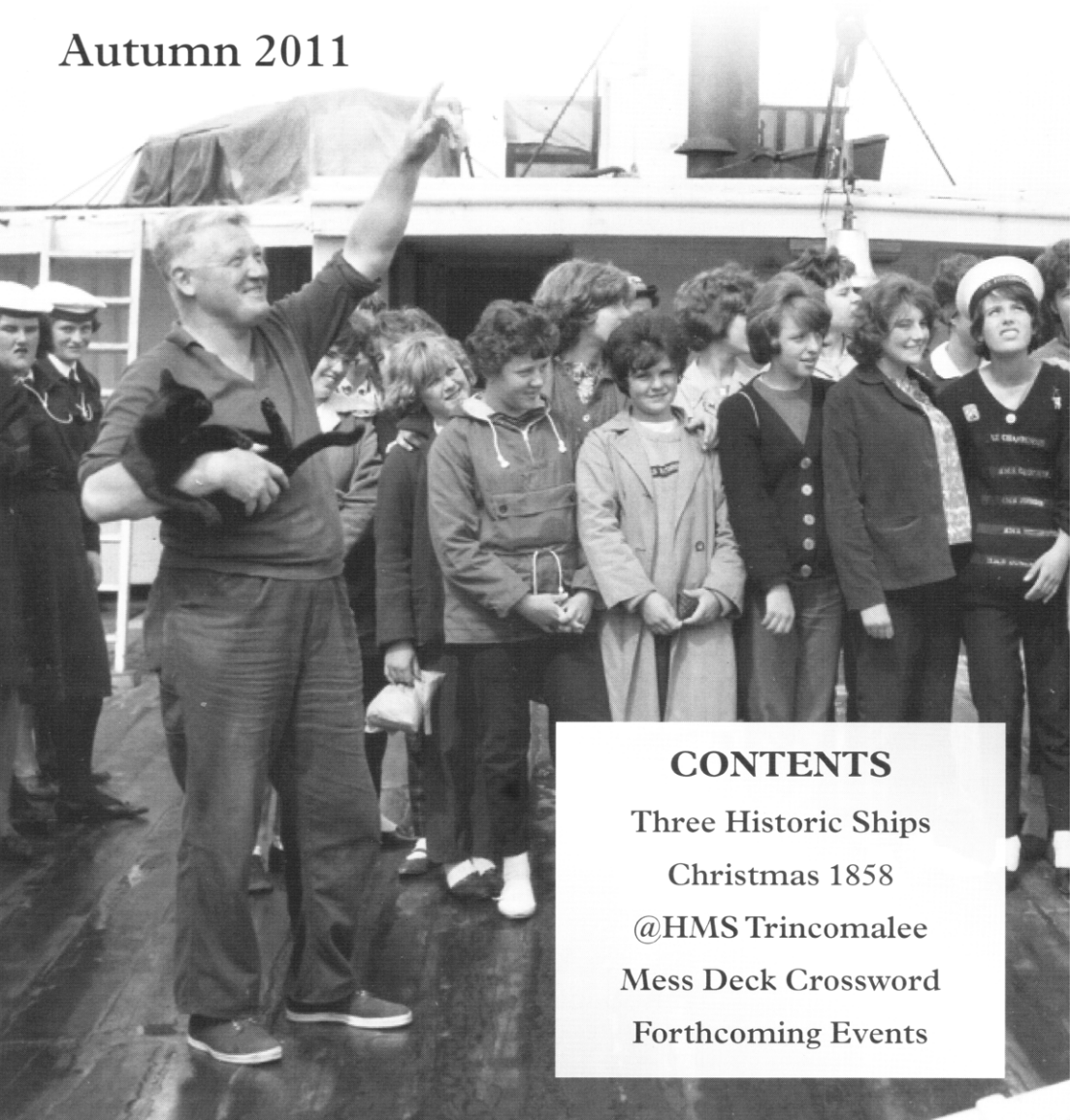


Quardeck

FRIENDS OF HMS TRINCOMALEE

£1.00

Autumn 2011



CONTENTS

Three Historic Ships

Christmas 1858

@HMS Trincomalee

Mess Deck Crossword

Forthcoming Events

FRIENDS OF HMS TRINCOMALEE AGM WEEKEND

Friday 21st to Sunday 23rd September 2012

On Saturday 22nd September 2012 the main event will be based in the William Gray Suite at the Historic Quay, Hartlepool. Proceedings will start at 10.20am.

The day will be divided into four sessions of approximately 45 minutes each interspersed with coffee/tea, buffet lunch and the formal Annual General Meeting which will be held at 1.15pm to 2.00pm.

Attendees will have a choice of three 'activities' at each of the first three sessions. For those less familiar with the ship there will be the ability to have an overview of its history, whereas those who are already well acquainted with the ship will have talks available looking in more depth at various stages in the ship's history. There will also be tours of the ship and exhibition centre available.

The last session entitled 'Now and the Future' will finish at 3.45pm, and at 7.00pm a silver service dinner will be held in the William Gray Suite for those who wish to attend.

For those staying at Hartlepool, on Friday evening there will be the chance to join in at a 'pay as you go' meal at a local hostelry, and on the Sunday morning a similarly financed visit to a local attraction will be available.

Final details and costings will be announced with the Spring 2012 edition of Quarterdeck. Those members requiring further information prior to this should contact the secretary.

Editorial

In the Summer edition of Quarterdeck the main article was about a lieutenant aboard HMS Trincomalee in the 1850s, Charles Parry. In this edition we move a hundred years on in the history of our ship. Earlier this year Peter Noble kindly sent me a biography of his father, Stanley Spencer Noble, who in the 1950s was Captain Superintendent of our ship when it was TS Foudroyant at Portsmouth harbour. Stanley is on our front cover, and in the article we learn of his association with three ships all available for visiting, HMS Gannet, HMS Victory and HMS Trincomalee.

Since this is the pre-Christmas issue I have allowed those Royal Engineers on board the 'Thames City' in 1858 to make a further contribution to the Quarterdeck. The editor of their on board weekly newspaper, 'The Emigrant Soldiers' Gazette', wrote his thoughts about Christmas in the edition of 25th December 1858.

2012 may be the year of the London Olympics, but it will also be the bicentenary of the beginnings of the history of HMS Trincomalee, her original plans being lost when HMS Java was sank by USS Constitution in 1812...more of that in the New Year. Hopefully our Annual General Meeting weekend in September 2012 will provide an enjoyable event, planning is well under way and the inside front cover page will keep you informed. It would be nice to meet up with more of our readership there.

With best wishes to you for the forthcoming festive season.

Hugh Turner (*Editor*)

Any correspondence concerning the Friends Association should be sent to:

The Secretary, Ruth Turner

Correspondence and contributions for the magazine to:

The Editor, Hugh Turner

Both at:

Chevin House, 30 Kingfisher Close, Bishop Cuthbert, Hartlepool TS26 0GA

E-Mail: Trincomaleefriends@nscali.co.uk

Membership matters directed to:

Membership Secretary, Tony Blades

The Friends of HMS Trincomalee,

Jackson Dock, Maritime Avenue, Hartlepool TS24 0XZ

Tel: 07951 156607 E-Mail: membership@hms-trincomalee-friends.org.uk

Three Historic Ships

My father Stanley Spencer Noble, who was born in the Workhouse at Eye in Suffolk in 1908, broke his family link to an ancestry in farming that can be traced back to the Normans and “went off to sea”. How did this come about and what was unique about his chosen career?

The circumstances of my father’s illegitimate birth were all too common a hundred or so years ago and it is difficult to comprehend in pre-Social Security days the hardship experienced by those involved. His mother, Florence Barbara Noble from Redgrave, was abandoned not only by Stanley’s father but for a time also by her own family.

No one in my immediate family, including my father, knew anything about his early days and it was a complete surprise when my research revealed the name of his father in a Bastardy Order made by the Justices of the Borough of Eye. This was initiated by the Guardians of the Poor for Eye Workhouse, in whose Record Book I had found the details. In addition to naming his father it required him to pay maintenance of 2s 6d weekly until his son reached the age of 14. There is no evidence that he ever made a payment and I suspect he did not.

Meanwhile I assumed that my father had remained in the Workhouse but when the 1911 census became available towards the end of 2009 he is shown as living in Redgrave in the household of his grandfather Arthur Charles Noble. This was reassuring and in the absence of any other records he possibly continued to live there until 28th September 1920 when he joined the Training Ship “Mercury” in Hamble village, near Southampton.

It was here that the first of the three Historic Ships came into my father’s life. The records of “Mercury” had been sadly dispersed and mostly destroyed when it closed in 1968. However, through a “Mercury” website and help from “The Mercury Old Boys Association” I was able to access the Training School “Register of Trainees” showing:

Name:	Stanley Spencer Noble
Number :	1866
Age:	12 years 7 months
Height:	4ft 11.5 in.
Chest	29/27
Date of Entry:	28th September 1920
Discharged:	13th June 1924
Address:	East Suffolk Education Department
Remarks:	Shotley Royal Navy

Training Ship “Mercury” comprised a shore establishment with classrooms, dining rooms and other permanent buildings. An old hulk moored in the Hamble River, barely recognizable as the former Royal Navy ship HMS Gannet, provided dormitory accommodation and other facilities. HMS Gannet was launched in Sheerness in 1878 and given to “Mercury” in 1914. It remained in use until the School closed and after some years of neglect it was acquired by Chatham Historic Dockyard, restored to its former glory and opened to the public. This photograph shows the result of a stunning restoration.



I have memories from the late 1950's of nostalgic visits to Hamble with my father and sitting in the pub as he recalled his days as a cadet. He often mentioned the severe discipline and harsh regime in the School including, as he told it, the daily swim from ship to shore every day of the year. It was only when I came into contact with "Mercury Old Boys" that I realized just how hard the life of trainees could be. The School was nominally run by CB Fry, a famous

Olympian in the early 1900's, but it was his wife, Beatrice, who wielded the rod of iron and seemingly instituted the practice whereby the boys were never addressed by name but by their entry number, in my father's case 1866.

The "Mercury Magazine" of 2011 features part of an unpublished autobiography of cadet William "Bill" Wildin (whose entry number 1848 is very close to that of my father) which highlights the shortage of food encapsulating the harsh life of a cadet in the 1920's.

.....On Monday mornings after breakfast a list was read out with the job every boy was to do. We all listened carefully to see if your job had anything to do with food. The best job was in the galley. The cook was a miserable old soul who nonetheless would give you a jolly good meal so long as she didn't catch you pinching a bit extra for your shipmates. The next good job was Post Boy when you were called early and taken ashore to report to the House kitchen to receive a slab of dripping and cup of hot cocoa before dashing off to the village on an old bicycle to collect the mail. If you made good time you might be lucky to get back to have your breakfast before your messmates scoffed it. Another good job was Officer's Mess Boy where there was often spare food available provided you were not caught hiding any for later consumption. Another on the list was House Boy that was not popular because you were always under the noses of the Frys. However, if the cook thought you had worked well, out would come all sorts of things from the pantry as well as cups of hot sweet tea or cocoa. I did all these jobs on and off but my steady jobs were Dispensary Boy or Rubbish Heap. The Dispensary was a wooden hut with a small camp bed. An old nurse was in charge; her remedies were confined to castor oil, aspirin, brimstone, sulphur, iodine and a sharp tongue. I had passed the first aid exam that we all had to do, whether it was that or whether she took a fancy to me I had the run of the place and cups of tea plus a few biscuits were always on the go. The rubbish heap was on the river bank a long way from the buildings. If you used your head you could lay a few fishing lines and fry any fish you caught on the gardeners shovel in the bonfire. If the gardener was out of sight it was possible to pinch potatoes, swedes, or apples, anything to fill the hole in our stomachs. I think the gardener was a bit sorry for us and now and then he would give me half a Woodbine.....

When I first traced the “Mercury” record of my father I was curious about the Education Department address quoted. There are no relevant records available to explain why, but reading about naval training schools it was commonplace in the early 1900’s for Education Authorities to provide bursary’s for cadets from poor backgrounds and to help place them in appropriate schools. In many cases they also supported cadets when on home leave. It is interesting that a half brother of my father was later sent to a farm in Canada by Barnardo’s under one of their now discredited initiatives to “rescue” children from a life of poverty.

Despite the hardships my father clearly regarded his time at “Mercury” as a solid foundation for his later Royal Navy career.

His life in the Royal Navy started on the lower deck. As World War 2 approached he rose through the ranks to Petty Officer and then in 1940 he gained Officer status as a Commissioned Boatswain. During the war he served on HMS Valiant in many engagements, including the Battle of Matapan, in the Mediterranean. A TV programme marking the 90th birthday of the Duke of Edinburgh noted that he also was on HMS Valiant at the Battle, so he and my father were shipmates. Later my father was on board when an Italian midget submarine blew a hole in its hull in Alexandria Harbour in Egypt. (This incident was made into a film in the 1960s).

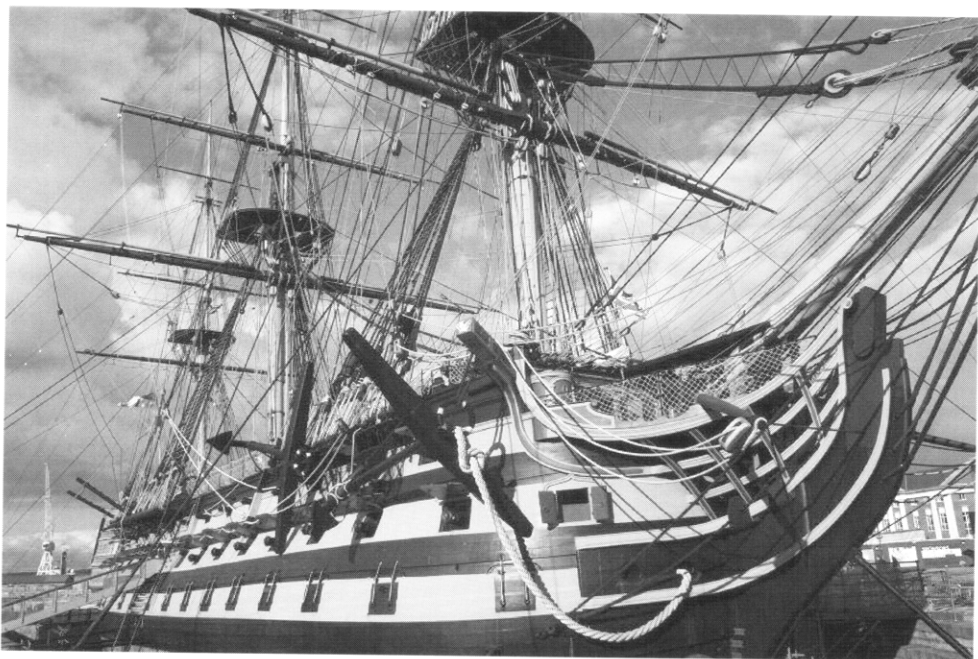
After leaving HMS Valiant he returned to the Mediterranean as the Allied Forces invaded Italy. He never talked about this “most secret” role in “Operation Table Fustian”, but as he was a trained diver I have always assumed that he was involved in mine clearance in harbours and anchorages.

After the war he was promoted to Senior Commissioned rank and spent some time at his home base of Devonport including an appointment as Master Rigger of the Naval Dockyard. Looking back it was at the time when the clothes line in our garden bore some resemblance to a ship rigged for sail with a very tall substantial wooden clothes post with appropriate heavy duty lines and pulleys!

His next seagoing appointment was to HMS Vanguard when it was being made ready for a state visit of King George VI to South Africa. Sadly the King died before the date of the planned voyage. At his funeral my father had the honour of leading a traditional “piping” party as the cortege made its way to burial in St Georges Chapel, Windsor.

He is on the left in the photo.





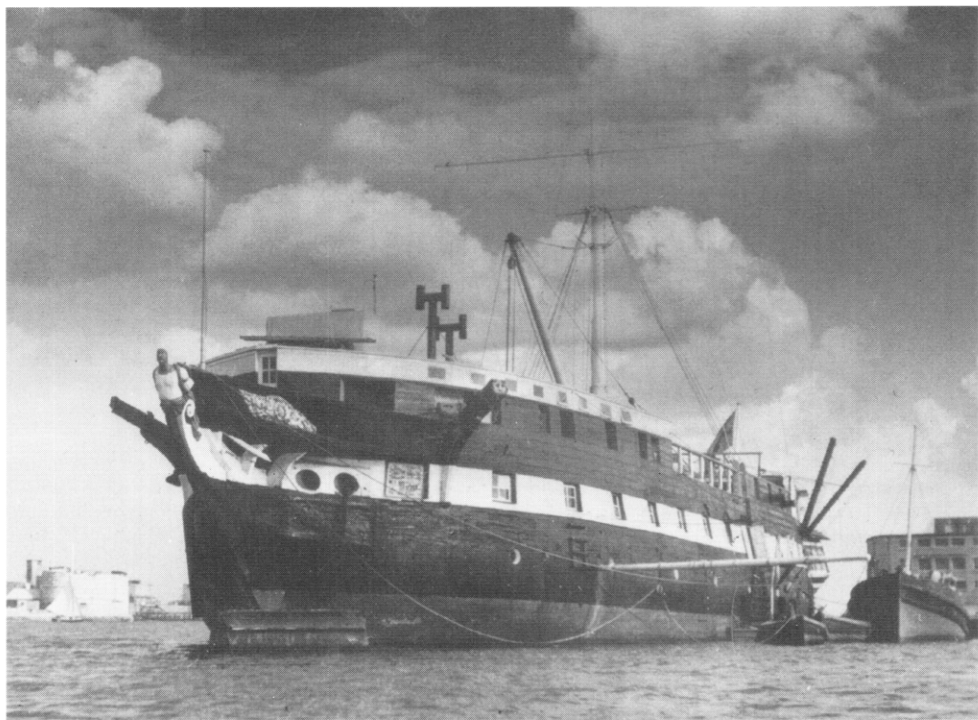
HMS Victory

An appointment in 1954 as Captain of HMS Victory in Portsmouth, was to a post traditionally reserved for the most senior Commissioned Boatswain prior to retirement.

In the 1950s the Captain with his ship's company, of both Naval and Royal Marine personnel, lived on board undertaking ceremonial and tourist guide roles. As Captain my father was involved in arranging and hosting dinners and other entertainment on behalf of the Admiral of the Fleet, Portsmouth Command for the many VIP visitors to HMS Victory.

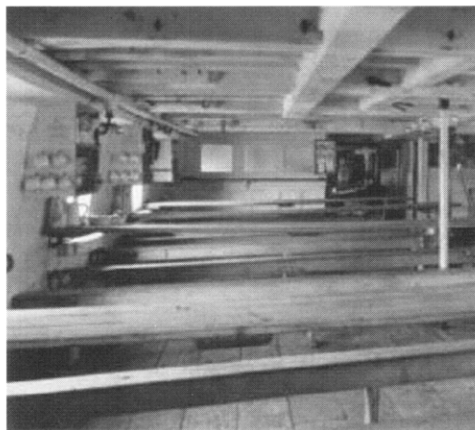
It was also a time when the state of the vessel was deteriorating rapidly leading to major restoration work which continues to this day. My father's appointment to HMS Victory coincided with the beginning of my working life in the Customs and Excise in London. From time to time I was able to spend weekends with him on board Victory joining in his busy life and enjoying what was then a vibrant dockyard and harbour full of ships.

In 1958 when he retired from the Royal Navy he moved not much more than half a mile across Portsmouth Harbour to become Captain Superintendent of a training ship, then named TS Foudroyant. The vessel lay on a mooring close to the submarine base HMS Dolphin. Foudroyant was built in India close to the time of the Napoleonic Wars along with many other "wooden wall" warships. By the time it was completed the threat of war had ended and it was put into reserve until the 1840's when it was brought back into active service, though it never fired a gun in anger in its short career supporting general naval activities in two world voyages. After being finally taken out of service it was used as a storage hulk until a Charitable Trust acquired it and moored it in Portsmouth Harbour to be used as a short stay holiday training ship for young people of secondary school age.

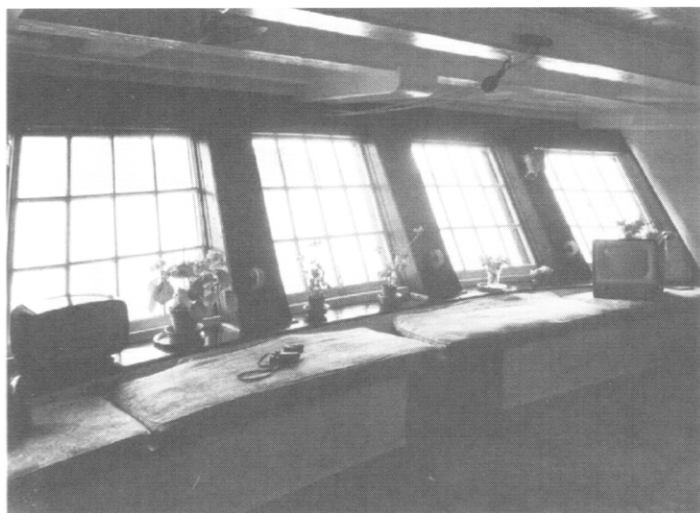


TS Foudroyant at Portsmouth

Groups spent a week or so on board taking part in rowing, sailing activities and occasionally making expeditions to explore the many creeks in Portsmouth Harbour and, if the weather was good, to venture to the Isle of Wight. Their living accommodation on board was quite spartan as the vessel had not been “improved” to any degree, but the young people enjoyed themselves in the unique environment.



Mess accomodation and nurse aboard TS Foudroyant



My family lived on board during the summer months, retreating to a warm and draught free flat ashore for the winter. Their quarters were centred around the magnificent stern cabin.

It is interesting to recall that the ship's original cannons were then still in the hold of the vessel where they acted as ballast. They fascinated the young people.

By the end of the 1960's the holiday scene had begun to change and "Foudroyant" was virtually abandoned. But for the inspirational interest of those who campaigned for its restoration it would have rotted away on a mud-bank. Instead an opportunity arose to move it to Hartlepool, where a skilled workforce was available to restore it to its former glory. It is now proudly bearing its original name, HMS Trincomalee as the central attraction in Hartlepool's Historic Dockyard.

My father's association with these three historic ships is unique. It is one he would have been justly proud, but sadly he died in 1973 and never saw the restoration of HMS Trincomalee and HMS Gannet and the stunning development of the Historic Dockyards in Portsmouth, Hartlepool and Chatham.

I have visited each of these beautifully restored historic ships and thoroughly enjoyed celebrating Britain's outstanding naval heritage. I would encourage readers to do the same and at the same time search out the interesting museums and exhibits that surround them. Take your children and your Grannies. They will love the experience.

You will be welcome aboard.

Peter Noble



Prayers aboard TS Foudroyant at Portsmouth

Further information is available from these websites:-

HMS Victory

www.historicdockyard.co.uk

HMS Trincomalee

www.hartlepoolmaritimeexperience.com

HMS Gannet

www.thedockyard.co.uk

Christmas 1858

On board the Thames City

When a group of Royal Engineers sailed from Gravesend to Victoria, British Columbia in 1858 aboard the ship *Thames City*, whilst on route they produced a weekly paper entitled "The Emigrant Soldiers' Gazette and Cape Horn Chronicle." Further information about this is to be found in the Spring 2011 Quarterdeck.

The issue on Saturday 25th December 1858 was circulated just prior to reaching the Falkland Islands with the following leading item:

Another great anniversary has come round, with its heap of associations, and the recollections of happy hours spent with pleasant companions, that possess such a charm for us all and remind us so forcibly of dear old England.

Christmas time – with its visions of roast beef and plum pudding, - holly and mistletoe, - Christmas trees and Christmas presents – prize turkeys and prize geese, - clowns and pantomimes, - cheerful firesides and happy faces, - cold noses and hot grog.

Christmas – the time that the school-boy looks forward to as the jolliest of the whole year, when he can sit down to eat with the certainty of rising from the table with the loss of at least the three lower buttons of his trowsers, - when he can kiss his pretty cousin under the mistletoe, and, emboldened by sundry glasses of wine, even extend his caresses to the shy little housemaid, causing both young ladies to blush incessantly for at least a week afterwards, and to declare (although they really like it very much) that he is a "nasty rude fellow."

Christmas time, - when diminutive boys make slides on the pavement to entrap weary old gentlemen with blue noses and still bluer spectacles, and take a malicious delight in pelting policemen from round corners or behind lamp-posts with snow-balls so hard as to cause temporary aberration of intellect on the part of the policemen in question, and enable their tormentors to escape with impunity.

Christmas time, - when "cabbies" stand at the corners of the streets, beating a tattoo with their hands and feet to keep themselves warm, watching their own breath as it assumes all sorts of fantastic shapes in the cold frosty air, and growling inwardly, as the foot passengers pass on heedless of their importunities, preferring the healthy air and exercise to the close and stuffy feeling of a hackney cab.

Christmas eve, - when boys go about singing Christmas carols from house to house and from street to street; boys so small that, as they huddle round your door to keep one another warm, the only fear is that, in the squeeze, one of them might get jammed in the key-hole or the letter box, but who nevertheless contrive to amass small fortunes, and forthwith proceed to invest them, not in "Three per cents," but in mince pies, sausage rolls and ginger pop at the shop round the corner.



Christmas time, - when the butcher's boy has a pitched battle with the chimney sweeper's boy, in consequence of your having given the former 2s. and the latter 2s 6d, as a Christmas box, thereby causing the "blackamoor" to chaff "greasy" to an extent that injures his sensitive feelings.

Christmas Day, - when in England, even the poorest of the poor are, we hope, enabled to have a better dinner than they have had for some time before, and to derive warmth and comfort from hot soup and a good fire, and when all, both rich and poor, manage, in spite of the cold, to enjoy themselves more than on any other day in the year.

Mess Deck Crossword Solution

Summer 2011

Solution:



ACROSS

- 8 Charles Parry's last ship
- 9 Naval trainees
- 10 Branch of the armed services
- 11 Found in the galley
- 12 Parry contributed Esquimaux curiosities to one
- 14 American tree bearing gourds
- 15 Dr Burney's Naval school was here
- 18 Own
- 20 An emblem of rank
- 21 A trainee on TS Foudroyant found herself thus
- 23 The dog's may cure a hangover
- 24 Cover with slabs
- 25 Raised
- 26 Parry was injured whilst skylarking (5,3)

DOWN

- 1 Fleet
- 2 Remain
- 3 Ship's boat used for carrying light stores
- 4 Art of disposing armed forces in order of battle
- 5 Where Parry awaited a mail steamer to Panama
- 6 A way to vounteer for the Trincomalee (2,3,5)
- 7 Not God-fearing people
- 13 Sister ship of the Trincomalee
- 16 Parry was pleased to have his on the Trincomalee (3,5)
- 17 An advantageous position for observing an event
- 19 Exhibition room
- 21 Elevated platform on a ship
- 22 Diplomatic messengers
- 24 Youngest ever Prime Minister

@HMSTrincomalee

It's been an interesting first high season at the helm of HMS Trincomalee. Dozens and dozens of schoolchildren visited us in the early summer. Then seemingly overnight in July, 'children with teachers' turned into 'children with parents' – the long summer holidays had begun.

Our visitor numbers are down due to the recession, although it seems we haven't suffered as much as some other attractions. Interestingly, those attractions which have done well appear to be those which have had significant events, exhibitions or both – and have promoted them heavily.

This reinforces our view that we need a robust, inviting and frequently changing proposition to encourage visitors to keep coming back to see us. So we're developing a year round events programme – dinners, maritime auctions, live music, fairs, shows, activity days, corporate events and so on. This is hard work for us all, until it gets established, so we really appreciate the support of our Friends in this – please continue to help us spread the word!

We have had some great events recently. Highlights include:

The Society for Nautical Research came to HMS Trincomalee in August to make presentations to our Gallant Crew. Captain David Smith and Les Gilfoyle received Victory Medals. Keith Johnson and Bill Stevenson were awarded with Certificates of Commendation. Sadly, Bill's award was made posthumously and received by Jackie Stevenson on his behalf. The SNR brought many friends with them, many from the 1805 Club. Universally they were delighted with and appreciative of the restoration and presentation of HMS Trincomalee.

Our Gallant Crew receive awards from the Society for Nautical Research!



In August we hosted members of the North East Chamber of Commerce for an 'After Hours' networking event. We included tours of the Ship and specific information regarding opportunities for corporate use.

We need to keep promoting this aspect of hiring the Ship to enable our corporate business to grow.

In early September, we made another significant step towards our goal of increasing the number of weddings on board by holding our second Wedding Fayre. These successful events will be held twice yearly from now on. Suppliers are still keen to support us, which is very heartening.

We've held two Boat and Leisure Auctions now and have just announced dates for two more in 2012. Its hard work getting these events underway; we need to develop a reputation for selling good boats and high quality parts and accessories. Not as easy as it sounds, but if we get this right, it will generate good income for the Trust.

As I write this, we're making the final preparations for the Ship's birthday – 194 years old on 12 October. We're planning to celebrate with Live Jazz on the Mess Deck with the Ruth Lambert Trio performing the second part of the Great American Songbook. We'll be offering a Real Ale and Wine Bar, a curry supper and birthday cake. Thanks to Dales Automation for going the lighting – it really adds to the atmosphere. Should be a great night!

We continue to get enquiries from film crews having targeted this sector using Twitter. The drama documentary filmed on board - Nelson's Navy: Back from the Dead was shown recently on Channel 4 and made great viewing. Well done October Films.

Work on board currently includes painting on the Upper Deck, checking the masts and rigging and sealing the decks. We're starting to use the modern sealant Sikaflex in the more inaccessible places. We are planning to do work in the Ship Shop this autumn, to increase shelf space.

A new picture of HMS Trincomalee which we commissioned from the well known maritime artist David Bell, of Lincoln, is now in stock in the Ship Shop. Titled HMS Trincomalee returning to Portsmouth, 1819 shows the Ship on the Solent. The picture is really magnificent and a credit to the artist. We have various sizes of prints which will make great Christmas presents!

Our new website is being built as I write and our new online shop will be ready for those Christmas present orders. Look out for it from November – www.hms-trincomalee.co.uk

With an Indian summer being forecast as I write this in late September, it seems a little premature to be wishing you and your families a very happy Christmas and a peaceful New Year. Nevertheless, it will be New Year before I write again, so please accept my warmest seasonal wishes to you and your families.

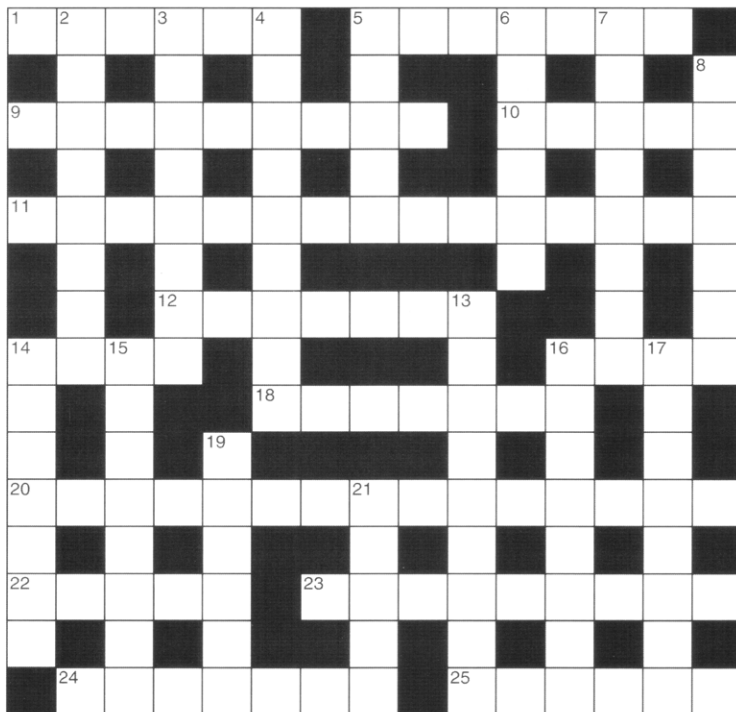


David McKnight *General Manager, HMS Trincomalee Trust*



Mess Deck Crossword

Autumn 2011



HDT

ACROSS

- 1 Defences
- 5 Used to fry fish by Mercury's trainees
- 9 List
- 10 William Wildin was one on TS Mercury
- 11 TS Foudroyant was run by one (10,5)
- 12 Sailor's sword
- 14 Kind
- 16 College head
- 18 A good job to get on TS Mercury (4,3)
- 20 HMS Valiant and Prince Philip were here (6,2,7)
- 22 Hot drink on TS Mercury
- 23 Pelting policemen with snow-balls caused such a delight in 1858
- 24 Where small carol singers were feared to get jammed in 1858
- 25 Naval flag

DOWN

- 2 Like suede
- 3 She wielded a rod of iron on TS Mercury
- 4 Could be a comfort break (5,4)
- 5 Promotional description
- 6 Different sides
- 7 Make twice as much
- 8 The North America and West Indies was one for HMS Trincomalee
- 13 HMS Valiant was attacked by one
- 14 Used on a curtain (3,4)
- 15 Could be a proton or electron
- 16 Forces that produce changes in a system
- 17 Used for underwater swimming
- 19 Turn white
- 21 Emergency light

Solution next issue

APPLICATION FORM

to join

THE FRIENDS OF HMS TRINCOMALEE

Membership categories and annual subscriptions:
(Not increased this year - fixed until 22nd September 2012)

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
Jackson Dock, Maritime Avenue, Hartlepool, TS24 0XZ

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 & Winter Events 2011-12

- 26 October *'Pilotage on the Tees'*
Colin Pratt
- 23 November *'HM Frigate Unicorn*
- An Extraordinary Ship in Ordinary'
Lt Cdr W Roderick Stewart
- 19 December *Carols in the Captain's Cabin*
- 25 January *Another chance to see*
'The Navy of the Damned'
Which involved filming on HMS Trincomalee
- 22 February *'Characters associated with HMS Trincomalee at*
Fort Victoria, September 1855'
Dr Hugh Turner
- 28 March *'Tyneside Shipwrecks'*
Captain Sandy Kinghorn

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.