continue their journey to England.

On 2nd November 1805, HMS Pickle reached the western approaches to the English Channel, at around 2am the lighthouse at Lizard Point was seen from the ship.

Due to adverse light easterly winds and the long beat to reach Plymouth, Lapénotière decided to head for Falmouth in Cornwall. He knew that Falmouth had a well-established coaching connection to London, and there was the advantage that the risk of attack from hostile French vessels further along the Channel would be reduced.

Two weeks after the Battle of Trafalgar, on Monday 4th November at around 10am, HMS Pickle dropped anchor some two miles south of Pendennis Head. Lapénotière was taken by boat and was landed at the Fish Strand Quay in Falmouth about an hour later. It is likely that he left Falmouth within an hour of landing by post-chaise.



Plaque at Fish Strand Quay, Falmouth

The present-day Admiralty archive holds the original expense account for Lapénotière's trip from Falmouth to the Admiralty. This shows that he followed one of the well known routes to London, changing horses every 10 to 15 miles.

In total he made at least 21 stops to change horses at coaching inns on the way, including at Truro, Bodmin, Exeter, Dorchester, Basingstoke and Bagshot. At some of the stops he would have transferred to other post-chaises due to different coach operators covering certain sections of the route.

Not much is known about his actual experiences on the trip, however we do know that a stop was made at Bridport to send on correspondence to the family of Thomas Hardy, the Captain of HMS Victory. There is also a surviving account from an eye witness of Lapénotière and another naval officer coming through Dorchester, each in a post-chaise with four horses, at around noon on 5th November.



Travelling with Collingwood's Dispatch

*Account of Expenses of Lieutenant Lapénotière
Travelling with Dispatches from Falmouth to the Admiralty*

	£	s	d
<i>Falmouth to Truro</i>	1	2	6
<i>To the Blue Anchor</i>	2	17	-
<i>To Bodmin</i>	1	19	-
<i>To Launceston</i>	3	6	6
<i>To Oakhampton</i>	3	4	-
<i>To Crockenwell</i>	1	16	6
<i>To Exeter</i>	1	17	6
<i>To Moniton</i>	2	14	-
<i>To Axminster</i>	1	11	7
<i>To Bridport</i>	1	16	6
<i>To Dorchester</i>	2	14	6
<i>To Blandford</i>	2	10	6
<i>To Woodyates</i>	2	5	-
<i>To Salisbury</i>	1	17	6
<i>To Andover</i>	2	15	-
<i>To Overton</i>	1	13	-
<i>To Basingstoke</i>	1	14	-
<i>To Hartford-bridge</i>	1	15	6
<i>To Bagshot</i>	1	12	-
<i>To Staines</i>	1	17	6
<i>To Mounslow</i>	1	14	6
<i>To the Admiralty</i>	2	5	-
TOTAL	46	19	1

Lapénotière arrived at the Admiralty at 1.00am on 6th November, more than two weeks after the battle. He had travelled 271 miles from Falmouth in under 38 hours at a cost of £46 19s 1d, equivalent today to more than £4,500. His average speed of travel from Falmouth to London was just over 7 mph.

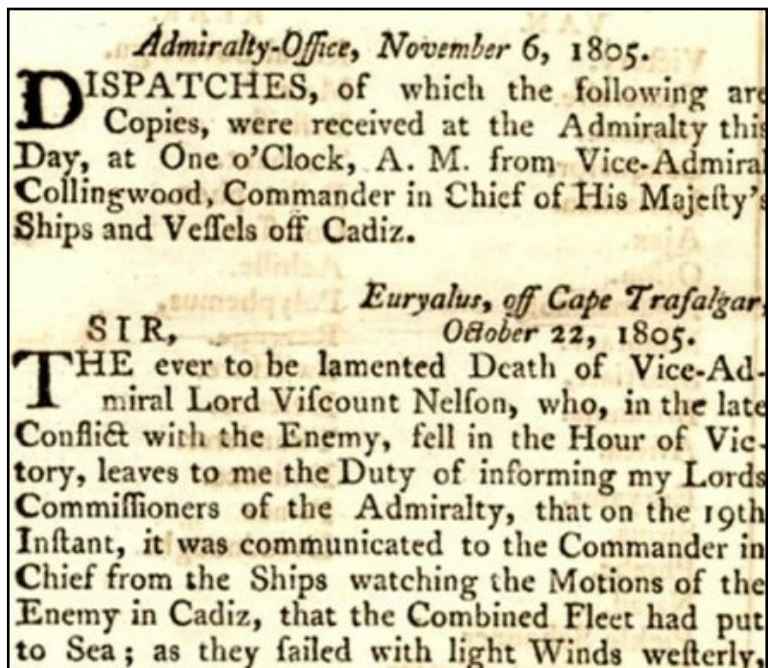
In 2005, The Trafalgar Way was inaugurated 200 years after the news of the battle had been brought to the Admiralty, and it was a plaque associated with this that Ruth and I had spotted in Kensington. Thanks to the expenses return the route is quite clear.

Plaques are sited along the route, the base of each showing the route followed by Lapénotière.

The First Secretary of the Board of the Admiralty, William Marsden, was just preparing to retire for the night when Lapénotière arrived at 1am. The Lieutenant was shown to the board room, and, without further introduction, announced "Sir, we have gained a great victory, but we have lost Lord Nelson."

Lapénotière was promoted to Commander the same day.

The dispatches were published in the London Gazette on Wednesday 6th November, two weeks after the Battle of Trafalgar.



The sending of handwritten dispatches by land and sea remained the quickest way of getting information over long distances, from a ship to the Admiralty until the latter half of the nineteenth century.

Captain Houstoun's dispatch from San Francisco:

An important dispatch was sent from HMS Trincomalee with information about the search for Franklin in the Arctic, during her second commission. The document, dated 20th September 1854, was written by Captain Wallace Houstoun aboard HMS Trincomalee at San Francisco. Near the end of the dispatch he wrote:

"Lieutenant Moore, invalided from [HMS] Rattlesnake, and Mr. Gordon, mate, returning home from the Plover, being desirous of getting to England with all despatch, I have given them permission to go via Panama, and take advantage of their doing so to forward in their charge this letter, and all the Arctic despatches we have..."

The Admiralty report of the dispatch was not until 11th November 1854, 52 days after it was written.

NEWS OF THE "PLOVER," ARCTIC DISCOVERY SHIP.
—The Admiralty has issued the following document :—
**H.M.S. Trincomalee, San Francisco,
September 20, 1854.**
Sir,—I have the honour to inform you that in obedience to the orders of the Lords Commissioners of the Admiralty, directing the Commander in Chief of the Pacific to detach a ship of his squadron to reach Port Clarence "at the opening of the season, viz. the 25th of June," her Majesty's ship under my command arrived in that port on that day. We found the *Rattlesnake* there all well. Commander Trollope's arrangements for wintering in Port Clarence, instead of Grantley Harbour, had been most successful. The four live cattle and twenty-five pigs, with vegetables (potatoes, onions, and pumpkins), which we got at Honolulu, reached in the best condition, the fodder for the cattle being nearly expended. I recommended Commander Trollope to use them for his ship, reserving the pigs for the *Plover*,—this was attended to.

The first part of Captain Houstoun's dispatch from San Francisco

Let's now look at some quicker ways to communicate over long distances.

Shutter Telegraphs:

At the beginning of the nineteenth century shutter telegraphs were already in use in England to convey messages long distances. In 1795 the Chaplain to the Duke of York, Revd. John Gamble, proposed a method of signalling using four shutters held in a large frame. This machine's four shutters were all 7 feet by 16 feet in size, with the top and bottom shutters being vertical and the middle two horizontal. Each shutter consisted of sections, 1 foot by 7 feet in size for the vertical shutters and 1 foot by 16 feet for the horizontal, and the opening and closing of the shutters was like as in the case of Venetian blinds.

A trial of the system was agreed upon by the Admiralty and the apparatus was set up on Portsdown Hill, about five miles from the ramparts of Portsmouth. The Revd. Gamble reported that when the telegraph was tested on 16th August 1795:

"From the ramparts of Portsmouth, a distance of about five miles, the telegraph was easily read, even in a slight degree of haze; and with a very indifferent glass [telescope] it was perfectly distinct from Spithead, and even from the Isle of Wight, a distance of 14 to 15 miles."

However, eleven days after this trial, the Admiralty informed Gamble that they had adopted another telegraph system in preference to his own.

This second system was invented by another Reverend Gentleman, Lord George Murray, who later became Bishop of St. Davids. Murray used six shutters rather than Gamble's four, and thus many more combinations of opened and closed shutters were possible.

Trials of this six shutter system had been made on Wimbledon Common and the Admiralty immediately adopted it.

Lord Murray engaged the surveyor George Roebuck to handle the project, and two lines of telegraph stations were constructed. One line from London to Deal and Sheerness consisted of fifteen stations, and the second line from London to Portsmouth had ten stations, the first being at the Admiralty, London, the second at Chelsea Hospital. These shutter telegraphs were in use from the end of 1796 until when the Peace of Paris was signed on 30th May 1814, apart from a short period of disuse between the signing of the Peace of Amiens in 1802 and the outbreak of war again in 1803.

When these Shutter Stations were closed down in 1814 the telescopes used were returned to the Admiralty. In 1815 the Admiralty issued the following statement:

“There can be no question that, in time of Peace, the Telegraphs will be of little or no use; but it does not from thence follow that they ought not to be kept up for the same reason that batteries and other works of defence are maintained during Peace ... There is no period of War at which communication by telegraph is more useful than at its commencement.”



A model of Murray's six shutter signal station

Semaphore Signalling Towers:

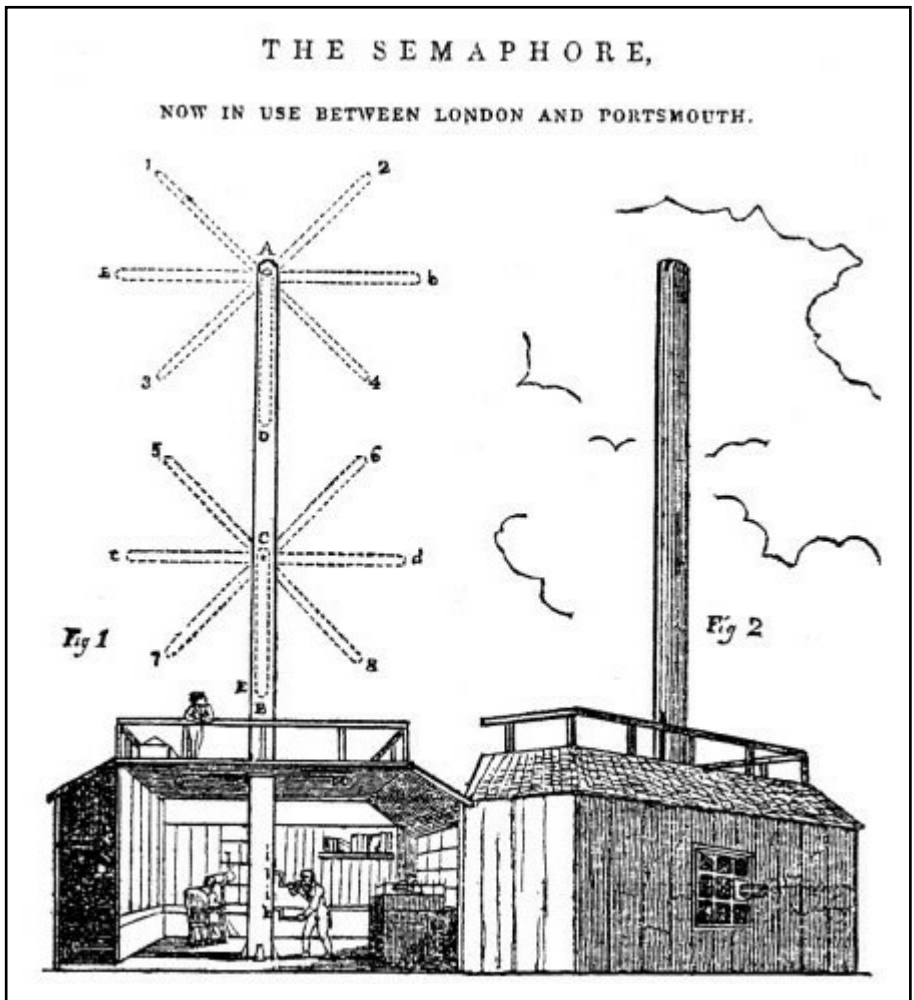
The Shutter system of signalling was superseded by a system of semaphores. The first record of the semaphore being used in Britain is a communication from the Admiralty dated 12th March 1812, this was sent to the superintendents of the coastal signal stations and stated that it had:

“Been deemed expedient that the signals made at your station shall, for the future, be communicated by semaphore instead of by balls and flags.”

The same communication stated that each signal station should be serviced by

one Lieutenant, one Midshipman and also one other Man. Semaphore was thus first used along the coastal stations in Suffolk and Essex, each station having a mast with three movable arms.

In 1815 a two-armed semaphore was tried out by the Admiralty, this had been invented by Admiral Sir Home Riggs Popham. In 1800, whilst a captain, Popham had success with introducing a vocabulary of useful words linked to numerical signals, and it was his code book on flag signalling that was in use throughout the navy.



In 1816 a trial line of eight semaphore stations was constructed between the Admiralty in London and Chatham. Lieutenant, B. Robertson, who had experienced being in charge of the shutter station at New Cross between 1815 and 1816, was transferred to the new semaphore station at Nunhead. He gave a report about the semaphore systems saying that:

“When the mast is seen there is no difficulty, when any attention is paid, in taking and repeating the positions of the arms correctly. This was not the case with the shutters; there was hardly a day during the winter I was at New Cross but we had our fog signal up, for altho’ I could frequently see both stations I looked to (I mean the frames) I could not read off the number of shutters they had up, or down, from the haze that hung about the frame.”

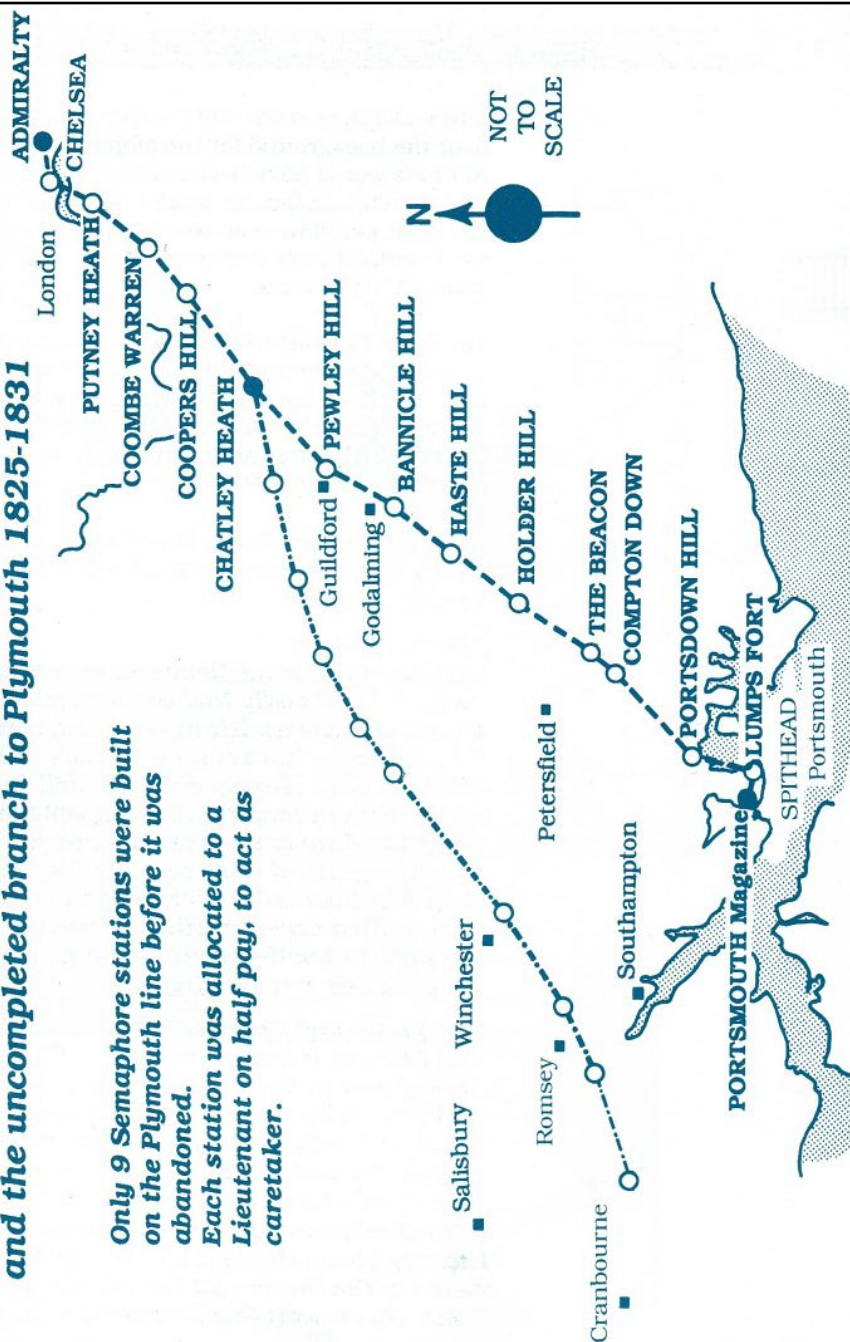
As a result of these initial trials of the semaphore system it was decided to make a line to Portsmouth. The Admiralty felt that the route of the shutter stations could be improved, and that the distances between stations had been too great. In 1818, Thomas Goddard, the Purser of the Royal Yacht, the “Royal George”, surveyed the new line (Goddard had already been involved with instructing the lieutenants manning the coastal stations on how to use the semaphore system).



Chatley Heath Tower

Admiralty to Portsmouth Semaphore line, 1822-1847 and the uncompleted branch to Plymouth 1825-1831

Only 9 Semaphore stations were built
on the Plymouth line before it was
abandoned.
Each station was allocated to a
Lieutenant on half pay, to act as
caretaker.



The line of semaphore stations from the Admiralty in London to the magazine at Portsmouth was in use from 1822 to 1847, it consisted of fifteen stations.

From 1822 until 1848, the five centuries old Square Tower at Portsmouth had another tower on top, and it was topped out with a 30 foot mast from which the two arms of the signal station sent messages both to the fleet at Spithead, and to and from the Admiralty.

We will look at the development of electrical communications in the next issue of the Quarterdeck.

(Acknowledgements: "The Story of Chatley Heath Tower" by John & Beryl Skelly
"The Trafalgar Way - Charity" at www.trafalgarway.org)

Hugh Turner



Solution to the Summer 2019
cryptic crossword

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



Chairman's Report

Annual General Meeting 2019

The Friends of HMS Trincomalee is now in its twenty-seventh year. Since it was formed the restoration of the ship was completed at Hartlepool, it was opened up to the public within the Historic Quay complex in the town, and more recently the ship's care was transferred from the Trincomalee Trust to the National Museum of the Royal Navy. Throughout these years the Friends' mission has been to help promote and preserve our historic ship.

It is through our membership that we are able to fulfil our mission. At the height of our membership numbers we had over 300 members, however over time this has fallen to just above 120. Every member supports our mission by paying their subscription fee. In the last accounting year subscriptions raised £ 2,718.

For each subscription the costs of providing a membership card or cards, and the thrice yearly Quarterdeck magazine is on average about £ 7.20, and so the larger part of each subscription is used to help with funding projects associated with the ship. Looking at all the membership subscriptions received, it is about two-thirds of the monies received which is available after providing our membership services. There is no pressing need to increase membership fees, which have been unchanged for many years.

Our charity is not about membership numbers. We can all promote our ship by making others aware of its existence. In the last year our secretary and I have been involved with an exhibition about HMS Trincomalee at Middleton-in-Teesdale, and I have given a talk about the ship to the Women's Institute at Stainton, in the North Pennines. In many cases the feedback from visitors to the exhibition, and from members of the Women's Institute were of the nature, "I have visited the ship a few years ago with some children, but did not realise the nature of her long history and must visit it again."

So if the opportunity presents itself to any of our members to let others know about the ship, why not seize it?

The Quarterdeck magazine is an important part of our membership package. With each print run about twice the number required for the members are produced. The extra copies, after a suitable time interval, are made available for interested visitors to the Historic Quay to be given when in the Exhibition Gallery.

Our website, friendsofhmstrincomalee.org.uk, is a useful tool for promoting our ship world-wide. The number of website visits in the year continues to

increase and is now over 14,000 visits a year with the most coming from the United States of America. The State of Washington tops the list with 17% of visits to the site coming from it. Second is the State of Virginia at 11.6%, and then third comes the United Kingdom at 11.2%.

The three e-books available through Amazon continue to make a small but steady income. They have generated about £220 for our charity since we set them up.

Since the last Annual General Meeting there have been five meetings of the Friends at Hartlepool, four talks and for the 200th anniversary of the first arrival of HMS Trincomalee in England, a video presentation of 3D photographs taken on and around the ship with food and singing. The attendance at these meetings hovers around 14 with little difference in the numbers attending whether they were at the Historic Quay or West Hartlepool Rugby Football Club. We are very grateful to the National Museum of the Royal Navy-Hartlepool for providing us a room with refreshments for these meetings at no charge to ourselves. Our raffles at these meetings amply cover the occasional speaker's fee.

Our charity continues to support the presentation and preservation of HMS Trincomalee with donations. A new set of signal flags has been funded, and £15,000 remains pledged towards the restoration of the mid-Victorian age figurehead. A legacy which is still being processed should provide a further substantial sum of money for the Friends' charitable purposes.

After the last Annual General Meeting, the eight trustees met in October at an "away day" to draw up a business plan for the next two years. I give my thanks to all my fellow trustees for their help and support of the Friends over the last year. This Annual General Meeting is when Ian Purdy has decided to step down from the committee, after many years of service to the Friends as Secretary, Chairman and trustee. The other trustees have agreed unanimously to giving Ian an Honorary Life Membership.

Finally I thank all our members, present here, or reading this report in the Quarterdeck, for their support of our charity which continues to play a significant rôle in the presentation and preservation of HMS Trincomalee.

Hugh Turner

An Update on Activities by the National Museum of the Royal Navy Hartlepool

1. Introduction

1.1 This paper provides a summary of key developments over the last year and plans for the year ahead. An update is also provided on the Waterfront development scheme.

2. Key Developments 18/19

2.1 The arrival of RML [Rescue Motor Launch] 497 was a significant milestone for the museum as its restoration and display will form a major part of the future narrative of the site which is expected to be a much broader story of the Royal Navy and its past, present and future.

2.2 The new outdoor playground has been a huge success for us and increased visits by 40% in August alone against last year. This has resulted in a year to date of +20% against last year. Naturally, this has not only increased admissions income but secondary spend in both the café and gift shop. This highlights the importance of investing in our facilities as a whole and the avoidance of focusing solely on our historic assets (although these continue to absorb the vast majority of our annual budgets).

2.3 We have been working on a yearlong project with the Northumbria Architecture students who were tasked with 're-imagining' the museum site. This has culminated in a temporary exhibition of their work. Some interesting ideas have been proposed by the students and these will be considered at the planning stage of the site redevelopment.

3. Challenges

3.1 High maintenance costs of both the ship and the ageing quay buildings present a significant challenge. The site continues to be subsidised heavily from the centre to protect the ship and its environment within the historic quay.

3.2 The Facilities Manager and Facilities Technician rôles remain vacant and this amplifies the problem. These rôles will be advertised in the coming weeks (subject to executive approval).

4. Plans for 19/20

4.1 There is an aspiration to carry out the figurehead restoration project within the next year. This will have the additional benefit of refreshing the Trincomalee

Gallery as there will be accompanying interpretation installed when the figurehead is mounted in this space. We once again thank the Friends for the pledge to fund just over half of the anticipated cost of this project. The overall cost is anticipated to be £30,000.

4.2 A 'donor acknowledgement' board is being procured to formally thank the various organisations which support our work' This will obviously include the Friends and will be placed in the foyer at reception.

4.3 A new indoor adventure space is planned to refresh the existing one and to further protect and grow our family audience numbers. This project is fully funded already and will go out to tender before the end of the financial year.

5. Long Term Development

5.1 A Memorandum of Understanding was recently signed between NMRN and Hartlepool Borough Council to formalise a joint commitment to developing the Waterfront and expanding the current museum site. A project board is now being formed to begin the planning stage of what is anticipated to be a £ 30 million project of around 5 years duration. Proposals so far are to relocate the main entrance of the museum to the Sir William Gray Suite elevation, build an extension to house RML 497, and create a temporary exhibition space. We will also be exploring business cases to support opening the quayside as a thoroughfare taking pedestrians arriving from the town centre, through to the newly redeveloped Waterfront site.

Ros Adamson, General Manager

25th September 2019

Ian Purdy Honorary Life Membership given at the AGM

For more than two decades Ian has been a committee member of the Friends of HMS Trincomalee. During this time he has represented us at meetings of the Trincomalee Trust, and been secretary and chairman of the Friends. He helped with the Friends getting charitable status, and has got involved with the Friends in other ways; manning stalls at fairs on the ship, and ringing an Indian cow bell at our 200th anniversary of the launch dinner as master of ceremonies.

I have only known Ian for the latter half of his time with the Friends, and thank him for helping me out during the refashioning of our membership records and website.

We, here, also recognise the support June has given with her husband, in particular her baking skills.

Let's leave the rest to Bryn and Jean Hughes who have sent me the following words from Wales:

Ian has been a stalwart in support of the HMS Trincomalee project for more than twenty years. His quiet enthusiasm and dedication is a practical example of charitable volunteering of the highest order. Ian's pleasant disposition has encouraged many people to become associated with the Ship and for its promotion to a wider public. Jean and I are delighted that Ian is deservedly being rewarded with Honorary Life Membership, whilst also recognising the valuable family support of June.

Ian always does things "right and proper" – papers set out in an orderly fashion, bank notes sorted with the Queen's head uppermost etc. He is also a true rugby man, but a bit partisan when England are playing Wales! We can forgive that. Well done Ian and all the best!

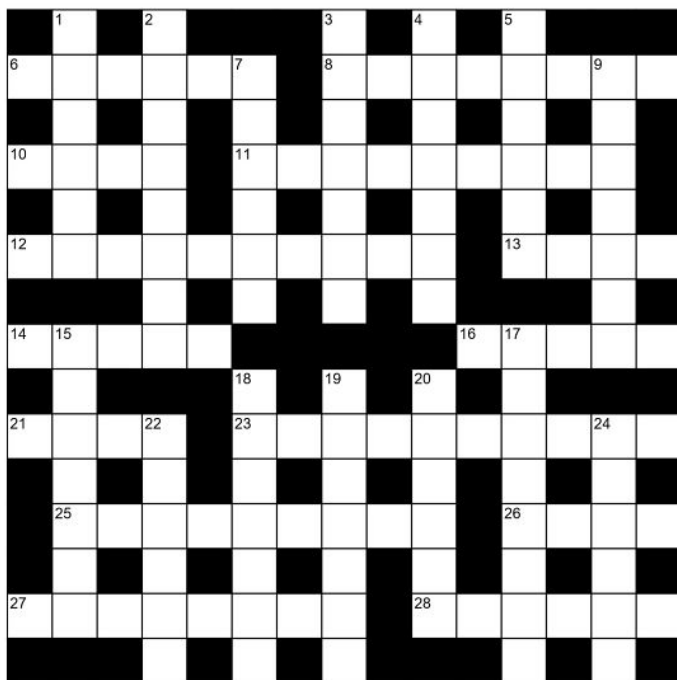
Bryn and Jean Hughes



Ian and June Purdy

Mess Deck Crossword

Winter 2019-20



HDT

ACROSS

- 6 Franklin was sought here (6)
- 8 Honoured at our AGM (3,5)
- 10 Used by a Boatswain (4)
- 11 A terminus for signal towers (9)
- 12 Some guns on HMS Pickle were so treated in 1805 (10)
- 13 Ancient shipbuilder (4)
- 14 Thespian (5)
- 16 One went from Valentia Island to Newfoundland (5)
- 21 Unwanted mail (4)
- 23 Practises (10)
- 25 Launch-pads (9)
- 26 HMS Pickle had one in the Bay of Biscay (4)
- 27 Counteracts a poison (8)
- 28 Site of a coaching inn used by Lapenotiere (6)

DOWN

- 1 Elaborate (6)
- 2 A short dagger with a tapering blade (8)
- 3 Engagement stone (7)
- 4 Force upon others (7)
- 5 Moody (6)
- 7 Unrefined (6)
- 9 Stone barrier (3,4)
- 15 Thomas Hardy's position on the Victory (7)
- 17 Frees (8)
- 18 Treacherous person (7)
- 19 A hospital and telegraph station in 1796 (7)
- 20 Bother (6)
- 22 Edge (6)
- 24 Laden (6)

THE FRIENDS OF HMS TRINCOMALEE EVENTS

2020

These meetings are at the Historic Quay, Hartlepool

11 March “Objectives and Activities at the Hartlepool Sea Cadets
Wednesday – TS Trincomalee”

Jane Fox, Chair of the Hartlepool Sea Cadets

13 May “To Asia and Back
Wednesday – Life and Death at Sea in the 18th Century”

Professor Stephen Martin MBBS FRAS LTCL

23 September Annual General Meeting
Wednesday

25 November To be confirmed
Wednesday

All begin at 7.00pm – Talks starting at 7.30pm after refreshments
These events are free for Friends, guests charged £3 each.

friendsofhmstrincomalee.org.uk



THE TRAFALGAR WAY



KENSINGTON

On Monday 21st October 1805 the Royal Navy decisively defeated a combined French and Spanish fleet off Cape Trafalgar on the south west coast of Spain.

This victory permanently removed the threat of invasion of England by the armies of Napoleon Bonaparte.

The first official dispatches with the momentous news of the victory, and the death in action of Vice Admiral Lord Nelson, were carried to England on board H. M. Schooner PICKLE by her captain, Lieutenant John Richards Lapenotiere.

Lapenotiere landed at Falmouth on Monday 4th November 1805 and set out "express by post-chaise" for London. He took some 37 hours on the 271 mile journey, changing horses 21 times, one of these being very late on 5th November at Hounslow. His orders were to lose no time in reaching the Admiralty so, as the horses were not yet spent, he made what speed he could through Kensington in a dense fog towards his final destination.

Over the following four weeks other important messages arrived from the fleet with further details of the victory and anxiously awaited information on casualties. All the dispatches were landed at Falmouth and their couriers took the same route through Kensington, where horses and hospitality were available from the inns to all travellers on what is now The Trafalgar Way.



Erected by the Council of the Royal Borough of Kensington and Chelsea
on 8th September 2005
to inaugurate The Trafalgar Way from Falmouth to London and
to honour the men of Kensington and Chelsea
who fought for their country at Trafalgar.