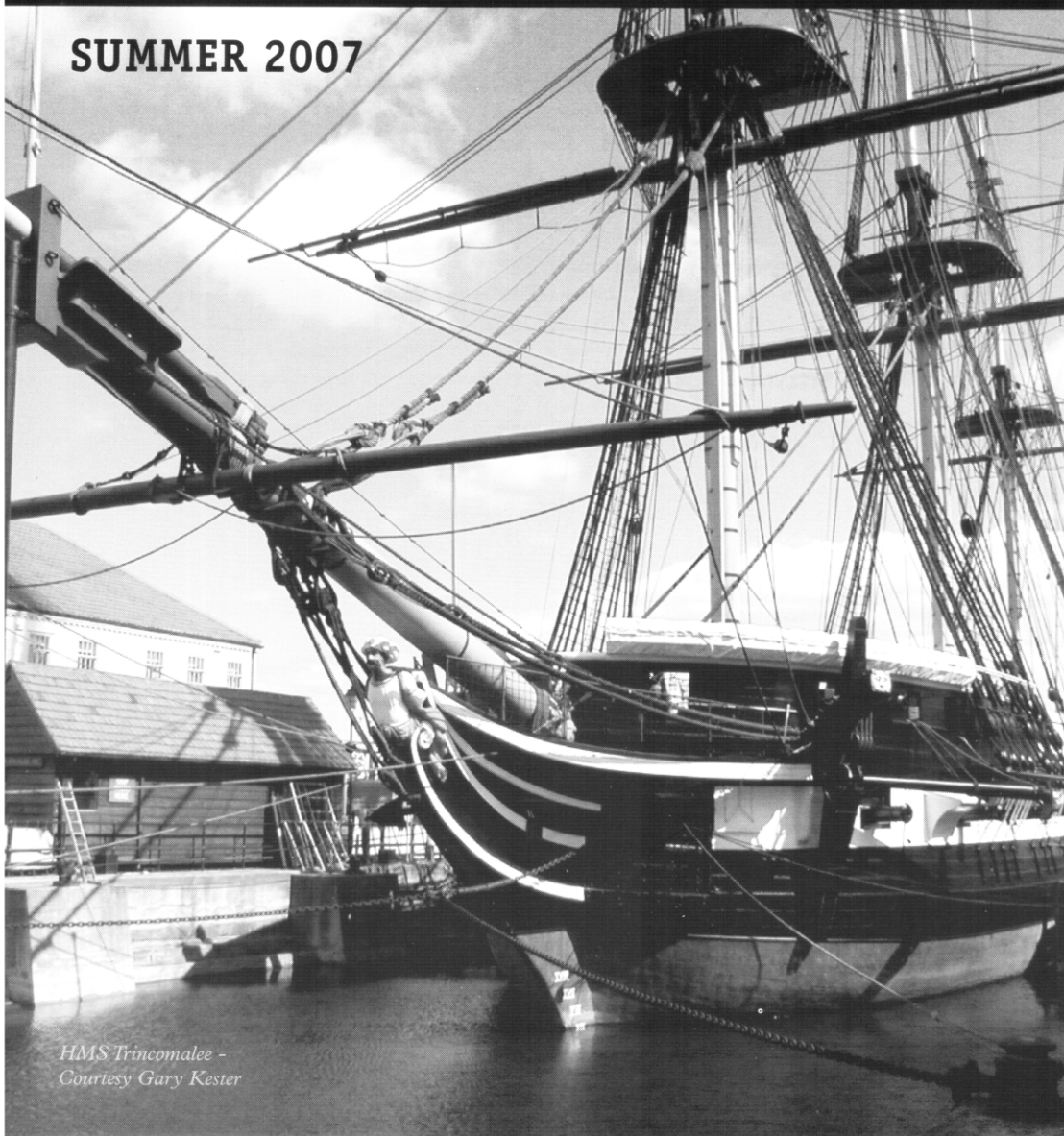


Quardeck

FRIENDS OF HMS TRINCOMALEE

SUMMER 2007



*HMS Trincomalee -
Courtesy Gary Kester*



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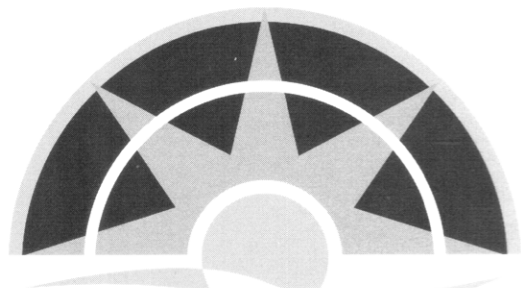
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FOR THOSE IN THE KNOW

Ships, ships and more ships

On Monday 21 May preparing for a visit to Portsmouth we heard the sad news concerning Cutty Sark. The pictures of flames up to 100 foot high sent shivers down the back. How did it happen and why? How vulnerable are these old ships? An email of commiseration was sent to friends and colleagues at Cutty Sark. Fortunately we heard later that the damage was not as bad as was first thought but it does put back the work on their planned restoration.

So off to Portsmouth we went, myself, Bryn Hughes and Les Gilfolyle. We were meeting with Captain David Smith for a tour of the Naval Dockyard on the following day and meetings with Peter Goodwin from HMS Victory and Commander John Evans from HMS Warrior 1860 as well as with people from the Mary Rose Trust and visiting two galleries in the Royal Navy Museum – 18th and 19th century ships and the Sail Gallery, where the Main top sail from Victory at Trafalgar is housed. The weather was beautiful and the day was long but extremely interesting and informative and will help a great deal on putting together the further work that is to be done in Trincomalee. I took over 170 photographs, only a few of which are in this magazine!

2007 is also the anniversary of the abolition of the slave trade. At the Friends AGM in March Professor Andrew Lambert came from London to give a talk about the anniversary and how Trincomalee was involved. It was an extremely interesting talk but I felt that it was a pity that so many Friends missed it because of where they live, so I asked him if he would précis the talk down for this magazine. I am sure that you will find it very interesting with the abolition not being as straight forward as it would seem.

This is the last magazine before the start of the Autumn series of events. Please read the events page carefully as the first event is planned for 26 September and is limited to 24 people. It will be a trip up the Tees from Castlegate Quay in Stockton - 5.30pm for 6.00pm departure. There will be a cost.

There are two major events looming in October. The first one is the Ship's birthday – 190 years old this year and that is on Friday 12 October and Trafalgar Night on 20 October and again as tickets are very limited you will need to register your interest as soon as possible. These are in addition to the usual monthly Friends gathering.

Jean Hughes (*Editor*)

Any correspondence concerning the Friends Association should be sent to:

**The Secretary, Ruth Turner,
Chevin House, 30 Kingfisher Close, Bishop Cuthbert, Hartlepool TS26 0GA
Tel: 01429 236848**

Membership matters directed to:

**Membership Secretary, Keith Rogers,
Tanglewood, Manor Garth Drive, Hartlepool, TS26 0LT
Tel: 01429 266126**

Correspondence and contributions for the magazine to:

The Editor, c/o HMS Trincomalee Trust, Jackson Dock, Maritime Avenue, Hartlepool, TS24 0XZ

HMS Trincomalee and the Slave Trade

Although 2007 is the 200th anniversary of the abolition of the slave trade it would take the Royal Navy a great deal of blood, sweat and treasure over the following fifty years to turn that noble gesture into a concrete fact. Only in 1869 was it possible to say that the Atlantic Slave Trade had ended.

For fifty years the anti-slavery patrol on the coast of West Africa was exposed to virulent tropical diseases, especially yellow fever and malaria, entirely unaware that the vector was the humble mosquito. Various miasma theories were developed to explain why ships and men that spent the night inshore or up river were stricken by these lethal complaints. Men died in droves, a human cost that prompted many liberal, humanitarian politicians to question the value of the effort. Cost and lives were a big issue for 'Little Englanders' then as now.

The slave trade was demand driven: Cuban, Brazilian and American plantation economies were propelled by sweated slave labour, and used the resource to destruction. Not only were these economies expanding but the slave population did not reproduce in significant numbers. They relied on importing fresh slaves from Africa.

Those slaves were provided by African rulers through European middlemen. Long before the European arrived in West Africa slave trading was endemic and trans-Saharan routes carried Black Africans to markets in Morocco, Algiers and Egypt. While slaves sold for high prices, and other local produce did not, the temptation to trade was irresistible. After 1830 the development of West African trade helped to close down the supply side, but only after the British replaced the slave markets with colonial administration. But this effort had other costs, the advance of tropical medicines struggled to keep British administrators alive in these areas before the 1870s.

The attack on the supply side had its limits. The Congo and Cameroon coast remains beyond British control, tied to the Brazilian slave market. In both cases cutting demand would be the key to ending the trade. This required a major diplomatic effort from London, the deployment of naval forces on the coasts of importing states and above all critical changes in internal political and economic conditions. Brazil was driven out of the slave trade by the British naval and diplomatic pressure in the late 1840s. The American Civil War 1861-1865 ended the Atlantic trade by rendering existing American legislation effective cutting the supply of shipping that had been carrying slaves (most ships running slaves into Cuba were American built and operated). Without American ships and markets Spanish owned Cuba was too small a market to support the trade. In 1869 the West African Squadron was abolished because there were no slave ships. The Royal Navy simply redeployed the ships and spent the next 20 years eradicating the Arab slave trade on the East African coast.

HMS Trincomalee was one of the many British cruisers engaged in defeating the slave trade. She did not serve off the African coast, or seize a slave ship, but during her first commission in the West Indies, 1847-1850 she conducted a lengthy patrol off Cuba. Despite being cut down into a gun deck corvette Trincomalee was too big and too slow to chase slave ships, usually sharp Baltimore schooners with massive fore and aft rigs.

Instead although detailed to patrol off Cuba her real role was to deter the threat of an American invasion. Politicians from the American South, desperate to increase the number of slave owning states in the Union supported illegal attempts to invade the Spanish Island. While Britain opposed the slave trade Foreign Secretary Lord Palmerston realised that if he put too much pressure on Cuba it might welcome and American invasion and that the loss of Cuba, the richest province of the Empire, might bring down the shaky Spanish monarchy which would seriously damage British interests in Europe. Consequently Trincomalee was sent to patrol because she could not catch slavers but would prevent an invasion. To make matters even more complex free trade meant that Britain was buying much of its sugar from Cuba, where it was grown by slaves!

The abolition of the slave trade was a long and complex task, the Act of Parliament was only the beginning: it was the hard, dangerous and deadly work for the Royal Navy that turned fine words into action. HMS Trincomalee played her part in that process and is the last survivor of the anti slavery campaign. She is a striking reminder of the fact that without the Royal Navy the advance of civilisation would have been delayed by decades.

Andrew Lambert

Professor of Maritime History, Kings College, London. Vice President of the Trust



*Jo Yates, Editor Hartlepool Mail who is to open 'Nautical and Nice'
on 23rd June 2007 with Jean Hughes. Courtesy of Tom Collins*

Trincomalee Records and Archive

I suppose when most people think of archives they think of dusty old places where the dust is blown from books in order to read something in the one book that the archivist remembers reading many years before, in a sort of a Dickensian way. How further from the truth is that!

It has been absolutely fascinating delving into the many worlds of HMS Trincomalee. In a previous magazine I showed the very dock in which Trincomalee was built and is still being used today. We know that after she had been built HMS Trincomalee returned to Portsea before being placed into "ordinary". On that passage back to Britain was a lady called Eliza Blunt. In 1816 John Blunt then aged 46 was appointed Boatswain of the dockyard in Trincomalee, Ceylon (now Sri Lanka). He had previously been Boatswain in HMS Victory from 1810 to 1816. It was probably because of his new appointment that he and Eliza decided to get married even though they already had two children and she was pregnant again. As events turned out it was very fortunate that this had taken place. They sailed for Trincomalee in HMS Minden and eventually arrived at their destination in March 1817. Unfortunately in June 1818 John fell ill with a fever and died on 3 July 1818. Fortunately as Eliza was now legally married it became the Navy Board's responsibility to return her with her family back to England on the first suitable ship. This ship was to be the newly built HMS Trincomalee. She and her two children (her eldest child was working in the dockyard and stayed behind) joined the ship on 27 October 1818. Eliza began writing a journal on her passage home and for the following 18 months in Portsea. Here is an extract as written in 1818:

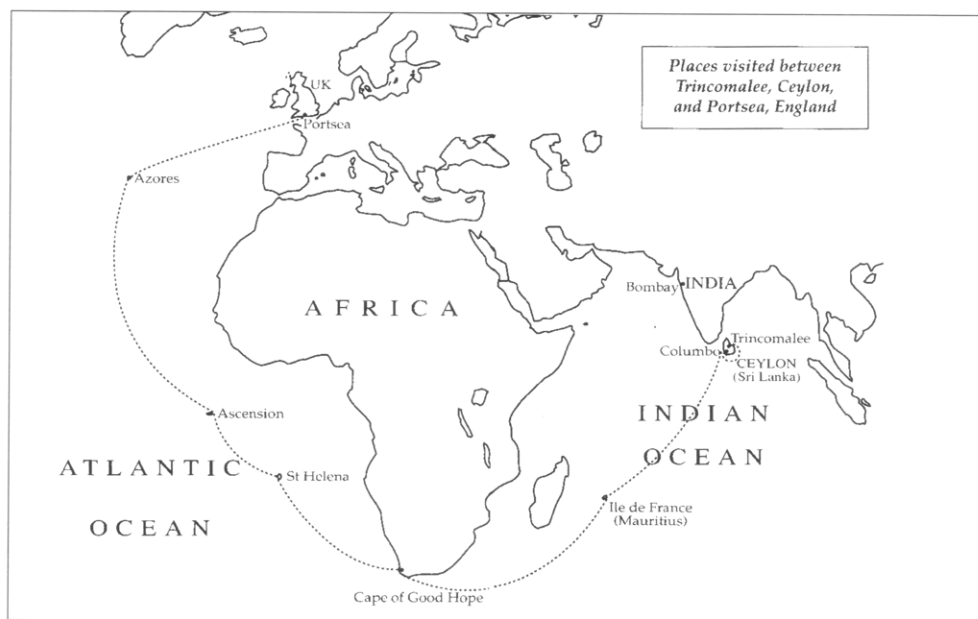
'Sunday 15 (November)

a little better weather today but the ship rolling very much Captain made us go into his Cabin and stay all day had a sofa lashed down Hill for us amused ourselves as well as we could with reading the novel of Almera Captain Dined in the gun room this is the third miserable Sunday

Monday 16 (November)

Had my cabin caulked to keep out the water from the decks weather more moderate but cannot get the trade winds had my turkey brought into the cabin that I might see him poor fellow the ship has completely tamed him like his mistress he has become sad and mourns his mate the Captain sent me a quarter of pork my servant got most intollerable tipsy and gave my grog away'

The passage got a little easier and Eliza eventually was able to exercise by walking along the decks, but as they say it wasn't all plain sailing but she did eventually arrive back in England and left the ship on Saturday 3 April 1819, 5 months after leaving Trincomalee.



Eliza Blunt and Friend of HMS Trincomalee. The book is for sale in the ShipShop and well worth a read.

I have recently received some documents from British Columbia where the Trincomalee was on its 2nd Commission - snippets from a journal written by Robert Melrose who was an employee of the Hudson Bay Company for five years and also extracts from a diary written by Martha Ella Cheney who lived with her uncle in the Metchosin district from 1853 to 1856. Both give an insight as to what happened when British warships stayed in port for a time. There was also copy of a letter written by Admiral Houstoun saying that when he had been Captain of Trincomalee he had pine cones sent home to Scotland from Vancouver Island.

I wonder if they ever grew??

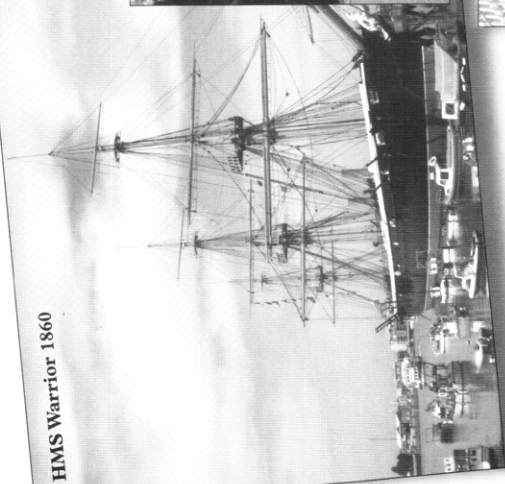
The worlds of Trincomalee stretch through the years and into the 20th Century and its training days interspersed with its final commission during the 2nd World War and here again memories from Bounty Boys who began their naval career living on Implacable and training on Trincomalee, through to youngsters taking time from school to spend some time sail training in Portsmouth harbour. Finally its restoration period and now the future.

With the advent of the new Exhibition at last being put together it is hoped that these worlds of Trincomalee will be shown for all to enjoy and to learn about this ship in its 190th year.

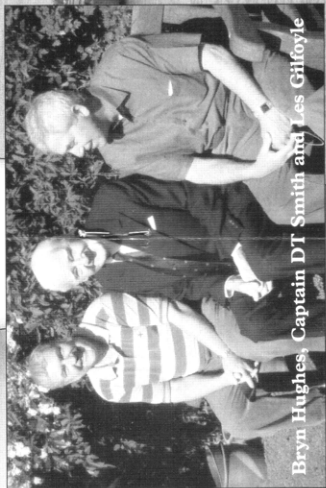
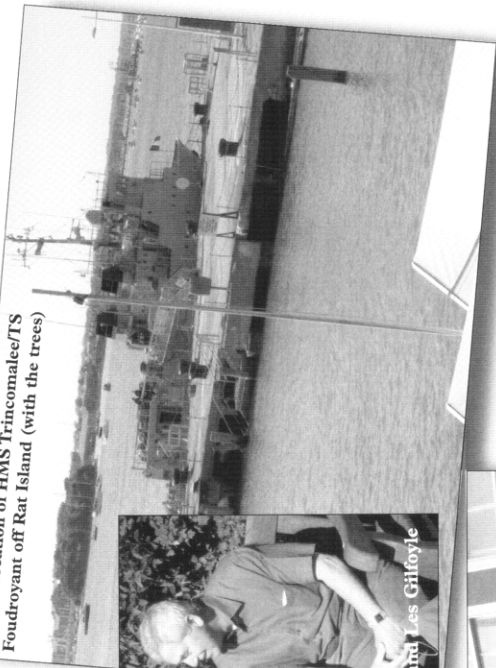
Jean Hughes

Records and Interpretation Co-ordinator

HMS Warrior 1860



Former location of HMS Trincomalee/TS Foudroyant off Rat Island (with the trees)

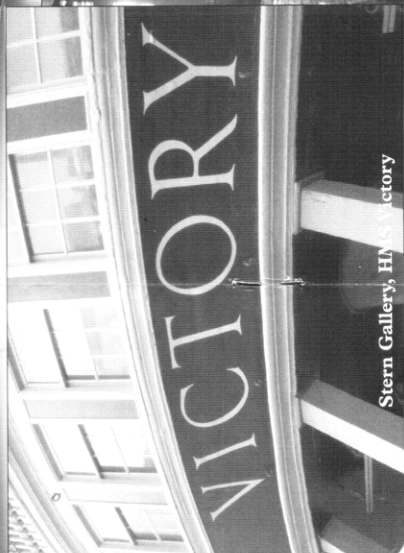


Bryn Hughes, Captain DT Smith and Les Gilfoyle

HMS Warrior's New Deck



VICTORY



Stern Gallery, HMS Victory



The Great Cabin, HMS Victory

How was the year that was?

The 2006/07 year, ending on 31 March 2007, saw our total user numbers in the Ship top the 50,000 mark for the first time. It was small increase of around 2% over the previous year, and whilst not being great, was at least a continuing move in the right direction.

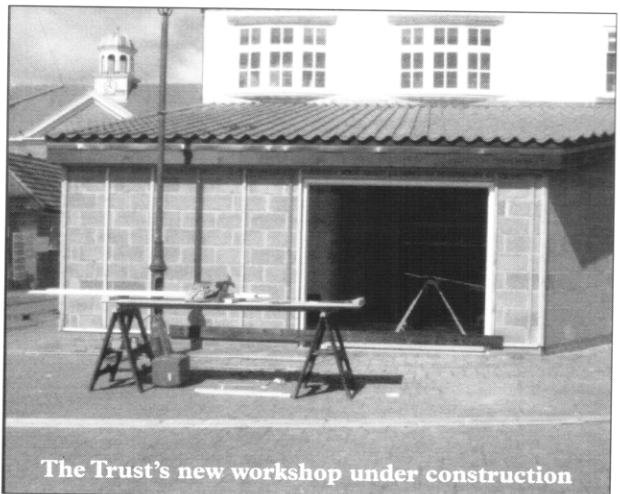
We are working hard with our colleagues in the Council to boost the exposure of Hartlepool's Maritime Experience [HME], and in fact of Hartlepool as a whole within the Tees Valley, as a destination to visit. Generating awareness can often be a long haul, especially if you have not got pots of money to throw into the marketing campaign. As it is we pool our marketing funds with those of the Council in order to benefit more than each of us could achieve individually. This makes good sense.

Overall 2006/07 was quite a good year, but it did highlight the tremendous peaks and troughs between high summer visits and the really quiet times during the low winter periods. We have decided, however, to maintain the seven day a week opening during the coming winter period, but to reduce the general opening hours for admissions from 11am to 3pm.

Developments at HME

Good news is always welcome, and on the day of writing it has been confirmed that the European grant that the Council has been chasing for some time – with the Trust's help – has been confirmed, which effectively allows the plans for the Trincomalee Exhibition and the additional interpretation in the Ship to proceed. The Trust still has to find further capital funding to complete its contribution, but we do have a number of applications in the pipeline which we hope will bear fruit shortly!

There will now be a period of intense and exciting activity with the appointed exhibition designers Continuum, in order to confirm the concept designs for the Exhibition and the minutiae of the additional interpretation in the Ship. All of this has to be completed by March 2008 in readiness for the 2008 season. Not much pressure then!



The Trust's new workshop under construction

The current round has seen the building of the joint workshop, which is now just about complete, and which will give Les Gilfoyle and his maintenance colleagues an indoor space for the first time. The removal of the rather unsightly 'works compound' on the starboard side will also open up wider views of the Ship.

Trincomalee Wharf

I wrote extensively in the last Quarterdeck about this scheme which is vital to the future funding and sustaining of the Trust. Progress has continued, although the legal niceties of Leases and Development Agreements etc can be frustratingly slow, but it is nevertheless anticipated that the Developer, Jomast Construction Ltd, will be able to begin developments on the Trust's land at Jackson Basin in the early autumn. This is important because it will not only bring funding to the Trust, but also enable the developments – hotel, leisure use, offices and some residential - to be completed in time for the Tall Ship event in 2010.

A 'Thank You'

The Trust will be hosting a Cheese and Wine event on board at the end of June as a 'Thank You' to the many organisations and individuals who have supported us in recent times. Needless to say, the Friends will be well represented!

It is also appropriate for me to record the excellent grant recently received from Trinity House, London. Their revenue contribution to the Trust has been both timely and generous.

Governance

Just a quick note now to record that the Trust has made three new appointments to the Board this year. Krime Bouabda, the 'legendary' Hartlepool restaurateur, has joined us along with Alan White, Headmaster of the highly successful Manor College of Technology in town, and Owen Evans, who has extensive experience of contractual matters from his time with Cleveland Bridge. These are three really good appointments at this time.

Alongside these changes, the Trust has also established a wholly-owned trading company, HMS Trincomalee (1817) Enterprise Company Limited, to handle our non-charitable activities. This is really only an administrative necessity in order to comply with the Charity Commission's guidelines of best practice, but it gives a few more headaches to Christine in the office!

Trust's Log continued

Events and activities

Finally, it is always good to record a couple of the events that have taken place recently in the Ship. Notable amongst these was the AGM of the Bulwark, Albion and Centaur Association which was held in the Captain's Cabin. It was packed with folk from all over the country and they had a thoroughly good weekend! We are also in line for a good bit of publicity through the recent recording of the BBC2 'Flog It' television programme – antiques, not punishment! Filming was undertaken in the Ship as part of the programme which will give us a short but important 'stage' on a nationally networked programme. This is just what we need to develop awareness!



James Atkinson - Chairman of the Trust, welcoming on board the Bulwark, Albion and Centaur Association.

Bryn Hughes *General Manager, HMS Trincomalee Trust*

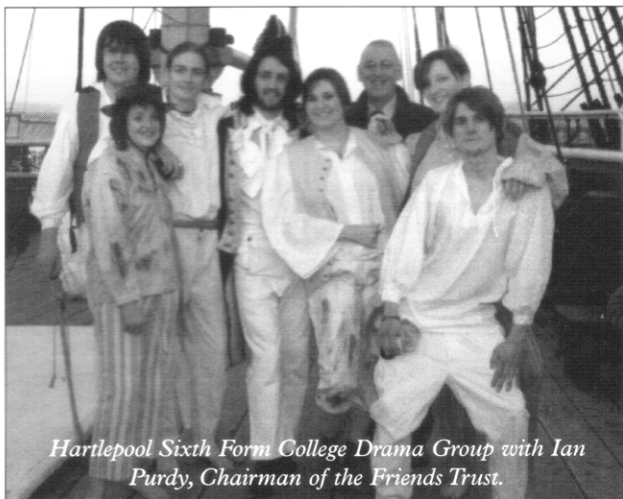
News Happenings & Events

Friends Update

AGM – A new Chairman and Secretary. Ian Purdy who has been the Secretary of the Friends Association since its inception has become the new Chairman and Ruth Turner has replaced him as Secretary. We wish them every success in their new roles. All other committee members remain the same for this next year. It was thought that as the Friends Association has just become a Registered Charity it would be deemed logical that those in the Committee, who have now become Trustees, would continue until at least the next AGM.

Once the main part of the meeting was over the Chairman welcomed Professor Andrew Lambert from Kings College London who spoke about the Slave Trade, its abolition and Trincomalee and its part in the abolition. The large gathering was extremely interested in this very informative talk.

- 12 Drama Group** – Youngsters from Hartlepool Vith Form College entertained a small crowd of Friends to their playlet of life on board ship. The highlight of this



Hartlepool Sixth Form College Drama Group with Ian Purdy, Chairman of the Friends Trust.

drama was a head to head with two of the young men on the Mess Deck who were extremely entertaining. The audience enjoyed the evening and the refreshments which were provided by the Friends. For the second half of the evening I showed a digitised copy of an old video of the ship which told some of its history and I must thank Gary Kester for the loan of the equipment needed to do this.

The Royalist – TS Royalist is a small square rigger which is used for sail training of youngsters. It is owned by the Sea Cadets Corps and is used mainly by sea cadets but it has also been used by army cadets and even navy cadets. It has bunk space for 24 youngsters who spend 6 days on board the ship sailing from one port to another. There is a Captain, First and Second Mate, Cook and Engineer but then the youngsters perform all other tasks. They work together as a mess and take turn about doing these tasks. For some of them it can be a life changing experience in the same way that it was for youngsters in Foudroyant at Portsmouth harbour from the 1950s through to 1986.



TS Royalist coming into Hartlepool

TS Royalist came through the sea lock on Thursday 31 May at just before 4.00pm and left for its journey to Dundee on Sunday 3 June with four of our own sea cadets on board.

A Civic Reception was held on board the Trincomalee on the Thursday evening and visitors had the chance of a tour of the Trincomalee and Royalist. The Committee of the Friends were invited to attend.

Historic Maritime Society – Chris Jones and other members of HMS were in attendance on the Ship during the Bank Holiday Weekend at the end of May. Ladies took tea with the Captain, sailors were on hand to explain about life on board ship

during Napoleonic times, Chris and the crew performed gun drills and the Surgeon spoke to interested members of the public all day about some of the surgical instruments he had on show and pictures of how these instruments were used.

It is hoped that Chris and his crew will return during October half term.



Postponement - 29 Sept. It is with great regret that the study day which was due to take place at the end of September has had to be postponed. It has been confirmed that this will be re-arranged for next year and Captain Richard Woodman has agreed to attend.

New Cordage for the Quarterdeck

It was reported in the last magazine that the Friends had donated £1000 to provide new cordage for the guns on the Quarterdeck. Below is a picture of the two riggers Bobby and Davey with the cordage. Visitors have been entertained and enthralled watching them work with the new rope.



Autumn Events

Wednesday 26 September – River Trip

First come first served – using MV Bathsheba and Community Barge Angus Ferguson there will be a trip up the River Tees from Castlegate Quay, Stockton towards Yarm. Arrive at 5.30pm for departure at 6.00pm. Tea and coffee will be available on board both boats but it will be fine if you want to bring your own food. The cost will be £10 per person if you are a Friend and £12 per person if not a Friend. Please send in your details giving name, address, telephone number, membership number and cheque for the correct amount to the Trust Office, Jackson Dock, Maritime Avenue, Hartlepool TS24 0XZ. Please make the cheques payable to ‘The Friends of HMS Trincomalee’

Friday 12 October – Ship’s birthday

Notification will be made under separate cover

Saturday 20 October – Trafalgar Night

The guest speaker is Rear Admiral Jeremy de Halpert, Deputy Master of Trinity House; dress code, uniform or black tie; tickets £36 each available from George Brown, tel 01287 623213. For those of you who have not dined on board this event is on the mess deck and is limited to 80 people.

Wednesday 24 October - Quiz Night – 7.00pm

Keith Rogers has been snap happy around the area. Do you know of what? Will your photograph as the winner be in the following Quarterdeck magazine?

Wednesday 28 November – Barbarians on the shore – 7.00pm

Gary Kester and one of his marvellous presentations and Samurai swords.

Wednesday 19 December – Christmas Carols – 7.00pm

Silver Band, Mince Pies and Mulled Wine oh and carols and more carols.



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