
QUARTERDECK

The Friends of HMS Trincomalee

Autumn 2017



Hartlepool in 1817 and in 1863 to 1877

HMS Trincomalee at Hartlepool 1863 to 1877

Annual General Meeting 2017 - Chairman's Report

200th Anniversary Celebrations

Mess Deck Crossword & Forward Events

Events in our Ship's 200th Anniversary Year

EDITORIAL

The photograph on the front cover shows the Mayor of Hartlepool and our Patron ceremoniously cutting the cake provided by the National Museum of the Royal Navy – Hartlepool, to celebrate 200 years of our ship. In this issue of the Quarterdeck I have included the Patron's message from our souvenir brochure for the dinner party the previous evening, and there is a report of our celebrations. (The souvenir brochure can be downloaded from our website: friendsofHMStrincomalee.org.uk)

At our Annual General Meeting in September, Malcolm Cook joined the committee. He has provided an article about the Hartlepoons and also many of the photographs in this magazine. He was one of the three winners in our photography competition, the other winners being Blair Southerden and Martin Barker. Our Christmas cards were a sell out.

We now look forward to 2018, the twenty-fifth anniversary year for the Friends of HMS Trincomalee.

Hugh Turner

Any correspondence concerning the Friends Association should be sent to:

**The Secretary, Ruth Turner
Pinewood Lodge, Hude, Middleton-in-Teesdale, Barnard Castle,
County Durham DL12 0QW**

E-mail: secretary@friendsofHMStrincomalee.org.uk

Correspondence and contributions for the magazine to:

**The Editor, Hugh Turner
Pinewood Lodge, Hude, Middleton-in-Teesdale, Barnard Castle,
County Durham DL12 0QW**

E-Mail: editor@friendsofHMStrincomalee.org.uk

Membership matters directed to:

**The Membership Secretary, Martin Barker
The Friends of HMS Trincomalee,
Jackson Dock, Maritime Avenue, Hartlepool TS24 0XZ
E-mail: membership@friendsofHMStrincomalee.org.uk**

TRINCOMALEE & HARTLEPOOL

In 1817 & 1863 to 1877

In 1817 when Trincomalee was launched, what was happening in Hartlepool?

During the period 1863 to 1877, when Trincomalee was based in West Hartlepool, as the Royal Naval Volunteers' Drill Ship, what was happening in both Hartlepool and West Hartlepool?

1817 in Hartlepool

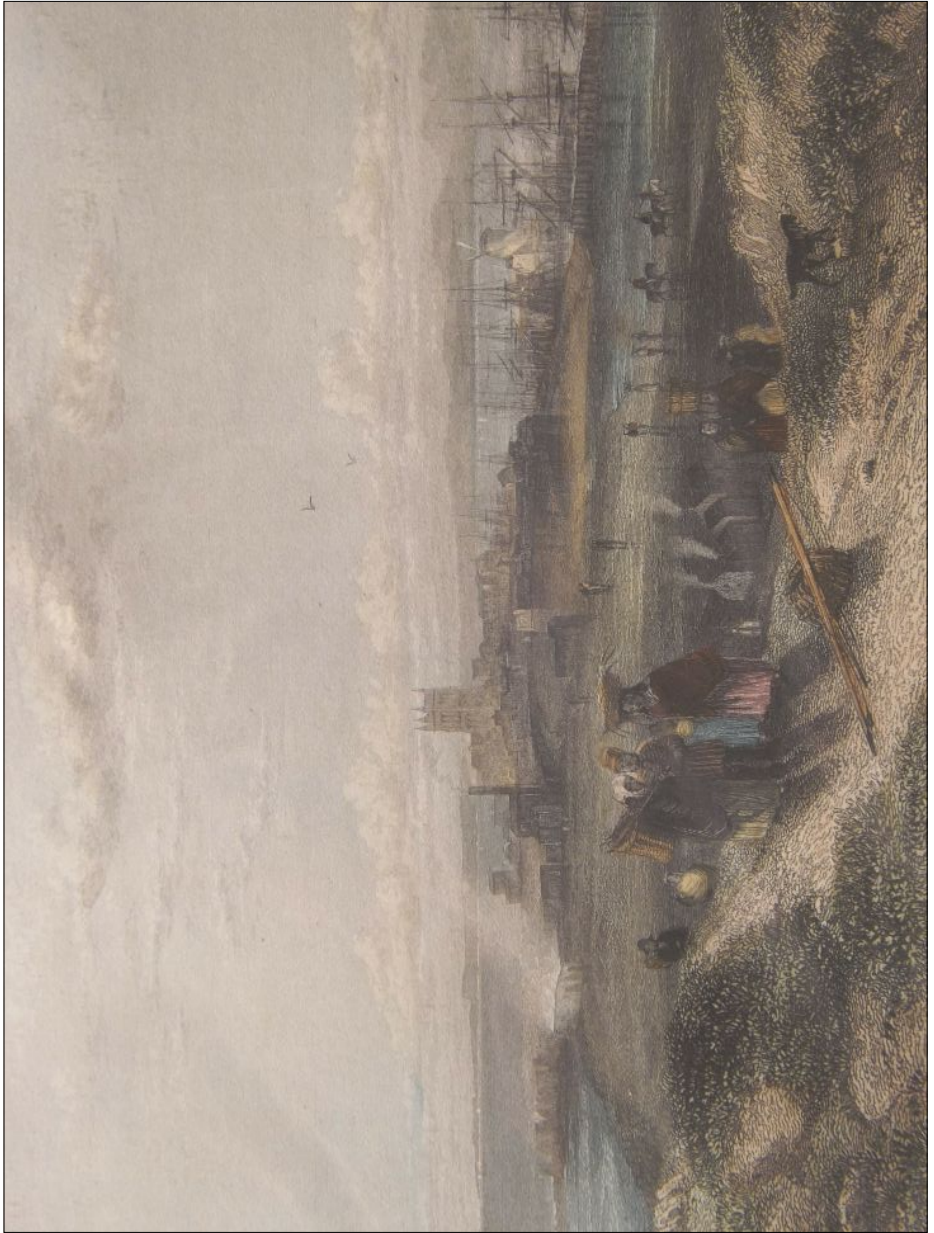
Firstly, West Hartlepool did not exist, just the villages of Seaton and Stranton and a few farm houses scattered about.

The population of the town of Hartlepool was about 1,000, with housing based around Southgate, High Street and the Croft, the rest of the Headland area was made up of the Town Moor and cultivated fields. Out of this "close knit" population there were 96 people named Pounder, 50 Coulson's, 35 Davison's, 22 Harrison's and 27 Horsley's, situated on a peninsular jutting out into the North Sea, this was a fairly isolated community. This was a depressed time in the town as a great deal of trade had been lost from the port and it was just prior to the advent of the railway and coal exports which changed the face of the town forever.

Fishing was the principal form of employment with catches landed and sold on the Fish Sands. While their husbands were at sea, many a fishwife would walk to nearby villages to sell the day's catch, or be on the rocky shore looking for mussels, which they would take home and "skane" (clean), then set about baiting the lines ready for the next day. All this, and look after the house and numerous children.

Fishing cobbles were being built for local owners and other fishing villages up and down the coast. Hartlepool built boats had a very good reputation as well built and good seaboats. The first ship, the "Castle Eden" was not built for another 30 years, but the first lifeboat had been on station on the Fish Sands since 1803.

The previous year, 1816, Sir Cuthbert Sharp's "History of Hartlepool" was first published. As noted in Sharp's history, the section of the Town Wall which ran from about the ferry steps, across the old harbour, to the cliff edge on the north side of the Headland near to Fairy Cove, still existed, with limestone cliffs



HARTLEPOOL

Painted by T Creswick from a sketch by G Balmer, engraved by W Finden



HARTLEPOOL, DURHAM by T Allom, engraved by W Le Petit

continuing round the Headland to the Pilot Pier. Although in a much delapidated form, this section of the wall included the actual “Northgate”, which was positioned about where the Co-Op now stands. This portion of the wall was demolished when Victoria Dock was constructed.

In fine weather there was a popular walk at low tide, from the resort of Seaton Carew to the Headland via the sands. Crossing to the headland at low tide from the Middleton side was to the Old Pier, or by the “Blackstones”, which could have been somewhere near the ferry crossing. At high tide the walk would have to be around the slake, which then took up an area roughly bounded by Middleton Road and Clarence Road.

Market day was Saturday when local farmers and small holders would set up stalls in the High Street. At one time Hartlepool was the only port in the County of Durham.

1863 to 1877

By the 1860's both towns were caught up in the Victorian expansion which was going on nationwide, the population of each town having grown to around 12,000. Hartlepool already had a MP, and the Second Reform Act entitled West Hartlepool to elect their first MP in 1868. A “hustings” or platform was erected

in Church Square with voters mounting the steps and giving their vote, verbally, to the returning officer, with Ralph Ward Jackson being elected.

Extensive railway sidings were in place, including a line connecting the towns together which had been built by the original expansion of the docks. Hundreds of vessels were taking coal exports from both ports every year, with additional new coal drops being built in 1868 in Jackson Dock so that bigger vessels could be loaded, while timber for use in the mines and building, was a major import.

Shipbuilding was a major industry in this period with a number of companies in existence. During this six year period, Bulmer & Son built 3 vessels, Pile Spence & Co. built 42, T.H. Pile built 4, Irving Curry built 4, R. Irvine built 1, J.P. Denton built 3, Denton Gray built 25. The majority of these vessels would be relatively small compared to what we see today.

Middleton South windmill was demolished for an extension to Denton Gray's shipyard. In February of 1862 over 60 ships were lost in a storm between Hartlepool and Seaton. The West Hartlepool Steam Navigation Co. was founded, just one of many ship owning companies in the two towns. Many of the large houses on the sea front of the Headland were built for ship owners as were many on the outskirts of the West, where there was more room for extensive grounds to surround their palatial homes.

Although there was much industry, there was still a lot of poverty and slum housing, with children "going without shoes" and "women without bonnets". A post office was opened in High Street and the first part of Hartlepool Hospital was opened during this time period.

With the passing of the Sea Fisheries Act of 1868, each fishing boat had to have it's port and unique number on the bows. In Hartlepool over a hundred vessels, mainly cobbles 18ft. to 30 ft. in length, were registered on the first day.

Bibliography

Maritime Hartlepool, Bert Spaldin
Shipbuilders of the Hartlepoons, Bert Spaldin
Trincomalee, Andrew Lambert
A History of Hartlepool, Cuthbert Sharp

Malcolm Cook

HMS TRINCOMALEE AT HARTLEPOOL 1863 to 1877

From 1861 to 1863 HMS Trincomalee was a training ship at Sunderland, tender to the drill ship HMS Castor, training naval volunteers, Boys aged 15 to 16 years were signed up to serve in the navy for 10 years on reaching the age of 18 years. In 1863 the Trincomalee was moved to West Hartlepool, then the third largest port in Britain, and was moored in the Union Dock as an independent drill ship.

On Wednesday 10 June 1863, HM Paddle Steamer Medusa left the Tyne for the Wear with the task of towing the training ship Trincomalee to Hartlepool.

A report in the South Durham Herald describes how the ship:

“...was towed into the bay by three steamers, and in one of the steamers were stationed the band of the 4th Durham Artillery Volunteer Corps., which, as the vessel entered, played “Rule Britannia” and several other national airs. A large crowd assembled on the docks and on the piers to witness the arrival, and in making for the harbour, Captain Field, in compliment to the inhabitants of the Hartlepoons, fired a salute from the Trincomalee, which was responded to by the 4th Durham Artillery Volunteers from the battery at West Hartlepool, and a salvo of artillery was also fired from the harbour and the docks.

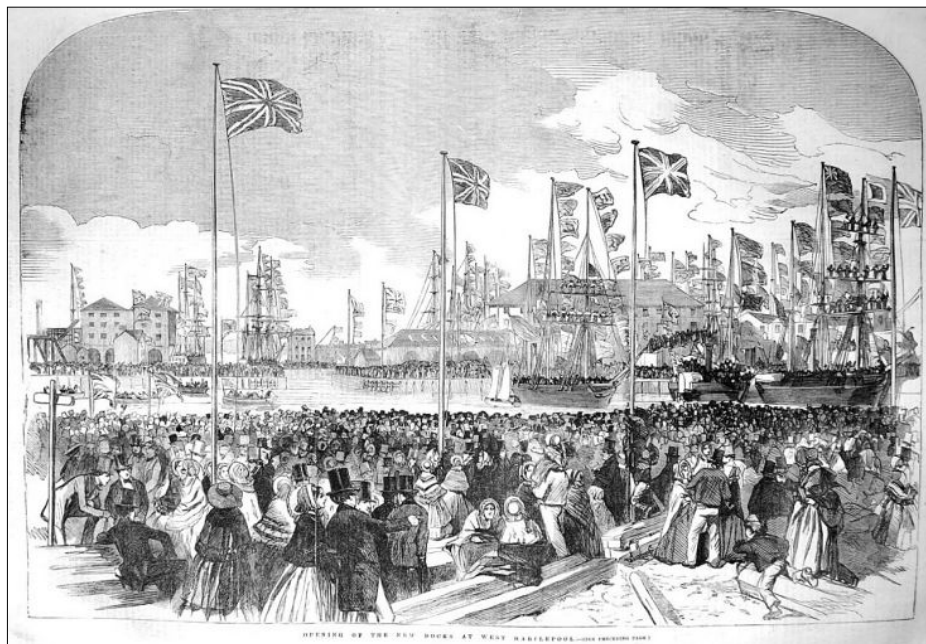
The band continued its national strains until the ship was safely moored when, after several rounds of cheers had been given for the Queen, the Trincomalee, &c., &c., the band played through the town, and it was some time before the dock heads were cleared of the immense crowd who hung about the neighbourhood of the ship in groups.”

The Trincomalee became well established in the local community of the Hartlepoons, her officers and men playing an active part in the towns’ activities.

On Monday 20th February 1865 there was a storm at Hartlepool, and the men on board the Trincomalee hurried along the beach with rocket launching apparatus. The following is from the Dundee Courier and Argus newspaper of Wednesday 22th February 1865:

“DESTRUCTIVE STORM AT HARTLEPOOL.

... During the whole night the sea continued with unabated fury, and when morning dawned a fishing lugger was seen making for the port. She weathered the breakers well, and on nearing the West Hartlepool bar a sea caught her,



Opening of the New Docks at West Hartlepool 1856 - Illustrated London News

and carried away her mainsail. The sudden shock of so large a body of water coming on her turned her out of her course, and the wind took her towards Long Scar Rocks.

On shore it appeared evident she would either be wrecked or stranded, and the pilots got the West Hartlepool lifeboat out and manned her, and pulled a distance along the sands; the rocket apparatus also was in charge of the sailors belonging H.M.S. Trincomalee, and was hurriedly taken along, but intelligence met them half way to the effect that the crew had perished.

The craft was the Thomas and Margaret of Staithes, and went ashore a little to the north of Seaton Burn, and several persons who reside on the banks immediately opposite were on the beach when she grounded. The sea was making complete breaches over her; and at this part of the coast, owing to the sweep round Long Scar Rocks, and the current from the Tees, the shore swell is more furious than further north. The craft was lying stern on to the sea, and as the waves burst over her the crew – nine in number – all huddled together around the mast, but were scattered like so many corks about the deck. Those on shore – only about 100 yards distant – piteously beheld the poor fellows struggling for their lives, and although they shouted to them to remain with the vessel, and not take to their boats, yet they scarcely could think they would be able to withstand the force of each succeeding wave as it swept over them.

After about eight of these almighty seas had broken the human group which gathered round the mast, in the interval which elapsed, as the water was receding after spending its violence on the vessel, one of the small boats was put overboard, and one of the crew got into it. Another terrific breaker rushed over the vessel, and the remainder of the crew all got safely into the boat. Scarcely had they got seated, and were on the point of making for the shore, when another wave, as if maddened by the barrier which was breaking its tempestuous career, came with furious agitation and engulfed the boat with its living freight.

A shriek from those on shore, and a momentary glimpse of the victims of the boiling surge, and all was over, and nine souls were launched into eternity. The little boat appeared keel upwards, and drifted ashore further south. The poor fellows would have been safer on board their vessel, and had they remained a short time longer there is no doubt they would have been rescued by the lifeboat; but they seemed too eager to get to the shore, which was only a stone's throw off..."

Happier occasions are recorded in the newspapers. Only four days after the storm, on Friday 24th February 1865, there was a Grand Ball at Sunderland, and Captain Pollard of HMS Trincomalee was amongst the list of acceptances. The Newcastle Daily Journal next day reported:

"GRAND BALL AT SUNDERLAND.

Last night, one of the largest attended and most brilliant assemblages witnessed in Sunderland took place on the occasion of a grand ball, given by the Mayor (E.T. Gourley, Esq.). The Mayors' balls have generally been given towards the close of the year of office; but the present chief magistrate determined to entertain his friends at an earlier period than usual.

The whole of the suite of rooms was found to be necessary to accommodate the large numbers of persons who had accepted his Worship's invitations. The large hall, as dancing room, was very beautifully decorated, while the ante-rooms were set apart for reception and cloak apartments. The room ordinarily occupied by the Museum was most elegantly set out as a supper room, this department being under the care of Mr. Shiel, of the Queen's Hotel.

The musical arrangements were under the direction of Mr. Beswick. The ball was led off by his Worship and Mrs. Richard Hay: and the proceedings were kept up with unflagging spirit until the programme of dances was got through. The following is a list of acceptances :- The Right Hon. The Earl and Countess of Durham; Sir Hellworth Williamson, Bart., M.P., and Lady Williamson: the Lord Mayors of York and London ... Commander Jackson, H.M.S. Castor ... Capt.

Pollard, H.M.S. Trincomalee ...”

On 26th September 1865 Captain Pollard was present at the laying of “the foundation stone of an intended, long-projected, and much desired Mechanics’ Institute at Hartlepool.” He is also mentioned in the Newcastle Daily Journal of 29th December 1865 in relationship to religious services in West Hartlepool:

“CHRIST CHURCH, WEST HARTLEPOOL.

The celebration of the festival of the nativity of our saviour was held at this church on Monday last. There were morning and evening services, the rev. J.G. Rowe, M.A., officiating on both occasions.

... Seven years ago, he had only one curate; there are now, in addition, three curates in charge of the district chapelries of St. James', Dock Street, and St. John's, Middleton, one of whom being appointed chaplain to the seamen of the port, the importance of whose duties can scarcely be over estimated, when it is taken into consideration that there is an average floating population of about 10,000 persons.

In connection with this chaplaincy, services are held every Sunday, with occasional services during the week on board H.M.S. Trincomalee, by the kind permission of Captain Pollard, R.N. ...”

By the 30th October 1868 Captain Pollard had been replaced by Commander E T Nott RN, the birth of his son on that day being recorded in the newspapers.

In the Northern Echo of Tuesday 5th April 1870 was the following report of how the ship contributed to local events:

“WEST HARTLEPOOL BOATING CLUB.

The members of the West Hartlepool Neptune Amateur Boating Club celebrated the commencement of the boating season yesterday by a row round. The four gigs belonging the club were brought out for the occasion, and these, with two private gigs and a gun-boat, belonging to H.M.S. Trincomalee, formed a procession from harbour to harbour – the gun-boat, of which gunner Parsons was in charge, leading. Three of the club's boats joined in a friendly contest around the stone-buoy off Hartlepool, the crew of Mr. Charles Wilmot (consisting of Thompson, Farrar, Simpson and Meredith), coming off the winners.

A rather amusing contretemps took place after the return home, an Italian seaman having obtained the loan of a skiff, and, after rowing out some 200 yards, fouled a buoy, and capsized. Being a good swimmer, he was fortunate

enough to reach terra firma in safety, and drink a friendly glass of grog, which was offered to him as a token of congratulation.”

In 1874 there was concern amongst the civic leaders in West Hartlepool that the Trincomalee was to be removed from Hartlepool. The next extract is from the London Standard of Friday 4th September 1874:

“VISIT OF THE LORDS OF THE ADMIRALTY TO WEST HARTLEPOOL.

Yesterday the Admiralty yacht Enchantress arrived in Hartlepool Bay, from Sunderland, at 7.30 a.m., having on board the Right Hon. George Ward Hunt, First Lord of the Admiralty; Vice Admiral Tarleton, K.C.B., also a Lord of the Admiralty, together with the First Lord's private secretary, Captain Seymour.

Their lordships were received on landing by Commander Kineham, of H.M.S. Trincomalee, the training ship of the Naval Reserve, by whom they were escorted on board that vessel where the other officers assembled to meet them. A guard of honour of the Naval Reserve, together with the entire ship's company, were assembled on the deck, and from the battery of the 4th Durham Artillery Volunteers a salute of 19 guns was fired.

Their lordships minutely inspected the ship, and put the assembled Naval Reserve men through their drill, with which, as well as the state of the ship, the First Lord expressed much gratification. Mr. Thomas Richardson, M.P., introduced a deputation consisting of the West Hartlepool Improvement Commissioners and several leading gentlemen of the district. Acting as their spokesman, he first welcomed their lordships to the port, and regretted that time had not permitted them to give a reception more worthy of their lordships' visit.

The chief question, however, which brought the deputation there was the contemplated removal of the training ship, which, however locally undesirable, they did not desire to oppose, provided its removal was calculated to add to the efficiency of the navy. He pointed out the great natural and trading facilities of the port, the projected improvements, dock extension, and depth of water, which was already ten feet at low water spring tides, and 26 feet at high water. With the natural increase of trade which these facilities would afford more seamen would be brought to the port, and an increase of the Naval Reserve must necessarily follow. Although in 1872-73 the number of men had seriously fallen off, they had now increased by about 50 in the year, the numbers being 264 last year and 311 now.

The first Lord said that no determination had yet been arrived at to move the ship, although it might have been considered better to take her to another port; but as the numbers had risen during the year the question would be

reconsidered. The object of these visits was to obtain local information as to these training establishments.

Mr. T. Belk, town clerk of Hartlepool, acting as the spokesman of a deputation of the corporation (in the absence of the mayor), cordially welcomed their lordships. He called attention to the facilities always gladly afforded by the corporation for the drill of the Naval Reserve at the battery on the moor, and pointed out the necessity of some protection of the headland in the locality of the battery. He said that the corporation would gladly do all in their power to achieve this end, and hoped that the Admiralty would assist in the work.

His lordship expressed his regret that an engagement at Scarborough would prevent their making a personal inspection of the batteries. They would consider the question of the ship remaining here, and he hoped the gentlemen present interested in the mercantile marine would do all in their power to induce able seamen to join the reserve, in which important modifications were in contemplation in favour of the men. Their lordships, after taking leave of the deputations, embarked on board the *Enchantress*, which steamed away about ten o'clock for Scarborough, where she would arrive about one o'clock.

It is said that the *Enchantress* was rather unfortunate at Sunderland. While entering the dock on Wednesday night she stove in a boat, and yesterday as she was leaving she came into collision with the quay, starting her stern timbers and carrying away her top rail."

THE WRECK OF THE BARQUE FRANCOIS

In December 1874 there was an incident which led to bad reports about those at Hartlepool. The barque *Francois* was wrecked in local waters, there was only one survivor, Frederic Ancoin, aged 17 years. The following is a report of a meeting of the Hartlepool Harbour Commission on 29th December 1874 taken from the *Sunderland Daily Echo* of the next day:

"Captain Young called attention to the infamous charges contained in a letter signed by several foreign captains, first published in a leading Copenhagen papers and subsequently copied into the *English Times* and other dailies. ... there was one portion of that letter which had deeply shocked him, to find that any sixteen foreign captains could believe in the truth of – he alluded to the alleged shouts of joy which were stated to have greeted the stranding of the ill-fated barque.

As Englishmen they must distinctly repudiate that any such disgraceful scene had been or could be witnessed at any English port. It was a foul slander on the locality, and he (the captain) was astounded that any such impression could be formed in the human mind, and especially the minds of seamen, and believed

it had been signed without due deliberation.

It was true that there were shouts of joy uttered whilst the steam tug was trying to tow the Francois off, but they were merely intended to greet the successful efforts of the pilots in guiding a large steamer safely into West Hartlepool in the height of the storm.

Mr Ald. Groves was surprised to see in the letter that the Danish captains could have saved the crew in a Scandinavian yawl. If this had been so, why did not they obtain one from the many Norwegian vessels lying in dock 200 yards away?

Mr G. Pyman considered that as the ship lay deck to sea she was dangerous to closely approach. - Mr Ald. Groves believed it impossible for the lifeboat to come on the lee side. - Mr Ald. Nielson (a Dane), repudiated the authorship of the libellous letter on the part of his countrymen, asserting his belief that it had been drawn up by some designing person ashore, who did not understand the facts, and who had induced them to sign it. - the discussion then dropped."

NAUTICAL SPELLING BEES

Happier times are shown by the fact that the Cleveland Mercury of 9 February 1876 carried an advertisement for "Two Grand Nautical Spelling Bees", under the patronage of the town's mayor and the Captain of Her Majesty's Training ship Trincomalee. The first was to be held in the Temperance Hall, Hartlepool with the rector presiding. Alderman James Groves, JP, promised to read 'A Sailor's Love Yarn' on that occasion with a Mr Hoggett overseeing the music.

The second nautical spelling bee was to take place at the Athenaeum, West Hartlepool. Proceeds from both events went to the Missions to Seamen Society's work at the Hartlepoons. In a later edition of the Durham and Cleveland Mercury, on Saturday 11th March 1876, it is reported that amongst the prizes, an aneroid barometer and eight day timepiece in oak, anchor pattern, value £4, was won by a Mrs Baccham, of No. 1 William Street, who successfully competed against her husband. The sailor's love yarn, presented by Alderman Groves was entitled 'The Captain's Yarn, to Oblige the Ladies', and apparently this was appreciated by those present.

THE EUROPA GROUNDED

The ship was also mentioned in the local papers in May 1876, when a Norwegian vessel, the Europa, grounded in the Jackson Dock Locks shortly after High Water at 03.51 hours. The Europa was loaded with timber, and four tugs tried in vain to tow her clear.

Several ships were damaged in the incident, with one, the Deodar, being "...made to feel the weight of Her Majesty's Training Ship Trincomalee which lay next to her..."", the report continued "Still, some relief was afforded by the crew of Trincomalee, who kept their ship in as upright a position as they could by means of mooring chains and manifold warps. The circumstances, we understand, have been reported to the Admiralty, and it is feared that some of her timbers have been loosened. Fortunately there have been no other mishaps that we have heard of. The warehouses have not fallen down. The occasion, on the other hand, has been seized as a favourable opportunity for doing some necessary repairs under the watermark...."

In September 1876 the Admiralty had decided to move the Trincomalee to Southampton. The Hampshire Advertiser reported a meeting of the Southampton Harbour and Pier Board held on Tuesday 19th September 1876:

"NAVAL RESERVE TRAINING SHIP AT SOUTHAMPTON

The Chairman announced that a communication had been received from the Admiralty expressing their intention of placing a ship in the Southampton Water for the purpose of training the men belonging to the Naval Reserve, and they were quite satisfied that the board would offer every facility they could to the Admiralty.

The vessel which would be stationed here was named the Trincomalee, and was of 1100 tons burthen. The object of the Admiralty was to clear the Naval Reserve men out of H.M.S. Hector, which was to be retained solely for the Coast-guard service. Captain Dent, the commander of the Hector, and Staff-commander Gibbons, navigating lieutenant of the Hector were present by his invitation, and would inform them what was required.

Captain Dent said the Board of Admiralty would wish the vessel to be moored as near the Royal Pier as possible, bearing in mind at the same time that there shall be no interference with the navigation of the river. (Hear,hear.)

Some conversation between the members of the board and the two officers ensued, after which Alderman Furber proposed and Sheriff Rogers seconded that the board had no objection to the vessel being moored off the Upper Gypsy buoy, provided she be moored fore and aft.

Captain Dent thanked the board for the courteous bearing accorded him, and stated that he would report the result of his interview to the Admiralty authorities."

The West Hartlepool Improvement Commission held a meeting on Tuesday 3rd October 1876, at which "it was resolved to petition the Admiralty through the

borough M.P. (Mr I.L. Bell), in favour of retaining H.M.S. Trincomalee at West Hartlepool.” However this was to no avail.

THE TRINCOMALEE LEAVES HARTLEPOOL

The Trincomalee left Hartlepool on Monday 8th February 1877 when she was towed to Southampton. This departure was attended with less ceremony, Her Majesty's Frigate Valorous being commissioned to tow the Trincomalee. The South Durham Herald reports:

“...She was taken through the North lock, and from thence she was towed by the steam tug Conqueror, assisted by the William Charles, out into the bay. The dock head, and both the north and south piers were crowded with people to witness the departure. A drum and fife band from Middleton marched along the north pier playing a lively melody as the vessel proceeded along the harbour, and as she passed out between the piers a loud cheer was raised by the spectators, which was heartily responded to by those on board.

The cheering lasted as long as the vessel was discernable, but this was only for a short time, as the night being dark, she was soon out of sight. It was eleven o'clock, however, before she got fairly under weigh in tow of the Valorous, the towing tackle, which consisted of two six-inch steel hawsers, taking a considerable time to adjust.

We may state, as a rather remarkable feat, that Mr. James Pounder, who piloted her into West Hartlepool 14 years ago, had the honour of conducting her out again.”

Mess Deck Crossword

Cryptic - Summer 2017

Solution:

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

CHAIRMAN'S REPORT
Presented at the
Annual General Meeting
of
The Friends of HMS Trincomalee
Wednesday 13th September 2017

In a month's time it will be the 200th anniversary of the launch of our ship, HMS Trincomalee. Next year will be the twenty-fifth anniversary of the launch of the Friends of HMS Trincomalee, which means that our organisation will have been promoting our ship and supporting her preservation for the latter eighth of her long history.

This year also marked the tenth anniversary of the Friends becoming a registered charity. I am pleased to report that the signs from the last year's activities of our charity are most encouraging for the future.

Last year's Annual General Meeting was held at Hart Village Hall, as were all the remaining meetings of 2016. At the start of 2017 we returned to the Historic Quay for our meetings. I thank all those who have given us presentations over the last year. These have all been informative and entertaining. The meetings in the forthcoming year promise to be of the same calibre.

Soon after last year's Annual General Meeting the trustees met for a day and formulated a new business plan for the next two years. We also looked at our obligations as charity trustees and how best to meet these. I thank all the trustees of the 2016 to 2017 season for their commitment in time and energy to the Friends.

I am sorry to see Alan Jackson leaving us, however I am pleased to report that Malcolm Cook should be joining us. He is standing for election, and myself, Ruth Turner and John Davies are all standing for re-election having completed our three terms of office. So, once again, we should have seven trustees looking after our charity's interests.

Peter Olsen, our treasurer, will be presenting our financial report. We remain in a very comfortable position. I am happy to report that as of a week ago the number of memberships was 145, as compared with 136 five months ago. Of the last five new memberships, four joined using PayPal via our website. We now have a few members in India, Greece and the USA. My thanks go to Martin Barker for the work he has put in over the year as our membership secretary.

So how have we been fulfilling our mission statement, to promote our ship and support its preservation?

In financial terms the Friends have fully funded the purchase of a system to monitor the humidity and temperature at different points on the ship, and we also pledged £3,500 towards the restoration and presentation of the figurehead from the mid-Victorian era. We have also pledged £10,000 towards the recaulking of the ship which is now in progress.

Our website is receiving more than twenty visits a day on average, and this number is steadily increasing. As of a week ago, the site had received more visits from the USA than Europe over the previous 12 months - 3,441 from the USA, and 2,732 from Europe. The top four locations visiting the site are the UK at 17.5%, Washington State at 16.9%, Virginia State 14.6% and Ireland 4.9%.

There are now 58 articles that can be downloaded from our website's archive page, and also a brief history of the ship. It is these articles which are drawing many people to the site, a few of them have joined on-line as already mentioned, and a few have purchased ebooks as a result of discovering our website.

The Quarterdeck magazine is now 24 sides in full colour, with considerably reduced production costs. The intention is to keep its contents predominantly related to the history of our ship and those associated with her, giving it a unique niche as compared with other publications. I am grateful to those who have contributed to the magazine with articles or other material.

Our dinner party to celebrate the 200th anniversary of the launch of HMS Trincomalee is just four weeks away. Amongst those already coming are five relatives of the Wadia family, descendants of the original builders of the ship. Two of these relatives are coming from the USA. There is also a descendant of Eliza Bunt, who kept her diary of the maiden voyage; the son of the superintendent of our ship in the late 1950s and early 1960s, and our Patron, Lord de Saumarez, who had two relatives serving on the ship during its mid-Victorian age commissions. We will be celebrating the ship in style.

Finally I would like to thank all our members for supporting our charity over the last year, and I hope many of you will continue to do so as we enter our own 25th anniversary year.

Hugh Turner

PATRON'S MESSAGE



Trincomalee stands, or rather floats, as one of those truly great icons of tangible history. Being one of the oldest warships still afloat, she is incredibly important to our understanding of life at sea over the last two hundred years.

She is a monument to those brave souls who fought in the age of sail to keep Britain free and great. She is a testament to the skills of her designers and builders. She is a tribute to the quality of materials used in her construction and maintenance.

During her career spanning two hundred years, many people's lives have been touched by her, and she in turn has been touched by many people – designers, builders, crews and youngsters who gained their first experience of life afloat. Now it is tourists, enthusiasts, restorers, and historians that clamber over her decks gaining a real insight into life in the wooden navy of yesteryear.

She is a first class example of what can be achieved by foresight, hard work, prudent restoration and thoughtful care. It is now only because of the enthusiasm of those involved, both past and present, that she is still afloat. As we celebrate Trincomalee's bicentenary, may those qualities continue to be her guardians.

Lord de Saumarez

THE FRIENDS CELEBRATE 200 YEARS OF HMS TRINCOMALEE

On Wednesday 11th October 2017, the eve of the 200th anniversary of when HMS Trincomalee was handed over to the Royal Navy at Bombay, the Friends held a silver service dinner at West Hartlepool Rugby Football Club. Amongst the 35 people present were our patron and his wife, Lord and Lady de Saumarez, and five relatives of the Wadia family, the original builders of our ship. There were also some attendees with family ties to the ship's history, or with direct involvement with the restoration of our ship at Hartlepool. The general manager and the curator of the Royal Museum of the Royal Navy Hartlepool, came as guests, to what turned out to be a delicious dinner provided by the Cleveland Caterers. One of those present later wrote to me, "There was never a dull moment chatting to such interesting people."



Each of the four dining tables were identified by their own signal flag on a table-top flagpole made especially for the occasion by our chairman, Hugh Turner. He explained the meaning of each flag as he welcomed people to the dinner. Ian Purdy, as master of ceremonies, made good use of an Indian cow bell to attract attention. Peter Olsen, our treasurer and deputy Lord-Lieutenant for County Durham, led the toast to the Queen as the port circulated. Our patron proposed the toast to our ship, and he informed us that due to international time differences it was already the twelfth of October in Bombay when the toast was

being made, therefore it was entirely fitting to propose the toast “Happy Birthday Trincomalee.”



The secretary of the Friends, Ruth Turner, had put together a display table and a rope of signal flags to add to the celebrations.



The following morning, Thursday 12th October, many of us at the party went on to the Historic Quay where a press call had been arranged by the National Museum of the Royal Navy Hartlepool. They had also supplied a birthday cake which was ceremoniously cut by the Mayor of Hartlepool and our patron. A new



Our secretary and chairman with our patron and his wife face the cameras

flag marking 200 years of HMS Trincomalee, funded by our chairman and secretary, flew proudly in the breeze.

We certainly celebrated this important point in the history of HMS Trincomalee in style.

Hugh Turner

Join the Friends of HMS Trincomalee

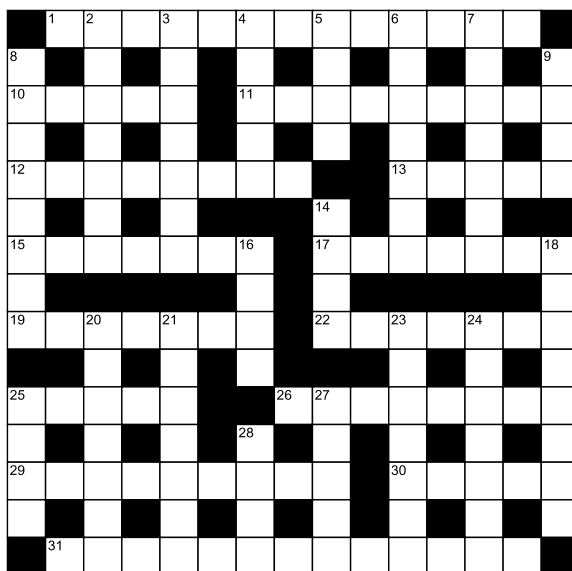
Your membership card entitles you to free recurrent admission to HMS Trincomalee and the Historic Quay for twelve months, and to attend Friends' events. You will receive the magazine Quarterdeck which is issued three times a year, and know that you are contributing to the upkeep and presentation of our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

www.friendsofhmstrincomalee.org.uk



Mess Deck Crossword

Autumn 2017



HDT

ACROSS

- 1 The toast to HMS Trincomalee in October (5,8)
- 10 Come about (5)
- 11 Not wanted (9)
- 12 Inferred (8)
- 13 Takes off the excess (5)
- 15 Concentrated (7)
- 17 Distribution of gifts (7)
- 19 In 1817 fifty people in Hartlepool had this name (7)
- 22 Insignia of royalty (7)
- 25 Plaything (5)
- 26 Fine oak for panelling (8)
- 29 Decreasing width (9)
- 30 Abnormally fat (5)
- 31 Confirming (13)

DOWN

- 2 Ancient (7)
- 3 Gunner on the Trincomalee in 1870 (7)
- 4 Belonging to the lower animals (5)
- 5 Christmas 1865 he officiated at Christ Church (4)
- 6 Pistol-case (7)
- 7 Struggle (7)
- 8 Outrageous (8)
- 9 River local to Hartlepool (4)
- 14 A slight (4)
- 16 Commander of the Hector in 1876 (4)
- 18 The 1865 wreck "Thomas & Margaret" came from here (8)
- 20 Experience (7)
- 21 Private secretary to the First Lord of the Admiralty in 1874 (7)
- 23 That of the Trincomalee led a row round in April 1870 (7)
- 24 Reading-desk (7)
- 25 10 June 1863 the Medusa left this river (4)
- 27 Hot displeasure (5)
- 28 Extremity (4)

THE FRIENDS OF HMS TRINCOMALEE EVENTS

2017

29 November
Wednesday

“Two Centuries, Not Out! -
HMS Trincomalee and all that ...”

Presentations by representatives of the
Friends & The National Museum of the Royal
Navy – Hartlepool

2018

21 February
Wednesday

“Two Hundred Years of HMS Trincomalee”
Derek Hinds

21 March
Wednesday

“Brexit and Waterloo:
What did the Europeans ever do for us?”
Paul Brunyee

25 April
Wednesday

Presentation by Clare Hunt, Curator of
The National Museum of the
Royal Navy - Hartlepool

In May there will be a party to celebrate 25 years of the Friends,
details in the next Quarterdeck.

Unless otherwise stated all events take place at
the Historic Quay, Hartlepool at 7.00pm

Talks start at 7.30pm after refreshments

These events are free for Friends, guests charged £3 each.

friendsofhmstrincomalee.org.uk

