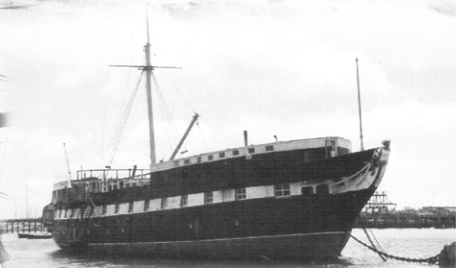
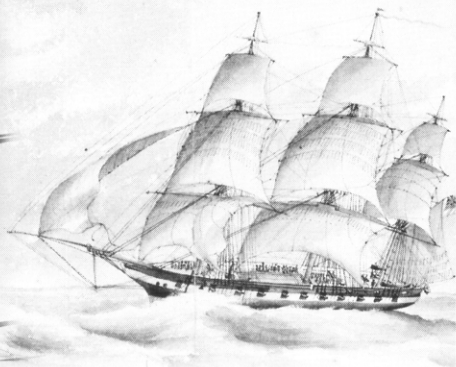


# Quartern Deck

FRIENDS OF HMS TRINCOMALEE

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**SPRING 2008**





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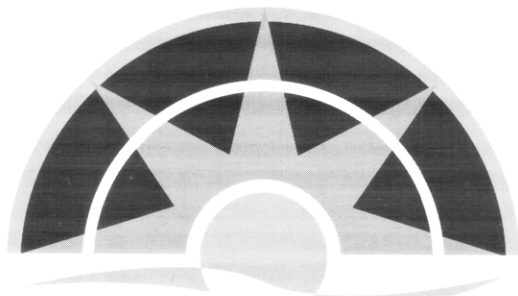
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FOR THOSE IN THE KNOW

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# *Happy New Year Everyone*

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I do hope you all have a good 2008.

I hope you all enjoyed reading the Birthday issue of the Quarterdeck last October. It looked good in colour, but it does add to the printing costs, which means that we cannot support the Ship so well. The Friends Committee, however, have decided to try and keep the colour version going each year for the October issue which is the time of the Ship's birthday.

Once again we have a new picture for the cover for 2008. Each year whilst I have been Editor I have changed the picture. This year's picture is a conglomerate and the reasoning behind this is that last October the Ship celebrated its 190th birthday and this year at or round about Easter time the exhibition about "The Worlds of Trincomalee" will be opened. So the front cover depicts pictures of Trincomalee throughout its lifetime: HMS Trincomalee beating out of San Francisco, two pictures of how the Ship was in Portsmouth in its training role for youth groups and youngsters out of school and a picture of how it is today floating in the graving dock in Hartlepool along with the restored stern gallery.

It's an exciting time for the Ship what with the new exhibition gallery and some new interpretation on the Ship along with a new Shipshop and for the first time since the Ship has been in Hartlepool the Maintenance Crew have their own permanent workshop.

As you know I am also working for the Trust sorting out the records and archive material and as a result of this more information about the Ship and its related history is coming to the fore especially about its more recent history. We are still short of factual history of its time in Hartlepool. Read on, however, to discover more about Wheatley Cobb.

I am also pleased that I have been able to receive an article from Trinity House to let us know how it works and especially now that the lighthouses are being overtaken by technology. The Chief Officer of Trinity House is Rear Admiral Jeremy de Halpert who was the guest speaker at Trafalgar Night celebrated in the Ship last October.

Sadly this magazine may be my last one as Bryn and I hope to retire later in the summer. I have very much enjoyed my association with this wonderful Ship over the last 10 years and especially the last four years when I have been editing Quarterdeck. I may be editing Quarterdeck in the summer but it depends if the Friends Committee can find another Editor!!!!!!

Whichever way may I extend my very best wishes to the Committee of the Friends of HMS Trincomalee and hope that they continue to raise the profile and MONEY to support the Ship.

**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**

## *More About Geoffrey Wheatley Cobb*

Wheatley Cobb has always been known to the Ship as its saviour. In 1895 when the Navy had no further use for her she was sent to the breakers yard but was saved by Wheatley Cobb in 1897 after he had lost Foudroyant off Blackpool.

Last June Bryn and I went to Caldicot Castle in Monmouthshire, home of the Cobbs and since then I have been in contact with a lady from Caldicot who has been tracing the lives of the Cobbs. She has given the Trust a lot of background information about the man. For instance we have always assumed that it was Geoffrey who had bought Foudroyant and subsequently Trincomalee. It was, in fact, his father Joseph who bought both ships for his son.

A couple of months ago I put into "Google" on the internet Geoffrey Wheatley Cobb and found that there was a G Wheatley Cobb Trophy being played for in a football competition in Cornwall. With that I contacted the Cornish FA and eventually found a gentleman who had been involved in football for most part of his life in a playing capacity and then in an administrative role.

With his help I found that the Falmouth Football League had been formed in 1908. Geoffrey Wheatley Cobb was its President from 1910 until his death in 1931. As a result of his long service, the clubs, to keep his memory in perpetuity, bought a shield which was named the G Wheatley Cobb Memorial Shield. In 1961 the Falmouth and Helston Leagues joined forces. Today this trophy is still being played for. It is the trophy that is won by the Division 1 winners. The league also purchased a cup which is called the G Wheatley Cobb Cup which is a knockout competition for the league's 3rd division.

Prior to Geoffrey's death he was presented with a medal to mark his 21st year as President of the League.

It was already known that the Ship had a football team as it won the Falmouth League in the 1911/1912 season. (we have a winners medal in our collection). Now we also know that the Foudroyant had an extremely strong football team which won the league in 1917, 1918 and 1919 as well.





## *Noel Tyrrell (17 December 1911 - 3 April 2007)*

As a result of the article in the birthday magazine Noel Tyrrell's daughter wrote to the Friends recently to inform them that her father had died last year at the grand old age of 95. Noel was an Honorary Friend as he was the oldest known survivor who had an association with Trincomalee (in his day known as Foudroyant). He and his older brother Leslie lost their father when Noel was 8 and Leslie 10. It was a difficult period in their lives. They lived in Caldicot, where Wheatley Cobb's family lived. Their mother managed to find work in Cardiff which meant leaving the boys alone during the week and returning at the weekend to give the boys money in order to buy food the following week.

In 1924 their mother arranged with Wheatley Cobb that they should be enrolled on his training ship Foudroyant. The ship was then moored in Falmouth and the boys learned the basics of seamanship and learned an instrument to play in the Foudroyant band. Noel played the clarinet. During the holiday periods when it was inconvenient for the boys to go home Wheatley Cobb took them back to Caldicot Castle. When Wheatley Cobb died, Noel was one of the pall bearers at his funeral. Noel then joined the New Zealand Shipping Company as a seaman in 1931.

Noel left the sea and worked for Wiggins Teape in the paper mill at Cardiff where he met his wife Margery and they were married in 1941.

During the Second World War he was called up into the Royal Navy and was on torpedo boats and landing craft. After that he moved back to the paper mill and went to Cardiff University and became a University Technician in the Civil Engineering Department until his retirement.



Noel always held Mr Cobb in very high esteem and would often talk to his children and grandchildren about him and how he had been taken back to spend Christmas and other holidays to Caldicot Castle. He was very proud of being an Honorary Friend.

Our thoughts are with his family on their sad loss.

NOEL TYRRELL

# Reminiscences From Ex Foudroyant Trainees

*From 1931 until 1986 many thousands of youngsters trained or took a short holiday on firstly the Foudroyant and Implacable when they were being administered by the Implacable Committee after Wheatley Cobb's death in 1931 and then after the Ship's third commission during the 2nd World War up until that period in 1986 when training ceased and the decision to restore the Ship was made.*

*The HMS Trincomalee Trust has received many letters from now "not so young" persons remembering their time in the Foudroyant.*

*The following are excerpts from some of these letters. Perhaps it may bring back some thoughts and memories from those of you who spent some time aboard TS Foudroyant.*

## **From P F Clifton**

Saturday 1 August 1959

Whenever you join a new ship everything aboard is always strange. Here was a completely new ship's company comprising Officers from 4 divisions and some 80 cadets mainly from Brighton, Hammersmith, Patcham and Hove. But the Foudroyant's First Lieutenant had it all organised. Watch and Station Cards were swiftly issued to the cadets who then went below and stowed their gear. The Officers tossed their dunnage into cabins and went up to the wardroom for tea.

Monday 3 August

After breakfast the hands went away boating. I had a gig's crew. The afternoon is memorable for the fact that we all joined in the Gosport Carnival Procession. We landed a detachment consisting of Patcham Division Bugle Band with a uniformed contingent of small cadets in pirate rig wearing life jackets and carrying oars, rope and the Foudroyant's tiddly lifebelt. I was in charge – to prove it I had a notice lashed to me big end! Music for this contingent which answered to the name of "Shambles" was provided by two fifes played by Cadet Coombes of Hammersmith and myself with a mouth organ as relief. 3rd Officer Collings carried the Foudroyant's ensign for the uniformed party (ask him why he got the job) and Jack Perron and Maurice Cowell carried a large pendant with the name Foudroyant for the Shambles.

Thursday 6 August

We left for the Isle of Wight at 10.00am – all four sailing boats were manned. The lifeboats took their quota of 25 cadets apiece, four of the Pos Course went in the Franklin, a half decked sailing dinghy and Harry McGilvray and I with Brum, one of the Hammersmith seniors, took the Gina. The remainder of the ship's company went in the Scott-Paine with two pulling gigs in tow for landing purposes on arrival. Destination – Seaview; ETA – as soon as possible. The Gina, whose bottom had

been scrubbed only that morning, was first away and was well out in Spithead before any of the other boats left harbour. We had a good sail and then, on seeing a lifeboat astern, went back to join it for a sail in company – which was just as well as we found that we had been heading in the wrong direction! The Scott-Paine came over and dished out some welcome refreshment and then left us to it. The breeze was light but we made good headway and outsailed the lifeboat. Poor old Franklin, whose bottom was really dirty, lagged behind like a lame duck.

Some time after midday we all arrived and went alongside the Scott-Paine, which was anchored some 100 yards off shore. The cadets were landed with packed lunches and told that we didn't want to see them until 16.00.

At 16.00 we ferried all the cadets off in the gigs and the Armada started the return journey, those who had sailed over going back in the Scott-Paine and vice versa. During the afternoon we had seen the Queen Elizabeth and the United States outward bound and on the return journey we saw the Pretoria Castle outward bound for South Africa.

Saturday 8 August

The hands were called at 07.00 and the usual routine applies until breakfast. Then we cleaned into uniform and so ashore for the last time. Eric Pilbeam sees us aboard our train after saying goodbye to the Brighton mob. After a while the carriage is quiet – they are catching up on their sleep. Maybe they are dreaming about next year?

### From Philip Durow, Derbyshire

I was aboard in the summer of 1983, firstly as sea cadet of TS Modwena of Burton on Trent then as a helper to the shipwright "Charlie" who as I recall was a lovely chap and very patient with me. In all I was there for a total of 5 weeks in which time we replaced a large section of timber on her port bow. I became quite handy with an adze. My brief time on board was one of great adventure having never been away from home for so long and sleeping on the tiller flat on a camp bed and sleeping bag, thank goodness the weather was warm. I never pursued my interest as a shipwright, however, I did become a carpenter which is a compromise of sorts.



\*\*\*\*\*

*The adze was used during the restoration to shape wood in areas that were too difficult for machinery to be used.*

*This frame took two men a day and a half to shape whereas a band saw could shape a simple frame in 20 minutes!*

*So, most of the frames were shaped by band saw!*

# Feedback

*The Foudroyant Committee were always raising funds to help subsidise the training of youngsters with Coffee Mornings, Wine and Cheese parties and their famous Summer Fairs held on board the Ship.*

*Commodore DBR Hughes' mother was a member of the Foudroyant Fair Committee during the 60s. Sadly she has recently died but the Commodore kindly sent some papers to the Trust in relation to the Fairs.*

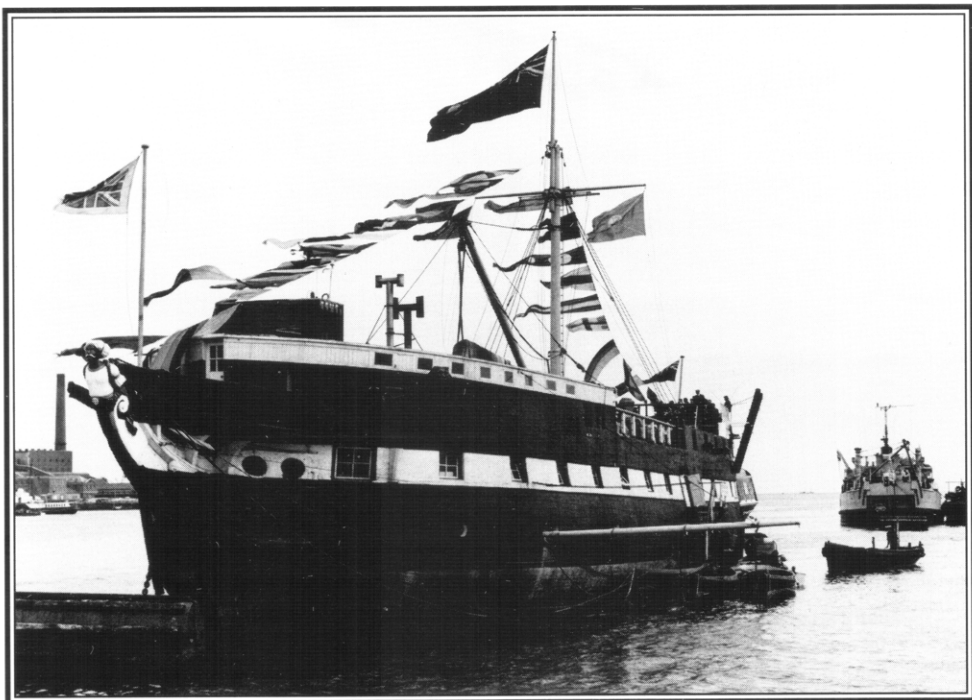
*Below is the result of the Fair held in 1966. Look at the stalls – things don't change except for the "Hat stall" perhaps and of course how we used to count money.*

## FOUDROYANT FAIR 1966

22nd June 1966

	£	s	d	Expenses	£	s	d
Arts and Crafts	22	15	8	Posters	8	17	6
Bottles	17	16	0	Car Stickers		18	6
Bric-a-Brac	118	14	6	Programmes	9	0	0
Cakes	24	8	8	Appeal Letters	1	0	0
Flowers	16	16	3	Envelopes and Ink	2	6	4
Hats	15	8	11	Appeal Postage	6	0	0
Knitwear and				Draw Tickets	5	19	0
Needlework	17	1	0	E. News Advert	5	16	0
Produce	24	11	5	Sec. Postage	2	17	2
Sweets	21	17	5	Band Insurance	2	10	0
Toys	14	3	8	Fair Lunches & Teas			
Raffles	87	4	5	(Committee)	20	5	2
Tombola	42	0	3				
Beauty Make-up	2	9	6				
Sideshowes	3	0	0				
Teas	20	14	3				
Ices	7	18	6				
Programmes (Star)	14	2	0				
Programmes (Port)	14	17	8				
Fortunes	2	5	0				
Programmes	2	5	0				
	490	9	11		67	0	8

Eileen Stirling-Hamilton  
(Chairman)



**HMS TRINCOMALEE**



*Courtesy of Jim Foreman*

# *Trinity House: More Than Lighthouses*

If people think about Trinity House it is common that they associate the organisation with traditional aids to navigation, such as lighthouses. Often they do not think beyond this and many are surprised that despite being steeped in history and tradition the organisation is so forward thinking and technically very advanced.

## *Bishop Rock Lighthouse*



It is often stated that the origins of Trinity House date back to a charitable guild of sea Samaritans established by Archbishop Stephen Langton in the 12th Century. However the first official record is the granting of a Royal Charter by Henry VIII on 20 May 1514 to a fraternity of mariners called the Guild of the Holy Trinity 'so that they might regulate the pilotage of ships in the King's streams'.

The granting of the Charter came as a result of a petition given to him the year before by the 'Masters, rulers and mariners of the King's Navy in the Thames and other places' dated 13 March 1513.

Elizabeth I granted the Coat of Arms to Trinity House in 1573, which includes the motto 'Trinitas in Unitate' which literally means 'Three in One' and is believed to refer to God the Father, God the Son and God the Holy Ghost.

Today the role of Trinity House is as vital as in 1514; to safeguard the mariner in the waters around the coasts of England, Wales and the Channel Islands with its sister organisations for Scotland (the Northern Lighthouse Board) and the entire island of Ireland (the Commissioners of Irish Lights).

Trinity House does this through the provision of aids to navigation, such as lighthouses, buoys and beacons. All lighthouses and lightvessels are automated being remotely monitored from an office in Harwich.

Trinity House also has seven DGPS stations from which it broadcasts positioning signals and has developed, along with the Scottish and Irish General Lighthouse Authorities, a robust terrestrial, low frequency alternative to Global Navigation

Satellite System called eLoran. The signal, which is transmitted from Cumbria, was switched-on, on 15 January 2008.

Aside from being a General Lighthouse Authority, Trinity House is also the largest fully endowed maritime charity in the United Kingdom. It distributes over £3m per annum on its charitable objects providing care to the mariner whether at the beginning of, in the throes of, or reflecting on their life at sea.

The Trinity House Merchant Navy Scholarship Scheme is intensively academic as well as practical. Aside from gaining experience on a variety of merchant ships, Trinity House cadets undertake a rigorous study scheme which means that they are extremely knowledgeable and have excellent technical skills.

In addition to the Scholarship Scheme, Trinity House supports education projects that promote safety at sea messages, awarding grants to projects that provide education, training and opportunities to go to sea.

For the working mariner, Trinity House is a licensing authority for Deep Sea Pilots. This power is given by the Secretary of State for Transport. Although it is not compulsory to carry a Deep Sea Pilot, many ships' masters unfamiliar with Northern European waters prefer to employ the professional expertise of a pilot to assist their bridge team.

Additionally, Trinity House provides accommodation and assistance for retired mariners and their dependents. Previously sites in Deptford and Mile End have been used but for the last fifty years the almshouses have been located in Walmer in Kent, which has close proximity to the sea. The accommodation arrangement allows residents to be independent while having the reassurance of assistance available should it be required. They also form a community of like-minded individuals whose livelihood came from the sea.

So, as you have read, there is much more to Trinity House than just lighthouses. As we look to celebrate the 400th anniversary of the building of Trinity House's first lighthouse in Lowestoft next year, we also seek to use and develop new technology to enhance the safety of the mariner in the most cost-effective and high-value manner available.

More information about Trinity House can be found by visiting [www.trinityhouse.co.uk](http://www.trinityhouse.co.uk)

**Issued by Rear Admiral Jeremy de Halpert**

*Deputy Master, Trinity House*

*Note from Editor:* The website is very good. As lighthouses become obsolete from new technology, the organisation has made available, for holiday lets, some of the lighthouse quarters.



# *News Happenings & Events*

## **PAST EVENTS**

### **Barbarians on the shore**

Gary Kester once more gave one of his famous Powerpoint presentations. Everyone was treated to a sample taste of sake and then Gary imparted his wide knowledge of Japan to the Friends. It was a fascinating talk with more to come in the second part which we hope Gary will agree to do at a later date.

### **Carols in the Cabin**

What a good night we had singing carols just before Christmas. With Bryn Hughes being the choirmaster and the Hartlepool Community Silver Band playing the accompaniment an extremely good noise was made! We sang all the old favourite carols with gusto and at times with a great deal of feeling. We listened to some stories about Christmas time with a nautical flavour too. Well done to those who came and to those who didn't..... well you missed a very good evening.

## **FUTURE EVENTS**

### **Wednesday 27 February**

Captain Sandy Kinghorn. "Building the Heavy Lift Ship Australia Star in Sunderland 1965"

### **Wednesday 12 March**

Annual General Meeting with guest speaker Captain Richard Woodman. "A Maverick Sailor"

### **Wednesday 23 April**

Bryn Hughes and the new HMS Trincomalee exhibition gallery "The Worlds of HMS Trincomalee"

**THE COMMITTEE IS LOOKING TO RECRUIT NEW MEMBERS AS THERE ARE SOME VACANCIES. IF YOU ARE INTERESTED OR IF YOU KNOW OF SOMEONE WHO MAY BE INTERESTED (GET THEIR APPROVAL) AND LET RUTH TURNER, THE SECRETARY KNOW BEFORE THE AGM**

### **Saturday 14 June**

Midsummer Madness – Major Fund Raising event for the Friends.

**PUT THIS IN YOUR DIARY NOW AS THIS IS ONE YOU SHOULD SUPPORT**

### **Saturday 18 October**

TRAFALGAR NIGHT

I read about these at Christmas time..... anyone anymore..... must be nautical!!  
(Editor)

## **WEATHER FOLKLORE**

### **“A veering wind will clear the sky; a backing wind says storms are nigh.”**

The direction from which a wind comes is often less important than any change in its direction. That change is known as backing or veering. A wind can be said to back or veer depends on the position of the observer at the time a storm is approaching or passing. If you point to where the wind came from and then at where the wind is currently blowing and your arm moves in a clockwise direction – then the wind has veered. If you move your arm counterclockwise then the wind has backed. A backing wind will bring rain. “Veering is clearing”

### **“The higher the clouds, the better the weather”**

This saying is not to be trusted. Some high clouds do presage fair weather but there are several types of high clouds that can bring violent storms.

There are three basic types of cloud – cirrus, cirrostratus and cirrocumulus. White cirrus clouds are the most common and they are associated with fine weather. They are composed of ice and consist of long thin wispy streamers that trail in the wind giving them their popular name of mares’ tails. The movement of cirrus clouds across the sky will tell you which direction the weather is approaching from. The appearance of cirrus clouds usually means that there is likely to be a change in the weather over the next 24 hours. When you see cirrostratus – sheetlike thin clouds that can cover the entire sky you can expect rain or snow within the next 12 to 24 hours. Cirrocumulus clouds are small rounded and puffy and usually appear in long rows. White or grey they are usually seen in winter and indicate fair but cold weather. In the tropics, however, they can be the harbinger of an approaching hurricane.

### **“Curls that kink and cords that bind”**

Sailors relied on rope and seaweed to measure the humidity in the air. Rope served the same purpose as a hygrometer. The more humidity in the air the more the rope would kink. The larger amount of water in the air, the greater the likelihood that a storm system was on its way which would bring precipitation and heavy wind.

(The cordage put onto the ship at restoration time was manila hemp and it certainly did kink but the new synthetic cordage does not)

## **James Atkinson and Robert Sale**

It is very sad to record the death in the period leading up to Christmas of two of our most respected and hard-working Trustees.

James Atkinson, Chairman of the Trust since September 2006, was deeply involved in the community of Hartlepool and particularly everything to do with its maritime activities. He brought an enthusiasm for display and involvement to all of the Trust's activities. Robert Sale, a long-serving Trustee and former banker, saw through the restoration project and the transition now to the more public-facing aspects of our work. His understanding of the financial sector, and his influence, were considerable assets to the Trust. Both will be sadly missed, and our condolences are extended to their families and friends.

Commodore Paul Sutermeister, the Vice Chairman, is now Acting Chairman, pending the appointment of a Chairman to succeed James Atkinson.

## **Capital Grants**

The Trust is delighted to acknowledge the award of two recent generous grants that support the current programme of capital works. The Esmée Fairbairn Foundation has awarded the Trust £19,500 towards the rigging project, which is excellent as the Foundation had provided substantial revenue support to the Trust earlier. We are also very pleased with a further award from the Heritage Lottery Fund of up to £120,000. This money will be used towards the rigging project along with the further interpretation works within the Ship. It is great that the various projects are now funded, and we are grateful to everyone who has helped us reach this position.

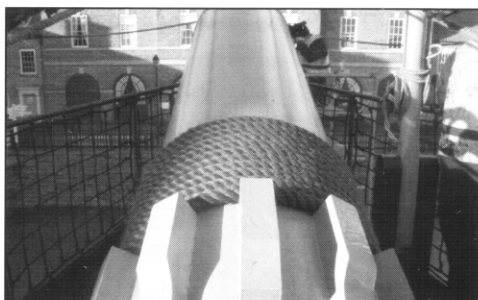
## **The Current Projects**

We are now busily getting underway a range of exciting projects. The Trincomalee Exhibition to be housed in a quayside gallery is advancing well in conjunction with the Designers, Continuum. Much research has been undertaken in-house and the challenge now is to confirm the text and graphics and get some of the film material into a usable form. The aim is to have the Exhibition in place for the early part of the 2008 season. Running alongside this is work to provide further interpretation within the Ship, and this is also being done in conjunction with Continuum. It will aim to give a better understanding of life on board during the Ship's commissioned days. Here again we anticipate that much of the interpretation will be in place by the early season, but it is taking second place to the Exhibition just now.

The third project involves increasing the size of the ShipShop. This area which doubles as our reception and information point is very cramped at busy times, and the opportunity of making it larger will also enable some more sales lines to be included.

Finally, in the Ship herself, work has already started to replace the lower rigging on all three masts, changing the manila cordage to polypropylene as we have already done with

the upper rigging. The difference now is that we are doing the work ourselves and it is a big job for a small team of three! With favourable weather it is hoped that it will be completed by mid-summer, and in the meantime there are fascinating opportunities for the public to see our riggers at work.



## Trincomalee Wharf

The plan to sublease this land adjacent to Jackson Dock to a private developer for a mixed-use development is now virtually in place. The Developer has submitted an outline planning application to Hartlepool Borough Council for what will be a most exciting series of buildings and routeways that will complete the jigsaw of development surrounding the magnificent marina. It is hoped that the key elements of the development will be completed in time for when Hartlepool hosts the final stage of the Tall Ships Races in August 2010. The Trust will receive a capital receipt in stages, which is an important element in the Trust's financial strategy for the future.

## Fundraising and Events

The Trust has done well in the last year in raising funds for the various projects shown above, and it is right to record once again the superb support of the Northern Rock Foundation for the Trincomalee Exhibition with both capital and a three year revenue grant.

We are now looking to the next phase, and whilst raising funds for capital projects will always be necessary in some shape or form, the revenue side of things – the day to day running costs – can very often be the more taxing for charities like ours. One of the ways through this is to increase the numbers of people visiting or using the Ship and especially by the staging of more events, activities and functions. These can also often produce a greater secondary spend through the ShipShop – so a better facility there is important.

In the wake of some very successful and well-attended recent events – Trafalgar Night, Halloween and the Christmas event by way of example – the Trust will now be looking to build a more comprehensive programme of events and activities – not only by itself, but in conjunction with partners, including of course the Friends. It will take a little while to establish, but this is certainly the direction of progress.

Do please tell others about what is happening in the Ship and encourage their involvement too. It should be an exciting season ahead!

**Bryn Hughes**

*General Manager, HMS Trincomalee Trust*



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