
QUARTERDECK

The Friends of HMS Trincomalee

Autumn 2022



A Visit to HMS Trincomalee this Summer

HMS Trincomalee at Cowes

The Traverse Board

Notice of Annual General Meeting 2022

Mess Deck Crossword

Annual General Meeting 2022
Wednesday 7th December at 7.30pm
Via the internet “zoom” facility

AGENDA:

1. Welcome and apologies for absence
2. Minutes of the last Annual General Meeting held on 8th December 2021
3. Chairman’s report
4. Treasurer’s report and accounts ending 31st March 2022
5. Motion proposed: to change section 4.5 of our constitution from

“The Committee shall meet where, when and how they feel appropriate but shall meet not less than two times per year. A quorum shall consist of four members of the Committee entitled to vote.”

to

“The Committee shall meet where, when and how they feel appropriate but shall meet not less than two times per year. A quorum shall consist of three members of the Committee entitled to vote.”

6. Appointment of Trustees
7. Appointment of Honorary Auditor
8. Any other business (Notified to the Secretary prior to 1st November 2022)

The closing date for all nominations to be received by the Secretary was Tuesday 1st November 2022.

Those members wishing to attend the “zoom” meeting on Wednesday 7th December 2022 need to provide a contact email address for their invitation to the “zoom” meeting to be sent, this email address should be notified to

agm2022@friendsofhmstrincomalee.org.uk

The original notice for this meeting was given in the Summer Quarterdeck.

Ruth Turner, Hon. Secretary

EDITORIAL

As we approach the end of 2022, it has been quite an eventful year with two monarchs and three prime ministers. The war in Ukraine has had its impact on the Friends, the website has received well over 20,000 visits in the year with Russia being the country making the largest percentage of these visits. I wonder if they are monitoring HMS Trincomalee's activities, or reading about our ship's rôle in the Crimean War of 1854 to 1856.

In this issue you can read about a Queen's jubilee and funeral over 120 years ago, and we look at the crew members on board our ship in 1901. I thank those relatives of the crew members for information given to me, no doubt there is more to be discovered.

Our Annual General Meeting on Wednesday 7th December is once more to be conducted over the internet using "zoom", please look at the opposite page for further information.

We look forward to 2023, the 206th year of His Majesty's Ship Trincomalee.

Hugh Turner

Any correspondence concerning the Friends Association should be sent to:

The Secretary, Ruth Turner
Pinewood Lodge, Hude, Middleton-in-Teesdale, Barnard Castle,
County Durham DL112 0QW
Tel: 01833 640825 E-mail:
secretary@friendsofhmstrincomalee.org.uk

Correspondence and contributions for the magazine to:

The Editor, Hugh Turner
Pinewood Lodge, Hude, Middleton-in-Teesdale, Barnard Castle,
County Durham DL12 0QW
Tel: 01833 640825 E-mail:
magazine@friendsofhmstrincomalee.org.uk

A Visit to HMS Trincomalee this Summer

In late summer I went to see our ship in the Historic Quay for the first time in nearly three years. In the intervening time we had faced a pandemic, strong gales and a record breaking heat wave, The National flag of Ukraine flying from the highest mast was a reminder that there was also a war in Europe.

Apart from the ticket vendors working behind screens, and a number of sanitising points around the site, there was a sense that things were getting back to normal. There was a small queue for tickets at the entrance, and on presentation of my current Friends membership card I joined the many people already visiting the Quay.

The outside of HMS Trincomalee looked resplendent after her repaint. The golden catheads shone in the sunlight. The upper deck's interior walls now have a pastel green colour.

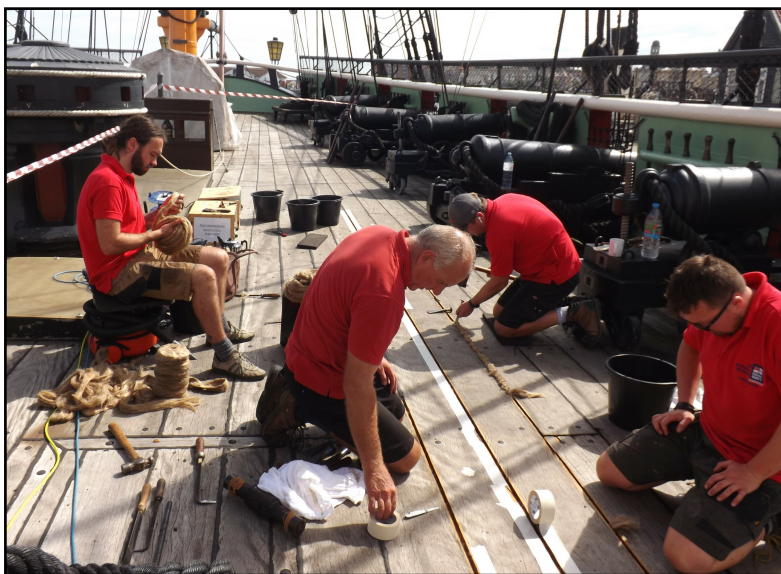


A casualty of the unprecedented heat wave was the upper decking. The deck had dried and gaps appeared between the planks of wood allowing rainwater to drip below. A number of black buckets were strategically placed on the deck below to catch water should it rain, and a maintenance team was hard at work re-caulking the upper deck. As they worked pushing old rope fibres between the planks, metal tea pots on electric hot plates contained the melted pitch being used to complete the new seal.

The Captain's cabin was nearly empty. The floor was bare decking, and the Captain's work desk with a chest of drawers were the only items of furniture there. The Friends have already provided funds for some sheeting to be painted



Below the upper deck - buckets to catch the rain



On the upper deck - the maintenance team re-caulking



Hot pitch for the re-caulking

to form an appropriate floor covering for the cabin, unfortunately since then the gentleman who was going to do the painting has retired. A large space is required for the painting to be done, and the National Museum of the Royal Navy is looking at getting the sheet for our ship painted at the same time as another for HMS Victory once a suitable painter and an available workspace has been identified.

The black ropes and chains on the ship had a smart appearance suggesting that they had recently been refreshed by the maintenance team.

Since my last visit, a parrot in a cage has appeared in one of the cabins on the ship, this was accompanied by sewing material. The cabin is being displayed as Eliza Bunt's cabin with an appropriate notice about this. The ebook mentioned is the book put together by Mary Monnery which still occasionally provides some funds to the Friends when it is purchased and downloaded.

After visiting the ship I went to the first floor exhibition room where the restored figurehead is well displayed over the stairwell. Its location allows you to see both sides and the front of it, as well as providing you with the opportunity to peer up at it from below as you descend the stairway.

Overall, it was nice to see the Quay and ship looking in good health with plenty of visitors and a maintenance team in action.

After a coffee and scone at the café, I met up with two other trustees of the Friends and we had a 45 minutes meeting with Ros Adamson, the general



Eliza Bunt's cabin



Restored Figurehead in the Exhibition Room

manager, and Clare Hunt, the curator, of the National Museum of the Royal Navy – Hartlepool.

There are big plans afoot for developing and expanding the museum, with more vessels for people to see. The Motor Launch 497, at the time, was not yet on display.

The plans being developed came across more as a ten year business plan than a three year one. After all the disruption over the last three years there is now a realistic optimism that these plans will give our ship and the Quay a secure future.

Clare Hunt kindly provided us with some ‘bullet points’ with respect to ship maintenance and research projects over the past year:

- Last summer, full repaint and caulking of ship’s sides. Note the gilding was also redone, including the catheads which the paint analysis said were originally gilded.

- This spring/summer foremast platform taken down and replaced and masts and spars repainted. Plans for other platforms to also be replaced in the coming years.

- Re-caulking taking place this summer – hot weather has melted the pitch and opened up the seams particularly badly this year.

- Investigations are taking place around electro-corrosion of fastenings in the ship’s hold, possibly due to missing copper on keel (certain areas were not coppered before the ship was re-floated after its restoration)

- Research for publication is taking place in collaboration with Wessex Archaeology around the ship’s timber marks which have recently been discovered and mapped by the NMRN team.

- Clare Hunt’s paper ‘Indian Figureheads: Carvings from Royal Navy ships built at Bombay’ was published in the Mariner’s Mirror, August 2022

HMS Trincomalee at Cowes

This year, 2022, in June we celebrated the late Queen's platinum jubilee after her 70 years on the throne, then in September her state funeral was held with King Charles III our new monarch. 125 years ago it was Queen Victoria's diamond jubilee that was being celebrated. She died on 22nd January 1901 at Osbourne House on the Isle of Wight, with her son being declared King Edward VII. HMS Trincomalee was based at Cowes at that time, and the men attending to the ship would have been able to see some of the ceremonies associated with Queen Victoria's diamond jubilee and death at first hand.

HMS Trincomalee left Hartlepool under tow to Southampton Water in February 1877 and was moored there for the last 18 years of her naval service as a drill ship. On 12th October 1895 she was replaced by a new drill ship, HMS Medea, and our ship was left "in reserve" until she was sold on 19th May 1897 to Read's shipbreakers of Portsmouth Camber. The ship was bought for £1323 and it seemed she was to be broken down, supplying teak timber for re-use in ships or for furniture.

When Nelson's old flagship, HMS Foudroyant, was wrecked by a gale whilst it was anchored off Blackpool, her owner, Geoffrey Wheatley Cobb, approached the Admiralty for another ship. They suggested that HMS Trincomalee might be suited for his purposes, to be used as a training ship for boys. Cobb bought the Trincomalee from Read's shipbreakers and our ship was towed to East Cowes, on the Isle of Wight, where over the next five years she was refitted for her new rôle.

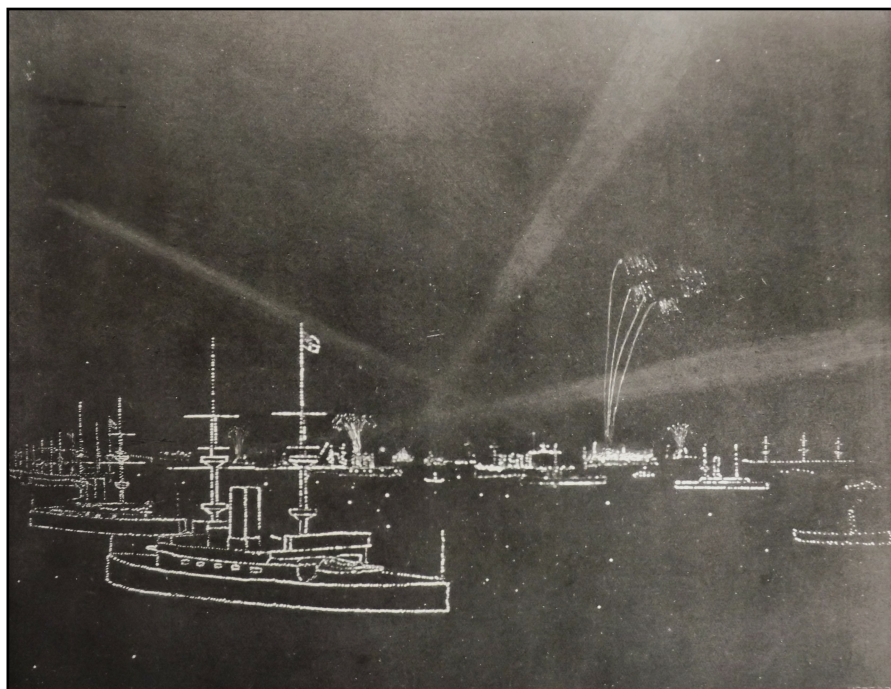
As part of the celebrations of Queen Victoria's diamond jubilee, the Diamond Jubilee Naval Review was held at Spithead on 26th June 1897. 170 Royal Navy ships, including 50 battleships, were all anchored in two seven mile long lines between the Isle of Wight and Portsmouth. Nearly all the ships were less than 10 years old with bunting on display, the crews standing in ranks wearing wide straw hats, and white uniforms as they took part in this great naval spectacle.

Guests to the Review were accommodated on board the Campania, the pride of the Cunard Fleet at that time, along with several other famous merchant ships. Unfortunately Queen Victoria did not feel well enough to go to sea and her son Bertie, Prince of Wales, stood in for her. He was accompanied by guests from all over the British Empire and around the World.

One uninvited vessel came to the Review, this was the revolutionary new turbine boat, Turbinia, brought to Spithead by its owner Charles Algernon Parsons. As the Prince of Wales, Lords of the Admiralty and other dignitaries looked on, Turbinia raced between the lines of big ships, and being much faster



The Royal Yacht steaming through the Fleet



The Fleet Illuminated with the First-Class Battleship Victorious in the foreground



The Turbinia at the Spithead Review (detail from De Martino's painting)

than anything else afloat was able to easily evade the Royal Navy's patrol boats. Parsons had invented the steam turbine in 1884, and in 1905 the Admiralty announced that all future Royal Navy ships would be powered by turbines. In 1906 the first turbine-powered battleship, HMS Dreadnought, was launched.

HMS Trincomalee was still at Cowes on the Isle of Wight when Queen Victoria died at Osbourne House on 22nd January 1901. Her funeral was held in London eleven days later on 2nd February. A state funeral cortège travelling by ship made for a striking spectacle.

HMY Alberta carried Victoria's body from Cowes to Gosport with a number of yachts following carrying the new King, Edward VII, and other mourners. The assembled fleet fired minute guns as HMY Alberta passed by. The Queen's body remained on board ship overnight before being conveyed by gun carriage to Gosport railway station the following day for the train journey to London. As a break from tradition, the Queen had her coffin draped in white.



HMV Alberta entering Portsmouth Harbour with the body of Queen Victoria (W Wyllie)

Mess Deck Crossword

Summer 2022 - Cryptic

Solution:

	A		B			S		S		E		M			
A	B	D	I	C	A	T	E		C	A	N	N	O	N	
	L		L			R		A		R		S		S	
D	E	A	L			G	A	L	L	E	R	I	E	S	
	S		H			O		E		A		G			
V	E	T	O				E	G	O	M	A	N	I	A	C
	A		O			C		S		I				B	
S	M	O	K	E	R	S			U	N	R	O	L	L	S
	E					O		A		G		F		E	
U	N	D	E	R	S	I	D	E				F	I	S	H
				N		S		M		A		I		E	
		U	P	L	I	F	T	I	N	G		C	R	A	B
	S		I		I		R		E		E		M		
L	E	S	S	E	R			A	L	D	E	R	M	A	N
	D		T		E		L				S		N		

CREW ON BOARD THE TRINCOMALEE AT COWES 1901 (Census return)

NAME	AGE	STATUS	POST	PLACE OF BIRTH
William John Robins	52	Married	Master	Devonshire, Plymouth
William Brown	34	Single	Engineer	Glamorganshire, Cardiff
John Joseph Brown	35	Single	Steward	Glamorganshire, Cardiff
Watkin William Wynn	21	Single	Cook	Glamorganshire, Methyr Tydfil
Charles Alfred Henry Colby	20	Single	Ordinary Seaman	Norfolk, Yarmouth
Henry Edward George	19	Single	Ordinary Seaman	Suffolk, Gorleston
Charles Arthur Lacey	21	Single	Ordinary Seaman	Kent, Bromley
John Michael Vayne	21	Single	Ordinary Seaman	Monmouthshire, Newport
George Mynott Bester	20	Single	Ordinary Seaman	Bedford, Little Aylsey
William John Poole	20	Single	Fireman	London, Bethnal Green
Berthram Burt Dominey	15	Single	Ships Boy	Isle of Wight, Northwood
Harry Ansell	18	Single	Ordinary Seaman	Hampshire, Aldershot
Arthur Blake	17	Single	Ships Boy	Norfolk, Yarmouth

The Crew on board HMS Trincomalee at Cowes in 1901

The 1901 census return for the “Trincomalee, Cowes” lists who was on board the vessel on the night of Sunday 31st March 1901 (see previous page).

Of the thirteen men and boys listed I have found, so far, a little bit more about five of these crew members.

William John Robins

The Master of the ship, William John Robins, was born on 27th November 1848 at Plymouth, Devon. As soon as he was 18 years old, on 27th November 1866, he joined the Royal Navy and is recorded at the time as being 5ft 6 inches tall with light brown hair and dark eyes. William served in the following ships:

Northumberland	10 Jan 1873 - 30 Sep 1873
Excellent	1 Oct 1873 – 2 Nov 1874
Favorite (Coast Guard)	3 Nov 1874 – 7 April 1875
Excellent	8 April 1875 – 13 July 1875

Diamond	14 July 1875
" " Petty Officer 2 nd Class	1 May 1877 – 7 Jan 1879

Excellent	8 Jan 1879
" " Petty Officer 1 st Class	7 May 1879 – 22 June 1879

Humber	23 June 1879 – 7 July 1879
Cruiser	8 July 1879 – 31 Jan 1883
Excellent	1 Feb 1883 – 20 Aug 1884
President	21 Aug 1884 – 2 Sep 1887

In September 1887 he was discharged to the “shore” with a pension at 38 years of age. In 1901 he is found to be the married Master of HMS Trincomalee at the age of 52 years.

Charles Alfred Henry Colby

Charles Alfred Henry Colby was born on 26th August 1880 at Great Yarmouth, Norfolk, his father, Charles Nathaniel Colby, was a fisherman. At the age of eleven Charles Alfred was still living with his family at Great Yarmouth and by then had a three year old brother called John James Colby.

In the 1901 census Charles Alfred is on board the Trincomalee at Cowes as an ordinary seaman. It would appear that he remained at Cowes, marrying there in 1903 and having three daughters and one son. In 1939 he is listed as still a resident of Cowes. During World War One he was a merchant seaman. His younger brother, John James Colby, became skipper of HMS Drifter and was killed in action at sea in 1918.

Henry Edward George

Henry Edward George was born at Gorleston-on-Sea near Great Yarmouth on 15th July 1881. His father died when the lifeboat "Refuge" overturned off Gorleston Harbour in 1888, and his mother died in 1890. An orphan at the age of eight, Henry was brought up by relatives of his parents and in March 1901 was aboard HMS Trincomalee as an ordinary seaman at the age of nineteen.

Three of the crew in the census of 1901 were born in and around Great Yarmouth. Charles Colby, Henry George and one of the two ship's boys, Arthur Blake. Henry married in 1909 and in 1911 was resident at Falmouth at the same time that our ship, then TS Foudroyant, was moored there. After seeing military service in the First World War he died in 1956 at Portsmouth at the age of seventy four years. Interestingly TS Foudroyant in 1956 was anchored at Portsmouth.

Berthram Burt Dominey

Berthram Burt Dominey, the youngest member of the crew aboard HMS Trincomalee in 1901, at the age of fifteen years, like Arthur Blake was a ship's boy. Berthram was the only locally born member of the crew, having been born at Cowes, the Isle of Wight. In April 1903 he joined the Royal Navy serving on many ships and he became a Petty Officer in December 1908. His last posting, according to the records I have seen, was to HMS Vernon from 11th January 1924 until 6th April 1925 when he was "shore pensioned".

The Traverse Board

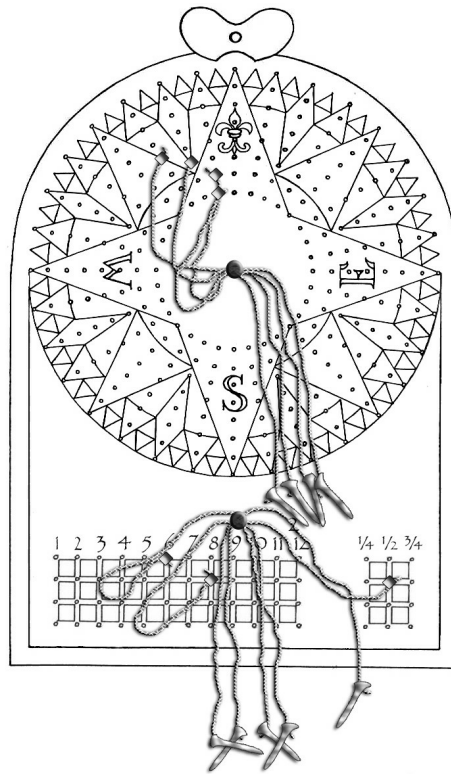


Amongst the items on display behind the shop windows in the Georgian harbour scene at the Historic Quay at Hartlepool is an intriguing instrument to help with navigation, the traverse board.

A compass provided the means to find the ship's direction of travel, and the speed of the ship could be measured as a rate of knots. The traverse board provided a way that the varying speeds and directions of sail could be recorded during a four hour "watch", which even crew members who could not read or write were able to use. The information recorded on the board enabled the position of the ship to be worked out using the process of "dead-reckoning".

The wooden transverse board is divided into an upper and lower part, with peg-holes and attached pegs. The upper part is used to record the direction the ship has sailed, it consists of a portrayal of the compass rose with thirty two compass points, as would be found on the face of the ship's compass. There are eight concentric rings on the transverse board's compass rose, and each ring has a peg-hole at each point of the compass. Eight pegs are attached to the centre of the compass rose with strings.

The lower part of the transverse board is used for recording speed and it consists of four rows of holes. Each column represents a speed, measured in knots. On the right there are three more columns that give fractions of knots, $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$. There are eight pegs attached to this part of the board.



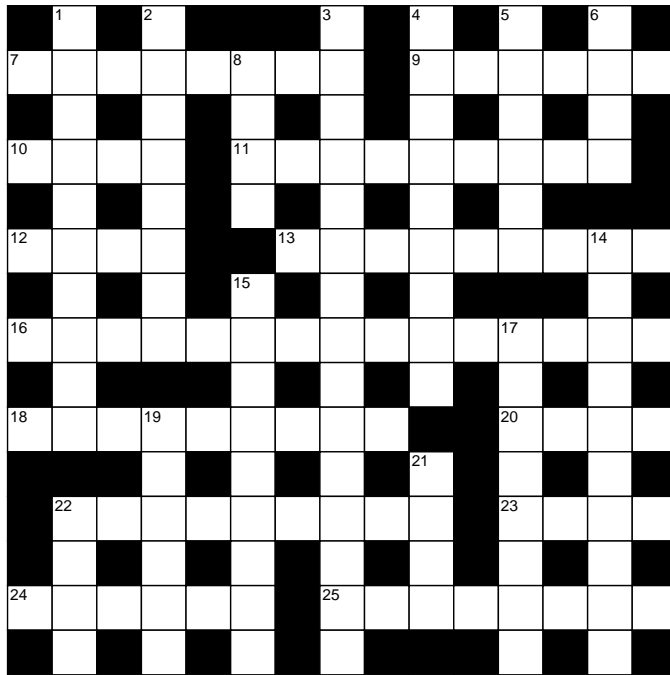
The board would be used in the following way. After each half hour of the four hour watch a member of the crew would insert a peg into the top part of the board to show the direction which was sailed during that half hour, as shown on the ship's compass. The first half hour was recorded on the innermost ring of peg-holes, and each successive measurement was made on the next ring out until all the eight rings were used.

The speed of the ship was recorded on an hourly basis. The speed was measured using a knot log. If the speed of the first hour was $10\frac{1}{2}$ knots, a member of the crew would count over 10 holes in the first row and place a peg, and then another peg in the column marked " $\frac{1}{2}$ ". The speed during the second hour of the watch would be recorded using the second row of peg-holes, and so on until all four rows were used.

Once the watch was completed, the information recorded on the traverse board about the speeds and directions sailed was collected by the navigator and entered into a logbook. This enabled the ship's position to be worked out by dead-reckoning. All the pegs were cleared from the board and the new watch would start recording the half hourly bearings and the hourly speeds of the ship for the next four hours.

Mess Deck Crossword

Autumn 2022



HDT

ACROSS

- 7 A ship's powder-room (8)
- 9 A group of islands in the Atlantic (6)
- 10 Leave out (4)
- 11 Prescribed church worships (9)
- 12 A single time (4)
- 13 HMS Trincomalee was one in Southampton Water (5,4)
- 16 There was a Royal one in 2022 (8,7)
- 18 He kept a log of the traverse board recordings (9)
- 20 Giant (4)
- 22 Clashing (9)
- 23 Fuel for steamships (4)
- 24 3 down was attached to this HMS (6)
- 25 Lifted (8)

DOWN

- 1 A cause of food-poisoning (10)
- 2 To use roughly (8)
- 3 The youngest crew member aboard HMS Trincomalee in the 1901 census (8,7)
- 4 A plentiful supply of laughs or rum (9)
- 5 Master of HMS Trincomalee in 1901 (6)
- 6 The traverse board has 16 of these (4)
- 8 Wight is one (4)
- 14 A useful ship in the Antarctic (3-7)
- 15 Fixed (9)
- 17 19th cent warship (8)
- 19 Opposite of coastal (6)
- 21 Giant (4)
- 22 Sailors on board a ship (4)

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.



The Friends of HMS Trincomalee website is to be found at

Friendsofhmstrincomalee.org.uk

Second Commission 1852 to 1857

QD057 HMS Trincomalee supporting the Arctic Search 1854
 QD023 HMS Trincomalee and the Crimean War
 QD056 HMS Trincomalee at Honolulu
 QD007 Pioneers of Vancouver Island & HMS Trincomalee
 QD001 Charles Parry
 QD025 Lieutenant John Haverfield
 QD036 Lambton Loraine (1838-1917)
 QD033 The Curious Case of the Susan Sturges
 QD063 William Cox Chapman, 1st Lieutenant on HMS Trincomalee
 QD068 Lieutenant George Palmer's Diary
 QD071 Sailors in Port

1857 to 1897

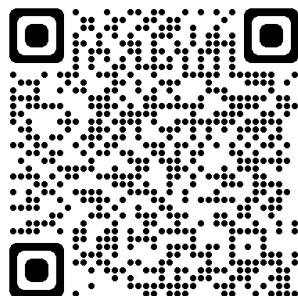
QD047 HMS Trincomalee at Sunderland
 QD028 David Lyall MD
 QD061 HMS Trincomalee at Hartlepool 1863 to 1877

1897 to 1939

QD002 Aboard the Foudroyant 1922
 QD051 Seamen & their Uniform, fined for a technical offence at Falmouth
 QD054 At the Movies with the Foudroyant
 QD058 An Appeal for HMS Implacable by Wheatley Cobb in 1922
 QD072 Aboard the Foudroyant in the 1920s

1939 onwards

QD020 HMS Foudroyant September 1943
 QD025 Lieutenant Colonel Harold Wyllie
 QD041 Class of '46 Where are they now?
 QD022 Memories of TS Foudroyant in the 1950s
 QD049 Princess Margaret visits the Foudroyant
 QD021 Living on the Foudroyant 1958 to 1966
 QD019 Lieutenant Commander John Chrisp
 QD062 TS Foudroyant and the Lion
 QD064 The Restoration of HMS Trincomalee
 QD069 Opera Comique on board TS Foudroyant



QR Code for the Archive



Detail from De Martino's painting of the 1897 Spithead Review