
QUARTERDECK

The Friends of HMS Trincomalee

Autumn 2016



HMS Trincomalee at Honolulu

A Week aboard T S Foudroyant in August 1959

Annual General Meeting 2016 - Chairman's Report

Mess Deck Crossword & Future Events

EDITORIAL

All Friends will know that it is the two hundredth anniversary of the launch of our historic ship next year, the two main articles in this issue reflect her long history. In the 1850s HMS Trincomalee visited Honolulu, and contemporary newspaper reports tell us about her stay there. Move forward to the 1950s, and we learn from a log by P. F. Clifton of the activities of the Nautical Training Corps aboard our ship when she was TS Foudroyant.

I thank one of our members, and an officer of the Nautical Training Corps, Brian Mitchell for providing me with material, including the log, relating to the Corps and our ship.

The Quarterdeck is developing. The intention is to have a magazine printed in colour, with more pages, starting in 2017. Friends with any articles or material of interest are encouraged to get in touch with me as Brian did.

For anyone wishing to join the Friends details can be found on our website:

www.friendsofHMStrincomalee.org.uk

Early greetings for the festive season to you.

Hugh Turner

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HMS Trincomalee at Honolulu

During her second commission (1852 to 1857), whilst attached to the Pacific Station, HMS Trincomalee called in at the Port of Honolulu a few times. The Polynesian islands, being upon the great highway of the nations of the Pacific, were of great importance to the maritime powers of America, Russia, Britain and France.

The “Polynesian” newspaper of 12th February 1853 contains the report:

“H.B.M.'s ship Trincomalee, arrived here on the 12th; she is destined for the Arctic seas, in search of Sir John Franklin; I almost fear it is a forlorn hope; yet I cannot but admire the efforts being made in such a humane and philanthropic cause.”

The involvement of the ship in supporting a search for Franklin is an article in its own right, in this article we look at events relating to Hawaii itself.

The discovery of gold in California in 1848 gave rise to a rapid settlement of that State and the opening up of new routes across the American continent. For the Hawaiian islands it opened up new markets for their products, with closer commercial ties with the United States and the investment of capital in the islands. However the islands were now under threat from numerous lawless adventurers based in California who planned a number of raids or filibustering expeditions into the neighbouring countries.

In Autumn 1851, the Hawaiian Government received many warnings that a band of filibusters was being organised to invade their kingdom. At the request of their cabinet, the USS Vandalia, under Captain Gardner, was kept at Honolulu, and a body of one hundred native troops were drilled for several months by Lieutenant Read of the Vandalia.

In November 1851, about twenty-five suspicious characters, led by Sam. Brannon, came to Hawaii from San Francisco in the ship “Game Cock”. They thought that the country was ready for revolution, and that the king was ready to sell his kingdom and to retire from the cares of state. They soon found that they had been deceived; the feelings of the natives and the officers and men of the whaling fleet being hostile towards them. The king declined to see them, and the expedition ended in a fiasco.

At this time the kingdom of Hawaii was ruled by King Kamehameha the third, and he was greatly aided by his Minister of Foreign Relations, Robert Crichton Wyllie, who was appointed to the post on 24th March 1845, and continued in it until his death in 1865. Wyllie was born in Dunlop, Ayrshire in 1796, and



King Kamehameha the Third



Robert Crichton Wyllie

qualified in surgery at Glasgow, receiving his diploma before he was twenty. He made voyages as a surgeon on various ships, and was wrecked three times. Visiting the Australian colonies he applied himself to sheep farming, later he also visited South America and the southern states of America, before becoming a partner in the successful firm of Begg, Wyllie & Company in Chile. He rode about the republic of Chile girded with pistol belts to collect money owed to the firm, accumulating a fortune and a good knowledge of the Spanish language.

After a period as a director in a bank in London, living in Mayfair, where friends recalled him “as a well-dressed man, of animated, yet tedious conversation, but above all, possessed of a remarkably retentive memory.” Wyllie suffered financial loss in this venture and went again to America, this time as secretary to General Miller who had been appointed British consul-general to the Hawaiian Islands.

They arrived in Honolulu in March 1844 aboard HMS Hazard. When General Miller was called away to Tahiti on official business Wyllie was left in charge of the consular office, later being appointed by King Kamehameha the third as his Minister of Foreign Relations.

Wyllie gave up everything for his position and his sovereign. His great aim was to keep Hawaii independent, and to stop it becoming a political pawn in the hands of Britain, France and the United States. He succeeded in this. When he died, a bachelor, on 19th October 1865, he was given the great honour of being

buried in the newly completed Royal Mausoleum amid the august dead of the great Kamehameha dynasty.

On 19th May 1854, HMS Trincomalee arrived at Honolulu from Callao, leaving ten days later heading to Port Clarence in the Bering Straits. This was at a time of impending war between the great maritime powers of Europe, the Crimean War started later that year. King Kamehameha issued a proclamation of neutrality of the Hawaiian kingdom. The "Polypesian" newspaper of 20th May 1854 reported that the ships of the maritime nations of Europe:

"both national and private, are constantly visiting our waters. A Russian frigate is now at anchor here, and ships of war of other belligerents may arrive at any hour. Indeed since the above was written, the British Sloop-of-war Trincomalee has arrived in our waters, and is quietly anchored alongside the Russian ship; and if our neutrality can be respected, and a dozen belligerent ships should assemble in our harbors, do not suppose the business men of Honolulu will seriously object to the increased business that would be created by their visits at our ports. As a neutral kingdom, we can welcome them all, and here they can seek and find those refreshments they may need, in the midst of this great ocean. ...

...The Russian frigate DIANA, Capt. Lessoffsky, arrived at this port on the 13th inst., in 50 days from Valparaiso. Salutes were exchanged with this flag on the 16th, and on the 17th an audience to Capt. L. and his officers was given by his Majesty, at the Palace. The frigate is bound to the Russian Possessions at the north, and will sail in a few days."

On the 23rd May 1854 King Kamehameha:

"accompanied by a numerous suite, paid a visit to H. I. Majesty's Frigate Diana, at anchor in the outer roads, where he was received with all the attentions and honors due to a sovereign.

The ship was fully dressed and the yards manned for the occasion, and His Majesty received the customary royal salutes, both from the Russian ship and the British sloop-of-war Trincomalee, as he passed her on his way out.

An hour was most agreeably spent by his Majesty on board, during which, the utmost courtesy was shown him by Capt. Lessoffsky and all his officers."

A later newspaper report informs us that HMS Trincomalee:

"remained at Honolulu from May 19th to June 1st, during which time the frigate

Diana was at the same port. Entire good feelings existed between the British and Russian officers, attending balls and fraternizing heartily together, notwithstanding it was supposed at the time that war was declared, although no official notice had been received to that effect. This made no difference, however, as regarded the Trincomalee. Being attached at the time to the Discovery squadron, and carrying supplies for their relief, she was, by the usages of nations, not liable to any attack.”

HMS Trincomalee's next arrival at Honolulu was on 9th October 1854, having sailed from San Francisco. The Crimean war on land had already started, the Battle of Alma having been on 20th September 1854. The Court News section of the “Polynesian” of 4th November 1854 reports:

“An audience was granted by the King on Tuesday, the 31st ultimo, to the Commissioner of His Imperial Majesty of France, acting for H. B. M.'s Consul General, (who was indisposed,) to present Capt. Houstoun, and the officers of H. B. M.'s ship Trincomalee, accompanied by their allies, the Captain and officers of H. I. M.'s ship l'Artemise.

The Commissioner of H. I. Majesty expressing regret for the indisposition of H. B. M.'s Consul General, presented Capt. Houstoun and his officers to the Minister of Foreign Relations, as also the Captain and officers of H. I. M.'s ship l'Artemise.

The Minister of Foreign Relations presented the two Captains to the King.

Captain Houstoun then presented the following officers of the Trincomalee: A. C. Ballingale, Lieutenant, John S. Haverfield, Lieut. R. M. P. W. Dillon, M. R. C. S. Eng, ass't Surgeon, V. R. B. Wilkinson, 2d Master, C. D. C. Voce, D. A. Aelsglee, clerk ass'ts, S. E. Price, C. E. A. Wilcox, midshipmen. ...

...The King expressed great pleasure to see the Captains and officers of the two ships of the combined squadron, along with the Commissioner of France, and that he was sorry that the British Consul General had been unable to attend from illness.

Both Captains invited the King and suite to visit their respective ships”

The USS steam frigate Mississippi under Captain Lee, departed from Honolulu on 9th November 1854. At the port she had undergone repairs from damage sustained in a gale, and had taken on water and coal. Prior to departing for San Francisco, Captain Lee:

“gave a general invitation to the residents of Honolulu to visit his ship, and a

large number availed themselves of the opportunity.

On account of indisposition, His Majesty was prevented from going on board, as he had anticipated. His Excellency the Governor of Oahu and suite, however, went off, as well as His Majesty's Ministers of Foreign Relations, Finance and Public Instruction, the Commissioners of France and the United States, and the several consuls of foreign powers resident in Honolulu, all of whom were received with the customary salutes and honors due them under such circumstances. A large number of ladies were also Capt. Lee's guests during the day, as well as the commanders of the several ships-of-war, Portsmouth, St. Marys, l'Artemise and Trincomalee, and numerous officers from the same.

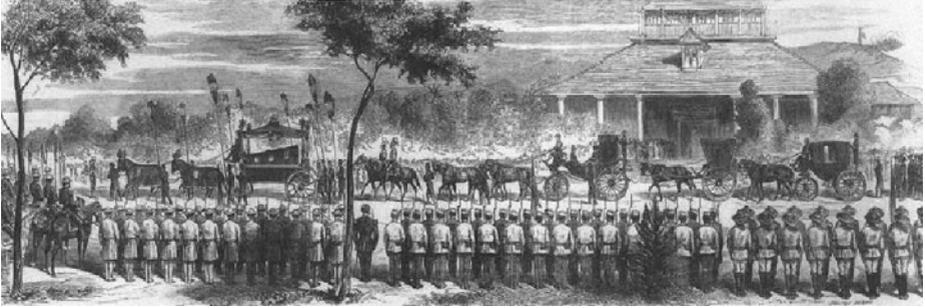
The Mississippi was in fine order, and in every department exhibited the skill of her officers, and the good discipline of the ship. The Band discoursed sweet music while the visitors were on board, and the courteous attentions of Capt. Lee and the officers of the Mississippi rendered the occasion one of much enjoyment and satisfaction."

In December 1854 a number of ships were at Honolulu, HMS Trincomalee's sister ship, HMS Amphitrite, Captain Connolly, arrived on 11th December, and the frigate HMS Pique, Captain Nicolson, on 9th December. The French frigate Alceste was in the port from 23rd November until 12th December, and the French corvette L'Eurydice, Commander La Grandiere, arrived on 8th December, remaining in Honolulu until the New Year.

King Kamehameha died on 15th December 1854 at the age of 41 years. His funeral took place, after being delayed due to poor weather, on 10th January 1855. Some of the officers and crew of HMS Trincomalee played an important part in the proceedings:

"... At 20 minutes of 12, A. M., the procession moved from the Palace under the direction of the Grand Marshal ...

The Second Division of Hawaiian Infantry, flanked by the Hawaiian Guard, a body of foreign residents, who were called into military existence by their attachment to His late Majesty, and their desire to preserve the peace of the Kingdom from lawless violence, and now uniting in this, the last earthly testimonial of respect and affection, was followed by the body of Marines from the different vessels of War in Port, who were a marked feature of the procession. They were led by the English Marines of the Trincomalee, her Captain being the senior officer in port. Their uniform, white and red, contrasted pleasantly with the French Marines of the Eurydice in theirs of black with the



Funeral procession for King Kamehameha the Third

broad collar trimmed with white, and with the American Marines of the St. Marys in their neat uniform of white and blue, trimmed in red. ...”

With the death of King Kamehameha the third attempts by his government to annex Hawaii to the United States of America were thwarted. The king's nominated heir, Alexander Liholiho, was declared king under the title of King Kamehameha the fourth, and he decided to discontinue all negotiation for annexation. On 6th February 1855 Robert Wyllie addressed a letter to the Secretary of the U.S. Navy:

“On the 23rd of January, the Minister of Foreign Relations announced to Mr. Gregg that the King had commanded all negotiations for the purpose of annexation to cease.

The young King is evidently desirous of tasting for a time at least the sweets of sovereign power, and for the present, I imagine entertains not the most and distant idea of annexation.”

There is a strong tradition of the navies of the world enjoying a good party, so let's finish this article on a happier note. The following is a letter by a member of the American Sloop-of-War Portsmouth, under Commander Dornin, which was in the port of Honolulu from 12th September until 4th December 1854:

“THE PORTSMOUTH AND TRINCOMALEE

SOME FUN FORWARD AS WELL AS AFT

MR. EDITOR :- With your permission, I will give you a few lines for your paper, informing you of a friendly party between the men attached to the above named ships.

Last week the band on board of the Trincomalee, having learnt that we were

upon the eve of starting for home, came on board and spent an evening with us, and performed many national and other popular airs. Capt. Dornin having concluded to stop in this port until Saturday the 2nd December, invitation, by permission of Capt. Dornin and Lieut. Parker, was sent on board of the Trincomalee, to her commander and first Lieutenant asking permission of their Band and as many more of her ships company as they might think proper to be allowed to spend an evening on board the Portsmouth previous to her departure for home. With great pleasure they consented, and on Wednesday evening last, the band and others of the crew, to the number of forty, came on board. The forward part of the ship was handsomely decorated with flags, the American and English ensigns hanging in festoons together. The berth-deck was also handsomely decorated and illuminated on which were tables laid the whole length of the deck, which groaned with the weight of good things upon them.

At 7 P. M. our guests were conducted below and after a complimentary speech by one of our number, welcoming the Trincomalees on board, the word was given to prepare for war, - not with gun and shot, but with knives and forks; thus was one hour happily spent in eating and drinking, speeches and sentiments appropriate to the occasion were passed between the party, the Queen of England and President of the United States were not forgotten. The rest of the evening was spent in songs, dancing and music.

At 10 P. M. our guests left us. As they left the ship they played "sweet home," and "homeward bound." They then saluted us with long and loud cheers which were loudly responded to by our gallant tars. The Trincomalee boys can be assured that as the Portsmouth glides along her passage to our native land, they will often be remembered by us. Her commander has our warmest thanks for so kindly permitting them to pay us a visit. Captain Dornin and our own officers very kindly lent us all their aid to receive our guests in a proper manner, for which they have the warmest thoughts of the gallant sons of the Ocean on board of the Portsmouth.

Honolulu, Nov. 28 W.T.G."

Solution to last issue's
cryptic crossword

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Annual General Meeting

7.30pm Wednesday 14th September 2016

Hart Village Hall

CHAIRMAN'S REPORT

The Friends of HMS Trincomalee is now in its twenty-third year. Over those twenty three years our society has evolved, adapting to circumstances as they arose. The last twelve months demonstrate this well.

One significant factor this year has been the arrival of a relative youngster, the "National Museum of the Royal Navy – Hartlepool", which has taken over management of the Historic Quay site, and given itself five years to turn the site around.

With the uncertainty surrounding the change in management of the site, in April the Friends' belongings were removed from the site, many still now in your Chairman's garage. Also, to ensure a guaranteed, cost efficient venue for the remaining meetings we have this calendar year, Hart Village Hall was booked.

It became necessary to change standing order payments to be made payable to our own charity's bank account. It was inevitable in the process that we would lose a few members. We have also not been able to advertise the Friends in the Historic Quay as in the past, and indeed only in late Spring did the membership package we can offer become clear.

Since our last Annual General Meeting our membership subscription numbers have fallen from 189 to 159, a fall of 16%. In terms of the number of members, in other words the number of membership cards issued, this is now 220.

In the last twelve months the committee have been looking after the Friends' interests and been preparing for the future.

The new website, friendsofhmstrincomalee.org.uk was launched last December and is now attracting 10 to 30 hits a day. It has recently been possible to join the Friends, or renew membership, using PayPal via the website and three members have already made use of this service.

Over winter a new membership database was constructed which is relatively easy to use. Martin Barker became membership secretary in May.

At the beginning of July, Lord and Lady de Saumarez visited Hartlepool and met up with many of the Trustees. I am pleased to report that Lord de Saumarez is

very pleased to be our Patron and to visit us at Hartlepool for an a future event.



Lord & Lady de Saumarez with guide Richard Davison

The magazine, Quarterdeck, remains an important part of the membership package. Plans are afoot for it to be developed further.

Your Chairman has succumbed to “Twitter”, and this social media portal has helped to disseminate information about our ship and our charity around the world, in tandem with our website.

The future looks promising.

The Friends have financial security. In the last accounting year we donated £4,400 to the Trincomalee Trust for the upkeep and promotion of our ship. The National Museum of the Royal Navy have agreed to Friends being able to visit the ship at no extra charge, and provisions for us to meet again at the Historic Quay are in hand. Our treasurer will tell us more about this later.

We have a team of industrious Trustees, and after this Annual General Meeting the Trustees of 2016 to 2017 will get together to formulate a new business plan to carry us forward in the ship’s 200th year and beyond.

On behalf of the Trustees, I thank the speakers, voluntary guides, and helpers with Friends’ meetings for their support. I also thank our present members for their much valued continuing support of our Charity.

Hugh D Turner

THE LOG OF T. S. FOUAROYANT

By P. F. Clifton

1st to 8th August 1959

Saturday 1st August 1959 Weather fine and sunny.

I took the London party, consisting of myself, and 3rd Officer Vic Collings, P.O. Furlong, Coxswain Campbell and 14 Cadets of T.S. Enterprise, 3 Cadets of T.S. Emerald and Coxswain Davies of T.S. Ajax from London to Portsmouth Harbour station without incident. At Pompey we were met by 3rd Officer Harry McGilvray of T.S. Zealous who had been left behind by Brighton party to pilot us to Gosport. He saw us safely to the Dolphin Pier where we were ferried by motor boat and dinghy to the Foudroyant.

Whenever you join a new ship everything aboard is always strange. Here was a completely new ship's company comprising 10 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 to the Wardroom for tea.

I looked around me in the Wardroom. . I knew most of the Officers aboard – the Vice Commodore was an old shipmate; Chief Officer Basil May and 3rd Officer Jack Perren were from T.S. Attentive, the Enterprise's chummy ship and we had met often before; 1st Officer Eric Pilbeam from Patcham I had known for a very long time; 1st Officer Derek Rowson from Hove was an old friend and I had met 3rd Officer Harry McGilvray for the first time at Pompey station; 2nd officer Maurice Cowell was a new but very happy face and it was obvious that this would be a happy ship.

Tea over, we heard the hands detailed for fire drill and then took an Officers' Gig away to try it out. Everything went well, we didn't hit anything and so returned aboard for drinks before supper. This is memorable for me, not because the Vice Commodore brought me a drink but because of the chewing gum episode. I had lectured the Enterprise Cadets on rules of behaviour aboard, including no chewing gum. Apparently the previous week's course (not N.T.C.) had not heard the rules. Anyway I had sat on some lovely sticky bubbly gum whilst out on the whaler. I found this out when I tried to get off a chair in the Wardroom. Anyway I finished up having my bottom scraped with a pusser's dirk by Eric Pilbeam, much to everyone's amusement.

After supper all cadets went away pulling. I took a gig with Vic Collings and 14 Cadets and we did some instruction in pulling before sunset, when we all repaired aboard and watched and assisted with great amusement the antics of Cadets slinging and getting into hammocks. Eventually this was achieved and we returned to the Wardroom after 'pipe down' for a yarn with the Ship's Officers. Turned in about 23.45 – an irate Foudroyant Instructor still trying to make the little dears keep quiet!

Sunday 2nd August Weather – fine and sunny, fresh breeze.

N.T.C. Duty Officer - 1st Officer Rowson.

The Duty Officer set an excellent precedent by bringing a cup of tea when giving the officers a shake at 06.30 – although he forgot Basil May and Maurice Cowell who were sleeping in the sick bay on the upper deck. Future D.O.s please note! Still, the D.O. has a busy time of it; he has to get the duty P.O. to take away a gig for the milk, send away other duty hands to bail out all boats and get the non-duty Cadets to P.T. at 07.30. Eric Pilbeam volunteers to take P.T. so that's one thing less to worry about. Clean ship at 07.30, fall in for prayers and Colours at 07.45. Jack Perren takes on responsibility for getting Church Pendant hoisted every day. Then hands to breakfast and fall in afterwards for instruction etc. Breakfast is memorable only because the Vice Commodore and Maurice Cowell shared a mullet which Maurice had caught the previous evening. Basil May said that it was so tired that it obviously gave itself up. Anyhow, Maurice never managed to catch another one.

As it was Sunday, the Ship's Company cleaned into uniform and went away to H.M.S. Dolphin, first to have a look around H.M.S. Spiteful – one of H.M. older submarines – and then to Church. We nearly filled the Church. The service was Matins, one of the lessons being read by a rear admiral, and then we fell in outside Church just as 'Up Spirits' was being piped. To add to our misery a hand carried a tub of the stuff right past us. It was just as well that he was being escorted by a P.O. or our Officers may have rushed him.

We returned from Church in time to man the upper deck of the Foudroyant. The Commodore was about to arrive. He was brought off by the Queen's Harbour Master's launch to the starboard accommodation ladder, where the Captain of the Foudroyant was waiting to meet him. An N.T.C. piping party did the honours. Then the Senior Officers adjourned to the Captain's cabin for a drink, followed by drinks in the Wardroom, a visit by the Commodore to the Gunroom and lunch.

After lunch, more boating; away sailing lifeboats on a nice fresh breeze. I took the P.O.s away in the whaler and had a nice trip along past Fort Blockhouse and Haslar Hospital towards Gilkicker point – very pleasant, but I envied those who were sailing in such nice breeze. The commodore went away in the

Captain's 'Victory' class sailing boat, complete with the Vice Commodore and some beer. They were so busy sailing that they brought the beer back. After tea more boat-work and after supper we took the Commodore ashore to catch his train. Memories of one Senior Naval officer being marched under close escort of ten pirates from the local to the station. Also, memories of draught Bass and pickled eggs in the 'Isle of Wight Hoy', which proved too much for Peter, the Swedish Rover scout who accompanied us on our run ashore.

Monday 2nd August 1959 – weather, fresh breeze, changeable

N.T.C. Duty Officer - 3rd Officer Collings.

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 bigger Cadets under Chief Officer Basil May, followed by a contingent of small Cadets in pirate rig wearing life jackets and carrying oars, rope, and the Foudroyant's tiddly life belt. I was in charge – to prove it I had a notice attached to my 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 Perren and Maurice Cowell carried a large pendant with the name Foudroyant for the Shambles.

The Carnival procession, which contained some lovely floats including one called "Nights in a Harem" (how we wished we could have marched behind it) started from an Army Barracks and went on for mile after mile. I haven't got the slightest idea where we went – it is just a blur – all I can remember is swapping over oars and ropes and bits and pieces from one shambler to another. We were all pretty tired when we arrived at a large fair ground after doing at least 4½ miles. By then those life jackets were slung over oars carried between two shoulders. But those nippers stuck to the job and not one of them fell out. An hour's break for a look around the fair and a glorious cold drink and then we all marched back the short way, that is, not more than 2 miles.

The return trip is memorable for the great spirit shown by all Cadets on this march that seemed as though it would never end. Band instruments and other gear had been taken by the Vice Commodore in his car. The uniformed party led off and the shambles ambled after them. Music was of two sorts, vocal – I remember a young man from Brighton who sang about his Flight Sergeant who descended from his aeroplane without a parachute – and was also provided with an accompaniment by Chief officer Basil May who played the mouth-organ in the midst of the shambles. This provided a pretty problem for the sentries of the various barracks we passed on the way home. They had never seen a Lt.

Commander playing the mouth-organ in full uniform to a gang of pirates and they didn't know whether to turn out the guard, salute, spit, or drop dead. Following their old and well tried practice the Army sentries saluted this apparition! We didn't drop dead. The vice commodore's car picked up parties of shamblers from time to time on the way home but there were still enough left to double past the uniform party and get to Dolphin Pier first. What a tough bunch our Junior cadets are! After that, a very welcome swim, a combined tea and supper, and a trip out to Spithead in the "Scott-Paine", the Foudroyant's tender. One or two of us remained aboard to write letters and to revel in the peace and quiet whilst nursing our poor feet. It was on this evening that the Sultan of Zanzibar and Fourth Officer "Gus" Angus of Hammersmith made their appearance. For details of the former see Chief Officer Basil May who is a personal friend of the Sultan's. On that first evening I recollect that Gus needed a haircut; poor Derek Rowson had to go home and so missed all the fun.

Tuesday 4th August 1959 weather – cloudy but bright

N.T.C. Duty Officer - 3rd Officer Perren.

During the forenoon we all paid a visit to H.M.S. Victory and marvelled at the ship and her many guns. We also looked over the Victory Museum and enjoyed the relics of those inspiring days. In the afternoon there was more boat-work – I had the P.O.s in the whaler again – and in the dogs I sent the P.O.s away with 2 gigs to play tag with heaving lines. They promptly incurred the captain's displeasure for standing in the boats, but he was quite understanding when I made my explanation. After supper the captain took the Officers for a run ashore to a place called Wickham – which Basil May insists is on the road to Bournemouth. The Vice Commodore drove his own car for us and after one or two stops for refuelling we had a fine drive back over Portsdown Hill. Did Gus get his hair cut whilst we were ashore? I can't remember, but we were impressed and what's more it suits him to have his hair "en brosse" but what will Ann say when she sees it?

Wednesday 5th August 1959 weather – sunny little breeze

N.T.C. Duty Officer - 2nd Officer Cowell.

After waiting for what might have been a nasty squall to pass over we sent away the boats. With Harry McGilvray I manned the "Gina" - a 20ft. Open sailing dinghy – and after mucking about up the creek for a few minutes to get the feel of her and incidentally impeding a submarine which was trying to get under way, we sailed out of the harbour and into Spithead, joining the lifeboats which also went out there. We had a great thrill when the "Bremen" passed close by on her way to Southampton, and on turning for home the breeze vanished and we lay becalmed. The motor boat came out and towed the lifeboats in and Harry and I thought we had been left to find our own way home – not that we minded at all it was perfect just drifting along without a care in the world. Eventually we were towed in, a little late for lunch.

In the afternoon, Southern I.T.V. took a film of us all for their newsreel. This involved cleaning into uniform again, but who cares when there's a chance that your face may be on the 'Telly'! The cameraman knew his stuff and by tea had taken shots of all our activities from spud bashing to making sail.

The Wardroom dinner took place that evening. It was a uniform affair with five courses and the Captain presiding. Three volunteers from the Senior Cadets were stewards and did very well. One of them, and I am sure that he would prefer to remain anonymous, achieved undying fame by tipping fruit and cream all over the Captain and the Vice Commodore. His face was a study whilst waiting for the atomic explosion which he was sure would occur. However, both of these gentlemen took their christening in the best of spirits and assured the blushing lad that such accidents had been known to happen with the best of stewards. The other memory I have is of Gus, who from the second course onwards kept the company amused with a constant stream of jokes. The piece de resistance concerned a Guardsman on duty outside Buckingham Palace – for details see Gus. We turned in at midnight and all slept very well indeed.

Thursday 6th August 1959 weather good, light breeze, sunny.
N.T.C. Duty Officer – SCO. Clifton.

We left for the Isle of Wight at 10.00 – all four sailing boats were manned. The two lifeboats took their quota of 25 Cadets apiece, four of the P.O.s 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 toe for landing purposes on arrival. Destination – Seaview; E.T.A. - 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.

Sometime 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 before 16.00. the officers had lunch in the foc's'le of the Scott-Paine, Gus saying that he could not manage a thing and then eating twice as many sandwiches as anyone else. Some of the officers went ashore, but one or two preferred to lie on deck in the sun. The afternoon is memorable for the fact that despite all the boats available

at the Foudroyant, as soon as they were ashore at least half the ship's company hired dinghies and went for a row. If only their mums could have seen them. Perhaps it's as well they didn't. The other thing I remember is the taste of peppermint rock supplied by a kind Cadet who brought it off to take home and then had to go ashore again to buy some more after we had eaten it for him. 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 Queen Elizabeth and the United States outward bound and on the return journey we saw the Pretoria Castle outward bound for South Africa.

After supper there was regatta training by messes, interspersed with instructional classes. Then peace and quiet as a tired ship's company got their heads down – except for an obstreperous P.O.s Course who were turned out on the upper deck at 23.00 to learn the lesson that silence is golden. After that, we all slept.

Friday 7th August 1959. weather warm and sunny

N.T.C. Duty Officer - 4th Officer Angus.

Hands to clean ship during the forenoon – a real scrub out. I took a run ashore to Pompey to buy a souvenir for my wife and to revive old memories. Half the ship's crew saw themselves on T.V. at dinner time and the other half in the evening.

The Ship's regatta was held in the afternoon – a knockout competition between messes rowed off in gigs, the losing crews going straight into a hot bath. I was the starter, the vice commodore was the judge, Basil May was the marshal, Vic Collings the scorer, and a team of strong arm men headed by Eric Pilbeam were the bath attendants. The regatta was won by 6 Mess, leading hand of the mess, Stratton. Then the P.O.s challenged the Officers to a gig race. The starter made the course twice as long as before by going right up the creek, through a right-angled bend marked by a buoy. Both crews threatened to duck that starter if they lost. The P.O.s had the inner berth but by clever tactics by the coxswain of the Officers' boat – Basil May – forced them to foul by cutting the corner inside the marker buoy. The motor boat which was following the race with the starter's dinghy in tow, followed by the P.O.s crew and cut the corner in order to declare "no race" if the P.O.s won. Imagine the consternation aboard the motor boat when she slid smoothly aground on the mud, with a falling tide. What a lesson to the three experienced navigators aboard who chose to ignore the channel markings and paid the price! They jumped and rocked, towed with the dinghy, laid out kedge anchors fore and aft – but all to no avail. So they made a sweaty starter row them back to the ship in the dinghy. The P.O.s, who lost the race, swore that the starter had gone aground deliberately to avoid a ducking.

After a combined tea and supper, a Gosport ferry boat, hired by the captain came alongside and lifted the entire ship's company, complete with an apple and a bag of crisps, to take them to Cowes to see the fireworks marking the end of regatta week. This was a wonderful show, duly applauded by an Officers' "ooh" party, conducted by Gus. We got back to the Foudroyant about 23.45 after a perfect evening's cruise and the hands turned in swiftly. Half of them had been asleep on the return journey anyway – the other half had been in the foc's'le of the ferry boat where there was a bar, proving to an amused publican and his wife from Hammersmith (strange coincidence) that there is no limit to the capacity of small boys for lemonade and ginger pop. The experiment must have been very costly, as the cadets won. When we went alongside the Foudroyant, Chief Officer Don Webb and First Officer Bert Goucher of Woodingdean, who had come down for the weekend, were waiting for us. No 1., Gus and I went away in the dinghy at 01.00, to recover the motor boat, which by this time had floated off the mud, and after biscuits and cheese and cups of coffee, we went to bed.

Saturday 8th August 1959, weather – hot
N.T.C. Duty Officer – First Officer Pilbeam.

The hands are called at 07.00 and the usual routine applies until breakfast. Then we cleaned into uniform, after one last attempt to empty the scran bag which had grown to enormous proportions during the week, and so ashore for the last time. The lucky lads staying on for the second week are given shore leave until 18.00. Eric Pilbeam sees us aboard our train after saying goodbye to the Brighton mob, which leaves on an earlier train, I hand round the cigarettes I had confiscated when we arrived at Pompey, but after a while the carriage is quiet – they are catching up on their sleep. Maybe they are dreaming about next year?

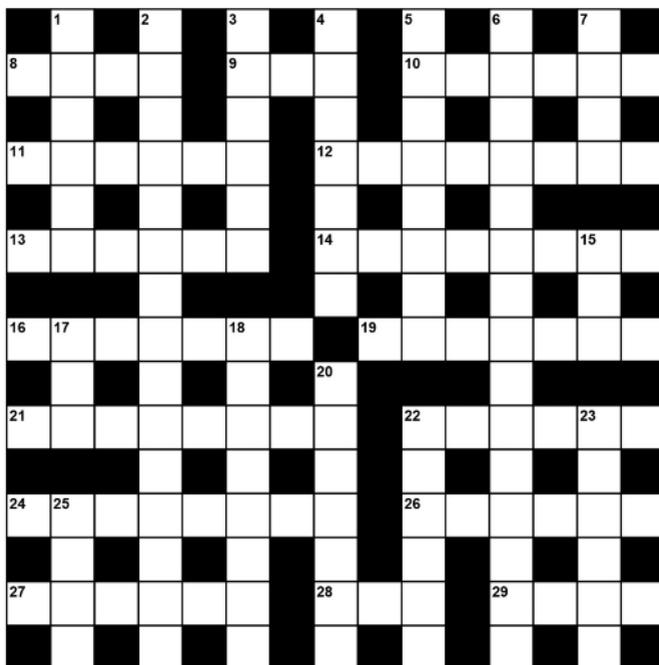


Join the Friends of HMS Trincomalee

Your membership card entitles you to free recurrent admission to HMS Trincomalee and the Historic Quay for twelve months, and to attend Friends' events. You will receive the magazine Quarterdeck which is issued three times a year, and know that you are contributing to the upkeep and presentation of our Ship. Further details are on our website:

www.friendsofhmstrincomalee.org.uk

Mess Deck Crossword



HDT

ACROSS

- 8 Wylie's partner in Chile (4)
- 9 Anger (3)
- 10 South American river (6)
- 11 Saunter (6)
- 12 Became dependent on (8)
- 13 Commander of the Portsmouth (6)
- 14 Fibbed (4,1,3)
- 16 Country bordering the Atlantic and Mediterranean seas (7)
- 19 Captain of 5 down (7)
- 21 False appearance (8)
- 22 Spares (6)
- 24 Ship which transported suspicious characters to Hawaii (4,4)
- 26 Clifton's was scraped with a dirk (6)
- 27 Forename of leader of trouble-makers aboard 24 across (6)
- 28 Catholic sister (3)
- 29 American state (4)

DOWN

- 1 Beside (4,2)
- 2 During the Foudroyant's 4 down the starter's boat slid here (7,2,3,3)
- 3 Lieutenant aboard HMS Trincomalee at Honolulu (6)
- 4 7th August 1959 TS Foudroyant had one (7)
- 5 In Autumn 1851 this ship helped protect the Hawaiian kingdom (8)
- 6 Cards issued to Cadets boarding TS Foudroyant (5,3,7)
- 7 First Officer Rowson's hometown (4)
- 15 Kind of fish (3)
- 17 Canoe propeller (3)
- 18 Captain of the Amphitrite (8)
- 20 Wooden platform (7)
- 22 Decreasing (6)
- 23 Type of explosion feared after mishap with fruit and cream aboard the Foudroyant (6)
- 25 Coxswain Davies' training ship (4)

Solution next issue

THE FRIENDS OF HMS TRINCOMALEE

Events

23 November 2016 “Ship-Owners' Houses in Hartlepool – part two”
Wednesday Edward Bunting
at Hart Village Hall 7.00pm for 7.30pm talk

2017 (up to May)

These following events will take place **at the Historic Quay, Hartlepool**
at 7.00pm – talks starting at 7.30pm after refreshments:

22 February “Port of Hartlepool, Ships and Industry”
Wednesday Steve Frost

29 March “My Rôle as Head of Ships”
Wednesday Andrew Baines

26 April “Unusual Adventure Holidays”
Wednesday John Megson

24 May “The Great War at Sea”
Wednesday Colin Hatton and Bruce Coleman

All the above events are free for Friends, guests charged £3 each.

Friends receive free entry to HMS Trincomalee and Hartlepool’s Maritime Experience for twelve months, can attend talks and presentations, and receive the Quarterdeck magazine which is published three times a year. An application form can be downloaded from our website, or you may join online as detailed at:

friendsofhmstrincomalee.org.uk