
QUARTERDECK

The Friends of HMS Trincomalee

Spring 2021



The Foudroyant at Falmouth (part three)

Funding from the Friends in December 2020

Around HMS Trincomalee at the Historic Quay

Mess Deck Crossword

The Friends of HMS Trincomalee on the Internet

Website : 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

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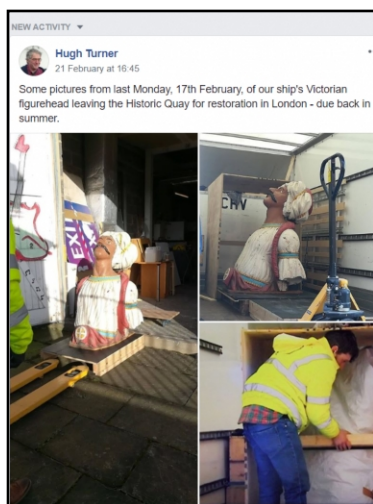
There is plenty of information relating to our ship's history on our [ARCHIVE](#) page which is free to download, please credit the Friends should you use this material elsewhere.

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



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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

As we emerge from a year disrupted by the coronavirus pandemic, HMS Trincomalee is now in her 204th year, and has survived yet another troubling time. Presently the Historic Quay is closed to visitors, but if all goes well it should open up later this spring.

In the final installment about our ship's time in Falmouth, as the Training Ship Foudroyant, we hear of yet another period when the fate of the ship was looking precarious. Newspaper articles and photographs of the time were in black and white, so there are some more recent colour photographs of the ship in this issue which remind us of what we are missing. Indeed it is now over a year since your chairman visited the ship.

The trustees are holding a committee meeting, using the internet and telephone services during the latter half of March, to look at the way ahead for the Friends, which will include the issuing of hard copies of the Quarterdeck to members.

The next year still has a substantial degree of uncertainty about it, but both our charity and HMS Trincomalee are looking safe and well.

Hugh Turner

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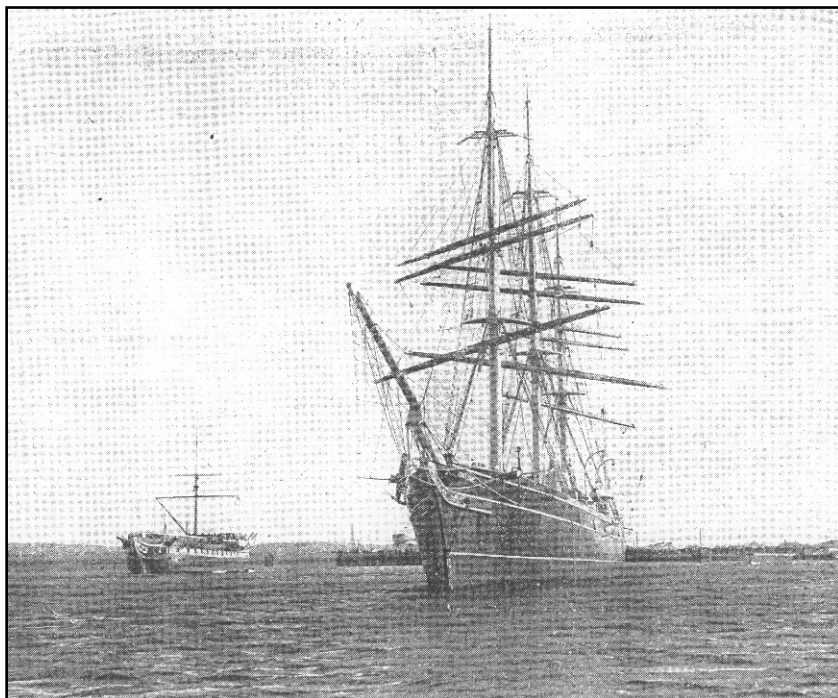
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The Foudroyant at Falmouth part three



16 March 1927 - The Foudroyant and the Cutty Sark at Falmouth

In the last two issues of the Quarterdeck we have looked at the time our ship, as TS Foudroyant, was at Falmouth in the early twentieth century, from 1903 to 1913 and from 1914 to 1926. To complete her Falmouth days, this article covers the period of 1927 to 1931.

The ship departed Falmouth in 1930, and Geoffrey Wheatly Cobb died in 1931. Once again contemporary newspaper reports provide most of the information.

1927 marked the beginning of a dispute involving the local Harbour Board, Falmouth dignitaries and Wheatly Cobb about the future of TS Foudroyant at Falmouth. The following five articles convey aspects of the differing opinions:

Wednesday 16 February 1927 The Western Morning News

**“FAMOUS SHIPS THREATENED.
CUTTY SARK AND FOUDROYANT.
FALMOUTH HARBOUR CONTROVERSY.**

Feeling is running high at Falmouth over the threatened removal from their present berths in the harbour of the world-famous clipper Cutty Sark and the old wooden-wall Foudroyant.

It is understood that the Harbour Board are seriously contemplating the early removal of the two historic vessels in order to provide berths for a salvage steamer and a cable ship. The controversy, therefore, centres round the rival claims of sentiment and utility.

Falmouth is rapidly becoming an important centre for ship-repairing, and in some quarters the view is held that every opportunity should be taken to encourage enterprise.

This view is contrary to the opinion of many prominent townsmen, and Falmouth Chamber of Commerce last night decided to ask the Harbour Board for their reasons for the reported action. It was stated the report had created consternation and dismay, and one speaker said “war was brewing.”

**“A WAR BREWING.”
HINT OF PUBLIC PROTEST MEETING.**

Mr. Fisher Webb raised the subject at the end of the meeting of the Chamber. He said the removal of the two vessels would be disastrous to Falmouth.

Mr. T. Ball, who was then in the chair, expressed his surprise at the reported decision, and said that he could not see what gain there would be to the harbour or the town, and he could not see where they wanted to move the vessels. They were not in the way at all, and the decision was nonsense. It was said that they interfered with racing, but the yachts they had there were butterflies.

“I have not the facts about it,” he added, “but I can tell the Harbour Board there is a war brewing if they carry it out, and there is going to be a public meeting of great protest against it. ... “

Monday 14 March 1927 Hull Daily Mail

“ TWO HISTORIC SHIPS.

Falmouth is agitated over the possibility of losing two historic ships, which have attained world fame (says the “Morning Post” correspondent). They are the Foudroyant, a fine old war frigate, the last of her line in existence, and the old China tea clipper, Cutty Sark.

The former vessel has for over 20 years been maintained by its owner, Mr. Wheatly Cobb, as a training ship for boys. The Cutty Sark was in her time one of the best-known sailing vessels in the world, and held the blue riband for her quick trans-Atlantic passage.

The Harbour Commissioners have given the two ships what is practically an order to quit, the explanation being that they are an obstruction to the harbour. The owners of the vessels have protested and offered to pay the proper harbour dues if their vessels are allowed to remain.

The matter is to be raised in Parliament on Tuesday, when Commander Kenworthy will ask the President of the Board of Trade that in the event of the Commissioners compelling the ships to leave Falmouth suitable berths shall be found for them elsewhere.”

Thursday 5 May 1927 The Devon and Exeter Gazette

“ It will be learned with interest that the famous old clipper, Cutty Sark, is not to be moved from Falmouth. Her owner, Capt. W.H. Dowman, has conferred with the harbour authorities, and, as a result, has agreed to remove the ship about a length to the north of her present berth and to provide her with head and stern moorings.

With regard to the old training ship Foudroyant, owned by Mr. Wheatly Cobb, the Harbour Board reports that it has considered every suggestion with a view for providing a new berth for the ship, but up to the present without success. The ship's berth is required by a cable steamer, and the Board has requested Mr. Cobb to remove the Foudroyant by May 21. It was intimated to him that it will offer a fresh berth in the inner harbour, where the Foudroyant can be moored fore and aft.”

Saturday 18 June 1927 The Western Morning News

“ THE CUTTY SARK HARBOUR BOARD AND HER NEW MOORINGS.

At the annual meeting of the Falmouth Harbour Board yesterday, it was reported that the receipts from harbour dues during the year amounted to £1,016 5s. 5d. There was a credit balance of £137 15s.

Mr. John Chellev, the chairman, remarked that a great deal of the time of the Board had been occupied in arranging for the re-mooring of the Cutty Sark and Foudroyant. Captain W.H. Dowman, of the Cutty Sark, met them like a good sport, and had re-moored his vessel. During the year a berth was found for the old battleship Implacable, and everyone seemed satisfied.

Mr. C. Spargo said Mr. G. Wheatly Cobb, the owner of the Foudroyant, had agreed to follow the example of Captain W.H. Dowman and take the Foudroyant to her new berth. ...”

Tuesday 12 July 1927 Portsmouth Evening News

“FALMOUTH HARBOUR DISPUTE. Berths of Famous Ships. FOUDROYANT AND IMPLACABLE.

Two famous ships, the training frigate Foudroyant and the old wooden relic, Implacable, may shortly be moved from Falmouth Harbour to Milford Haven. This fact was disclosed at Falmouth Police Court yesterday, when Mr. G. Wheatley Cobb was summoned by Falmouth Harbour Commissioners for failing to obey an order to remove the Foudroyant from her present berth, which is close to that of the famous old tea clipper, Cutty Sark.

Mr. Jocelyn V. Ratcliffe, for the Commissioners, stated that since the issue of the summons the ship had been moved, and he applied for a withdrawal of the summons. Mr. Cobb, he said, had undertaken to pay something towards the costs.

Mr. Gerald Nolder, for Mr. Wheatly Cobb, said that through what Mr. Cobb considered to be the very unreasonable manner in which he had been treated by the Falmouth Harbour Commissioners, in all probability the Foudroyant would shortly be removed from Falmouth to Milford Haven, and the other training ship – the old Implacable – would doubtless follow suit.

The Mayor, Councillor T.A. Webber, said the Bench consented to the withdrawal of the summons. It was not expected that they would express an opinion on the case, but they did express regret, and hoped that Mr. Cobb would reconsider the matter of taking away the ships from Falmouth waters.”

In July 1927 a letter was printed from a source that was kept anonymous:

Monday 18 July 1927 The Western Morning News

“ THE FOUDROYANT

Sir,- We have read the unpleasant, long, and painful controversy between Mr. Wheatly Cobb and the Falmouth Harbour Commissioners. Like lots more, we should be extremely sorry to see the Foudroyant and the Implacable (historic ships, links with the past) removed from our lovely harbour.

We all admire Mr. Wheatly Cobb's bulldog tenacity, but surely he must obey the ruling of the powers that be, who should know what is most beneficial for the good government of the harbour, We, like others that see the Foudroyant in her new home, cannot but admit that she looks better now than she did before, a beautiful ship with a lovely landscape at the back. We hope that Mr. Wheatly Cobb and the Harbour Board will act like Britishers, and bury the hatchet and be friends. AN OLD COUPLE Falmouth, July 14.”

We learn that the ship wished to make the most of the tourist season:

Saturday 6 August 1927 The Western Morning News

“ FALMOUTH.- The town is now full of visitors ...Mr. G Wheatly Cobb has also decided to throw open the frigate Foudroyant on Wednesday afternoons for inspection by the public.”

By August 1928 new moorings for TS Foudroyant were being considered:

Friday 24 August 1928 The Western Morning News

A meeting of the Council of the Plymouth Chamber of Commerce occurred the day before -

“ ... Mr. L.R. Dunstan referred to the difficulty the owner of the Foudroyant had in getting Falmouth Harbour Board to let that ship retain its mooring. He proposed a resolution, which Mr. Victor Prigg seconded, that a letter be sent to the owner promising to use the chamber's influence with the Admiralty, with a view to the Foudroyant being berthed at Plymouth.”

Monday 4 March 1929 The Western Morning News

“ WOODEN WALLS”

IMPLACABLE AND FOUDROYANT TO LEAVE FALMOUTH

The Southampton Harbour Board has agreed to a request to provide moorings in Southampton Water for the two very fine examples of the “wooden walls” of England – the Implacable and the Foudroyant – now used for training purposes. ...”

Tuesday 5 March 1929 The Western Morning News

“FUTURE OF TWO FAMOUS SHIPS

FOUDROYANT AND IMPLACABLE

REMOVAL EFFECT IN THE WESTCOUNTRY ...

There are on board the two vessels well over 50 boys and men, and there are among these a number of married men who have made their homes in the town, and who will thus have to leave Falmouth with their families. ...

The ex-Mayor, Mr. T.A. Webber, who is now a Harbour Commissioner, was also interviewed by our representative, and said: “With the development of the docks and the big boats coming for reconditioning there must be a sufficiency of room for these to be negotiated into the docks, and that means that huge vessels of the P. and O. class have to find berths for the time they are waiting to get into the docks. ...”

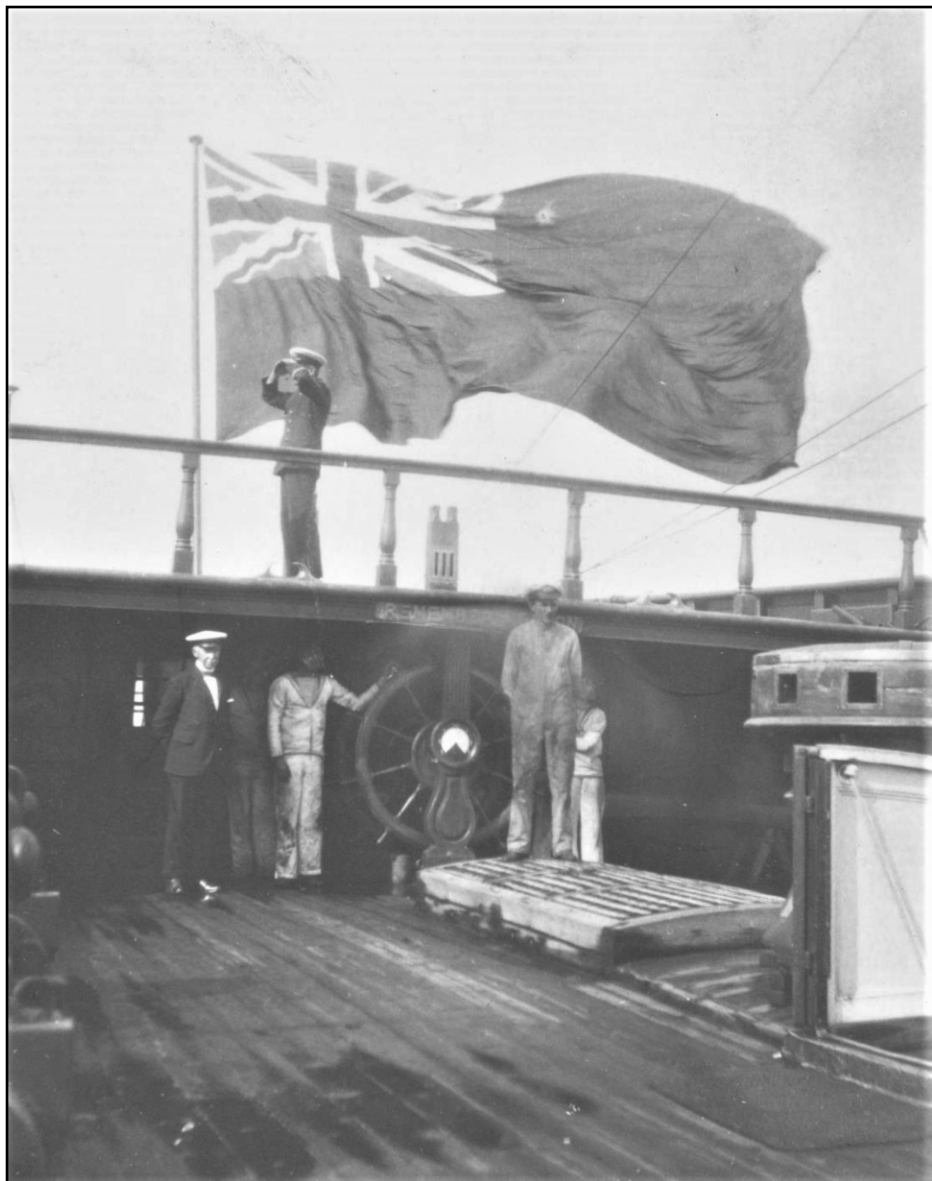
Wheatly Cobb wrote to the Western Morning News in March 1929:

Friday 8 March 1929 The Western Morning News

“... Writing from Caldicot Castle, Monmouthshire, Mr. Wheatly Cobb says:-

The Falmouth Harbour Board having decided that the Foudroyant must either remain in her present dangerous berth or leave Falmouth, it has been necessary to seek shelter elsewhere.

The committee of the Implacable desire that she should be nearer London and that I should continue in charge of her. They have, therefore, asked permission that both ships should be moored in Southampton Water, and the harbour authority have kindly agreed.



Geoffrey Wheatly Cobb on board the Foudroyant at Falmouth

(On the left -Looking at the photographer)

Many details remain to be settled, but I hope that both ships will be removed in the course of the summer.

Much as we shall regret our departure from Falmouth, which has been our home for 25 years, it has become inevitable. The Foudroyant could not survive indefinitely the strain to which she has been subjected for the last two winters.
“ ...

Monday 11 March 1929 The Western Morning News

“...The Implacable gives an instructive holiday to boys destined for land careers who love the sea and ships. They come for a fortnight in the summer, and they pay for their keep.

The Foudroyant is a permanent home and school for boys intended for a sea life. They come at ages from 12 to 14, and are apprenticed till the age of 18. They are maintained, clothed, and taught free of cost, and the great majority go to sea either in the Navy or the Merchant Service. A few go into the Army, generally as bandmen. Very seldom one has to be discharged as undesirable or unfit for a sea life.”



Instruction in signalling aboard TS Foudroyant

The plan to transfer the ship to Southampton were held up:

Friday 26 April 1929 The Western Morning News

**“OLD FALMOUTH HULKS
TRANSFER TO SOUTHAMPTON HELD UP**

The scheme to transfer the old warships Implacable and Foudroyant from Falmouth to Southampton has been abandoned, at any rate, for the present. The matter came up at the Southampton Harbour Board meeting yesterday, when a letter was read from the secretary of the Implacable Fund Committee ... there were certain factors which at present prevented the removal of the ships to Southampton, the chief of them being the difficulty of obtaining 12 houses in the vicinity for the accommodation of the married crew of the Foudroyant. ...”

In December a storm at Falmouth strengthened the case to remove the Foudroyant from the town harbour:

Friday 6 December 1929 The Western Morning News

“ The worse storm experienced for many years raged throughout the Westcountry during Wednesday night and Thursday morning, leaving a trail of destruction in its wake. ...”

“ HIGH SEAS AT FALMOUTH

Falmouth suffered severely through the storm. The gale raged for several hours, accompanied by torrential rain. Hardly a house on the sea front escaped damage. In many cases windows were broken and verandahs swept away and smashed. ...

A heavy sea was running in the harbour. The training ship, Foudroyant, which is anchored off Trefusis, dragged her anchor, and the old clipper ship Cutty Sark was also slightly affected. ...”

Tuesday 18 March 1930 The Western Morning News

**“BERTHING THE FOUDROYANT
OWNER SUMMONED AT FALMOUTH
ALLEGED FAILURE TO OBEY HARBOURMASTER**

Mr. G. Wheatly Cobb, the owner of the famous old frigate Foudroyant, the third oldest ship in the world, was summoned at Falmouth yesterday for contravening a by-law of the Harbour Commissioners by failing to obey the harbourmaster's directions in regard to the berthing of the vessel.

The summons was a sequel to the great gale of December 4 and 5, when the Foudroyant dragged her anchors. Being, as the defendant claimed, in danger of going ashore, she was taken to deeper water, and the Harbour Commissioners alleged that the defendant had disobeyed the direction of the harbourmaster that the ship should be returned to the berth prescribed for her.

Mr. Cobb admitted in evidence that he had disobeyed the harbourmaster and that he certainly had no intention of going back to the fixed berth. "I will not risk the safety of my ship and the lives of my crew," he said, "when the alternative is to disobey the Commissioners."

To put an end to "this extremely uncomfortable position," he said he was prepared to take the Foudroyant away from Falmouth by May 31.

The Bench decided to adjourn the case for a fortnight, in view of this assurance by Mr. Cobb, to see if the Commissioners would agree to let the matter rest for a time.

The prosecution alleged that under the by-law defendant had incurred a penalty of £672."

The decision was made to move the ship to Milford Haven:

Saturday 29 March 1930 The Western Morning News



TRAINING - SHIPS FOUDROYANT AND
IMPLACABLE.-TENDERS are invited
for TOWING these two Ships from Falmouth
to Milford Haven and for REMOVING and
RELAYING MOORINGS. Full particulars on
application.—G. W. Cobb, T.S. Foudroyant,
Falmouth.

Saturday 2 April 1930 The Western Morning News

“FOUDROYANT & IMPLACABLE PLANS FOR REMOVAL FROM FALMOUTH BOTH SHIPS MAY GO TO SOUTHAMPTON WATER-LINE (FROM A SPECIAL CORRESPONDENT. LONDON, Tuesday.)

Uncertainty still exists as to the destination of the Implacable, the oldest ship of her class afloat, which for the past 25 years has been in Falmouth Harbour.

Mr. G.E. Wheatly Cobb, the well known Westcountry expert on naval archaeology, who is in charge of the ship, intends to remove the Foudroyant to Milford Haven, where it was originally used as a training-ship. Southampton Harbour authorities have given permission for both ships to be moored in Southampton Water at a merely nominal sum, and 12 months ago this offer was accepted.

The reasons why the two vessels still lie at Falmouth were given to me in an interview with Capt. S.T.H. Wilton, R.N. (retired), secretary and treasurer of the Implacable Fund.

“No difficulties have arisen between the committee and the harbour authorities at Southampton, and we are still anxious to avail ourselves of their generous offer,” said Capt. Wilton, “Unfortunately, we have been unable to raise the necessary funds for transferring the ships to that port. The Foudroyant cannot hope to survive the storms which have been her lot during the past few winters. When she was blown ashore in January her removal became imperative, and Mr. Cobb, to whom the ship belongs, has decided to take her to Milford Haven, where it is hoped she will be moored sometime this month.

No decision has been made by the Fund Committee as to the actual destination of the Implacable ... “

Saturday 12 April 1930 The Western Morning News

“THE FOUDDROYANT AT FALMOUTH STATEMENT BY HARBOUR BOARD CHAIRMAN

The Harbour Committee reported at yesterday's meeting of the Falmouth Harbour Board that they had given very careful consideration to the case of the Foudroyant, and had instructed their solicitor to ask for a further adjournment until June, in order to allow Mr. Wheatly Cobb to carry out his promise with regard to the vessel. ...”

Wednesday 21 May 1930 The Western Morning News

“ FOU德罗YANT DRY-DOCKED

Previous to leaving for Milford Haven, whither she will be towed, the frigate Foudroyant, owned by Mr. G. Wheatly Cobb, of Falmouth, used as a training ship for boys, was placed in dry dock at Falmouth yesterday.

The ship is leaving Falmouth in consequence of a dispute between the owner and the Harbour Board.”

In May 1930 there were some who still hoped that the ship would stay at Falmouth:

Wednesday 28 May 1930 The Western Morning Mail

**“ THE FOU德罗YANT
PROBABILITY OF FRIGATE REMAINING AT FALMOUTH**

Great satisfaction was felt at Falmouth yesterday at the news that there is a probability of the frigate Foudroyant remaining at Falmouth instead of going to Milford Haven.

The vessel is due to leave Falmouth to-morrow for the Welsh port, but the arrangement has been cancelled, for it is understood that a suggestion has been made that the vessel shall be given a berth near St. Just, between the Implacable and the land, and where it is believed she will have room to swing. Negotiations are now taking place, and there is every hope of a satisfactory arrangement being arrived at.”

In spite of the hope of many living at Falmouth, in September 1930 the Foudroyant finally left Falmouth:

Wednesday 9 September 1930 The Western Morning News

**“DEPARTURE OF FOU德罗YANT
MOVEMENT VIEWED WITH REGRET
TOWN COUNCIL AND HARBOUR BOARD**

After 23 years the old training frigate, the Foudroyant, which long had been a familiar sight to visitors and residents alike, has left Falmouth, to find a new

home at Milford Haven.

Mr. G. Wheatly Cobb, the owner, has removed her as he failed to secure the swinging berth in the inner harbour which the ship formerly occupied. ...there were doubts in the morning as to whether the Foudroyant would go because of the weather, and a decision was not made until after noon, when reports had been received of the conditions in the Channel.

The only information the public had had that the ship was to leave yesterday was through "The Western Morning News," and when about 2 o'clock the tug Victor left her moorings off the Prince of Wales Pier, they knew that the decision to remove the old frigate was really to be carried out.

"GOOD-BYE."

It was not long before the Victor was alongside the Foudroyant off the eastern breakwater, and immediately the task of raising the anchor by means of a floating crane was commenced. By 3.30 the tug was ready to commence the journey, and as she and her charge got under way the former sounded her siren and the red ensign was hoisted on the ship, as well as the flag signal indicating in the international code "good-bye."

On all sides among those watching the departure were heard condemnation of the Harbour Board, on whom apparently the speakers lay the blame. ... "

Wednesday 10 September 1930 The Western Morning News

"DEPARTURE OF FOUDROYANT MOVEMENT VIEWED WITH REGRET TOWN COUNCIL AND HARBOUR BOARD

... Many people regretfully watched her departure yesterday. They stood in groups on the terraces overlooking the harbour, and watched the operation of raising anchors prior to the Victor towing her away, and after she had slowly passed from view many went to the cliffs to watch her pass across Gyllyngvase Bay and round the Manacles on the first stage of her journey, which is expected to take about 24 hours. The regret of those on shore was shared by everyone on board the ship, from Mr. Wheatly Cobb, the owner, to the youngest boy, for many of them have very happy associations with the town. Quite a dozen are leaving their families behind. ..."

It was while the ship was at Milford Haven that Wheatly Cobb was taken ill and died:

Tuesday 7 April 1931 The Western Morning News

“LATE MR. WHEATLY COBB TAKEN ILL ON BOARD THE FOUDROYANT

Mr. G. Wheatly Cobb, who died on Good Friday, was taken ill on board the Foudroyant, which is lying off Pembroke Dock, and owing to weather conditions on Palm Sunday he was later removed to a nursing home, where he was operated upon for appendicitis early last Thursday.

Mrs. Cobb and nieces were at Pembroke Dock. The public were unaware that Mr. Cobb was in the locality or that he was ill.

It is stated that the crew of the Foudroyant will attend the funeral at Caldicot, Monmouthshire.”

Thursday 9 April 1931 The Western Morning News

“FUNERAL OF MR. G.E. WHEATLY COBB FOUDROYANT OFFICERS ACT AS BEARERS (FROM OUR OWN CORRESPONDENT.) CHEPSTOW, Wednesday.

Hundreds of people attended the burial at Caldicot Parish Churchyard, near Chepstow, to-day of Mr. Geoffrey Edward Wheatly Cobb, of Caldicot Castle, well known for his patriotism in maintaining at his own expense the training-ship Foudroyant, formerly located at Falmouth and now at Pembroke, his intervention in preservation of the Implacable, and his munificence towards the preservation of Welsh Castles.

The coffin arrived at the Castle on Saturday, and was placed on a dais in the guardroom, surrounded by a wreath of beautiful floral tributes, one of which came from Sir Owen Seaman, editor of “Punch.”

IMPLACABLE AND FOUDROYANT REPRESENTED.

It was covered with the Union Jack, and was borne from the main entrance on the shoulders of the six officers attached to the Foudroyant. A number of men from the Foudroyant and the Implacable acted as guard of honour.

With the widow as principal mourners were, Mr. Powis Cobb, brother; Mrs. Maybery and Mrs. Canning, sisters; Mr. Geoffrey Cobb (Banbury), Mr. Thomas Cobb, and Mr. Beech, nephews; and Maj. And Mrs. Fowler (Brecon), niece and nephew. They were followed by the local Scouts and general mourners.

REPRESENTATIVE GATHERING

The coffin was lowered into the moss-lined grave situate at the east end amid an impressive silence, which remained unbroken whilst the vicar, Rev. T.M.R. Younghughes recited the closing committal prayers.

A bugler from Foudroyant sounded the "Last post," and a muffled peal was rung.

Many came from all parts of the district to pay tribute to the deceased gentleman, and a representative gathering included Brig.-Gen. E.A. Herbert, Mr. C.H. de Winton, Mr. W.F. de Winton, Mr. Arthur de Winton (Brecon), Misses Kate and Mary de Winton, Mr. David Powell, and Mr. W.A. Wright (Brecon), Mr. A.M. Potter (Swansea), Mr. G.P. Williams, colliery agent, (Bargoed), Mrs. Cropper, Liut.-Col. Macnabb (Mathern Palace), Mr. G.C. Francis, Mr. P.D. Morris (Swansea), Col. Cummins, Rev. Jacob Ware, Rev. Wyndham Morris, Mr. Thos. Harris, general manager Bargoed Colliery Company, Mr. E.C. Lysaght, Mr. Robt. Gibb (Bargoed), Mr. Frank Williams, Mrs. Lysaght.

In an interview with a representative of "The Western Morning News" Mrs. Cobb said no statement was possible for the present as to the future of the training-ship Foudroyant, which, it was gathered, will remain at Pembroke."

After the death of Wheatly Cobb, the future for the Foudroyant was even more precarious, as this last article shows:

Monday 1 June 1931 the Western Morning News

"FOUDROYANT'S FUTURE REMOVAL TO LONDON AT THE END OF JUNE

"The Western Morning News" correspondent at Pembroke Dock learns that the training ship Foudroyant, which was removed by the late Mr. Wheatly Cobb from Falmouth to Milford Haven in September, 1930, will be taken to London at the end of June.

Mrs. Cobb has been in London during the past week, and it is understood that most of the boys may join the British Navy, and billets will be found for others connected with the vessel.

It is believed the Foudroyant will be disposed of."

Around HMS Trincomalee (A reminder)







Funds Granted by the Friends

In December 2020, in between the second and third national lockdowns arising from the coronavirus pandemic, the trustees of the Friends of HMS Trincomalee were approached by Clare Hunt, the senior curator at the National Museum of the Royal Navy – Hartlepool, for funds. In her correspondence Clare described what the funds were to be used for:

“1. Paint analysis. This is undertaken through a conservator taking about 50 paint samples from all over the ship where historic material remains. The paint layers are analysed and can tell us what colours and dates they belong to. I am particularly interested to find out whether the Indian builders used different types from the Portsmouth yard, and whether the officers’ quarters on the ship had different colours to those in the crew’s areas. This is something they found when they analysed HMS Victory’s painted surfaces. The cost of this would be approx. £6k.

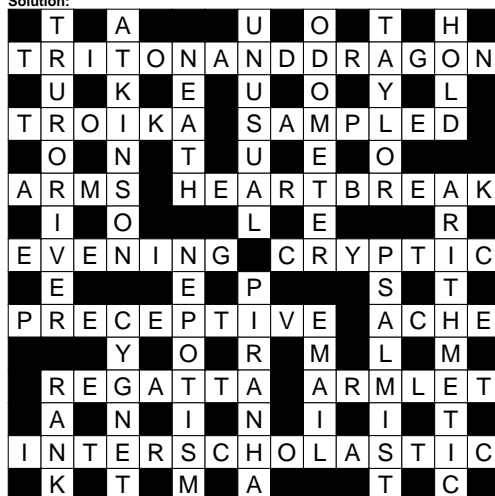
2. Monitoring and treatment of fungus/decay on board ship. It has been proven that UV light kills off fungus and we would like to obtain an UV light to do this, along with a moisture meter to help us determine where the ship’s timbers are most saturated, and therefore vulnerable to decay. Also, another dehumidifier to target the wettest areas. All of this equipment will cost approx. £800”

The trustees unanimously agreed for our charity to provide £6,800 for these two projects, which can proceed whilst the Historic Quay is closed to visitors.

Mess Deck Crossword

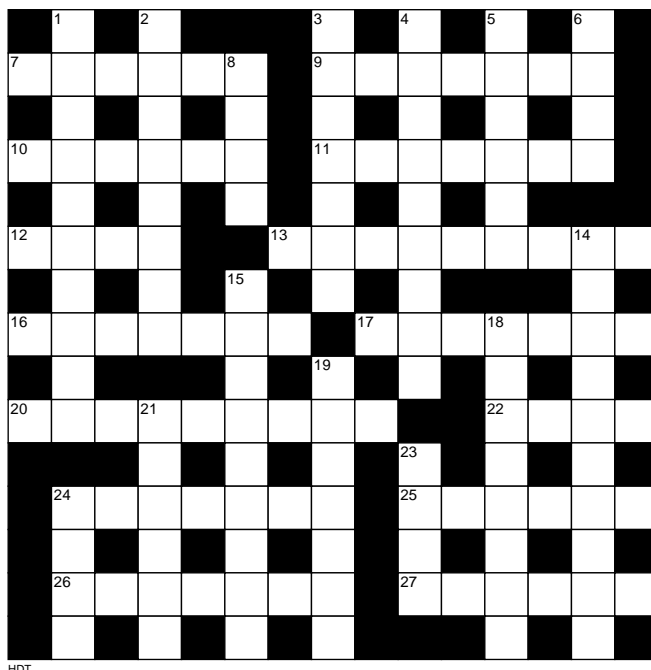
Autumn 2020

Solution:



Mess Deck Crossword

Spring 2021



HDT

ACROSS

- 7 Some said the Foudroyant interfered with this (6)
- 9 Cobb had such a tenacity according to an old couple (7)
- 10 Saunter (6)
- 11 Dragged during high seas at Falmouth (7)
- 12 Principal character in a book (4)
- 13 In 1927 a berth for one at Falmouth was sought (5,4)
- 16 Make joyful (5,2)
- 17 Of no purpose (7)
- 20 Timely (9)
- 22 Chaired a meeting of the Falmouth Chamber of Commence (4)
- 24 Infers (7)
- 25 Type of boat (6)
- 26 Cobb's was at Caldicot Parish Churchyard (7)
- 27 Without difficulty (6)

DOWN

- 1 The Implacable was one (10)
- 2 Cellular particle on which proteins are assembled (8)
- 3 Could be Lincoln (7)
- 4 Debar (9)
- 5 Fools (6)
- 6 Gets older (4)
- 8 December 1929 one raged for several hours at Falmouth (4)
- 14 With impudence (10)
- 15 Moored near to the Foudroyant at Falmouth (5,4)
- 18 Belonging to a Middle Eastern Country (8)
- 19 Pronoun (7)
- 21 Seas (6)
- 23 Type of seaman (4)
- 24 Fish lifting hook (4)



Produced by and for The Friends of HMS Trincomalee Reg. Charity No. 1117790