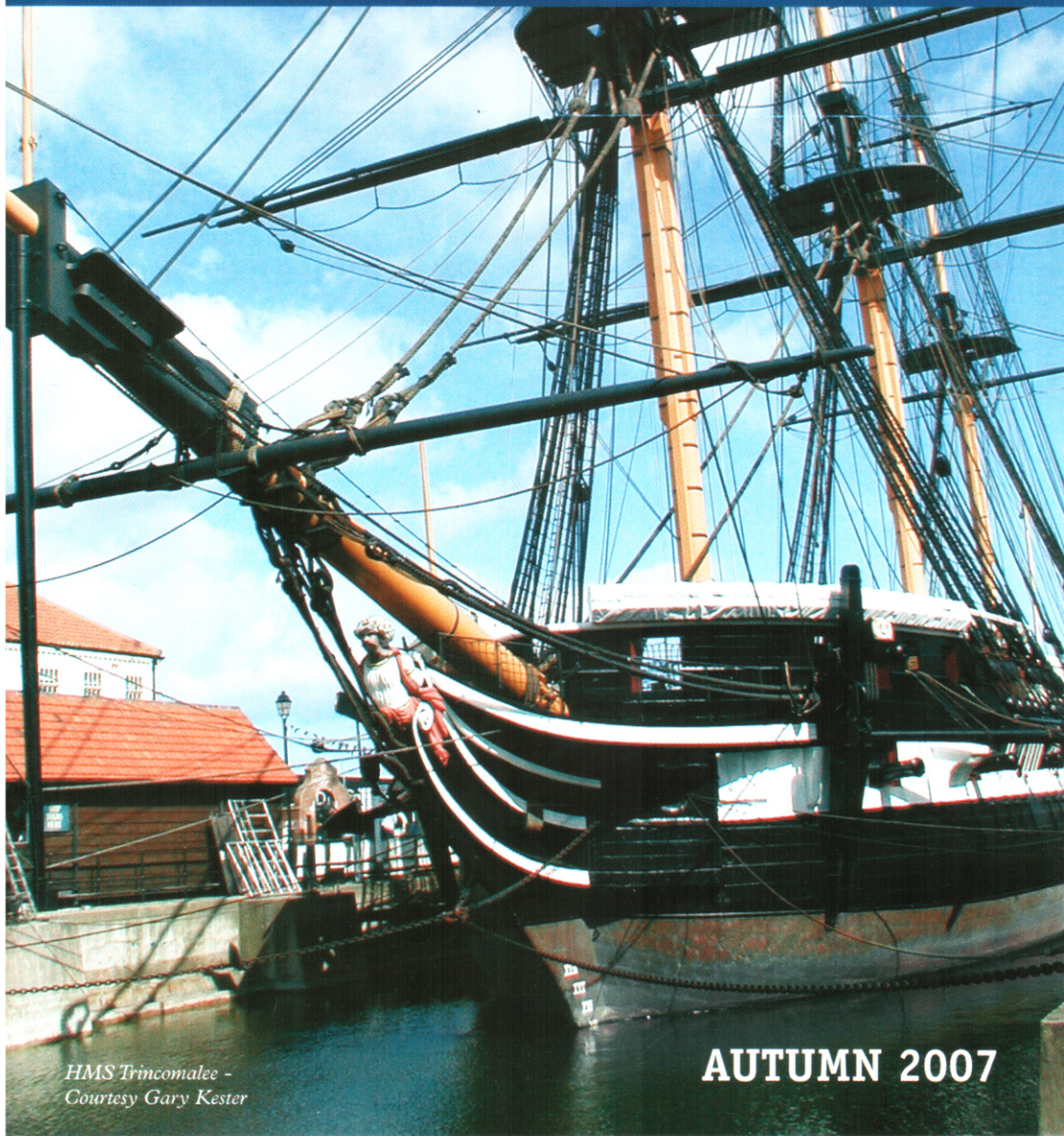


Quartern Deck

FRIENDS OF HMS TRINCOMALEE



*HMS Trincomalee -
Courtesy Gary Kester*

AUTUMN 2007



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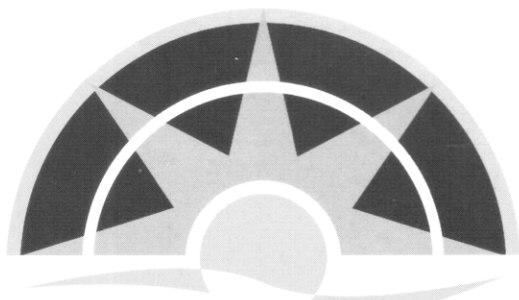
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FOR THOSE IN THE KNOW

Happy Birthday HMS Trincomalee!!

Well the ship has made it – HMS Trincomalee is now 190 years old!!

We have a special magazine and you will have already noticed that the Friends have splashed out on some colour (with the help of a very kind donation) for this very special occasion.

So saying, I have taken the opportunity to tell about some of the main characters involved with the ship over its 190 years of history. I have also persuaded Captain Smith to write about some of his memories about the ship since his involvement in 1976. He became Chairman of the Foudroyant Trust at a very difficult time in the ship's history when there were some very difficult decisions to be made.

It has always amazed me that the ship could have been scuttled on numerous occasions and like a Boys Own story someone comes along to save it in the nick of time. C'est la vie as they say!

Because of the birthday there are more pictures in the magazine than usual. I have put some photographs in of the birthday celebrations for all those Friends who were unable to attend on Friday 12 October so hopefully you will share the celebrations with those who were there. There were balloons and banners, cake, wine and nibbles, the new International Marine Code Flags bought with a donation from the Friends were flown as well as the new bunting, again donated by the Friends. There were, of course, speeches!! Mr Jim Atkinson, Chairman of the Trust welcomed everyone to the occasion and read a message from the President to the masses. Commodore Paul Sutermeister enlightened us on the importance of the ship and its historical veracity and finally Ian Purdy, Chairman of the Friends thanked all for attending. The whole evening was sponsored by the Friends themselves. Les Gilfoyle, David Lilley and Robert Monson (Trust's maintenance staff) were in charge of raising the flags; Jennifer Hall and Joan Lilley (Guides) were in charge of cutting up the cake. Friends acted as bar staff and supplied wine and orange juice to the needy. The Teesside Fettleers were in fine tune to play Happy Birthday and entertain the guests.

Let's hope that the ship will still be with us in another 190 years!!

Jean Hughes (*Editor*)

Any correspondence concerning the Friends Association should be sent to:

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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**

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

Jamsetjee Bomanjee Wadia - Master Builder

Jamsetjee Bomanjee was of the Lowjee family who had been Master Builders at the Bombay Dockyard since 1736. Maneckjee Lowjee Wadia and Bomanjee Lowjee Wadia were joint Master Builders. Bomanjee died in 1790 and Maneckjee in 1792 and were succeeded by their sons Jamsetjee Bomanjee and Framjee Maneckjee. During the period following their appointment shipbuilding attained its highest reputation and particularly under Jamsetjee Bomanjee who was a born naval architect.



The year 1800 was an important turning point in the history of shipbuilding in Bombay when a frigate of a larger class was built there – Marquis Cornwallis. When she arrived in England the naval authorities were very impressed with the ship, bought it and renamed it Ackbar. In 1802 and as a result of this the Dockyard was asked if it could build a frigate and a ship of the line each year. The first frigate under this new scheme was built in 1805 and named Pitt. Unfortunately Framjee Manneckjee did not witness the launch of the ship as he had died in December 1804. In 1810 a 74 gun ship

Minden was launched the first ship of the line. It was reported in the Bombay Courier “For the skill of its architects, for the superiority of its timber, and for the excellence of its docks, Bombay may now claim a distinguished place amongst naval arsenals” The arrival of Minden in England established Jamsetjee as a great shipbuilder. In appreciation of his work the Lords of the Admiralty ordered a piece of plate to be presented to him and a Silver Cup with a replica of the Minden on the lid and valued at £120 which was sent to Bombay and presented to Jamsetjee in 1813 by the Resident Commissioner Mr J Johnstone. Jamsetjee was extremely pleased with this recognition “I am but ill able to express the pride and pleasure derived to myself and family on the present occasion” he wrote in a letter of thanks.

Jamsetjee went on to build Cornwallis and Wellesley amongst others and then in 1816 he had orders to build Trincomalee. 5th Rate. 46 Guns. Length 151'4"; beam 50'6", mean draft 18'4"; displacement 1447tons. Tonnage B.M 1066; Gross tonnage 987. Laid down 25 April 1816; Silver Nail Ceremony 29 May 1816. Launched 12 October 1817. Cost £23,788.

Jamsetjee had given 50 years of his life to the East India Company and on his deathbed in 1821 he did not receive a pension but was given land in order that his family was left with an inheritance. This was not, however, conveyed until 1849 when the villages of Juhu and Villeparle were conveyed to Jamsetjee's three sons.



Richard Laird Warren – HMS Trincomalee's First Commission

Naval Record

1 August 1822	Entered Navy
1 January 1829	Lieutenant. Served in HMS Sapphire 28 under Captain the Hon. Wm. Wellesley in the West Indies
1 September 1831	Flag Lieutenant to his father, C in C of Good Hope in HMS Isis 50
24 December 1833	Commander. He commanded two 16 gun Symondite brig sloops in the West Indies, HMS Snake, HMS Serpent
9 May 1839	Captain
4 May 1841	HMS Magicienne 24 in the Mediterranean until the end of 1843
23 JULY 1847	HMS TRINCOMALEE 26 NORTH AMERICA AND WEST INDIES STATION UNTIL 16 AUGUST 1850
1854 – 1855	HMS Cressy 80, Screw ship of the line, in the Baltic Campaigns of both years
April 1856	HMS Cressy 80 at the Spithead Review by HM Queen Victoria
13 February 1858	Rear Admiral
1861 – 1864	Commander in Chief South East coast of America
5 May 1865	Vice Admiral
1869 -1870	Commander in Chief the Nore
20 March 1870	Pembroke 25, Flag Ship, 1738 tons 200 hp, Sheerness
1 April 1870	Admiral
29 July 1875	Admiral Richard Laird Warren died.



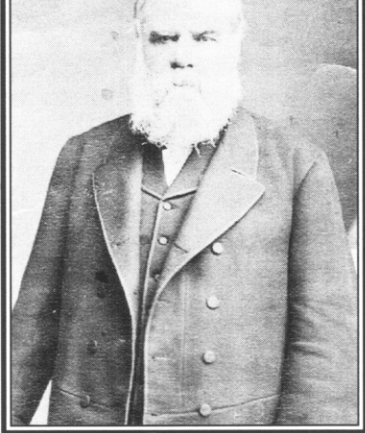
Biographical Notes

<i>Born</i>	11 October 1809
<i>Married</i>	Eleanor Charlotte
<i>Children</i>	Pelham David Warren and Anor
<i>Residence</i>	Kirkstall Lodge, Southsea, Hampshire
<i>Died</i>	29 July 1875 at Kirkstall Lodge, Southsea "After a long and painful illness" Times Obituary 1875
<i>Buried</i>	3 August 1875 at Highland Road Cemetery, Portsmouth

Picture courtesy Richard Warren

Admiral Wallace Houstoun – HMS Trincomalee's Second Commission

Naval Record

2 December 1824	Entered	
1830	Passed	
3 March 1832	Lieutenant	
8 December 1832	Cheldere 18 guns under Capt Robert Deans	
10 January 1833	Spartiate 76 guns, Flagship of Sir H Seymour, South America	
10 March 1834	Conway 28 guns, Captain H Eden, returned October 1835	
9 June 1836	Madagascar 44 guns, Captain Sir J S Payten, NAWI Station; ditto as 1st Lieutenant, Captain Provo Wallis to 1839	
23 July 1840	Impregnable 104 guns. Flagship of Sir Graham Moore at Plymouth	
27 October 1840	Caledonia 120 guns	
17 August 1841	Illustrious 72 guns; Flag Lieutenant to Sir C Adam . NAWI	
7 May 1842	Commander	<i>Courtesy Colonel Euan Houstoun</i>
3 August 1842	Pilot 16 guns in command NAWI	
4 March 1843	Inaum 72 guns, Broad pendant of Commodore AR Sharpe at Jamaica until June 1844	
23 July 1847	Captain	
1852	TRINCOMALEE 24 GUNS. PACIFIC STATION TO 1857	
5 May 1865	Rear Admiral (He does not seem to have flown his flag, and was retired)	
7 October 1871	Vice Admiral on the retired list	
1 August 1877	Admiral on the Retired List	
17 May 1891	Admiral Wallace Houstoun died	



Biographical Notes

6

Born

Muttra in the Province of Uttra Pradesh, India 5 December 1811. Third son of General Sir Robert Houstoun KCB of Clerkington Haddington, NB

<i>Married</i>	Caroline Frederica Monteith (1832 – 1916) daughter of General William Monteith. The marriage took place on 8 May 1860, by Special Licence, at Holy Trinity Church in the Parish of Marylebone.
<i>Appointments</i>	Appointed Justice of the Peace for Kent in 1870 until his death in 1891
<i>Residence</i>	Town - 2 Eaton Square, London. Country - Sissinghurst Place, Staplehurst, Kent
<i>Died</i>	17 May 1891 at his London residence from an attack of Bronchitis
<i>Buried</i>	All Saints Parish Church at Carshalton in Surrey, in the family vault.

Notices of the death of Admiral Wallace Houstoun, JP were to be found in various Kent newspapers – one of which is quoted below.

Kent Times and Chronicle – 21st May 1891

Cranbrook – Death of Admiral Wallace Houstoun, JP

We regret to record the death of this gentleman at the age of 82 years. The deceased had been ill for some time past and at the time of his death was staying at his London residence. He was JP for Kent but had not attended the Bench for some years past. The poor have lost a good friend in him which will be difficult to replace. We understand that the funeral will take place in the family vault.



*Nautical and Nice – Editor of the Hartlepool Mail,
Joy Yates opening proceedings*

*HMS Trincomalee with new bunting
and flags, October 2007*



Geoffrey Wheatley Cobb

Geoffrey Wheatley Cobb was the son of Joseph Cobb a famous antiquarian and owner of the Rhondda Coalfields and many other pockets of land in Britain. Joseph had also married a wealthy woman. The Cobb family were Puritans and “made“ their money in weaving in Banbury. Joseph Cobb was a solicitor but it is with his antiquarian knowledge that he became well known. He restored Manobier and Pembroke Castles before he began work on restoring Caldicot Castle. His son Geoffrey was interested in sailing ships and how sail training developed young minds. It was Joseph who bought Nelson’s flagship in 1892 for Geoffrey to use with this sail training in mind. On a tour around Britain the Foudroyant was hit by a squall off Blackpool beach and the ship was wrecked in 1897.



Many different items, chairs, settles, trinkets etc were made from the wood and copper of the old ship. Geoffrey, undaunted went to the Admiralty to ask if there was another wooden sailing ship which could be bought. The Admiralty directed him to a breaker’s yard where HMS Trincomalee had been sent to be broken up at the end of her career with them. Joseph again bought the ship but instead of sailing the ship the Trincomalee was towed and then anchored in Falmouth. Cobb arranged for some changes to be made to the ship and when it went to Falmouth in 1903 it went under the name of Foudroyant.

Geoffrey continued with sail training for youngsters until his death in 1931. The youngsters stayed on board the ship for one, two or three years. They had a football team which in the 1912/13 season won the Falmouth and District Football Association League (we have a winners medal in the archive) and they also had a



brass band (we have a photograph). Some of the boys stayed at Caldicot Castle for Christmas. After Cobb’s death the ship was given to the Society for Nautical Research and with another ship, Implacable was moved to Portsmouth to continue with the sail training programme.

Lieutenant Colonel Harold Wylie, OBE, RSM

Lieut. Col Harold Wylie was born on 20 June 1880 and was the eldest son of William Lionel Wylie. He inherited his father's love of ships and particularly in the development of the sailing ship in Naval History which involved him in a lifetime of research into shipping archaeology, on which he became a world expert. He and his father were appointed to the committee to restore Victory to her Trafalgar state and he was put in charge of re-rigging the ship. He was also concerned with the preservation of the training ships Foudroyant (Trincomalee) and Implacable (Dougay Trouin). He was, as his father, a marine artist. He also built a model of Victory which is now in Portsmouth Nelson Museum.

In the Boer War he went out with the West Kent Regiment as a Lieutenant and in World War 1 he was a cavalry officer and with a rank of Captain. He transferred to the Royal Flying Corps and flew reconnaissance FE2B aircraft as observer and with Lord Brabazon as pilot. One of their jobs was to go up each day and sketch enemy positions and mark in the front lines on maps. He had said that one of the problems was to hold onto the maps so that they would not fly off into the propeller (the FE2B had an engine at the rear).

He rose to the rank of Lt Colonel and in 1918 when the RAF was formed he became a Wing Commander. In 1926 Implacable moved to Falmouth Harbour with Foudroyant but in 1932 both ships were berthed end to end in Portsmouth with Wylie as Superintendent. In 1940 Wylie was recalled by the RAF and Mr Stuart Moore became Hon Superintendent with Michael O'Loughlin as Deputy. From the end of 1941 Wylie was released from the RAF and at the request of the Navy became Director of Training, Commander on HMS Foudroyant (Implacable/Dougay Trouin and Foudroyant/Trincomalee) for newly entered naval ratings who were given instruction in visual signalling and seamanship (Bounty Boys). He was promoted to Lieutenant Commander after the end of the war and until the ship was decommissioned in 1947. He had, therefore, held senior positions in all three services.

At the end of the war and in 1947 the decision to scuttle Implacable was made, the committee then had to decide on what to do with Foudroyant. With 8 votes to 6 it was decided to restore the ship under the direction of Wylie for a trial period of six months bringing the ship up to standard for training purposes after which a further report was to be made. After this time the Foudroyant Trust was set up in 1949 and Wylie retired from his work with the ship.

Wylie had been a well respected Superintendent of the Foudroyant. He eventually retired with his artist wife Hilary Strain to Perthshire to a house which his wife had inherited called Hillhead of Dunkeld. He was still accepting commissions well into his nineties until he died in London on 22 December 1973 aged 93.

Information from Michael Inskip (godson of Harold Wylie and Laurie Merrin who as a Bounty Boy trained under Harold Wylie on Foudroyant during the 2nd World War)

Captain David Smith OBE FNI RN

President of HMS Trincomalee Trust

Captain David Smith was the inspiration and driving force behind the restoration of HMS Trincomalee, for which he was awarded the OBE in 2000 and a citation for individual achievement from the World Ship Trust. He joined the Royal Navy in 1944 from the cadet training ship HMS Conway and was on the active list for 32 years, both in sea command and in senior shore appointments at the MOD. Following his retirement from the Royal Navy he served as a Board Member of the Corporation of Trinity House becoming the Rental Warden and Managing Director of Operations. Concurrently he has voluntary appointments on a number of maritime charities and is a Fellow of the Nautical Institute. He was Chairman and Chief Executive of the Trust from 1978 to 2000 following which he was elected President.

Recollections of a Past Chairman and now President

I joined the Foudroyant Trust as an ex officio trustee nominated by the Corporation of Trinity House at a time when I became an Active Elder Brother in 1976. Since I lived in Southsea and the ship was moored in Portsmouth Harbour it was recommended to the Board that I was an obvious choice for this appointment; needless to say at that time I wasn't a volunteer! Indeed I had never been on board the vessel even though I had passed it many times during my naval career when steaming in and out of the Harbour. I was about to find out.

My first visit co-incided with a Foudroyant Board Meeting at which I became acquainted with that all too familiar problem – a shortage of money. The revenue income from 'selling' courses for young people – the highest rate the market would bear – only realised about 60 to 70 per cent of the break even cost. The Trustees had to fundraise the shortfall which was achieved year after year by voluntary effort, donations and legacies. Looking back over the whole of the 20th Century this had been the pattern with one all too obvious result, poor maintenance.

This fine old ship was clean and cheerful with exceptional morale. During the training season (the 6 summer months), the decks rang out with joyful laughter of trainees as they were hurried around by the instructors. Knowing nothing beforehand about the sea and ships, knots and splices, boatwork and ships routine when they arrived on boardusually on a Sunday – they were considerably improved and very self sufficient when they departed 6 days later.

So closely budgeted was this whole operation that for many years only the minimum funding could be spared for ship maintenance and repairs. The resulting effect on the ship's fabric was obvious for all to see – yet from a training point of view this was



deck and below water timbers were of teak – durable and solid after years in a salt water environment. The ship still floated and, in the event of her sinking at her moorings the upper works would have still remained above water and emergency evacuation therefore relatively easy.

When it rained water dripped through every weak point in the highly porous soft pine upper deck. Rainwater dripped onto the main gun deck which fortunately remained tight and this protected the accommodation deck below. Further below on the Orlop deck particularly on a quiet day, one could hear the sound of running water, almost as though a

bathroom tap had been left fully open. Sea water ran into the ship filling up the bilges where the pig iron ballast was stowed, by now covered in slime due to the ingress of water. Over time experts could never find the precise source of this leak which sprang from the starboard after quarter, where a massive cement box had been poured into the hull many years previously.

A Heath Robinson float system activated an electric pump which kept the flooding to an acceptable level. Central heating came from a large solid fuel domestic boiler sited in the main magazine! This could only be used when trainees were away in the boats under training (for safety reasons) but it was adequate for heating water for ablutions by the time they returned. The Captain Superintendent's wife was part complement as Matron, Catering Officer and Nursing Sister; she kept the trainees very well fed by day and warmly tucked up in their hammocks by night. The Instructors made sure that they were tired whenever they were on their feet and the kids, with almost no exceptions, absolutely loved it. As a sensible measure every school party had a member of that school's staff present, performing duty as an Honorary Instructor, and individual children sponsored privately were grafted into this organisation which worked very well and was effective.

By special arrangement more advanced courses were organised from time to time for



apprentices from industry, such as the Ford Motor Company who valued training given in basic discipline and citizenship. At the years end about 1800 trainees of all sorts would have benefited from their time in the ship. In the winter months the staff took leave and prepared for the following season.

Two years after being appointed a Trustee I became Chairman and the time had come to institute a major review of the ship and her training role, including the facilities needed to achieve the Trust's purpose such as training in power, sailing and pulling boats on which our syllabus relied so heavily. With the help of a professional team loaned by Trinity House a quick survey was put in hand so that the full extent of the ship's material condition was gauged not only for the hull but for all the equipment, including boats, on which safety could be assessed. The outcome was predictable and was going to be expensive. Dry docking was essential to inspect the hull, this required a tow to Southampton and a short period out of the water. This revealed basically that the hull, particularly that underwater was sound. Re-caulking to reduce the leakage and other minor repairs was carried out concurrently with a complete overhaul of safety arrangements. The ex Admiralty sailing dinghies, well past their sell by date, were surveyed and declared unfit for further use. One of the two power boats was also declared unfit and a new one was provisioned.

By the time Foudroyant returned to her berth off Rat Island the Trust had been forced to liquidate assets but safety shortcomings had been overcome and the organisation was better placed to resume training for the coming season. Resources did not permit any improvement to the continuing deterioration of the above water hull fabric; new sailing dinghies were required and the eternal problem of raising funds loomed even larger over the horizon.

The most serious environmental shortcoming was the direct current electricity supplied to the ship by an old but thoroughly reliable diesel generator (powered by ex London bus engines) mounted on a floating pontoon alongside the ship. This system was much behind the times and with the support of Flag Officer Portsmouth permission was given by the MOD for an underwater electricity cable to be run to the ship from Rat Island. We then had a conventional A.C. supply for the first time and could instal new electric cookers and heating appliances in lieu of old propane gas equipment. No longer could lights go out when the diesel generator was washed down by heavy weather! Life was now becoming more in tune with the 20th Century.

In 1976, concurrently with joining the Foudroyant Trust. I had also been elected to the Council of the Marine Society, a charity that supported the training and education of young people for sea careers since the mid 18th Century. The Society and Trust shared a common interest and for the next few years the Marine Society was to prove of inestimable value in its support for our cause.

An immediate grant was made to cover the cost of 6 new Wayfarer sailing dinghies so that sail training could commence on schedule. By 1981 this support had risen to £50,000 of equipment and supplies. The Society also urged the Trust to mount an appeal for funds. I stood as a co-sponsor together with our principal patrons,

Countess Mountbatten of Burma and Admiral of the Fleet The Lord Lewin. This appeal gave valuable publicity towards our work and the raising of many donations – albeit of relatively small sums. However, it stimulated the Marine Society into contributing an interest free loan of £300,000 over 7 years and to the raising of £750,000 from the Stock Market. The latter became a split level trust known as The Marine Adventure Sailing Trust (MAST) formed to support “sail training whenever it arose”; the main beneficiaries were Foudroyant and the sea cadet training vessel Royalist. A pre-requisite of this most valuable financial aid was for the Trust to play its part in continuing the vital training role – and to justify the confidence placed in it by such generous supporters.

A basic problem remained. At 1980s prices it cost over £100 per week per trainee to provide a week's training. The market, however, could only afford £75 per head, the maximum local authorities felt it was possible for schools or individuals to raise. The shortfall was carried by the Trust. With the country sliding into recession in 1981 some 240 places were cancelled in the middle of the training season. This caused an immediate cash flow crisis. Fortune smiled on the righteous, yet again, and an anonymous donor provided £20,000 to allow the ship to carry on as normal and simultaneously to offer free places to local authorities and children's charities to plug gaps in the training schedule.

There was no doubt that the young trainees loved the experiences they obtained during their courses on board, but the Trustees were getting increasingly worried about the long term future of the hull and consideration was given to finding an alternative. In mid 1982 a viable option presented itself when the veteran Trinity House vessel Patricia became redundant and could have been made available for the sum of £80,000, scrap value. The Trust appealed to the Marine Society who, at that time, were unable to help and the idea was dropped. The ship was subsequently sold to a firm in Stockholm where she has worked as a unique night club ever since.

I must confess I was disappointed since I had no doubt that Patricia would have made an excellent training vessel for our purposes if suitably modified. At the same time this fine old ship which was in excellent condition for its age, would have been preserved as a functioning part of the nation's heritage. Apart from her historical role in peace and war as a Trinity House Buoy Yacht she had been present at the Dunkirk evacuation and later returned to the beaches as on one six Trinity House route marking vessels in the van of Admiral Ramsay's invasion forces in June 1944. My disappointment, however, concealed the obvious problem that would still have remained that is, what were we to do with Foudroyant if she became redundant? Nobody whether public or private wanted to inherit the financial risk and dedicated commitment of owning a near derelict historic old hulk, yet there were many self appointed experts in the heritage field who were ready to pounce had there been the merest suggestion that she might be disposed of, possibly to suffer the indignity that was visited upon her old consort the old Trafalgar veteran Implacable in 1949.

However, as one door closes another opens. In 1983 the future of the Georgian section of the Portsmouth Naval Dockyard was under consideration, with the

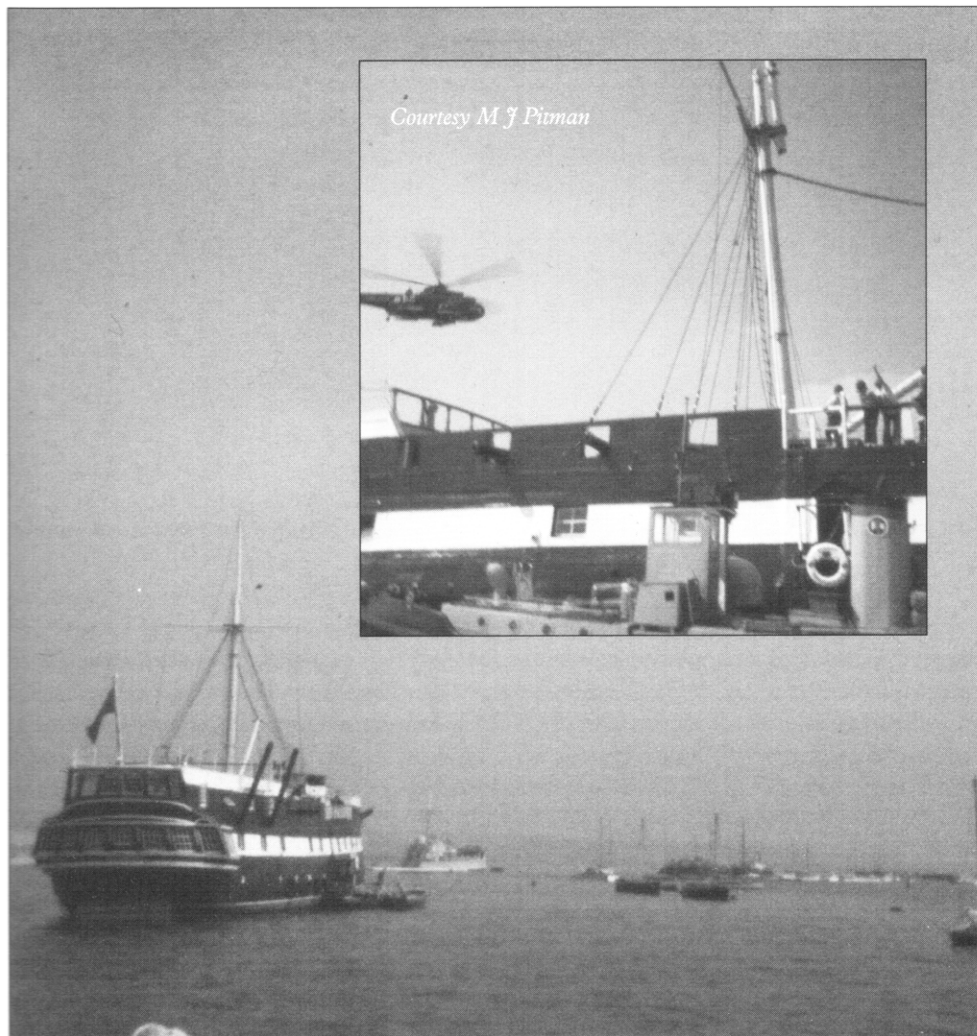
imaginative creation of a Heritage Area being actively promoted by the Government. As one of the invitees to an address given by the Minister to the Armed Services in HM Dockyard, Portsmouth in 1983 I was invited by the Commander in Chief to chair, that same afternoon, a meeting of interested parties in what was eventually to become the Portsmouth Naval Heritage Project. I realised after the meeting that this was not a role I could continue to perform since my conflict of interest was too great. I recruited a successor, an old friend who had recently retired as Chief of Fleet Support and who proved to be an immediate success – although I don't think Vice Admiral Sir John Lea ever forgave me for passing him such a thorny and difficult problem, where no solution was going to appeal to everybody!

In my opinion the possibility of placing Foudroyant, the sole surviving sailing frigate of the Nelson era, in No 1 Dock at right angles to HMS Victory would have complemented the scenic attraction of the Victory Arena. As Chairman I pleaded our case with the authorities who were seriously sympathetic and helpful but by the end of 1984 it was clear that the partners in what was now an active Portsmouth Naval Heritage Project were unwilling to have Foudroyant as a “cuckoo in their nest”. The final conditions laid out in a letter to me as Chairman were unfair, unreasonable and impossible to agree. This blinkered view certainly crystallised the minds of our own Trustees. We were clearly not wanted in the Portsmouth Heritage Area so, for the time being, training would continue at our moorings. It was “business as usual” but with the uncertain prospect of owning a deteriorating hull which would not last forever in its current state.



16 In 1984 the organisation was still buoyant financially – thanks to a further subsidy from the Marine Society – although unit costs per head were still rising mainly due

to a lack of demand from schools where industrial action was countering enthusiasm to take children on away visits.



This came to a head in 1986 when it was clear that the downturn in numbers due to a work to rule by teachers was unlikely to recover. With the forecast unit cost rising exponentially urgent action was required. At an extra - ordinary general meeting Trustees decided unanimously to suspend training and reduce to care and maintenance. Negotiations were to be opened with anyone able to form a viable preservation plan.

By late January 1987 the preferred option was to move the ship to Hartlepool for restoration – without prejudice to where the ship would be located afterwards. All options were now open including gifting the ship to the Indian Navy who had offered



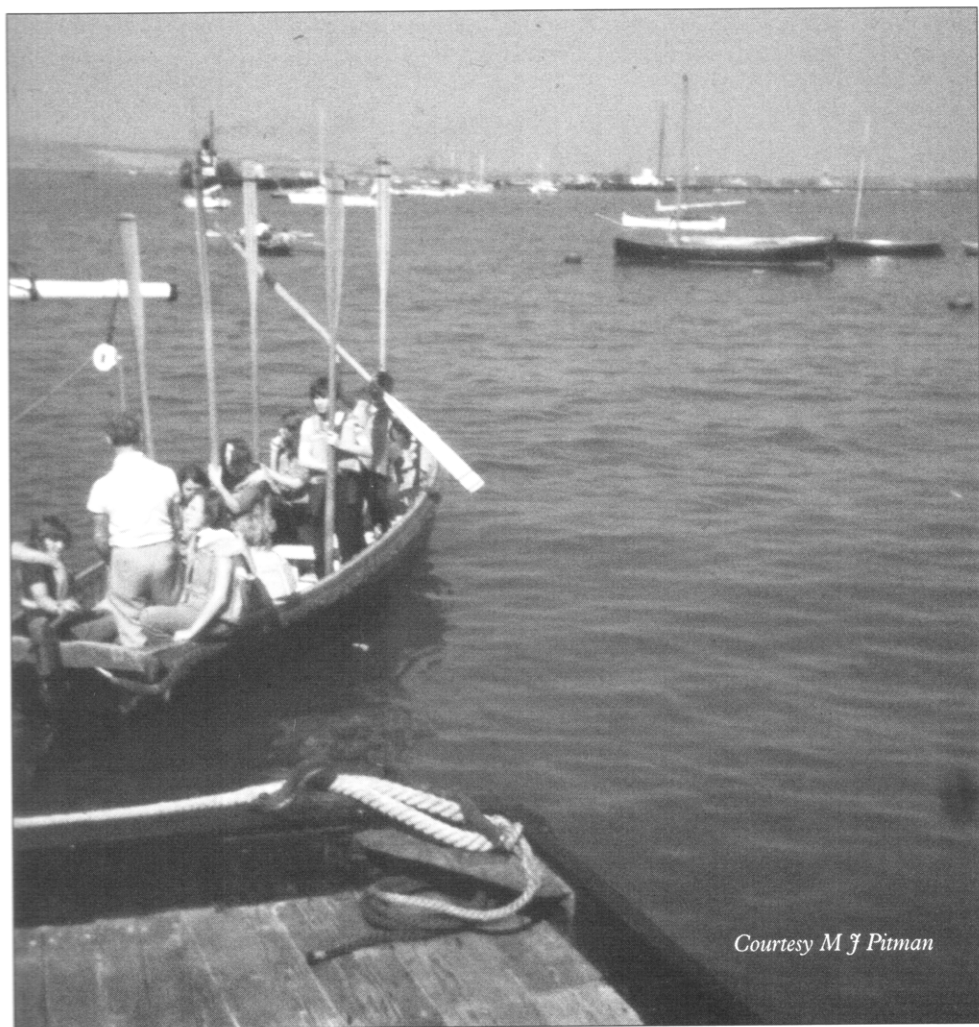
Courtesy M J Pitman

to collect the ship and transport her to Bombay for restoration – thereafter mooring her off the Gateway to India, except during the monsoon when she would be reberthed inside the harbour. This splendid offer was refused as the plans for moving the ship to the North East were progressed.

The Trustees were attracted by the redundant skills now available at Hartlepool following the completion of *Warrior's* restoration despite the fact that the port itself was now in the throes of radical redevelopment. Labour costs and port dues were examined and found to be more attractive than anywhere else. Against this an appeal by the Chief of Naval Staff in India for Admiral of the Fleet The Lord Lewin to intercede on their behalf had to be carefully weighed. Whilst we owned the ship the historical claim by India was strong and could not be dismissed. After the most careful consideration Trustees were unmoved in their resolve to keep the ship in the

United Kingdom. In politely rejecting the Indian offer I hastened to reassure our friends that we would aim to restore the ship to the memory of those who had built her and served in her – and thus retain the historical links between the two countries developed over such a long time. The Indian Chief of Naval Staff responded giving us and Foudroyant ex Trincomalee their very best wishes for our future plans.

Foudroyant was too fragile to undertake a tow without risk of her breaking up. A chance opportunity to charter a heavy lift barge at a cut down price was accepted and fixed for a price of £85,000. The Trust's sole remaining assets were liquidated and this raised just under £55,000, leaving a shortfall of £30,000 to be raised within a few days – a gap very generously filled by the Thornton Foundation within 24 hours. This magnificent gesture which emerged following a chance discussion with colleagues following a Marine Society meeting in Ironmongers Hall enabled the plan to go ahead. On 23 July 1987 Foudroyant sitting comfortably aboard the barge



Courtesy M J Pitman

Pacific Goliath was towed serenely out of Portsmouth harbour. Little did the crowds of onlookers manning the battlements realise she was never to return nor, for that matter, that there was no money left in the bank.

Returning home, after seeing the precious tow heading up the Channel towards Dover, I found in my afternoon mail a private letter from Sir John Smith in which he said briefly "my organisation in Hartlepool will have closed down by the time your ship arrives (he had recently completed his own restoration of HMS Warrior there). He said I much admire what you are doing. Here is a cheque to help you in the meantime" Surprise, surprise; we now had £25,000 to meet our dues, to prepare the ship and to plan for whatever the future had in store.

Pacific Goliath delivered her cargo in the River Tees on 27 July 1987. Foudroyant was floated off and towed across the bay to Hartlepool where a Civic Reception greeted her as she returned to what had been her base port 110 years earlier, to moor alongside in care and maintenance to await events. The long haul towards restoration was about to begin. The problem, as always, was money, or lack of it, and we now needed it in vastly greater measure than ever before. We were at the close of a chapter and awaiting the opening of the next.



Across the bay into Hartlepool

News, Happenings and Events

Nautical and Nice

This was the Friends Summer fundraising event and was held in late June. The weather was appalling and not at all seasonal and so all the activities had to be in the captain's cabin and then on the mess deck. The Teesside Fettleers were the main part of the entertainment, and so good were they that we asked them back to the Birthday Night. There was also some poetry, mainly amusing and certainly nautical from a local drama group and Chris Bowers in his inimitable style was Noah – but only for about ten minutes. He had been asked by God to build another Ark in the year 2007 but unfortunately he was prevented from doing so by new legislation in Planning; Fire Regulations; Environmental control; Employment issues and so on and so on.

We certainly could have done with more supporters in attendance but we still raised £300.

River Trip

This took place at the end of September and we really should have planned it for earlier in the summer because the dark nights were closing in very fast which prevented us from having a longer trip on the river. The day had been wet and overcast but some stalwart friends turned up and we had a very enjoyable time. Everyone thoroughly enjoyed themselves and especially those who were treated, in nautical style, to a wee drop of rum in the coffee.

Both boats MV Bathsheba and Community Barge Angus Ferguson were used and some of us managed to climb from one to the other mid river for the return journey.

A suitable donation has been sent to the Adventure Youth Sea Training Trust. For more information about the Trust try www.adventureafloat.org.uk



AUTUMN REMINDERS

Wednesday 28 November Barbarians on the shore – talk by Gary Kester

Wednesday 19 December Carols in the Cabin

FUTURE DATES

Please put these dates in your diary. Speakers have yet to be found but I can assure you that they are always interesting. Subjects suggested have been Deep Sea Fishing; A Trip to the Antarctic; Teesport; Port of Newcastle. If Friends know of anyone who gives interesting talks, mainly maritime then please contact the Secretary Ruth Turner.

2008

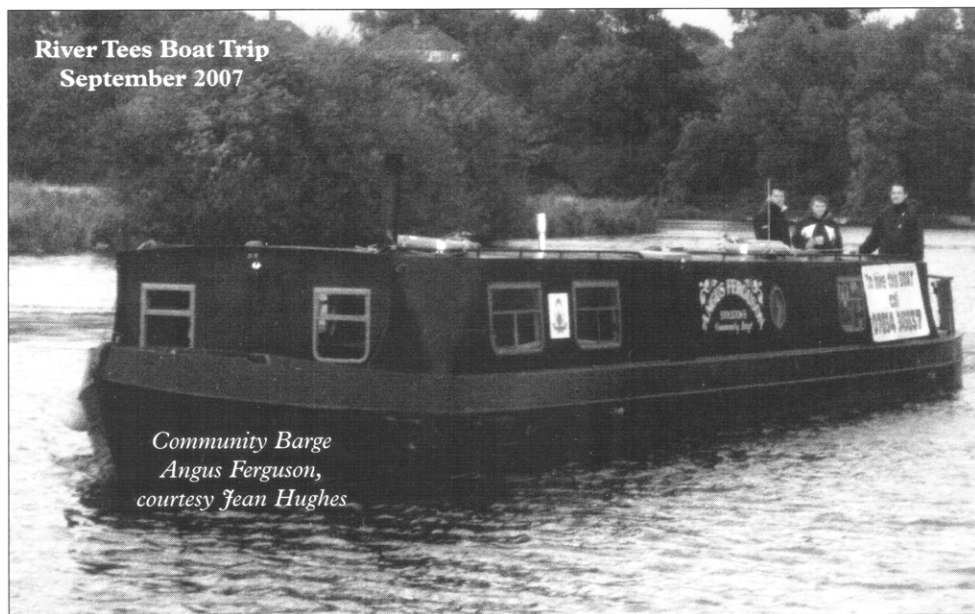
Wednesday 23 January

Wednesday 27 February

Wednesday 12 March Annual General Meeting with guest speaker

Wednesday 23 April

**River Tees Boat Trip
September 2007**



*Community Barge
Angus Ferguson,
courtesy Jean Hughes*



CHRISTMAS IS COMING

CHRISTMAS CARDS

Christmas cards are now available. The cost for a pack of five cards is £4.00. There are two designs and a pack of 5 can be mixed and matched. I have enclosed with the magazine an order form for those who cannot visit the ShipShop but there will be a postage and packing charge of 65p per pack of 5: 85p for a pack of 10.

CHRISTMAS LUNCHES

This year in conjunction with Cleveland Catering Christmas Lunches will be available on board the Ship in the Captain's Cabin. There are places for 30 on each of the days being made available. You can come on your own with two or three or in a group, providing there is enough space.

The days which have been made available are:

**Monday 10 to Thursday 13 December
and Monday 17 to Thursday 20 December
at 12.30pm**

The menu is as follows:

Hot Rum Toddy on arrival

Thick Winter Vegetable Soup with Crusty Bread

Succulent Roast Turkey with all the trimmings

Roast Parsnips and Potatoes

Buttered Carrots, Green Beans and Sprouts

Christmas Pudding and Brandy Sauce or
Chocolate Fudge Brownie Cake and Cream

Fresh Filter Coffee and Mince Pie

COST £12.50 PER HEAD

**All bookings should be made to: Cleveland Caterers,
Hartlepool's Maritime Experience. ☎ 01429 891556**





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