

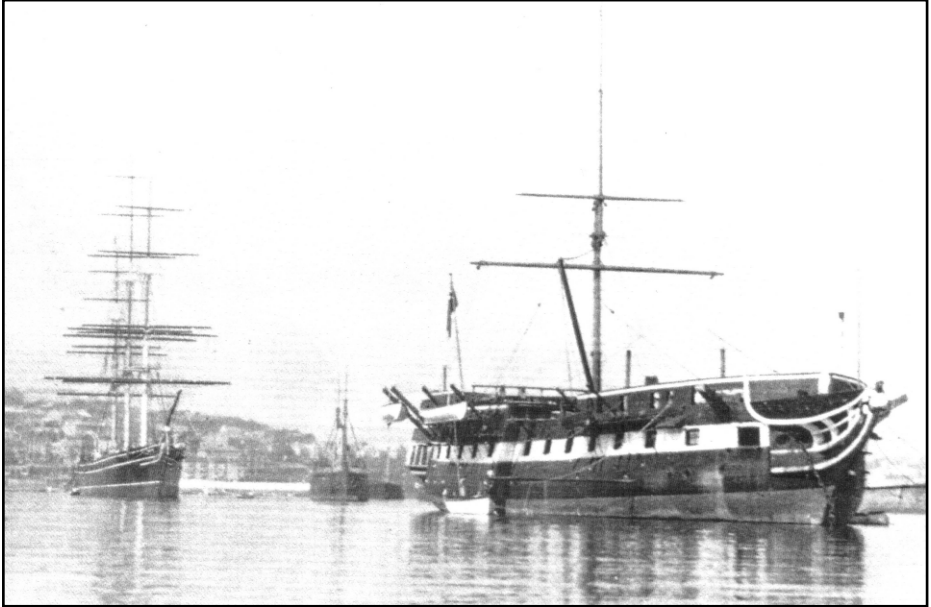
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# QUARTERDECK

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The Friends of HMS Trincomalee

Autumn 2020



**The Foudroyant at Falmouth (part two)**

**Chairman's Report 2019 to 2020**

**Report on the Restoration of the Figurehead**

**Items from the Friends' Facebook Group**

**Mess Deck Crossword**


# The Friends of HMS Trincomalee on the Internet

Website : [friendsofhmstrincomalee.org.uk](http://friendsofhmstrincomalee.org.uk)

This has an archive of many of the articles that have appeared in the Quarterdeck, together with news and a listing of events.

## The Friends of HMS Trincomalee



HOME	MAGAZINE	EVENTS	NEWS	EBOOKS	GALLERY
ARCHIVE	LINKS	CONTACT	OVERSEAS MEMBERSHIP		
PUZZLES	JOIN US / DONATE	PAST TALKS			



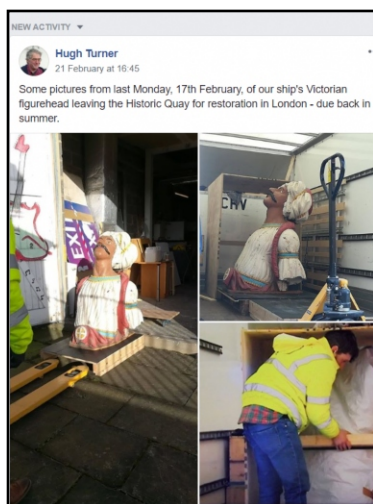
Welcome to the website of the Friends of HMS Trincomalee.

There is plenty of information relating to our ship's history on our **ARCHIVE** page which is free to download, please credit the Friends should you use this material elsewhere.

The **PUZZLES** page may entertain you for a while, and if you are interested in joining us please look at the **JOIN US** section.



## Facebook Group : Friends of HMS Trincomalee



We have a closed membership Facebook Group. Members wishing to join this should either approach the group via its Facebook page, or send an email to the membership secretary.

## EDITORIAL

In this issue of the Quarterdeck we continue to look at the time that our ship was at Falmouth, around one hundred years ago. The emphasis is on contemporary newspaper reports. There is further material in the “archives” for future articles looking at some of the people associated with the ship during this period.

The future for the ship is still not clear with the ongoing coronavirus pandemic. As I write this we are preparing for a second national lock-down in England. However the Victorian figurehead has been fully restored during the pandemic, as we hear from the curator of the National Museum of the Royal Navy – Hartlepool.

Our Annual General Meeting has been postponed until it is safe and appropriate for us to hold one, for further information see the annual report for 2019-2020 which is included in the magazine.

As with the Summer 2020 Quarterdeck, this magazine is being distributed in digital form by email to members who have provided the membership secretary with email addresses for this purpose. The intention is that the next Quarterdeck, in Spring 2021, will be distributed in the same way, and then for hard copies to start again with the Summer 2021 issue.

With best wishes to you all for a safe festive season.

Hugh Turner

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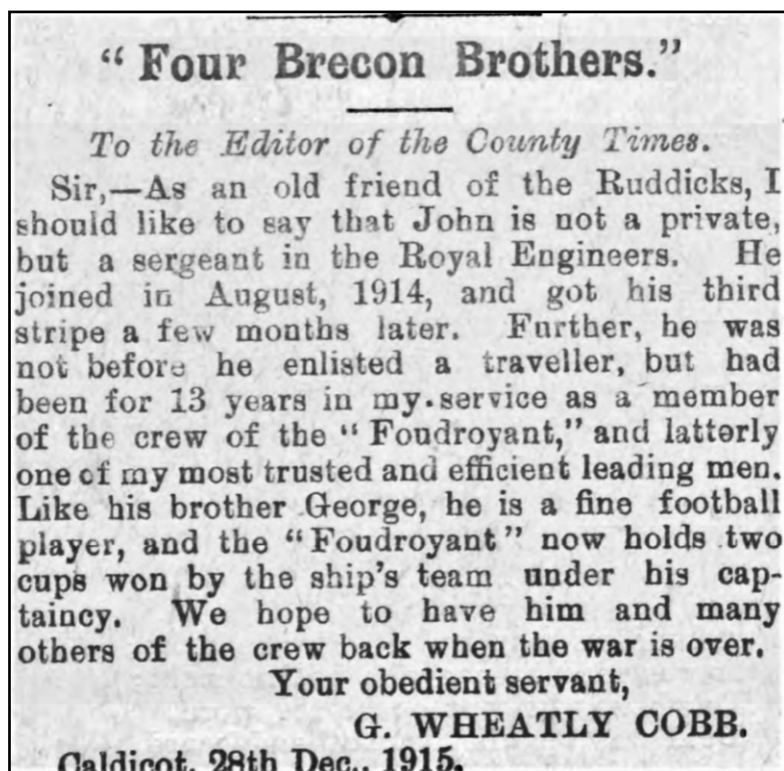
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## The Foudroyant at Falmouth (1903 to 1927) part 2

In the previous issue of the Quarterdeck we looked at the time that our ship, as TS Foudroyant, was at Falmouth until just before the First World War. On Thursday 19<sup>th</sup> September 1912 the Foudroyant was joined at Falmouth by the old wooden battleship, HMS Implacable, which was towed to Falmouth from Plymouth by the two tugs, Dragon and Triton. Both the Foudroyant and the Implacable ships were now under the care of Geoffrey Wheatly Cobb.

During the First World War, in December 1915 two members of the Foudroyant, William Williams and Jack Rommery, were fined 5s each by the magistrates for not wearing the armband of the ship when ashore having been charged with wearing "a naval uniform, or one nearly resembling the same, which was calculated to deceive". This incident was reported in the Autumn 2015 Quarterdeck.

Naturally some of the crew members served in the First World War, as this letter by Geoffrey published in the Brecon Gazette on 30 December 1915 shows:





It was uncertain what the future held for HMS Implacable as the Country recovered from the war. This is shown in the following newspaper report in the 1920 New Year's Day edition of "The West Briton":

### **"IMPLACABLE ROMANCE OF AN ANCIENT SHIP HISTORIC CRAFT IN DANGER**

The old Implacable which stands in Truro River near King Harry Ferry is in danger.

Fifty years in the fighting line of the French and British Navies, one of Nelson's victims at Trafalgar, and sixty years a training ship, the old craft is rotting for want of repairs and paint. And there is no one to do the job.

The Implacable is one of the historic treasures of the French and British Nations. Originally a 74 gun French ship the Implacable, then known as the Duguay Trouin, was launched at Toulon about 1790. The full story of her career will be found in Mr. Edward Fraser's book, "The Fighting Days at Sea," and there is also an illustrated account in "The King's Ships," by Captain N.S. Lecky, R.N. At Trafalgar, the Duguay Trouin, under Captain Touffet, was in the van of the combined fleet, and as the day's fighting closed she was one of the four ships which made good their escape, but which were captured off Finisterre 12 days later, when the Duguay Trouin put up an especially fine resistance.

Mr. Fraser says :- "No more creditable defence was perhaps ever made at sea by the french than that of the Duguay Trouin's officers and men on the 2<sup>nd</sup> of November, 1805, and it stands out the better, made as it was by men who could not help being under the influence of the stunning shock they had received by having witnessed the crushing disaster of Trafalgar."

Taken into the British Navy as the Implacable – in direct allusion to Napoleon's abrupt refusal to listen to the overtures for peace made in 1806 by Fox's Ministry – the ship was commissioned by Captain Thomas Byam Martin, and took a distinguished part in the capture of the Russian 74-gun ship Sevobod in the Baltic in 1808. Thirty-two years later she was still in the fighting line, taking part in the operations in Syria in 1840.

### **Mr. Wheatly Cobb's Purchase**

In 1855 the Implacable became a training ship for boys at Devonport. The number of men to-day who, having passed through her, cherish memories of the old ship as their alma mater must run into thousands, for she was employed in training duties for over fifty years. Then, in 1908 came the first indication that she might suffer premature extinction. The Admiralty put her on the sale list, but



*The Implacable*

she was saved from the ship-breakers by the patriotic intervention of Mr. G. Wheatly Cobb, who, with his father, Mr. J.R. Cobb, had rescued the *Foudroyant* – Nelson's "darling child" - from the German ship-breaking firm to which she had been sold in 1892.

Mr. Wheatly Cobb has spent altogether nearly £100,000 on the preservation of historic British warships, and in making them serve useful national purposes. When the *Implacable* appeared to be doomed, Mr. Cobb made a strong appeal to King Edward and to the First Lord of the Admiralty. He realised that the ship was more than a Trafalgar trophy, for just as in the *Victory* ( the only other survivor of the great battle) there had been preserved a typical three-decker of the old wooden sailing ship days; and in the 38 gun ship *Trincomalee* (still existing under the charge of Mr. Cobb at Falmouth), a typical frigate; so the *Implacable* was a typical two-decker. The three ships together, apart from their historic associations and beauty, provided specimens of the three principal types of naval architecture in the most famous days of our sea power.

It was the personal intervention of King Edward which saved the *Implacable* in

1908, for his Majesty caused a telegram to be sent on the very morning of the intended sale for the ship to be withdrawn. Six months later, however, she was again ordered to be sold, as the Admiralty found that she needed extensive repairs, for which there were no funds. As the only means of saving her, Mr. Cobb asked that she should be loaned to him, and his request was supported by a petition from the Royal Academy and their guests at the 1909 banquet.

## **At Falmouth**

After a correspondence extending over 3½ years the Admiralty agreed, and on page 1,107 of the current "Navy List" the harbour ships will be found to include the 'Implacable.' Late training Ship for Boys. 3,223 Tons. Falmouth. (Lent to Mr. Wheatly Cobb for preservation.)" It was in September, 1912, that Mr. Cobb took possession and had the vessel towed round to Falmouth.

The present position in regard to the Implacable, says the "Times", is that the Admiralty report her to be in need of repairs to the extent of about £2,000 if she is to be prevented from deterioration. If this sum is not forthcoming the Board may decide that the ship must be sold. Although under Mr. Cobb's supervision much work was done on the ship up to August, 1914, at a cost to him of over £3,000, the war put an end to this process of renovation and restoration, as the demands upon his income were much heavier, his men were called up, and material was unobtainable. Out of his unique experience of over 27 years in connection with such work, Mr. Cobb believes that there is practically no limit to the life of these old wooden ships if they are built of good material "and the weather can be kept out."

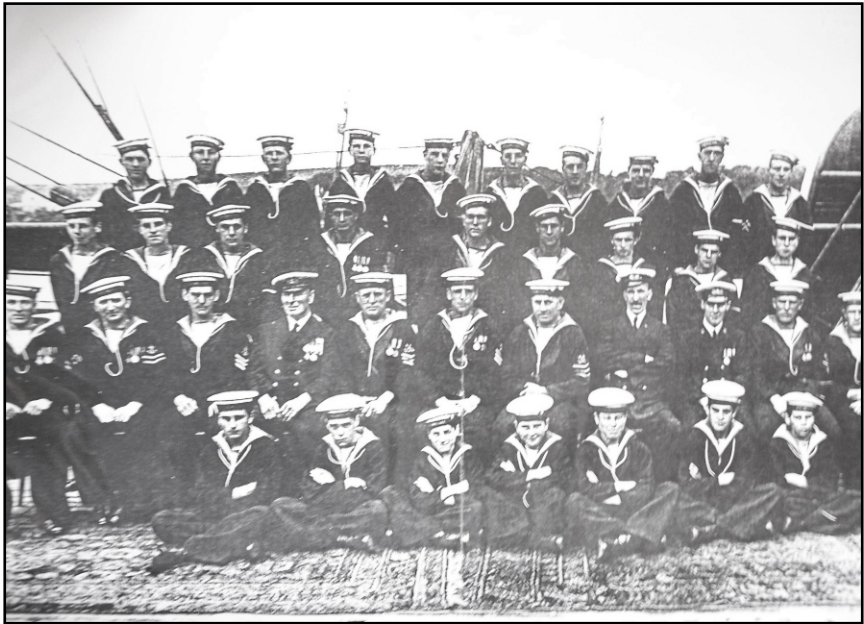
His efforts towards the latter in regard to the Implacable have included, the provision of a new upper deck, poop deck, hatchway covers, sashes to ports, and stern windows, planking on the sides, and interior bulkheads. The ship is now in a much better shape than when taken over, at which time her condition was indicated by the fact that the housed-in gangway stair on the starboard side fell off from sheer rot. It was, in fact, only after Mr. Cobb had ascertained the remarkable soundness of her timbers and her tightness below water that he assumed the heavy responsibility of taking charge.

## **Posterity's Duty**

As he now admits, however, work on the ship must be resumed in the spring if she is not to fall into hopeless decay, and while the cost of such work is enhanced his resources are less able to stand it. Mr. Cobb would be glad to have anybody associated with him in the work, but in the meantime it may be hoped that the authorities will allow a respite, as the circumstances under which they would decide to sell the ship do not appear the least urgent. Like the Victory – an older ship by about 35 years – the Implacable will last for many

years yet with proper care and attention. It will be a reflection upon the greatest maritime Power in the world if such beautiful and eloquent monument of her glorious past is destroyed at this juncture.

As the Admiralty cannot provide the sum needed out of public funds, it remains to be seen whether some patriotic British subject, or perhaps the Society for the Protection of Ancient Buildings, will come forward to assist Mr. Cobb, whose knowledge and experience is such that the ship may safely be left in his hands. In any case, the fate of the Implacable is a matter in which every Englishman must have an interest."



*The Foudroyant's crew & some cadets in the 1920s at Falmouth*

The beginning of the year 1920 was a successful time for the Foudroyant football team, as reported by "The West Briton" on Thursday 11<sup>th</sup> March:

### **"Foudroyant Defeat Falmouth**

The Foudroyant eleven defeated Falmouth Town in the Lockhart Cup competition, at Trefusis, Flushing, on Saturday, by five goals to nil. The slippery state of the ground made good football impossible. For the winners, Harman, the custodian, dealt with the few shots in a careful manner. Taylor was the pick

of the backs and proved a strong barrier to the opposing forwards. Falmouth were unfortunate in being minus several of their best players. Of the backs, Christopher was the best. Coombes played a magnificent game at centre-half, and was practically the mainstay of his eleven. Several nice chances fell to Falmouth, but they were too slow and the Foudroyant defence cleared. The scorers for the winning team were: Evans (2), Stephens (2), and Hilder.

However by it is later reported, on 9<sup>th</sup> August 1920 that the ship's football club was having difficulties:

### **"FOUDROYANT DIFFICULTIES**

At the annual meeting of Falmouth and District League, Mr. A.H. Luke presiding, it was reported the balance in hand was £14 13s, Mr. Wheatly Cobb was re-elected president, Mr. A.H. Luke chairman, Mr. C.T. Michell vice-chairman, and Mr. Duncan Robinson hon. Secretary and treasurer.

Regret was expressed that the Frigate Foudroyant Club would probably be unable to take part in the competition this year, owing to lack of men, but it was stated that if a junior division should be formed for boys between 14 and 18 they would enter a team.

Consideration of the formation of such a division was deferred. - The last Saturday in October was fixed as the date for the first round of the Lockhart Cup, November 27 for the second round, and January 15 for the third."

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Although the football team was struggling with numbers that summer, there was no problem with candidates for swimming and rowing races, and the Foudroyant band played at local events:

### **Thursday 5 August 1920 The West Briton**

#### **"ATHLETIC SPORTS AT ST. MAWES**

There was a large attendance at the St. Mawes sports on Monday. ... During the afternoon and the evening the band of the training ship Foudroyant played selections. ..."

### **Thursday 19 August 1920 The West Briton**

#### **"FALMOUTH GALA FINE WEATHER FAVOURS HOLIDAY FUNCTION**

In the presence of a large crowd on Friday, Falmouth Regatta was held in ideal weather. Despite a light easterly wind, some excellent sailing events were witnessed ...

A feature of the rowing races was the splendid stamina displayed by the crews of the Foudroyant in the four-oared gig race. ...

The band of the Foudroyant rendered selections. ...

Rowing, - Four-oared gigs (Foudroyant) – 1, Blue Flag's crew; 2, Red Flag's crew; 3, Yellow Flag's crew; 4, White Flag's crew ...

Swimming – The swimming matches were held off Grove-place in the presence of a large crowd ... 100 yards for youths of the Foudroyant, under 20 years of age – 1, Martin; 2, Brewer; 3, Preece ...

### **Friday 19 August 1921 Western Morning News**

#### **“PENRYN FESTIVAL ...**

Penryn regatta was held on Wednesday afternoon, somewhat later than usual owing to the tide. The entries were unusually large. ...

Four-oared gigs from the frigate Foudroyant. - 1, Blue; 2, Yellow; 3, White ...

Shortly after eight o'clock the Town Band led the Floral Dance to the Green, where the Mayor led off a dance with Miss E. Zeal.”

### **Wednesday 2 August 1922 Western Morning News**

“A concert was held in Tremough grounds, near Penryn, on Sunday, in aid of Truro Infirmary, Falmouth Hospital, and Penryn Nursing Fund. Selections were rendered by the Male Voice Choir, under Rev. Daly Atkinson, and instrumental music was supplied by the Foudroyant Band.”

### **Wednesday 6 September 1922 Western Morning News**

#### **“POINT AND PENPOL REGATTA.**

One of the most successful regattas and carnivals held in the district this season took place at Point, Devon, on Saturday. The band of the Foudroyant was in attendance, and four of her gigs entered for a pulling race, which proved most exciting. Tea was served on the lawn of Penpol House, lent by Mrs. D'Oliveyra, and was followed by sports and a carnival, there being over 50 entrants for the comic fancy dress class alone. Dancing was kept up until a late hour.



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On 26 October 1922 the Cutty Sark was moved to Falmouth, as reported in the following day's edition of "The Western Morning News and Mercury":

**"THE CUTTY SARK.  
PERMANENT BERTH AT FALMOUTH.**

By permission of Falmouth Harbour Board the old clipper sailing ship, Cutty Sark, which has been purchased by Capt. Dowman, of Trevisson, Falmouth, was yesterday shifted to a permanent berth in the inner harbour at Falmouth.

She is anchored close to the old frigate Foudroyant. It is understood Captain Dowman proposes to throw her open to the public."

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So now there were three historic ships moored at Falmouth, and they were obvious attractions to see. On 19 June the Royal Institution of Cornwall included a visit to the Foudroyant in their annual excursion:



*The Cutty Sark at Falmouth with the Foudroyant in the right background*

*(Also see front cover picture)*

**Wednesday 20 June 1923 Cornishman**

**“ROYAL INSTITUTION OF CORNWALL.  
ANNUAL EXCURSION.**

In beautiful weather on Tuesday, members of the Royal Institution of Cornwall to the number of about one hundred with their friends, left Truro Quay in the smart little steamer Queen of the Fal. ...

**THE FOUDROYANT**

After luncheon at the King' Hotel, the Foudroyant was visited and the party kindly received by Mr. Wheatly Cobb, who also brought the old Foudroyant in 1892 for £30,000. She was wrecked at Blackpool in 1897, was not insured, and Mr. Cobb sold the wreckage for £200. The present Foudroyant is over 100 years old and is used for training lads for the mercantile marine.

The Foudroyant was formerly the 38-gun frigate Trincomalee. ...

There are now three remarkable ships in Falmouth harbour – the Implacable, the Foudroyant, and the Cutty Sark, at one time the fastest merchant sailing ship that ever sailed down the London river. ...”

**The West Briton also had an article about the excursion which informs us that:**

“After a delightful trip across Falmouth Harbour, lunch was partaken of at Falmouth, and a visit was paid to the Foudroyant training ship, where Mr. Wheatly Cobb, the owner, acted as guide. He announced his penchant for the preservation of our old battleships such as that, which had done infinitely more for history than anything on shore. They were also the greatest things in beauty of form and outline that ever came from the hands of man. He expressed regret at the possibility of the Implacable being broken up, owing to his inability to find the money, by public subscription, to have her restored.

The deck of the Foudroyant, upon which the company had assembled, was, he said, the only original deck on a ship of that kind. It was 106 years old. From the upper deck was visible the Cutty Sark, built in 1889, a China tea clipper, one of the most famous of her kind, and perhaps the fastest sailing ship ever built. ...”

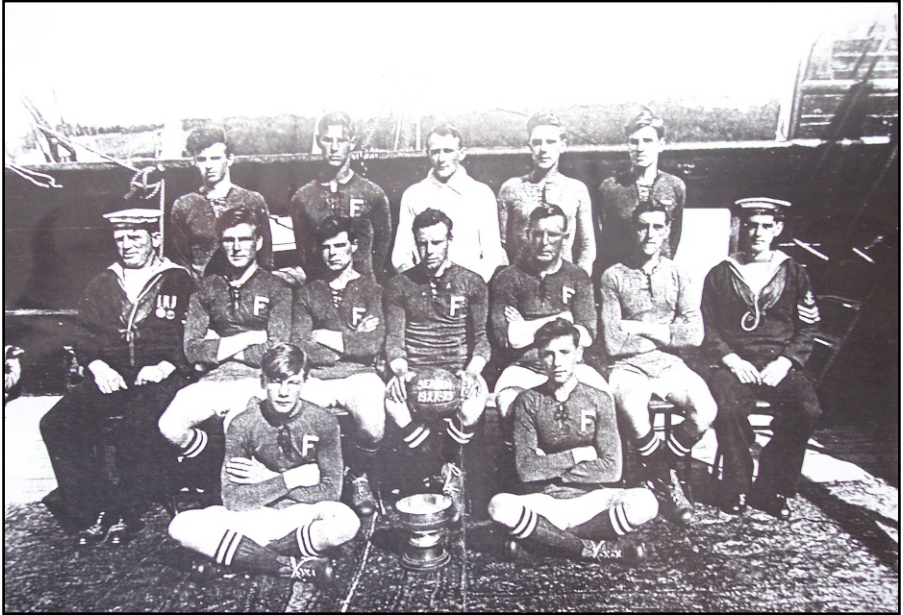
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In summer 1923 the Foudroyant crew members were having success at football, and helped provide musical and dancing entertainment as described in

“The West Briton” of Thursday 28 June 1923:

**“FALMOUTH FOOTBALL MEDALS.  
CATERING FOR YOUTHFUL PLAYERS.**

The presentation of medals, etc., in connection with the Falmouth and District Association Football League took place at Falmouth, on Tuesday, Mr. G. Wheatly Cobb presiding.



*1922-1923 The Foudroyant's Football Team*

Mr. A.H. Luke, chairman of the League, said the difficulty had been to provide for boys of 14 years, after leaving the elementary school, up to the time they took up senior football. In Falmouth and district they had made a start in providing accommodation for youths of from 14 to 19 years.

Mr. Wheatly Cobb then presented awards to the following :- Penryn Crusaders (champions of the intermediate competition); Flushing Junior Reserves (runners-up in the same competition); Falmouth Docks (winners of the Goldman Cup); Docks Apprentices (runners-up); Foudroyant (winners of the Barker Bowl), Falmouth Docks Reserves (runners-up).

Musical items and hornpipe dances were rendered by members of the

Foudroyant's crew, and Messrs. L. Benney, G. Campfield, J.E. Prior, D. Webster, with Mr. Duncan Robinson at the piano."

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The Implacable was sent to Devonport for repairs:

**Thursday 22 July 1926 The Devon and Exeter Gazette:**

"Earl Beatty has issued a statement concerning the preservation of the Trafalgar ship Implacable, now in dock at Devonport, which shows that the amount subscribed up to date is just over £19,000, about £6,000 short of the £25,000 for which he originally appealed. For this sum it has been found possible to carry out the most urgent repairs, and when the ship returns to Falmouth in August she will be thoroughly sound under-water and the weather-works will be in good order up to the height of the upper deck. In fact subscribers can literally congratulate themselves on having saved the Implacable."

The Implacable left Plymouth at the end of August 1926, and things were looking bright for the future of this ship and our ship:

**Tuesday 31 August 1926 The Western Morning News**

**"A MISSION AND A RESTING-PLACE.  
FUTURE OF THE OLD IMPLACABLE.**

At the twilight hour this evening, if the conditions are favourable, Plymouth will witness a strange and unusual sight – one which will fire the imaginations of those for whom history exercises a romantic fascination.

For just a short time those who are anywhere near the foreshore will step back a century or more into history as they watch the old Implacable, one of the very few remaining relics of the days of Nelson and the wooden walls of England, pass down the Hamoaze and out through the Sound on her way to Falmouth, where she is to find a new resting-place and fulfil a new mission. ... .."

**Thursday 2 September 1926 The Western Morning News**

**"IMPLACABLE AT FALMOUTH.  
NEW TASK FOR FAMOUS TWO-DECKER.**

The old Implacable, the only remaining relic of the two-deckers of Nelson's time, and the only Trafalgar ship afloat to-day, has arrived safely at Falmouth, where she is to end her days as a holiday training ship for Sea Scouts.

She now lies at her moorings in the Carrick Roads, near St. Just, and yesterday there was no happier or prouder man than Mr. G. Wheatly Cobb, whose persistent efforts and sacrifices over 18 years resulted in the preservation of this specimen of the old line of battle ships. ...”

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The following poem appeared in the “Cornishman” of Wednesday 15 September 1926, it had been submitted by W Gregory Harris of Portishead, Bristol:

### **THE OLD IMPLACABLE**

Around the old Implacable  
Imagination plays,  
She keeps alive the memory  
Of those immortal days  
When Nelson, and his “hearts of oak”  
Rode proudly out to sea  
And, plunging through the battle smoke,  
Pressed on to victory.

At first the old Implacable  
A Gallic title bore,  
The French built her well, but now  
She's British to the core.  
More than a century she served,  
And plunging through storm and shine  
As stout of soul as when she joined  
Our brave old battle-line.

As stout of soul, but Ah! Alas,  
Her timbers were decayed.  
“Break up the old Implacable.”  
The Admiralty said;  
But there was one that thundered “No!”  
His name G. Wheatly Cobb,  
And, thanks to him, Implacable  
Is still “upon the job.”

They sent her into Plymouth Dock,  
Repaired her fore and aft,  
Spent twenty thousand pounds, and more,  
On skilled ship-worker's craft.  
Her keel was coppered, top-side stripped,  
Her decks were newly laid,  
And black and white they painted her,  
Until at last they said :-

"She looks just as she used to do  
When first she joined the fleet,  
From stem to stern she's staunch and sound,  
And trim, and taut, and neat:  
Now let the old Implacable  
Her final phase begin,  
We've done our best, she'll do the rest,  
And further honours win."

They towed her out from Devonport  
And sent her floating West,  
Right home to Falmouth Harbour,  
(The safest and the best) :  
Ere long her wooden walls were seen  
When morning mists did clear,  
And when the smart Foudroyant lads  
Sent up a hearty cheer.

They anchored her at "Chamber's Holt,  
And there we trust she'll stay  
To speak to us of "Nelson's Time,"  
For ever and a day;  
The best of Britain's youth shall come  
As years do wax and wane,  
And learn from old Implacable  
The magic of the main.

So, here's to the Implacable  
(She's worthy of our toast),  
Here's to the British Admirals  
Who helped to save her from her most,  
And here's to the American  
Who gave a gift so great  
To keep her riding in the roads  
Just when it seemed "too late."



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The future for the Foudroyant and the Implacable might have seemed good in 1926, however the final few years that TS Foudroyant was at Falmouth were troubled ones as will be reported in the next issue of the Quarterdeck.



*The Foudroyant and the Cutty Sark at Falmouth*

## **Chairman's Report 2019 to 2020**

### **The Friends of HMS Trincomalee**

Since our Annual General Meeting on 25<sup>th</sup> September 2019, held at the Baltic Suite, the Historic Quay, Hartlepool, the last year has been very much in two parts, defined by the coronavirus pandemic and subsequent “lock-down” in March 2020.

The last face-to-face meeting of the committee was held on 10<sup>th</sup> September 2019, and since then there have been two committee meetings of the trustees using the internet as the form of communication, one in February and the second in September 2020. Our Annual General Meeting originally arranged for 23<sup>rd</sup> September 2020 has been postponed until we are once again able to hold a safe meeting open to all our membership.

After the 2019 Annual General Meeting, and prior to the “lock-down”, there have been four presentations held at the Quay for members and their guests. After the formal Annual General Meeting business, on 25<sup>th</sup> September 2019, Ros Adamson, the General Manager of the National Museum of the Royal Navy – Hartlepool, gave us an update on their activities. On 23<sup>rd</sup> October, Hugh Turner spoke on “From Post Chaise to Cable, naval communication in the nineteenth century”. On 27<sup>th</sup> November a talk about the *Coronia*, the Dunkirk little ship being restored at Hartlepool, was given by Pauline Field. On 11<sup>th</sup> March 2020, Jane Fox, Chair of the Hartlepool Sea Cadets spoke on the “Objectives and Activities at the Hartlepool Sea Cadets – TS Trincomalee.”

With the Nationwide “lock-down” starting 23<sup>rd</sup> March 2020 all social gatherings of the Friends were suspended. The Officers of the Charity decided to suspend issuing membership cards and hard copies of the thrice yearly members’ magazine, the “Quarterdeck”. It was also agreed that any members paid up on 30<sup>th</sup> April 2020 would remain members until 31<sup>st</sup> May 2021 whether or not they paid any subscriptions in the intervening time. This decision was communicated to the membership by letter and email in April 2020. Digital copies of the Summer “Quarterdeck” were sent out to members who had provided the membership secretary with email addresses for this purpose. At our Trustees’ committee meeting, held using the internet and telephone the latter half of September 2020, it was agreed that there would be no change in this situation, with a review at a committee meeting early Spring 2021.

With regards to fulfilling our Charity mission of helping to preserve and promote HMS Trincomalee, the major item in the last year was ourselves giving £ 25,000

towards the restoration of the Ship's mid-Victorian age figurehead, the Art Fund provided a further £ 20,000. It is pleasing to report that the figurehead left storage at Hartlepool just before the "lock-down", and travelled to London where it is now fully restored. It is hoped that it will be returned to Hartlepool at the end of October 2020 and will be displayed as an exhibit in the exhibition gallery.

There has been an increase in visitors to our web-site, especially during the time of the "lock-down", it is now receiving over 18,000 hits a year. All the past issues of the "Quarterdeck" from the first in 1994, except for the current issue, are now free to download from our website-

[friendsofhmstrincomalee.org.uk](http://friendsofhmstrincomalee.org.uk)

I thank my fellow trustees, and all other members of our Charitable organisation for their support to the Friends of HMS Trincomalee during this past year.

Hugh Turner 3<sup>rd</sup> October 2020

## **Progress with the Conservation & Presentation of the ship's Figurehead**

On the 24 September 2020, Clare Hunt, the curator of the National Museum of the Royal Navy – Hartlepool, sent the following report to the chairman of the Friends:

"I just wanted to update you on where we are with the conservation of the figurehead because we have managed to move it all ahead, despite a pause for lock-down when I was furloughed for 3 months. He has been completely conserved now and I think you will agree that he looks magnificent. His colours are based upon those he had in the 1931 cigarette card illustration, and the same colours and gilding were found when the paint layers were analysed so it seemed like the most appropriate scheme.

The image attached is taken at the conservator's studio where he will stay until installation at the end of October. We will then have new interpretation installed – graphic panels and an audio visual display where the current broken down films are. It will all be blended in with the old décor but very up to date and there will also be new lighting to show him off to best effect. This should all be open to visitors by w/c 2 November.

Anyway, I hope you are pleased to see him in his new livery and we look forward to seeing you here again soon."



## Mess Deck Crossword

Summer 2020 (Cryptic)

Solution:



## From the Friends' Facebook Group

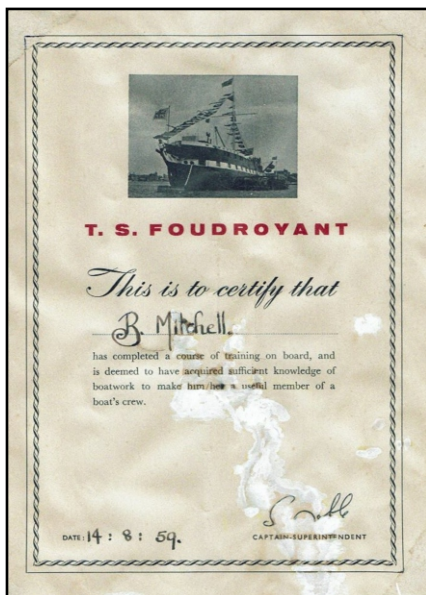
In April, David Cresswell shared some photographs of HMS Trincomalee being moved into her present dock site at Hartlepool in August 1996. He wrote:

"The two red trawlers were used to winch Trincomalee from her berth alongside Jackson Dock. Both trawlers were secured by the bow to the dock wall like the one on the left of the picture, the trawl cables over the stern being used to haul Trincomalee into position. When she was close to the entrance of the dry-dock, one of the trawlers was redeployed to manoeuvre her round so she was pointing in the right direction. Then two winches either side of the dry-dock were used to haul the ship into the dock. I'm attaching a photo of the ship taken the day before. You may recall the move to the dry-dock was delayed by a day due to high winds."



*HMS Trincomalee being brought into the dry-dock at Hartlepool (Photo: David Cresswell)*

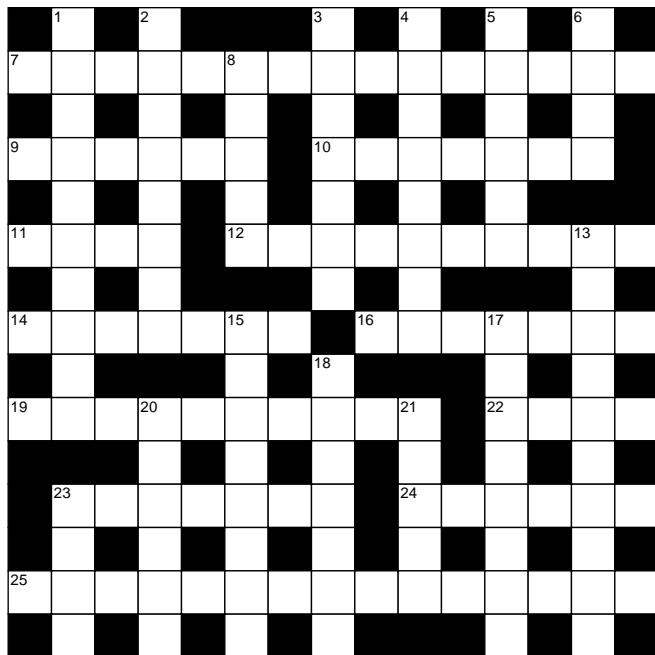
Brian Mitchell has also shared pictures of two certificates he received whilst on the ship with the Nautical Training Corps, their official website is at <http://www.ntc.org.uk>.





# Mess Deck Crossword

Autumn 2020



HDT

## ACROSS

- 7 They towed the Implacable (6,3,6)
- 9 Russian vehicle with three horses (6)
- 10 Tasted (7)
- 11 Weapons (4)
- 12 Crushing sorrow (5-5)
- 14 The close of day (7)
- 16 Hidden (7)
- 19 Directing in moral conduct (10)
- 22 Pain (4)
- 23 Penryn held one in August 1921 (7)
- 24 Williams & Rommery failed to wear one (6)
- 25 Between schools (15)

## DOWN

- 1 New Year's Day 1920 the Implacable was here (5,5)
- 2 Led a choir in Tremough grounds in 1922 (8)
- 3 Weird (7)
- 4 Mile tracker (8)
- 5 The pick of the backs for the Foudroyant eleven in 1920 (6)
- 6 An interior cavity of a ship (4)
- 8 Under, poetically (5)
- 13 The science of numbers (10)
- 15 Undue patronage (8)
- 17 Composer of devotional songs (8)
- 18 A ferocious fish (7)
- 20 The ugly duckling was one (6)
- 21 Form of communication (5)
- 23 Row (4)



*HMS Trincomalee being brought into the dry-dock at Hartlepool (Photos: David Cresswell)*

