

Quartern Deck

£1.00

FRIENDS OF HMS TRINCOMALEE

AUTUMN 2010

CONTENTS

Pioneers of Vancouver
Island and
HMS Trincomalee

An Improvised Christmas
Dance

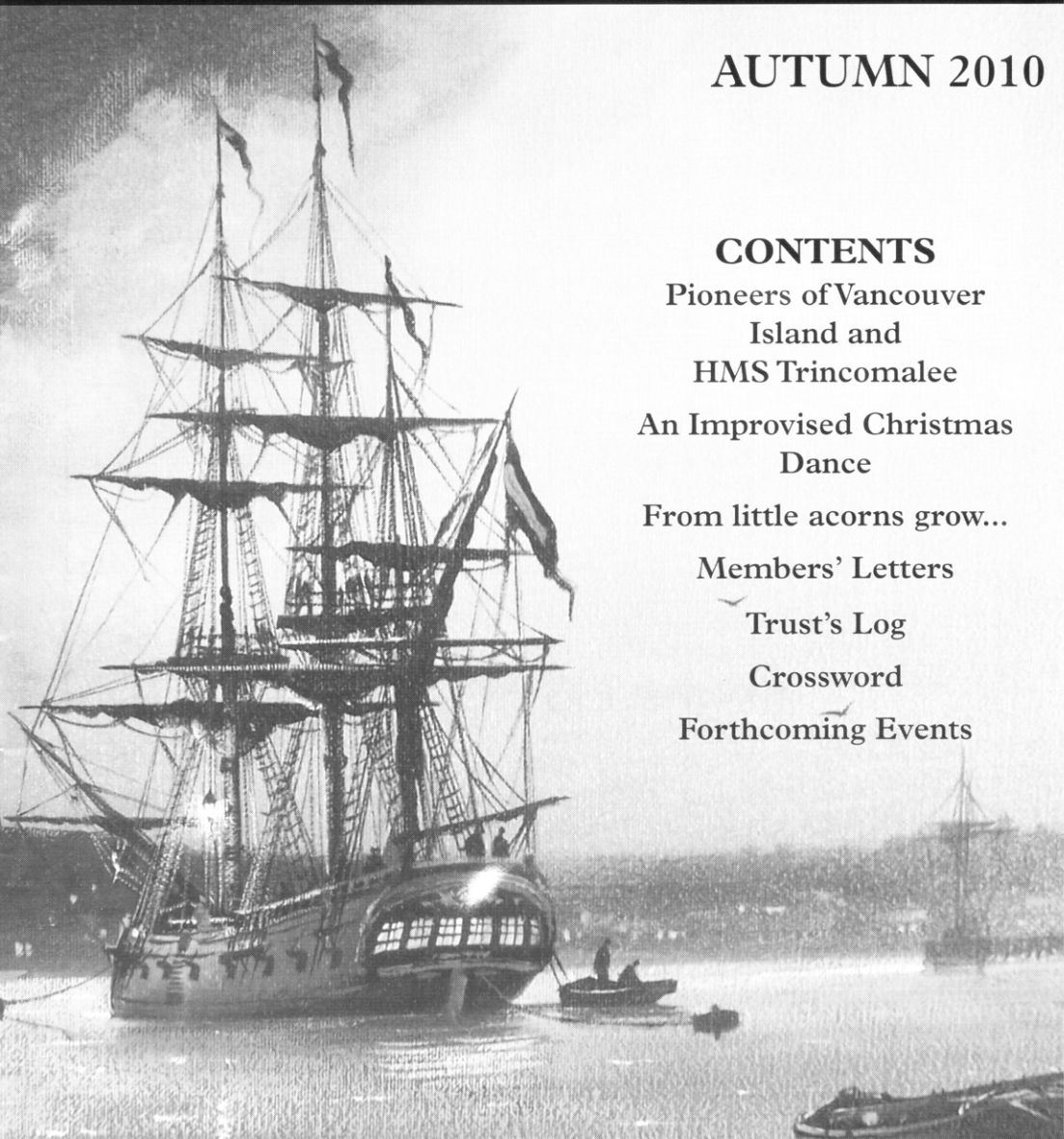
From little acorns grow...

Members' Letters

Trust's Log

Crossword

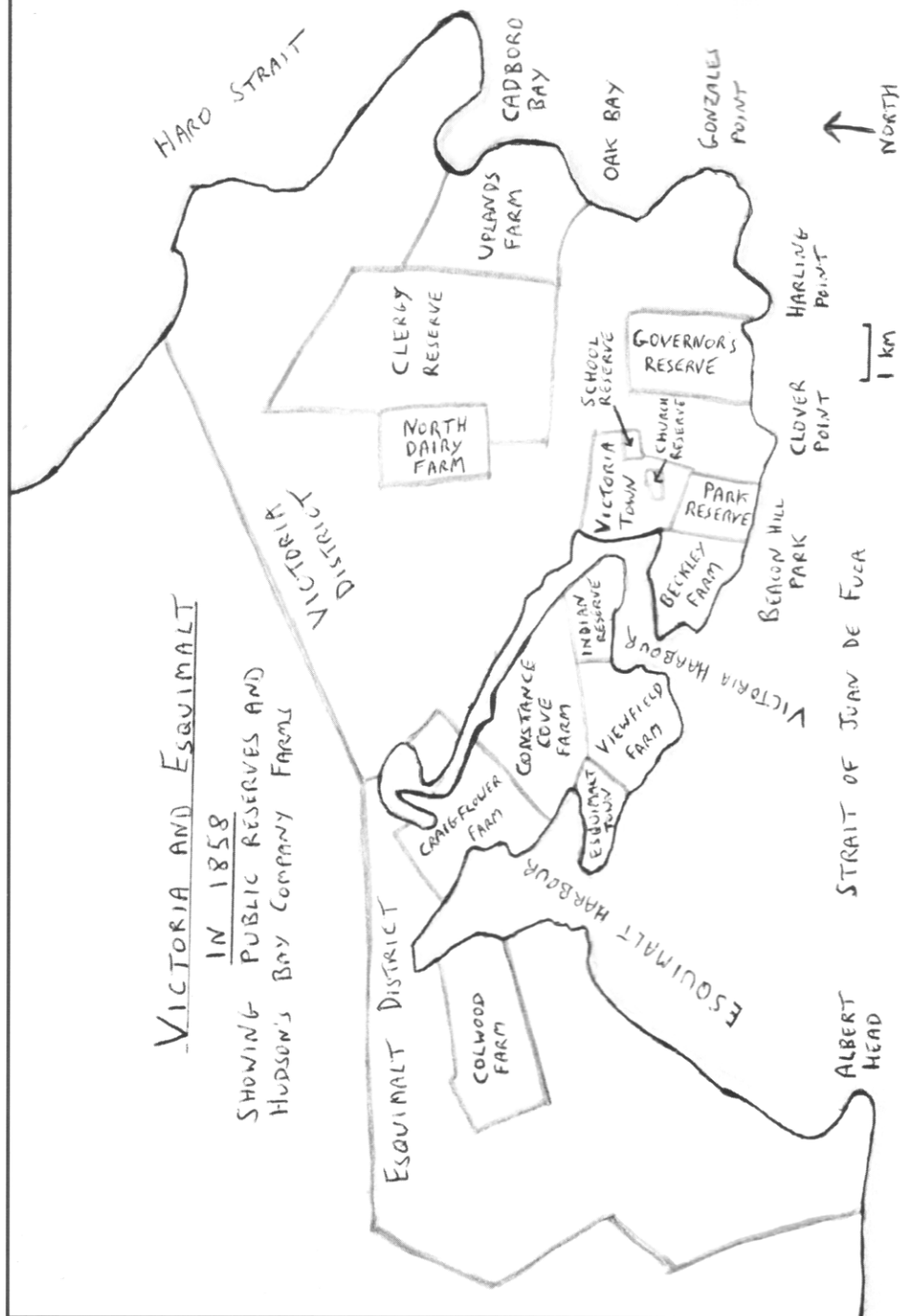
Forthcoming Events



VICTORIA AND ESQUIMALT

IN 1858

SHOWING PUBLIC RESERVES AND
HUDSON'S Bay Company FARMS



Editorial

During the middle years of the nineteenth century, Victoria, on Vancouver Island, British Columbia was being colonised. HMS Trincomalee spent time during this period at Victoria, and references to the ship are to be found in the surviving diaries of three of the local residents. The main article in this edition brings together these entries and also gives some biographical details of the diarists themselves, consisting of the niece of a farmer from Huntingdonshire, a Scottish labourer, and a vicar from Stratford, London. The map opposite shows the layout of Victoria at this time.

Christmas celebrations in Victoria in the mid-nineteenth century were of the 'DIY' variety as evident in the article 'An improvised Christmas dance'.

With this year being the two hundredth anniversary of the death of Admiral Collingwood, the article 'From little acorns grow....' provides a semi-serious analysis of the Admiral's method of restocking our oak forests lost to naval construction.

Finally, the exciting discovery of HMS Investigator in July this year impinges on the story of HMS Trincomalee, both ships having been involved in an expedition to search for Sir John Franklin after he had vanished into the Arctic. HMS Investigator was abandoned, frozen in Mercy Bay on the north side of Banks Island in the Arctic Ocean nearly 150 years ago.

Hugh Turner

(Editor)

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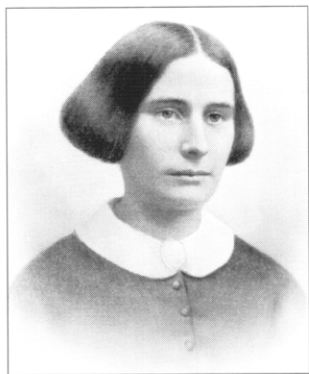
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Pioneers of Vancouver Island and HMS Trincomalee

During the second commission of HMS Trincomalee (1852-57) many months were spent in British Columbia. In 1825, Sir John McLoughlin chose to build Fort Vancouver 80 miles from the mouth of the Columbia river, the location being influenced by the fertile agricultural land around. Soon there were acres of cultivated fields, orchards and pastures which attracted trade from the Hudson's Bay Company, visiting naval ships and Russian traders in Alaska.

As the farms' growth and profits accumulated, in 1840 the Puget Sound Agricultural Company was established in London with plans to develop further the Puget Sound region. However the Oregon Boundary Dispute of 1846 resulted in Britain's loss of her lands in Oregon, including Fort Vancouver, to the Americans.

There was now a need for more farms north of the boundary line and the Puget Sound Agricultural Company decided to set up farms on Vancouver Island. James Douglas (Governor of British Columbia) was in charge of the western headquarters of the Company and divided the acres reserved for agricultural use around Fort Victoria into four farms. View Field farm was established in 1850, Colwood farm in 1851 and both Constance Cove and Craigflower farms in 1853. There are a few snippets of information recorded in the diaries of British Columbians living on or around these farms which relate to the presence of HMS Trincomalee.



Martha Beeton Cheney

One of the small number of early settlers on Vancouver Island, independent of the Hudson's Bay Company, was Thomas Blinkhorn (1806-1856). Originally a farmer in his native Sawtry in Huntingdonshire, he married Anne Beeton in 1827, and from 1837 to 1849 he had been stock-raising in Australia.

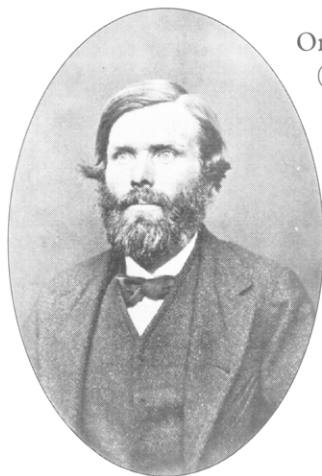
He reached Vancouver Island from England on the 'Tory' in May 1851 accompanied by Anne's teenage niece Martha Beeton Cheney, the latter kept a diary from 1853 to 1856 this being the only known diary by any woman on Vancouver Island in the pre-goldrush era. A former Captain in the Hudson's Bay Company's maritime service, James Cooper, was also on the 'Tory'

and he was returning as a free merchant and landowner. Cooper had taken up more than 300 acres of land at Metchosin, nine miles from Fort Victoria by sea and he left the management of his Metchosin farm to Thomas Blinkhorn.

Entries in Martha's diary give a clear picture of a girlhood at Metchosin:

'I had a ride with uncle around the plain.... I had to churn and make up the butter.... Ironing all day.... We set the goose on five eggs.... went to a dancing party on board the 'Trincomalee', kept up until four o'clock in the morning.'

Noted as '*a belle of the period, blushing with the coyest of maidens behind their fans*' she was destined to become one of Victoria's most gracious hostesses. In 1855 she married Henry Bailey Ella who was born in 1827 on Tower Hill, London, going to sea at the age of 14 years. He first visited Victoria in 1851 as chief officer of the Hudson's Bay Company's chartered barque 'Norman Morison'. When Thomas Blinkhorn died in October 1856 the farm stock was sold and Mrs Blinkhorn with Captain and Mrs Ella moved into the town of Victoria.



*Robert Melrose
(1828-1898)*

On 16 August 1852 the Scotsman, Kenneth McKenzie (1811-1874) made a five year contract with the Puget Sound Agricultural Company to provide a farm of 600 acres, livestock, seed and implements, and to pay for all improvements. McKenzie was to receive £60 per annum and after three years share a third of the profit or loss. Having married in about 1841 Agnes Russell, he already had six children prior to parting for Vancouver Island.

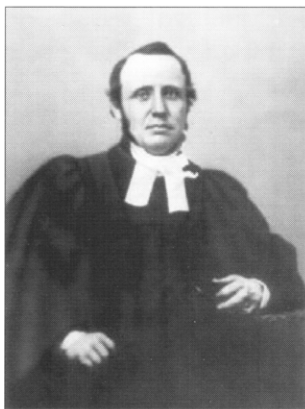
McKenzie and his party of 73 persons (Including labourers, blacksmiths, carpenters and a schoolteacher) arrived at Vancouver Island on 16 January 1853 on the 'Norman Morison'. After viewing Craigflower, the farm allocated to him, McKenzie moved the carpenters and blacksmiths to the site on 24 January. By 1 April a temporary building was

moved into by the family, with a large manor house being ready on 1 May 1856. To augment his labour force he used men from HMS Trincomalee, and he hired several groups of Indians but these proved unsafe hands.

The 25 year old Robert Melrose and his wife Ellen travelled with McKenzie on the 'Norman Morison', and it is Melrose's diary which has provided an insight into Craigflower during the early period of settlement. Entries in his diaries mentioning the Trincomalee are as follows:

1853	July 17	<i>Visited the frigate Trincomalee. Fine dinner.</i>
1855	August 25	<i>HMS Trincomalee arrived in Esquimalt Bay. D. Lidgate $\frac{3}{4}$ drunk.</i>
	September 11	<i>SS Otter and Schooner Jessie arrived. One bullock killed for HMS Trincomalee.</i>
	September 13	<i>Bateaux A. J. es arrived, One bullock killed for Trincomalee.</i>
	September 14	<i>Will Stephens engaged (work) for Mr McK. Bullock killed for Trincomalee.</i>
	September 15	<i>SS Otter sailed Nisqually.</i>

	<i>Bullock - 2 sheep for Trincomalee</i>
September 25	<i>Great ball held at the Naval Hospitals.</i>
September 26	<i>Great Theatrical Opera celebrated at the Hospitals. Showers.</i>
September 28	<i>Give sheep killed.</i>
	<i>Dozen sent on board the Trincomalee.</i>
September 30	<i>HMS Trincomalee sailed San Francisco.</i>
1856 August 12	<i>HMS Trincomalee, 22 guns arrived in Esquimalt Harbour.</i>
August 29	<i>SS Otter taken HMS Trincomalee in tow up to Coweighan</i>
September 4	<i>The Indian hung who shot Thomas Williams.</i>
	<i>SS Otter and HMS Trincomalee arrived from their Coweighan trip.</i>
September 7	<i>Mr Cooke, gunner, HMS Trincomalee held a prayer meeting in the schoolroom.</i>
September 30	<i>Mrs Muir buried</i>
	<i>William Newton and Miss Todd married.</i>
	<i>HMS Trincomalee Ball</i>
October 6	<i>HMS Trincomalee sailed for the coast of Mexico</i>



Edward Cridge
(1817 - 1913)

Edward Cridge was born at Bratton Flemming, Devonshire on 17 December 1817, receiving his BA from St. Peter's College (Peterhouse) Cambridge in 1848. After being ordained he served as curate of North Walsham, Norfolk and then of West Ham and as vicar of Christ Church, Stratford, London.

After being appointed to the chaplaincy of the Hudson's Bay Company at Victoria in 1854, Cridge travelled on a small chartered vessel, the 'Marquis of Bute', arriving at Victoria on 1 April 1855. Cridge describes how his wife 'Mary was greeted like a long lost friend by the church ladies group who were already considering her as a fresh voice for the church choir.' He was the second clergyman of the Church of England to reside on Vancouver Island, the first having been the Rev. Robert Staines who arrived in 1849 and was drowned off Cape Flattery in 1853. For a few years Cridge was the only missionary in the area and would hold services aboard the visiting HMS vessels,

The following are entries concerning HMS Trincomalee in Rev. Cridge's diaries:

'Aug. 28, '55. - *Attended a prayer meeting on board HMS Trincomalee*'

'Sept. 9, '55. - *Trincomalee sailed and President arrived.*'

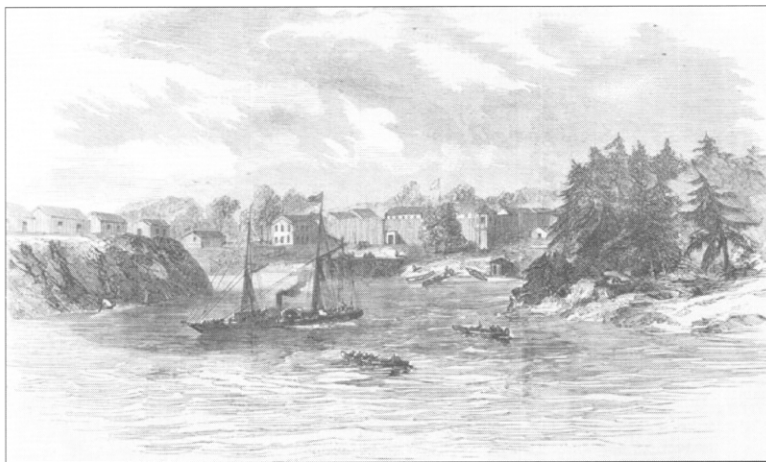
'Aug. 30, '56. - the Governor went in the Trincomalee to Cowichan to demand the Indian who had lately shot a white man.' - The wounded man was brought to the Fort, where I visited him. He recovered and was sent away to be safe from the Indians' vengeance. The Indian who shot him was delivered up by his tribe, was tried and executed in their presence.

'Aug. 21, '56. - Held a prayer meeting at the Parsonage, with Mr. Cook, the gunner, and Mr. Price, midshipman, both of the Trincomalee.'

'Aug. 24, '56. - Held a prayer meeting with Mr. Cook, of the Trincomalee, in the Craigflower school-room.'

In due course the district church at Victoria, Christ Church, so-named after his church in London, was made the Cathedral in Victoria and in July 1876 Edward Cridge was consecrated bishop.

An Improvised Christmas Dance



Fort and Town of Victoria mid 19th Century

In Victoria, British Columbia, the entertainment at Christmas had a tendency to be improvised in the early 1850s, as this extract from the reminiscences of Dr Helmcken relates:

'No waits at night, no chimes, no bells, no Christmas carols, no pianos, in fact no musical instruments of any kind, save the bell o' the Fort. On one occasion a dance and a supper were determined on, but where was the band? Nothing but Mr Todd, a good soul, peace be with him, ever ready to assist, assisted. Mr Todd had a peculiarity; when playing he would cast off a shoe, and kept time by stamping the resounding floor with his stockinged foot. However an employee came forth, 'I can help you, sirs; give me a sheet of tin.' He got it, and in a short time came back with a tin whistle, on which he played admirably. This was the band, and everyone enjoyed the dance and everything else.'

From little acorns grow.....

When thinking about the use of native oak trees in naval construction, the image of Admiral Lord Collingwood with his pocket full of acorns comes to mind. Whilst walking with his dog, Bounce, he would plant acorns as they went along as a contribution to the survival of the navy. In the early years after the Battle of Trafalgar in 1805, when a strong naval presence was required, there was widespread concern that our supply of oak in Britain would not be sufficient. By the late eighteenth century it was recognised that the plantations of oak in Great Britain had diminished as the population and prosperity of the country increased.

The Analectic magazine of 1813 quotes:

'The soil which the oak affects, is that best adapted for wheat; oak moreover is, of all the woods, the longest coming to its full growth. Individuals, therefore, have not much inducement to plant oaks; whilst from the high price of bark, which has been nearly quadrupled within the last fifteen years, and the demand for oak paling, etc., great temptations are held out for cutting the trees whilst young. Whether for ornament or profit, trees of a quicker growth than oak generally compose the new plantations on private estates.'

In 1812 one assessment of the quantity of oak needed by the country as a whole, not only for ships but inland navigations, barges, docks, basins, locks, sluices and also for roofs, beams, floors, staircases and wainscoating in home building was as follows:

Navy	400,000 tons
East-India Company	115,000 tons
Merchant service	2,500,000 tons
Buildings, canals ...	1,000,000 tons
Making in total	4,015,000 tons

This indicated that the navy required only about one-tenth part of the whole consumption of the country, and that constraint in the use of native oak by the other agencies was deemed necessary.

Assuming 400,000 tons as the amount of tonnage to be kept in commission, with the average life of a ship of war to be twelve and a half years, an annual supply of tonnage to maintain the navy would be 32,000 tons, which would require 48,000 loads, a load and a half of timber being used for each ton.

The building of a 74 gun ship consumed about 2,000 oak trees, or 3,000 loads of timber, so that 48,000 loads would build 16 frigates (or 8 of the larger 'sail of the

line' ships). Allowing for 'a one-fourth more for casualties' the annual consumption would be about 60,000 loads, or 40,000 full grown trees, of which 35 will stand on an acre of ground. The quantity of timber necessary for the construction of a 74 gun ship would require 57 acres of land, and the annual demand by the navy would equate to 1,140 acres of oak. Allowing only 90 years for 'the oak to arrive at perfection', then 102,600 acres of oak plantation, with annual felling, and planting would meet the consumption of the navy above.

Which brings us back to Admiral Lord Collingwood and Bounce. If they were to be the sole partakers of the eco-friendly, green policy of replacing trees removed, and assuming that each acorn planted produced a fully grown oak tree in the course of time, they would need to plant 40,000 acorns a year. Collingwood would need some very big pockets.



Front Cover Picture:

*Oil Painting by
Les Spence ('Jason')*

Members' Letters

It is always a pleasure to receive letters - penned, typed or digital - from members. Further to the item on sailors' tattoos in the last edition of Quarterdeck, Captain and Brenda Kinghorn have provided interesting information concerning the use of tattoos.

Brian Mitchell has sent me the photograph of HMS Foudroyant and poses the question - Where was the photograph taken? If you have the answer or further information please get in touch.

Editor

From Captain and Brenda Kinghorn 19th June 2010:

...Interesting about the tattoos. Then, as now, a tattoo often served as proof of identification. In Captain Bligh's letter to Secretary Stephens from Batavia, dated October 15th, 1789 (after he had successfully sailed the Bounty's 23 feet longboat 47 days to Timor without loss of a single one of his 18 loyal shipmates) he gives descriptions of all the 25 mutineers. Master's Mate Fletcher Christian, their leader, had a star 'tattooed on his left breast' and his 'backside was also tattooed.'

Nearly all of the others carried tattoos, stars on the left breast, a garter around the left leg with 'Honi soit qui mal y pense' tattooed beside it. John Millward A.B. was 'tattooed under the pit of the stomach with a Taaomy or breast-plate of Otaheite' (=Tahiti, where the Bounty had called to collect young breadfruit trees, the fruit of which was intended to eventually feed the slaves in the Jamaica sugar plantations. Collecting these was one of the main purposes of Bounty's fateful voyage....).

With our best wishes, yours sincerely,

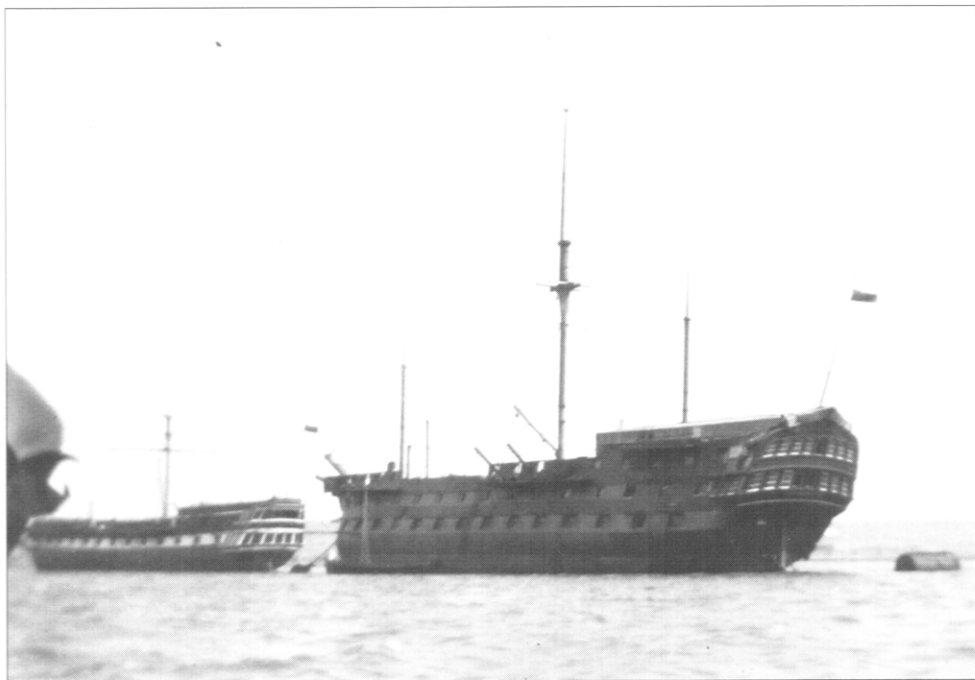
Captain Sandy and Brenda Kinghorn (Cullercoats, North Shields)

From Brian Mitchell 23rd August 2010:

I was looking through a collection of naval photographs from the 1930's recently and I came across the enclosed interesting photograph of the Foudroyant and Implacable. Looking at the background it would appear not to be Portsmouth so it is one of their previous locations, but which one? I hope you will find it of interest for the archives....

Yours faithfully,

Brian Mitchell (Crawley, West Sussex)



Mess Deck Crossword

Summer 2010

Solution:

C	A	B	L	E		A	P	P	A	R	A	T	U	S
O		E		D				H		O		A		I
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F	I	V	E			A	P	R	I	L		H	O	L
U		E		A		E		P		I		O		
R	E	D	I	S	T	R	I	B	U	T	E	S		I
E				T		S		R		C				N
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Tall Ships in Hartlepool

The Tall Ships Races organised by Sail Training International finished its final leg in Hartlepool over the first weekend in August. The event had been more than three years in the planning and proved to be the tremendous success that everyone had hoped for. Over fifty ships completed the Race and during their stay in Hartlepool drew an official estimate of 970,000 visitors to the event!

It was a huge logistical exercise dealing with such numbers, but one of the great advantages of such an event was that the town got a 'makeover', including new permanent tourism brown signs that include the name of HMS Trincomalee. Hurrah! The three main organisers – Hartlepool Borough Council, PD Ports and the Marina – deserve everyone's congratulations.

At 'Hartlepool's Maritime Experience' we staged a Georgian Weekend which was full of colour and movement, and with a reduced price entry attracted virtually a capacity audience throughout the period. The Friends provided stewarding of the Exhibition with everyone resplendent in new Friends polo-shirts. Thank you to everyone – it was a great help. The Ship was 'heaving' with visitors, and there was a superb atmosphere with people also spending well in the Ship Shop! The entry ticket encouraged visitors to return during the current autumn/winter period on a 'two for one' basis. The Council is now thinking of bidding for the 2015 Races

A National Museum link-up

Whilst all the build-up for the Tall Ships was going on the Trust has been working quietly behind the scenes with the new National Museum of the Royal Navy [NMRN] based in Portsmouth culminating in late September with the signing of a Heads of Terms making the HMS Trincomalee Trust the first official affiliate with the NMRN.

We now proudly fly the NMRN flag from the gaff, but more than that, the affiliation encourages the sharing of information, and essentially for the Ship in conjunction with the Museum to represent the heritage of the Royal Navy in the North East of England. It is a huge step forward for us with very real promotional opportunities in the south of England as well as the prospect of being 'on the circuit' for travelling exhibitions emanating from the Museum. It was a great pleasure to accept the loan of three diaries of Wheatley Cobb and a Second Commission log/journal that were presented to the Trust at the inaugural

ceremony in the Captain's Cabin. We hope to have these on public display before too long.

I am sure that it will not go unnoticed that this link-up will also bring together for the first time – albeit three hundred miles apart – HMS Trincomalee with HMS Victory; together representing the very epitome of the 19th Century Royal Navy.

The Trust is very excited with the tremendous potential of this official affiliation with NMRN and thank Dr Dominic Tweddle – the Director-General – and his colleagues for their enthusiasm for HMS Trincomalee as the first in what may be a small network of 'outstations' to ensure that the Museum is truly national in its representation.

Succession is in the air

There are a number of changes in the Trust just now. At the recent AGM John Megson succeeded Owen Evans as the Chairman of the Trust with Owen remaining a Trustee. On the staffing front Les Gilfoyle has recently retired. Les – Ship Maintenance Supervisor – has made a massive contribution to the Trust over nearly twenty years, as it was he who led the practical restoration team and subsequently has had charge of the Ship's maintenance. We are hoping to be able to continue to tap into Les' experience on an 'as required' basis.

..... Yours aye!

It is with somewhat mixed emotions that I shall be retiring from the Trust in October after more than twelve years at the helm, and Jean will also be standing down from her role with the Trust's records, archive and interpretation. We are moving back to North Wales. My successor, David McKnight, will be in post from early October. David currently works for the Area Tourism Partnership in Durham.

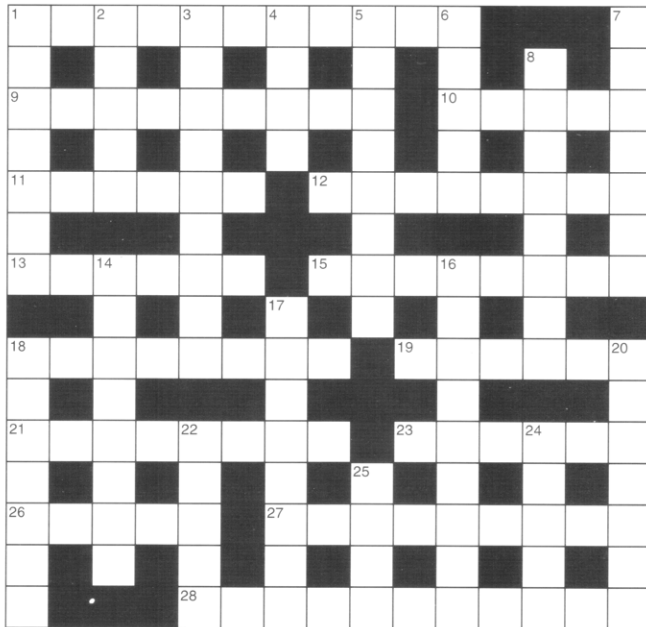
It has been a huge privilege to have been the custodian of HMS Trincomalee, and I will close with a sincere thanks to everyone who has so willingly contributed to the successes during this short period in her illustrious 193 year life. Long may it continue!

Bryn Hughes

General Manager, HMS Trincomalee Trust

Mess Deck Crossword

Autumn 2010



HDT

ACROSS

- 1 He planted acorns with Bounce
- 9 Reminding
- 10 Housebuilding use for oak
- 11 Edward Cridge was made one in 1876
- 12 Estimated Navy's part of the Country's consumption of oak in 1812 (3,5)
- 13 Implicate
- 15 Consistency of temperature
- 18 Form of punishment
- 19 Winds together
- 21 Arriving at Victoria in 1855, 'Jessie' was this type of vessel
- 23 Attended a prayer meeting on board HMS Trincomalee
- 26 Martha Cheney was Anne Beeton's
- 27 Arrived at Vancouver Island when HMS Trincomalee left in 1855
- 28 When Cridge arrived at Victoria in 1855 (3,5,3)

DOWN

- 1 Able
- 2 The biggest share
- 3 Upgrading
- 4 Obtain
- 5 Piped music player
- 6 First night
- 7 Cridge was curate here (4,3)
- 8 Ropes at boats' bows
- 14 Provisions for HMS Trincomalee in September 1855 (3,5)
- 16 Birthplace of Henry Ella (5,4)
- 17 International police organization
- 18 Open mesh fabric
- 20 Kindly
- 22 Celebrated at the Vancouver Island hospitals , September 1855
- 24 Fear
- 25 Vote against

Solution next issue

APPLICATION FORM

to join

THE FRIENDS OF HMS TRINCOMALEE

Membership categories and annual subscriptions:

Adult	£20.00
Concessionary *	£15.00
Joint Adult	£35.00
Joint Concessionary *	£27.00
Family Group +	£45.00

* Children, students, senior citizens and those unwaged

+ Two adults and up to three children in a family

Please complete, detach and return this form to:

The Friends of HMS Trincomalee
PO Box 1817, Hartlepool, TS24 7YE

MEMBERSHIP CARDS ARE NOT TRANSFERABLE

YOUR DETAILS:

Title Surname

First Names

Address

.....

..... Post Code

Tel.

Membership Category

Cheques made payable to 'HMS Trincomalee Trust'

AMOUNT

☐

GIFT AID DECLARATION. As a UK taxpayer I would like the HMS Trincomalee Trust to claim back the tax on this and all future donations.

Please tick the box.

SIGNATURE

THE FRIENDS OF HMS TRINCOMALEE

Autumn and Winter events 2010-2011

- 27 October *Warships Vasa and Mary Rose
Dick Midhage*
- 24 November *HMS Diamond Rock
Nigel Hogg*
- 20 December *Carols in the Captain's Cabin*
- 26 January *A Grand Mediterranean Voyage
Keith Rodgers*

*Unless otherwise stated all events take place in the
Captain's Quarters on board HMS Trincomalee
and begin at 7.00pm*

These events are free for Friends, with guests charged £1 each.

Friends receive free entry to HMS Trincomalee and Hartlepool's Maritime Experience for one year, can attend talks and presentations on board, receive the Quarterdeck magazine which is published three times a year and receive a 10% discount on items from the Ship Shop.

An application form is overleaf.