

Quarterdeck

FRIENDS OF HMS TRINCOMALEE

SPRING 2016



**The Bombay Dockyard
and the Building of HMS Trincomalee**

**A Shocking Accident on HMS Trincomalee
/ Review of the Naval Reserve**

Messdeck Crossword / Future events



The Clock Tower Bombay Dockyard - before fire in 2011

Construction of HMS Trincomalee began at the Dockyard on 25 April 1816

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Editorial

As we approach the two hundredth anniversary of the launch of HMS Trincomalee at Bombay, on 12th to 19th October 2017, the Friends' Committee are pleased to announce that we now have a most welcomed Patron for our Charity.

Lord de Saumarez, of Guernsey, was delighted to accept our invitation to him to be our Patron.

He is a descendant of Admiral Sir James Saumarez who served at the second battle of St Vincent in 1797. Sir James also led the victorious British force at the battle of Algeciras in 1801, was in charge of the vital Channel Islands station during the 1803-1805 invasion scare, and saw service as second in command of the Channel fleet before being given the Baltic station in 1808.

The present Lord de Saumarez has an interest in naval history, and knows that two relatives of his served aboard our ship, HMS Trincomalee.

There will be more information about his connections through his relatives with our ship in the next issue of Quarterdeck.

A new website was launched for the Friends in December, with the new URL:

friendsofhmstrincomalee.org.uk

Its style differs from the original website, and it is more suited for the ever-increasing use of mobile devices, e.g. smart phones, to access the internet.

In this issue of Quarterdeck we take a further look at the Bombay Dockyard. 25 April 2016 is the 200th anniversary of HMS Trincomalee being laid down (building commenced) at the dockyard, and 29 May 2016 is the 200th anniversary of the original silver nail ceremony being performed for the ship. Our back cover picture is of the seven inch long silver nail used in a recreation of the ceremony in 1999.

Nearer to the present home of HMS Trincomalee, the report about the Naval Reserve in the Northern District of 1868 shows our ship's team in good shape at West Hartlepool. The second newspaper report, covering a shocking accident on board HMS Trincomalee, dates from 1890 when our ship was used by the Royal Naval reserve in Southampton Water. Many readers will know that the cover picture shows a happier scene of our ship, then TS Foudroyant, at Portsmouth.

Hugh Turner (*Editor*)

Bombay Dockyard & the Building HMS Trincomalee

Bombay became an English possession under the treaty of marriage of 1662 between Charles II and the Infanta Catherine of Braganza. The King of Portugal ceded and granted to the Crown in England the Island and Harbour of Bombay in full Sovereignty. Bombay passed into English hands on 8th February 1665. Humphrey Cooke took possession of Bombay on behalf of Charles II. He became the first governor of the Island from 18th February 1665.



Charles II



Catherine of Braganza

Bombay's worth was not appreciated for some considerable time, but in 1668 the Island was passed over to the East India Company by charter. Their main base for operations of business was at Surat, to the north of Bombay. The company ships were built and repaired in Surat. The Company maintained a small fleet in Swally (near Surat) to counter attacks by the Portuguese, Dutch and local pirates. This was the beginning of the Bombay Marine, who are now known as the Indian Navy. They also escorted Company ships out of Indian waters and away on their long voyages back to England. These officers and ships also helped to survey the Arabian, Iranian and Indian coasts and are still doing this important work today.

For many years the Company wanted a dry dock to be built in Bombay, but money was always a consideration and letters kept crossing to and fro', from India to England. The building of the dock was completed by July 1750 when the Bombay Council fixed the rates for docking at 150 Rupees for the first Spring, and 100 Rupees for every Spring that remained after that. Lowjee Nusserwanjee, the first master builder of the dockyard had arrived from Surat by this time and settled down.



Bombay Harbour

The site of the dockyard was selected by Lowjee, presumably he also supervised the work necessary for its completion. This dock is the oldest dry dock in Asia. It comprises of three docks in a line; the Upper Old Bombay Dock built in 1750, the Middle Dock built in 1762 and the Lower Dock in 1765. Such a design was chosen because three small ships could be dry docked at the same time, or a big and a smaller ship could be docked in a line and undocked independently. By careful planning a ship requiring a longer refit could be undisturbed in the Upper Dock and the Middle/Lower Docks used for ships requiring a shorter refit.

In the years between 1750 and 1807, workshops operating in thatched sheds were augmented with permanent factory and administrative buildings.

The naval Dockyards Society's magazine, 'Dockyards', November issue 2011 reported on a disastrous fire on 4th November 2011 which destroyed the second floor of the main administrative building built in 1807. The 'Indian Express' reported the Mumbai historian, Sharada Dwivedi, as calling the fire a tragedy of huge magnitude, more so because the Indian Navy is among the few owners of heritage property who pay great attention to the upkeep of their buildings. It could have been the extensive wood in the buildings that caused the fire to spread.



Bombay Dockyard in 2011

The same family of Master Ship Builders remained in this office until 1884, the family name being Wadia. Other members of this family held junior posts until 1913. Jamsetjee Bomanjee Wadia (1754 - 1821) was the most well known and widely respected architect and builder of this dynasty. The Admiralty started to purchase ships built in Bombay originally for the East India Company plus private merchants in the year 1800, because of the very high quality of workmanship and the superior strength of the teak wood. For example the Frigate Cornwallis built by Jamsetjee Bomanjee; Swallow renamed Silly, a sloop of war; Born built for a private merchant renamed Hindostan.

In 1802 the East India Company was asked by His Majesty's Ministers to build a ship of the line and a frigate each year, after to-ing and fro'-ing of letters to see if this was possible and what the costs would be. The first ship to be built under this scheme was the frigate Pitt. She was launched in 1805 with much ceremony.

The 74 gun ship Minden was the first ship of the line to be built outside of Britain. She was completed by May 1810 and launched on Tuesday 19th June. This was the ship whose workmanship in every detail was second to none and established Jamsetjee Bomanjee not only in Bombay, but also over here among their Lordships at the Admiralty. In appreciation the Lords of the Admiralty ordered a piece of plate and a silver cup to be presented to the master builder, this was done on 21st November 1813.

The cup bore the following inscription:

"This cup is presented to Jamsetjee Bomanjee by the Right honourable the Lords Commissioners of the Admiralty in testimony of the sense they entertain of his diligence and skill in building for the service of his Britannic Majesty's Navy the 'Minden' of 74 guns."

On the lid of the cup there was a replica in silver of the Minden.

Though Jamsetjee was very proud of this tangible appreciation of his abilities, Lt. Col. Fitz-Clarence (afterwards the Earl of Munster) who had been in India during 1817 to 1818 recorded the following on visiting the Dockyard on 4th February 1818:

"I was much delighted with the appearance of Jamsetjee Bomanjee and had a long conversation with him. I made the veteran Builder promise to give me his picture. He is to call on me tomorrow and to bring with him a piece of plate presented to him on the arrival of the 'Minden' in England. Captain Meriton showed me a model of that vessel which was built piece meal and at the same time as the vessel itself and every timber was added as the shipwright placed them on the vessel in the building dock."

On the next day the author recorded:

"Jamsetjee called upon me this morning, having brought with him his urn, a present from the Admiralty. It is a handsome piece of plate, but not very massy, with an inscription; and the handle on the top is the exact model of the 'Minden' without her masts and has her name in very minute characters on the stern"

"Upon the whole it did not seem to me worthy either of the dignity of the donors or the merits of the donee. He presented me with an engraving of himself, a strong resemblance, which I will carry to England with me, as he is a character I highly respect."



The First Earl of Munster

Just as an aside, one Francis Key, a prisoner of war, composed "The Star Spangled Banner" whilst on board the Minden, she was in Baltimore at the time.

The Admiralty had a problem in the eighteen hundreds or even a little before that, there was a shortage of oak trees of the right age and size in England suitable for shipbuilding. Robert Seppings compiled a report on the quality of teak.



Francis Scott Key
Composed the star spangled banner
whilst on the Minden

“Teak is the most durable, but differs very much in quality. I will first speak of Malabar Teak, of which there are two kinds, the Northern and the Southern; the first is far superior in point of durability, but more difficult to procure, which I believe arises from the land or carriage, or from its being felled near the rivers and streams of the country. The Malabar Teak is classed at Bombay as follows:-

Northern curved timber, which is brought a distance from Bombay of from 130 to 140 miles.

Southern Calicut Teak.

Northern Oatey or straight timber, used for small vessels and boats.

Bassein Curved Timber.



Robert Seppings by William Bradley

The great length of time several vessels have lasted, from thirty to fifty years, built of Malabar Teak – in some instances they have run nearly a century – makes me designate the prime Malabar Northern Teak the most valuable timber in the world for shipbuilding. It is, however, like every kind of wood, liable to early decay if not properly or gradually seasoned by exposure to a moderate current of air after being felled.”

W I Money, Superintendent of Marine at Bombay, published a treatise entitled: "Observations on the expediency of Ship building at Bombay" in 1811. He showed that oak contained a powerful lignic acid which corrodes iron, whereas teak "abounds with oleaginous particles" and does not corrode iron. He also stated that

Malabar teak weighed one quarter less than oak, and teak from other places weighed equal to oak. Mr Money also showed by testimony that teak did not splinter in the way that oak does. He quoted from a letter written by General Abercrombie, "I can now vouch that the effect of shot upon teak is far less dangerous than upon oak. On board the "Ceylon" there were very few men wounded by splinters." It has also been found that oak has a tendency to getting worm whereas teak does not. It was estimated that a teak ship of war would last thirty years against only eleven and three quarters of a year in the case of an oak ship.

It seems as though there was quite a fright over here in Britain and in Europe that if left to their own devices the Bombay yard, and others in the East, would have put our shipyards out of business, even though it was grudgingly admitted that the workmanship was of a much higher standard and the cost was lower.

Each large ship that was built in Bombay for the Navy took a set of frames home to be put together back in England, and planked in oak. So India did keep British dockyards employed when they may otherwise have not been.

BUILDING OF HMS TRINCOMALEE

The Amphitrite and Trincomalee were built as Leda class frigates, copies of a captured French frigate the Hebe. There were more than 30 ships built on the lines of the Leda. These lines were drawn at the Navy Office in 1796. They proved so successful that ships were built to them for more than twenty years. In 1972 when the Foudroyant/ Trincomalee was towed to Southampton for docking, an observer on board said that “She slipped through the water like a racing yacht.”

In 1812 the plans for building HMS Trincomalee were on route for Bombay in HMS Java. She was in action with the American Frigate Constitution. At her capture and sinking these plans were lost. A replacement set of plans was sent out to Bombay on the Stirling Castle.

This was a very busy period at the docks building ships for the Navy, Honorable East India Company and private owners, one of which was the Amphitrite frigate, 1064 tons and carrying 38 guns, sister ship to Trincomalee. She was handed over on 14th April 1816 and launched Sunday 21st April. The Trincomalee could not be laid down until the Amphitrite and the Buckinghamshire had been floated out of the docks, her keel being laid down in the Upper Old Dock on 25th April 1816.

A custom of the Bombay Dockyard at that time was the performance of the Silver Nail Ceremony. HMS Trincomalee received her original silver nail on 29 May 1816.

In the “Asiatic Journal” of January 1820 there is a report of the nature of this unique event:

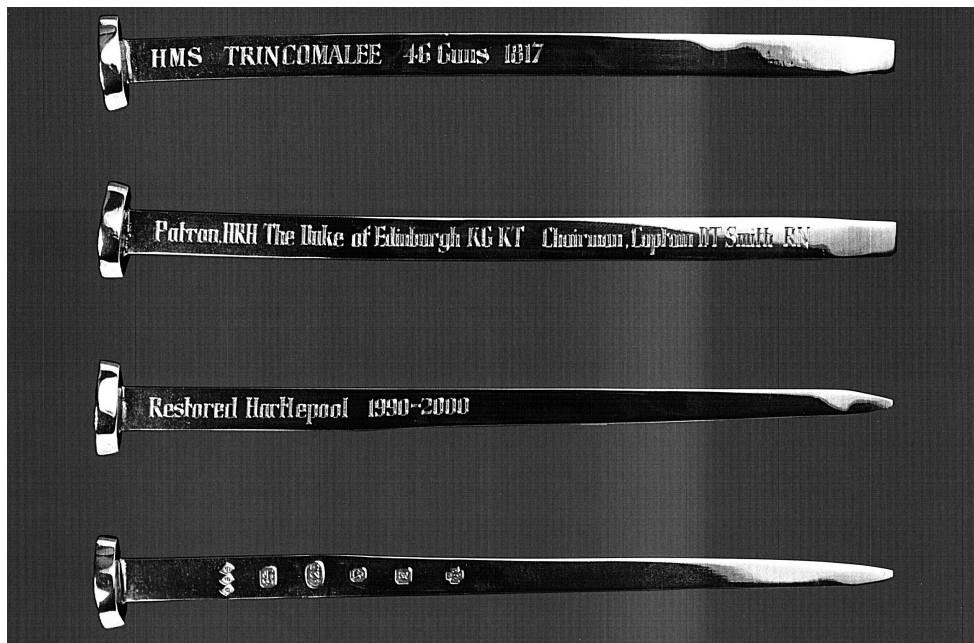


Silver Nail Ceremony - 1999 style

“The ceremony of driving the Silver Nail into the keel of the new 80 gun ship took place, in the presence of the Hon. The Governor, His Excellency the Naval Commander-in-Chief, the Superintendent of the H. C. Marine and their respective suits. They were received by the builders in their robes of ceremony, and a new hammer being presented to the Hon. The Governor, he gave the first stroke and was followed by the Admiral and Superintendent and the final stroke having been given by our venerable architect, Jamsetje Bomanjee the party separated. This ceremony is as follows:

When the keel is laid, the stern post set up, the stern ready to be fixed, the ceremony is performed. The day being appointed, the stern is suspended ready to be put in the mortise, the parties attend, the owner with his friends and sometimes the Governor and parties of ladies are invited, they are received in the Dockyard by the builders in their robes of ceremony, and a Parsi Priest attends who has the nail in his possession, which he keeps constantly holding over a pot of frankincense.

The nail is six or seven inches in length and is in value of about 10 or 15 rupees: a certain quantity of sugar, sweetmeat and rose water having been provided for the occasion, the owner of the ship, preceded by the builders, approach the keel and the ceremony begins by an invocation (Sulee)from the Bunder Lascars, or perhaps from a few Arabs who volunteer on the occasion, to God and Mohamed; some verses from the Koran are also recited.



The nail is then produced with a blessing from the Parsi Priest, it is put in the hole and driven down to the head by the hand of perhaps some fair lady; a piece of wood is put on the Nail, the stem is put into its mortise and firmly secured, when another invocation from the Lascars and crowd announces the stem to be fixed. The owner, the Governor or some Lady as may have been previously agreed on, now presents the shawls, six in number, to the builders by putting them over their necks. A sprinkling of rose water next is given to all the party, and the most distinguished of the visitors are marked on the forehead with a little red paint; sugar and sweetmeats are distributed to the people of the yard and the party disperses."

The original figurehead was created for the British Admiralty at a cost of £12 by a member of the famous Hellyer family of ship carvers, it being typical of the three quarter bust carving used on vessels of this size. The original carver's sketch showing the design for the figurehead has also survived at the Admiralty archives at Kew. This shows what is described as "A bush head with two drops". It is thought to represent Jamsetjee Bomanjee. (It had a fine Indian face with dark skin, full moustache and bright eyes, wearing a traditional turban entwined with a string of beads or pearls. The figure wears a simple white garment decorated around the neck and arms with gold beads set against a green background, and a rich red mantle over the shoulders leads down to a base of the figurehead and the bow.)

It was very fortunate that these plans were still available, as when the ship was restored it was found that the figurehead had some damage to the turban and quite a lot of rot. So a replica one was carved by Richard Barnett, a Devon woodcarver, who also did the carving around the stern of the vessel.

The frigate Trincomalee was launched on 12th October 1817 at the Dockyard and formally by the Royal Navy a week later on 19th October 1817, this being the custom at the time at Bombay. She had 38 guns and the tonnage of 1065.

She was fitted with temporary masts, yards and rigging, and four 12 lb carronades ready for her journey to England being escorted by HMS Towey. The ships stopped at the port of Trincomalee in Ceylon / Sri Lanka to embark guns, ammunition and stores for the long voyage ahead. Additional passengers came in the form of persons for repatriation to the United Kingdom from the British Squadron based out there.

Ruth Turner

THE NAVAL RESERVE IN THE NORTHERN DISTRICT.

The following reports on the state of the naval reserve in the northern district are taken from the return moved for by Mr Candlish in which they appear in the return made by Captain Gardner of his inspection during the months of February and March, 1868.

DRILL BATTERY, BLYTH HAVEN.

Four men at drill, strong, stout, able-bodied seamen. The drill not satisfactory here, as the new exercise has not been introduced yet, in consequence of the principal seaman gunner being absent at the Excellent to re-qualify; but as only 17 men have taken drill since January, not much harm has been done. I have ordered the new drill to be commenced at once, and have since called the attention of the divisional officer to it. The battery, magazine, and arms found in good order.

“CASTOR,” AT NORTH SHIELDS.

Eighty-four fine seamen on drill. I found the new exercises progressing satisfactorily, and the ship, arms, stores, and all in connection with her, in admirable order. Her tender, the Bullfrog gunboat, I also found in very creditable order throughout. The weather was so boisterous and unfavourable, no target practice could be had, so the gunboat remained at her moorings.

“DURHAM,” AT SUNDERLAND.

Seventy-seven men on drill. The finest and most sailor-like party I have yet seen of the Sunderland Naval Reserve. New exercises progressing very satisfactorily. No great-gun target practice available at present, as the guns at battery are being revented. A party of men was marched to the rifle ranges. The practice was good, but the men were a little unsteady. The ship throughout was most creditable to officers and ship's company. Very clean in spite of the coal dust atmosphere she lives in.

DRILL BATTERY AT SEAHAM.

Thirteen fine young seamen on drill; seven others of Naval Reserve in port came to battery to fall in and make up another gun's crew; in all, 20 very fine specimens of north-country seamen. New drill progressing satisfactorily. The weather was very unfavourable, raining during the whole of the inspection; but the target practice was very good at 800 and 1,200 yards; few shots would have missed an 8 foot square target. The rifle practice not so good; men holding rifles badly and being a little unsteady. I find a very clannish feeling existing amongst the Seaham Naval reserve, and more pride shown in belonging to the force than at some places. The men come to drill uniformly and well dressed. Every eligible young seaman in the port enrolls in the reserve. The battery and magazine in good order. The chief officer, Mr Blackmore, has qualified for charge of drill of Royal naval reserve. He appears to be a very intelligent man, and takes much interest in his duties. The seamen of reserve at this port are most desirous of having a pattern for a suitable uniform given to them to be worn at drill and on all national occasions.

“TRINCOMALEE,” AT WEST HARTLEPOOL.

I met the whole of the Naval reserve on drill (28) at the Coast Guard Battery, at Heugh Point; a fine body of seamen, as all the Hartlepool Naval Reserve are. The drill was satisfactory. Target practice with great guns very good. Rifle practice, at 800 yards, very good; at 400 yards, fair. Men quiet and steady. In the afternoon, I inspected the men on board the ship, and found the new drill progressing. The ship, guns, &c., very clean and creditable.

During my tour I have conferred with the Registrars of Naval Reserve at the different outports connected with the foregoing ships and stations. While all express confidence in the progress of the force, there are some who much regret the loss of young blood to the Reserve, through the stringency of the regulations, which obliges the candidate to prove five years' sea service, of which one year must be A.B.'s time.

The medical officer of her Majesty's ship *Castor*, North Shields, states:- “I have observed upon the Royal Naval Reserve assembled for drill, 145 in number, since I joined on the 13th February, 1868, and I consider them, physically speaking, quite equal to the men whom I have met during my servitude in the Royal Navy.”

The medical officer of Her Majesty's ship *Durham*, Sunderland:- “I have medically examined during my service in this ship, between 12th June, 1865, and 3rd March, 1868, 835 men; of these, 19 were unfit. The mean age of first entries was 24 years; of second entries, 31 years. 660 could read and write; 567 could swim. 816 were found qualified, and were all fine men, physically equal to men of Royal Navy.”

Medical officer, Her Majesty's ship Trincomalee, West Hartlepool:- Two hundred and thirty-four men of the Royal Naval Reserve medically examined; of these 14 were found unfit. Mean age of the 220 qualified was 26½ years; mean height, 5ft. 6½in. It would be difficult to find a finer body of men in any service than those enrolled at this port (784). They are large, well-formed, muscular, strong, and healthy. They are broad chested, and their limbs are well-developed. They are sober, well-conducted, and well-lodged and fed. They are also intelligent. Perhaps about nine-tenths of them can read and write. In stature, girth of chest, and strength of limbs, I have never seen a ship's company in the Royal Navy to equal them. The cause of this is no doubt the greater amount and more violent work they are called upon to perform."

Captain Gardner closes his report with the following recommendation:- "With regard to the drill of the force, I consider it most essential that new armaments should be given to the ships and batteries; and if there is difficulty in supplying modern ordnance, that the carriages and slides of modern construction should supersede those now in use, as imparting the proper knowledge of the new exercise is frustrated by using the old ones. I would also mention that an early substitution of the Snider Rifle for the old Enfield pattern now in use, will be beneficial to the progress and efficiency of training."

From The Hampshire Advertiser County Newspaper March 26 1890:

SHOCKING ACCIDENT ON BOARD HMS TRINCOMALEE TWO MEN SHOT WITH A NORDENFELDT GUN

Considerable excitement was caused on Monday morning, by the report, which unhappily proved to be too well founded, that a serious accident had happened on board H.M.S. Trincomalee, training vessel for the Royal Naval Reserve, stationed off the town quay. It was rumoured that a gun had bursted, and one man had been killed and two men seriously wounded, but inquiries made showed that this was not the case, and the news we were able to publish in our windows as soon as the particulars of the sad occurrence could be obtained, some time before mid-day, was read with the utmost interest by large crowds of people.

It appears that the Royal Naval Reserve men are usually exercised in loading the Nordenfeldt gun with dummy cartridges, but by some means or other, not at present explained, a live one was used on Monday morning, with the result that a shot was discharged, and two men were seriously wounded.

A dummy cartridge presents the same appearance as a live one, the only difference being in regard to the weight. The gun, which inflicted the injuries, was in charge of an instructor who has only recently joined the Trincomalee from

H.M.S. Excellent, and one of the wounded men was an instructor, named Thomas Gould, who had another class around him some little distance off.

The accident occurred between half-past nine and twenty minutes to 10 o'clock, and on the Nordenfeldt being fired the steel shot, which is over an inch long and normally an inch in diameter, struck a Naval Reserve man, named Thomas Quinn, in the stomach, passing through his body, and went through the shoulder of Gould, after which it penetrated the door of a closet which, fortunately, was unoccupied. The doctor was not on board at the time, and Dr. Welsh was sent for, and he quickly proceeded to the Trincomalee. Dr. Welsh, after doing all he could for the injured men, directed their removal to the Royal South Hants Infirmary.

Hammocks were utilised as stretchers, and then quickly speedily rowed ashore, being conveyed on the shoulders of comrades to the above named Institution, the ambulances of the Harbour Board, which were speedily at the landing-place, not being brought into requisition.

Inspector Gould was much respected on board, and Quinn, who has a wife residing in the town, was aboard the Union Company's Steamship Trojan on her last voyage, but was undergoing his usual period of training when the accident occurred. Gould is badly hurt in the shoulder, but, on inquiry at the Infirmary last night, we ascertained that he is progressing as favourably as can be expected, but Quinn, whose injury in the stomach is of a serious and dangerous nature, was a little worse than when admitted.

Mess Deck Summer Crossword Solution

Solution:

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

Autumn 2015

ACROSS

- 1 Boat makers (4,8)
- 9 Belfry (4,5)
- 10 Such 1 across may use "Sheet Anchor" (5)
- 11 Will lose power when a ship is raised abaft (6)
- 12 Difficult to understand (8)
- 13 In 1915 Foudroyant's crew should have worn a white one (6)
- 15 "Sheet Anchor" was such a manual in 1808 (4,4)
- 18 English protestants (8)
- 19 On the house (6)
- 21 Famous (8)
- 23 Settle down (2,4)
- 26 Made a mistake (5)
- 27 HMS Trincomalee was part of this navy (9)
- 28 Darcy Lever never worked on these (7,5)

DOWN

- 1 Cold area of Russia (7)
- 2 Did little activity (5)
- 3 Most acidic (9)
- 4 State (4)
- 5 Navy (4,4)
- 6 Cancel a punishment or debt (5)
- 7 Darcy Lever served as one after the Napoleonic Wars (8)
- 8 Part of a coat (6)
- 14 Darcy Lever was able to talk extensively with them (8)
- 16 HMS Acheron had eight 21-inch tubes for these (9)
- 17 Difference in pitch between notes (8)
- 18 The origin of 22 down (6)
- 20 Faced a court martial in 1850 (7)
- 22 A dynasty of ship builders (5)
- 24 Excuse (5)
- 25 "Button" on computer screen (4)

THE FRIENDS OF HMS TRINCOMALEE

Events in 2016

<i>24 February Wednesday</i>	<i>“HMS Trincomalee on the World Wide Web” An audio-visual presentation</i>
<i>23 March Wednesday</i>	<i>“Women associated with HMS Trincomalee and TS Foudroyant over the last 200 years” Ruth Turner</i>
<i>27 April Wednesday</i>	<i>“The Little Blue Book -The boys' manual of seamanship and gunnery, fourth edition 1872” Sandy Kinghorn</i>
<i>25 May Wednesday</i>	<i>“At Honolulu with HMS Trincomalee” Entertainment and refreshments on board Pre-booking required – Details for members enclosed</i>
<i>14 September Wednesday</i>	<i>Annual General Meeting</i>
<i>26 October Wednesday</i>	<i>To be confirmed</i>
<i>23 November Wednesday</i>	<i>“Ship-Owners' Houses in Hartlepool – part two” Edward Bunting</i>

*Unless otherwise stated all events take place
in the Captain's Quarters on board HMS Trincomalee at 7.00pm
– Talks starting at 7.30pm after refreshments*

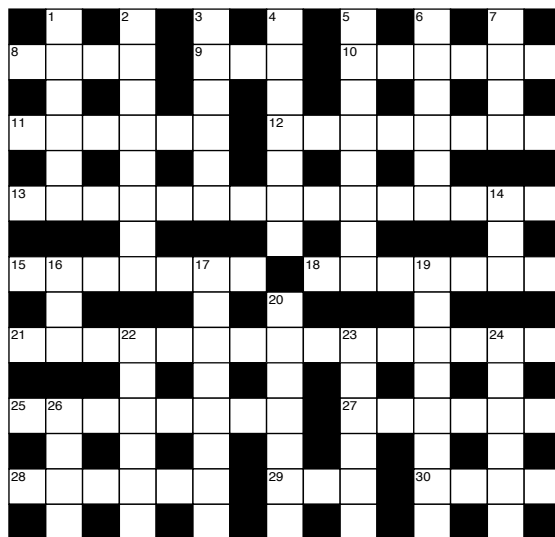
Except for the May meeting, these events are free for Friends,
guests charged £1 each.

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 in the Ship Shop.

An application form is overleaf.

Mess Deck Crossword

Spring 2016



HDT

ACROSS

- 8 Extinct bird (4)
- 9 Rum measure (3)
- 10 Nothing (6)
- 11 North Shields Naval base (6)
- 12 Under such a treaty Bombay became a British possession (8)
- 13 Worn by Bombay shipbuilders on special occasions (5,2,8)
- 15 Role play (2-5)
- 18 Slaves to habit (7)
- 21 Floated out of Bombay docks in 1816 (15)
- 25 The Durham lived in such an unhealthy atmosphere (4,4)
- 27 English Admiral (6)
- 28 Bombay dockyards were this in 2011 (2,4)
- 29 Downwind (3)
- 30 A silver one was used in dockyard ceremony (4)

DOWN

- 1 Brought to England by Raleigh (6)
- 2 Captain Gardner inspected this district's Naval reserve (8)
- 3 Music player (5)
- 4 Thomas Quinn was struck here by a steel shot (7)
- 5 Just outside our visible spectrum (5-3)
- 6 Loss of contact with reality (6)
- 7 Liberal (4)
- 14 May get you the butterflies (3)
- 16 Flightless bird (3)
- 17 Exhausted (8)
- 19 May help breathing problems (8)
- 20 Transport back and forth (7)
- 22 K (6)
- 23 First British ship of the line built outside of Britain (6)
- 24 Beginner (6)
- 26 Has (4)

Solution next issue

~~**APPLICATION FORM**~~
~~**to join**~~
~~**THE FRIENDS OF HMS TRINCOMALEE**~~

~~Membership categories and twelve monthly subscriptions:~~
~~(Fixed until 1st September 2016)~~

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**~~

~~*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~~

~~**YOUR DETAILS:**~~

~~Title Surname~~

~~First Names~~

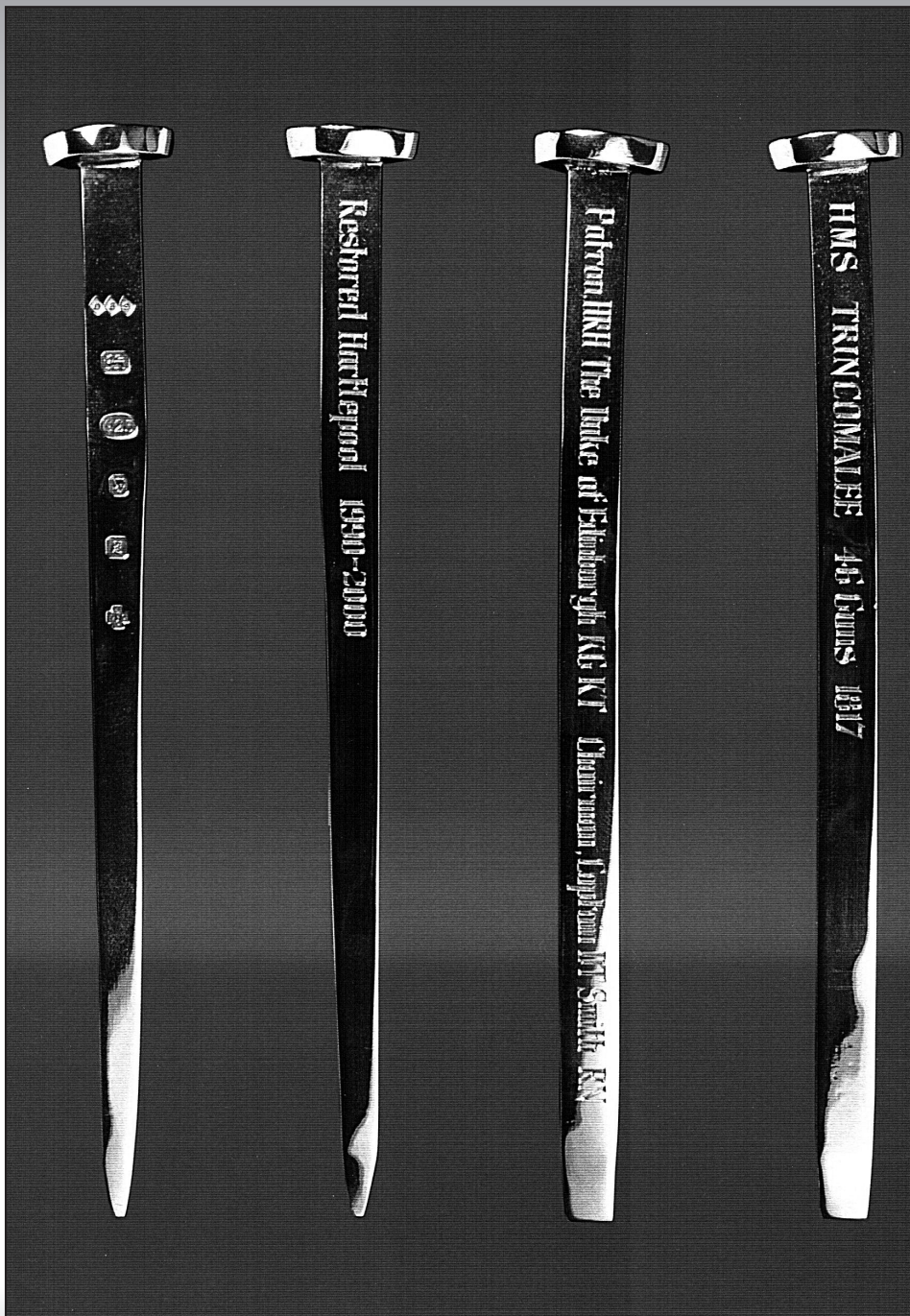
~~Address~~

~~.....~~

~~..... Post Code~~

~~Tel.~~

~~Membership Category~~



Silver nail created in 1999 by Daphne Smith