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# QUARTERDECK

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The Friends of HMS Trincomalee

Autumn 2018



## **The Maiden Voyage**

**Report from 2018 Annual General Meeting**

**Mess Deck Crossword & Forward Events**

## EDITORIAL

This issue coincides with the 200<sup>th</sup> anniversary of our ship's maiden voyage from Trincomalee to Portsmouth. The voyage was made only a few years after the Napoleonic wars, and the article on the maiden voyage includes glimpses of the persisting unrest at this time. Our front cover picture is a view of Table Bay, Cape of Good Hope painted in 1818 by Thomas Whitcombe.

After the Chairman's report was delivered at our Annual General Meeting on 26<sup>th</sup> September, an additional trustee was nominated and elected at the meeting. Alan Walker has joined our committee. All eight trustees attended a business "away day" on 10<sup>th</sup> October to produce a business plan for the next two years. We also agreed on a substantial grant to the National Museum of the Royal Navy in Hartlepool, to support their work specifically in the preservation and presentation of HMS Trincomalee. There should be more information about the way the grant has been spent in our issue next Spring.

With early seasonal greetings to all, and looking forward to a prosperous New Year for the Friends.

Hugh Turner

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## The Maiden Voyage of HMS Trincomalee

HMS Trincomalee departed from Trincomalee in Ceylon (present day Sri Lanka) on her maiden voyage to England on 27<sup>th</sup> October 1818. This was an age when pirates posed a threat in the area, there was religious unrest in Ceylon, and there was competition amongst nations for naval stations to support their fleets and trading vessels. It was also an age of slow communications as compared with today, with important decisions having to be made at a local level.

The three ships, HMS Minden, HMS Challenger and HMS Towey were all at Trincomalee, on the Eastern coast of Ceylon, prior to the departure of our ship, and they all play a part in the history of the maiden voyage.

### **HMS Minden**

HMS Minden, like HMS Trincomalee, was built at the Bombay dockyard. This 3<sup>rd</sup> rate vessel with an armament of 74 guns, and tonnage of 1721, was launched at Bombay on 19<sup>th</sup> June 1810. On 28<sup>th</sup> July 1816 the Minden departed from Plymouth Sound as one of a fleet of nineteen ships bound for the Bay of Algiers. Amongst the passengers were John Bunt, boatswain, bound for the naval base at Trincomalee with his wife Eliza and their child.

On 9<sup>th</sup> August 1816 the fleet arrived at Gibraltar where it joined a Dutch squadron which had arrived the previous evening, and preparations were made for the Battle of Algiers. The passengers aboard the Minden were left in the safety of Gibraltar whilst the fleet was victualled and gunnery practice was held.

The trigger for the Battle of Algiers was that on 23<sup>rd</sup> May 1816, at Bona, near Algiers, the crews of 300 to 400 small vessels working in fishing for coral, whilst on their way to celebrate mass on Ascension Day were massacred by a band of 2,000 Turkish, Levantine and Moorish troops. Such an atrocity committed on defenceless Christians led Britain to act against the forts and shipping at Algiers. The Commander of the fleet was Admiral Lord Exmouth, and much destruction was done by the British and Dutch fleet to the defences and town of Algiers. In the battle seven of the crew of the Minden were killed and thirty-seven injured.

The Minden, under Captain William Paterson, returned to Gibraltar and picked up her passengers. John Bunt and his family were discharged from the Minden on 11<sup>th</sup> March 1817 at Trincomalee. The Minden was the flagship for the senior naval officer at Trincomalee, Rear Admiral Sir Richard King.

## **HMS Challenger**

HMS Challenger was a sloop with 18 guns launched in 1813. In 1817, under the captaincy of Philip Henry Bridges, she had been cruising on the Persian Gulf, the nature of her mission is recorded in an extract of a letter from Captain Bridges received by the Governor of Port Louis, Mauritius, in 1817, concerning pirates in the Indian seas:

“Their power at sea, in and out of the Gulf, is very great, comparatively with our merchant vessels, who, without doubt, will be all captured, if they come singly, as the Lascars in general have an idea, that if they do not fight at all, their lives will be spared; every ship must fall without a chance of escape. The Challenger will do her utmost to protect the trade, and can do it completely with one or two cruisers. Your Excellency will understand it to be my intention, till I receive further orders from you, to arrange regular convoys between Muscat, Bushire, and Bussorah, and as I am aware of the number of ships likely to come up the Gulf, I hope to be able to ensure the safety of the British trade, till your Excellency’s intention of humbling these horrid pirates can be carried into execution.”

Prior to our ship’s departure from Trincomalee, the Challenger was laid up at the same port, and it was her officers and crew that manned HMS Trincomalee on her voyage to Portsmouth.

## **The Port of Trincomalee**

In 1795 the important trading ports of Colombo, Galle and Trincomalee on the island of Ceylon were held by the Dutch, and revolution was rife in France and beyond. William of Orange issued instructions from Kew to the Dutch colonies in Ceylon, telling them to permit the entrance of British troops and ships of war for the purpose of protecting them from falling into the hands of French republicans, and orders were given to use force should they be refused admittance.

Governor Angelbeek was invited by Lord Hobart to place his colony in the possession of the British, to be restored to the Dutch when peace with France was achieved. The local Dutch Government found this unacceptable and they decided to defend themselves at Colombo, Galle and Trincomalee if the British attempted hostilities.

British forces arrived at Trincomalee, landing unopposed at the beginning of August 1795, however the Dutch at Colombo had learnt that the revolution at home had not only been led and supported by the French, but also had the support of their own nation. The decision was made by the local Dutch Government in Ceylon to break off all engagements with the British, and to





Map of Trincomalee c1750

defend the fortress at Trincomalee. This decision was conveyed to the British in a letter dated 15<sup>th</sup> August 1795.

The British, in response, bombarded Trincomalee and the forts there capitulated to the British under Colonel Stuart. Colombo was surrendered to the British on 15<sup>th</sup> February 1796. (Our ship, HMS Trincomalee, was named after a previous conflict between French and British forces, the Battle of Trincomalee , of 3<sup>rd</sup> September 1782).

There was still unrest in Ceylon around the time HMS Trincomalee was preparing for her maiden voyage. In March 1815 the British had signed a treaty with Kandyan chiefs, known as the Kandyan Convention treaty. This decreed that the provinces of Kandy, located in the central and eastern parts of Ceylon, be brought under British Sovereignty, but that all the traditional privileges of the chiefs be maintained. The Kingdom of Kandy was also to be governed according to its customary Buddhist laws and institutions, but would be under the administration of a British “resident” at Kandy, who would, in all but name, take the place of the monarch.

The changes were to reduce the power and influence of the chiefs, and the monks, in particular, resented the virtual disappearance of the monarchy, which was their traditional source of support. They also resented the monarchy's replacement by a foreign Government. The monks began to stir up political and religious discontent among the Kandians almost immediately after the British annexation, and the resulting widespread rebellion was suppressed with great severity.

Hostilities ended in 1818, and then the British issued a proclamation that brought the Kandian provinces under closer control. British agents usurped the powers and privileges of the chiefs, and the institutional privileges accorded to Buddhism were reduced, in effect placing the religion on an equal footing with other religions. With this British consolidation over Kandy, Ceylon fell under the control of a single power for the first time since the twelfth century.

### **HMS Towey**

HMS Towey was built by Balthazar Adams, at Bucklers Hard, a hamlet on the banks of the Beaulieu river in Hampshire. The ship was laid down May 1813 and launched 6<sup>th</sup> May 1814, being completed on 6<sup>th</sup> December 1814. She belonged to the Conway class sailing sixth rates of which ten were built to an 1812 design by Sir William Rule. All ten were ordered on 18 January 1812, with nine being launched during 1814. The last (Tees) was delayed and was launched in 1817, the same year that HMS Trincomalee was launched in Bombay.

HMS Towey was first commissioned at Portsmouth on 1<sup>st</sup> November 1814. In about December 1816, the Captain of the Towey up to that time, Captain Hew Stewart, was dismissed from the command of the ship by a Court Martial held at Trincomalee. As our ship prepared to leave Ceylon, William Hill was Captain of the Towey.

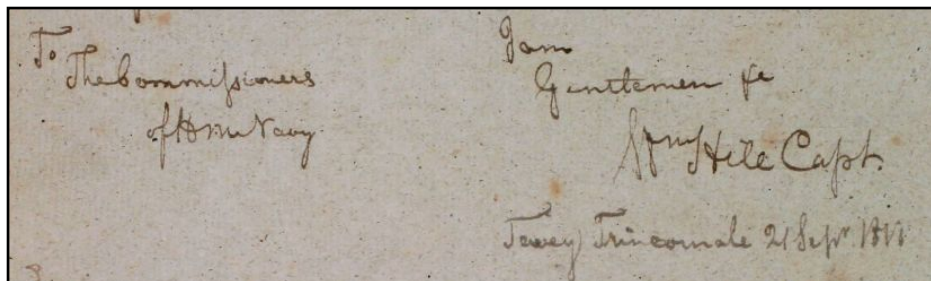
HMS Trincomalee was accompanied all the way as far as the vicinity of the Scilly Isles by HMS Towey. There are some letters logged in a diary kept by Captain Hill relating to the period.

As preparations were being made for the trip to England, Captain Hill wrote to Sir Richard King:

"Trincomalee 30 August 1818

Sir,

Mr Kent assistant Surgeon doing duty as Surgeon of HMS and under my Command, having represented to me that it is necessary the Sick onboard and the said Ship should be supplied with fresh Beef daily -



William Hill's handwriting - Captain of HMS Towey at Trincomalee 1818

I have therefore to request you will be pleased to give our order to the agent Victualler forth at purpose.

To Sir R King Br & KLB

I have [?] William Hill Captain"

*And then:*

"Towey Trincomalee 3 Oct 1818

Sir,

there being no Shirts in Store I have to request you will give an order for His Majesty Ship under my Command to be supplied with ....

I have the honour to be Sir, William Hill Captain

To Sir Richard King Bt."

The surgeon of the Towey was also checking his stock of medicines, as revealed in this next letter:

"Towey Trincomalee 10 Oct 1818

Sir

Mr Charles Linton Surgeon of HMShip under my Command, having by letter of this date request me to apply for a Survey to be held on the medicines "

We trust that adequate medicines and shirts were provided to the Towey as she supported our ship on her maiden voyage.

### **The Voyage Commences – Ceylon to Mauritius**

Whilst HMS Trincomalee was being fitted out, she was temporarily under the command of a Lieutenant Ellice, however in mid-October 1818 the ship was commissioned with the crew of HMS Challenger, and their Captain, Philip Henry Bridges was in charge of our ship. The Trincomalee had a temporary rig and an

armament of four 12-pounder guns for the voyage to England.

On 27<sup>th</sup> October 1818 Eliza Bunt (now a widow returning to Portsea) and her children joined the ship, and the two ships HMS Trincomalee and HMS Towey sailed from Trincomalee.

On 31<sup>st</sup> October that year, HMS Trincomalee was anchored at Point de Galle with its fine harbour facing south, at the southern end of Ceylon, latitude 6 degrees north. She left the port on 4<sup>th</sup> November to continue on to Port Louis, the capital of Mauritius, which she reached on 26<sup>th</sup> November 1818.

Eliza Bunt makes a few references in her diary to the Towey and Captain Hill during the passage from Ceylon to Mauritius:

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1818

November 6: "Towey very near us Captain gone on Board of her to spend the day"

November 11: "The Captain informed us that Captain Hill had made a signal wherein he enquired after our health"

Friday November 13: "Captain gone to dine on board the Towey."

November 17: "Weather not at all settled ... a man fell over board belonging to the Towey a boat let down from the Towey and one from the Trincomalee the man picked up and saved by another man jumping over board with the life buoy ..."

[Captain's Log HMS Trincomalee: "Towey made a signal man over board shortened sail lowered the jolly boat observed the man saved by the life buoy and made sail."]

November 18:" Captain Hill and a Colonel of artillery came to dine with Captain Bridges. In the afternoon Captain Hill sent to say that he would pay his respects to me if agreeable of course could not refuse a formal visit from Captain Bridges Hill & Colonel Young [Colonel Young, the future father-in-law of Captain Bridges] found them very pleasant agreeable men"

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The two ships reached Port Louis on 26<sup>th</sup> November 1818.

## Mauritius

In September 1715 this island, having been abandoned by the Dutch, became a French colony when Guillaume Dufresne d'Arsel landed and took possession of this port of call on the route to India. He named the island "Isle de France". The French started their occupation of the island in 1721, and the capital, Port Louis, was developed as a naval base and shipbuilding centre.

During the Napoleonic wars the "Isle de France" was a base from which French corsairs made successful raids on British commercial ships, these raids continuing until 1810. In that year the British landed in large numbers. During 20<sup>th</sup> to 27<sup>th</sup> August 1810 the Battle of Grand Port took place between squadrons of frigates from the French Navy and the British Royal Navy, this proved a disaster for the British with them losing all of their four frigates involved in the action, one ship was captured after suffering irreparable damage, two were grounded and set on fire to prevent their capture by French boarding parties. and the remaining ship was seized as it left the harbour.

Later in the year the British forces overpowered the French capturing the island



Battle of Grand Port (1810) by Pierre Julien Gilbert

on 3 December 1810. By the Treaty of Paris in 1814, the island, renamed Mauritius, was ceded to Great Britain, with the British giving a guarantee that they would respect the languages, customs, laws and traditions of the inhabitants.

When the two ships arrived at Mauritius, just four years after the Treaty of Paris, the senior officer at Port Louis was Captain B Purvis of HMS Magicienne. This fifth-rate frigate launched in 1812 was given the same name as one of the four frigates lost by the British during the Battle of Grand Port. Captain Hill of the Towey addressed the concerns of his ship's surgeon to Captain Purvis:

"Towey Port Louis 30 Nov 1818

Sir,

I beg leave to enclose a copy of a letter this day received from the Surgeon of HMShip under my Command and request you will give the necessary directions for the same being ...

Signed Hill Captain

To B Purvis Esq. Capt, HMS Magicienne and Senior Officer at Port Louis

COPY:

Towey Port Louis 29 Nov 1818

I beg leave to request that you will ... to apply for a Medical Survey to be held ... Mr Fred. Burrows Doctor of HMS Towey

As there exists at present a strong disposition to Scurvy in a number of the Ships Company of HMS Towey under your command, and being of the opinion that a daily supply of fresh beef and vegetables to the whole of the ships company whilst in this harbour would essentially contribute to remove this scorbutic tendency, and act as a powerful preventative of its continuing more generally.

I beg leave to request that you will be pleased to make the necessary application for a supply of the same

I have the honour

signed Captain Linton Surgeon

To Capt. Hill HMS Towey"

Port Louis was a safe port welcoming vessels from many nations, and was a place for socialising. Eliza Bunt records in her diary:

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Sunday November 29: [At Port Louis, Mauritius] “Captain Bridges and Captain Hill introduced me to Captain Roye and Lady Miss Kennington English and Mr Pemburton and four French ladies and as many French gentlemen the party consisted of twenty one Ladys and gentlemen all very pleasant and agreeable.”

Wednesday December 9: “The whole ship very busy in preparations for sea the Towey under weigh all the passengers things coming on Board a gun fired for the ladies to come off the ship ... the amiable Miss Young and her father with their retinue [came on board]. Set sail from Port Louis at two O’Clock in the evening.

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The ships left Port Louis on 9<sup>th</sup> December and arrived in Simon’s Bay, the Cape of Good Hope, on the 27<sup>th</sup> of the same month.

### **The Cape of Good Hope**

It was whilst they were at Simon’s Bay that Captain Bridges married Miss Harriot Louisa Young, the only daughter of Colonel Alexander William Young, Commissioner-General of Mauritius on 6<sup>th</sup> January 1819 at Cape Town. Harriot had joined HMS Trincomalee at Mauritius, and completed the voyage to England as Mrs Bridges.

On the 9<sup>th</sup> January the ships left Simon’s Bay for Table Bay, and having taken aboard a supply of live stock for the St Helena squadron, set sail from Table Bay on 13<sup>th</sup> January arriving at St Helena on 24<sup>th</sup> January.

### **St Helena**

St Helena is only 28 miles in circumference, and prior to the arrival of Napoleon her population of under 4,000 was governed by the Honourable East India Company. The island was peaceful throughout the Napoleonic wars, not being affected by the naval actions between the French and British. The inhabitants looked after their flocks and crops, and socialised by visiting each other’s houses. Their quiet life was occasionally broken when the Indian fleet was in Port, and Jamestown became not only the focus of trade, but also of entertainment in the form of dinners, dancing, plays and concerts.

Napoleon came ashore on 17<sup>th</sup> October 1815 with his French attendants and the squadron of HMS Northumberland with the 53<sup>rd</sup> Foot Regiment to guard him. Other troops arrived later helping to double the population of the island.





Cape of Good Hope in Cary's New Universal Atlas published in 1819



Simon's Bay, Cape of Good Hope



The social life at St Helena changed with the arrival of soldiers and sailors, and officials of both a military and civil type. The ladies of St Helena vied with each other to get invited to the houses of the titled wives of officials; Lady Malcolm, Lady Lowe, Lady Bingham, Countess de Monthon, Countess Bertrand and Baroness Sturmer. There were also Colonels' and Captains' wives adding to the social scene.

Rather than leave St Helena in the hands of the Honourable East India Company, since it was the British Government's responsibility to keep and guard Napoleon, the Government decided to appoint a Governor of their own choice, and on 14<sup>th</sup> April, 1816, Lieutenant-General Sir Hudson Lowe arrived at St Helena in HMS Phaeton to take the place of the incumbent Governor, Colonel Wilks.

Reports about the character of Sir Hudson Lowe vary. In his favour he played an important part in the abolition of slavery on the island. In August 1818 a slave girl in her early teens had been injured by a whipping on the island by her owner, Mr. Charles de Fountain. On becoming aware of this Sir Hudson brought the matter of slavery up at the next Council meeting on the island. A meeting of the inhabitants was addressed by the Governor, during which he pointed out that public opinion at large was against slavery and that they should adopt the example set in Ceylon, by which all babies born to slaves were free. The meeting agreed to the principle suggested and a law was passed by which "all children born of a slave woman, from and after Christmas Day, 1818, were to be free, but to be considered as apprentices to the proprietors of the mothers if males, until the age of eighteen years, and if females, until sixteen; and that the masters and mistresses were to enforce the attendance of free-born children at church and the Sunday schools."

HMS Trincomalee arrived at St Helena on 24<sup>th</sup> January 1819, just a month after this law had come into effect, and departed six days later, on 30<sup>th</sup> January. In port at the time were the ships HMS Conqueror (the flagship of Rear Admiral Plampin), the Tees, Dotteral, Redpole and Leveret.

### **HMS Conqueror**

This 3rd rate ship with an armament of 74 guns was launched at the yard of Mr Graham at Harwich on 23<sup>rd</sup> November 1801 and took part in the Battle of Trafalgar. In June 1817 she arrived at St Helena with Rear Admiral Plampin on board, who replaced Sir Pulteney Malcolm (1768-1849) as Commander-in-Chief of the naval forces stationed at St Helena.

Sir Pulteney had been in command since the previous year and had won the



1817 map of Jamestown, St Helena

respect and friendship of Napoleon, although he had clashed with Sir Hudson Lowe, the Governor. With Plampin's agreement Lowe isolated the Inhabitants of Longwood House, where Napoleon was held, and he discontinued Sir Pulteney's practice of taking newly appointed officers to meet the famous captive.

The Conqueror stayed at St Helena until 1820, arriving at Spithead from the island on 14<sup>th</sup> September 1820.

### **Dr John Stokoe**

Also on the Conqueror when she arrived at St Helena in June 1817 was a native of County Durham. John Stokoe was born in Ferryhill in 1775 and starting at the age of thirteen was an apprentice to his uncle, Dr Robert Stokoe, a retired naval surgeon. John attended medical classes in London, and became a full surgeon at the age of 23. He was bi-lingual, being able to speak Russian, and was a well respected surgeon.

Whilst on St Helena John was appointed as surgeon to Napoleon, however like Sir Pulteney Malcolm, he clashed with the Governor. John only met Napoleon



Sir Pulteney Malcolm with his statue erected at Langholm, Scotland in 1842

five times, his opinion that the sub-tropical climate was inappropriate for his patient with his “chronic hepatitis” helped to trigger the threat of a court martial.

John applied for sick leave and said that he would leave his station, returning to England on HMS Trincomalee’s maiden voyage. On arrival at Portsmouth he was given a second medical and was ordered back to St Helena. 124 days after leaving Portsmouth he arrived at the island and rejoined the Conqueror. The result of his court martial, consisting of ten charges against him, was a foregone conclusion. No-one would conduct his defence and no witnesses appeared for him. His accusers, Lowe and Plampin had had several months to prepare the case against him.

Dr Stokoe left the navy, and was awarded a pension of £100 a year. In the census of 1851 he was living on Hallgarth Street in Durham. When he died of a stroke on 13<sup>th</sup> September 1852 he was a very rich man from his time at sea, and his wife and children had predeceased him. John left his fortune to the poor of Kirk Merrington and Ferryhill. The legacy enabled Christmas gifts to be given to the poor for almost 100 years, the bequest eventually running short of cash in the 1950s. John is buried in Kirk Merrington church yard next to St John’s Church where he once played the ‘cello in the Church orchestra.

## **Onward to Portsmouth**

After departing from St Helena on 30<sup>th</sup> January 1819, the two ships with their crews and passengers went on to Ascension island where HMS Sappho was in port. They left Ascension island on 8<sup>th</sup> February, a day after the Tartar, under



## Inscription on John Stokoe's Gravestone

Sacred  
 To the Memory of  
 JOHN STOKOE ESQ:  
 Late of Hallgarth Street,  
 Durham: and, for many years,  
 Surgeon in the Royal Navy.  
 He departed this life on  
 The 15<sup>th</sup> September 1852  
 Aged 77  
 The deceased by his will  
 Directs that the residue  
 Of his personal estate shall  
 Be invested, and the dividends  
 Yearly divided among the  
 Necessitous and deserving  
 Poor residing in Merrington

the command of Commodore Sir George Collier had left the island for the Coast of Africa.

HMS Trincomalee reached Fayal island in the Azores on 19<sup>th</sup> March where the Carnation, under Captain Glasscock was in port, and our ship left the next day.

On 27<sup>th</sup> March, near to the Scilly Isles, HMS Towey and HMS Trincomalee parted company. Our ship anchored at Spithead on 29<sup>th</sup> March, and later landed at Portsmouth on 3<sup>rd</sup> April.

So it was that our ship, manned by the previous Captain and crew of HMS Challenger safely arrived in England. Eliza Bunt and her children disembarked to stay for about the next eighteen months in rooms on Hawk Street near to the dockyard. Dr John Stokoe, as already mentioned, soon found himself sailing back to St Helena for unfinished business.

The Trincomalee brought home a quantity of stores, and a great number of invalids from the different ships and hospitals it had encountered. Among these invalids were Lieutenant Wilson from HMS Towey, Lieutenant Waterhouse from HMS Tartar, and Lieutenant Welchman, RM, of HMS Minden.

During the ship's passage to England twenty of the invalids who had embarked on her did not survive the voyage. HMS Towey's purser, Mr Burrows, had died at Mauritius and had been replaced by the Captain's Clerk of the Magicienne. On a happier note, Captain Bridges arrived at home with his wife whom he had married during our ship's maiden voyage. The ship was paid off at sunset on 27<sup>th</sup> April 1819.

### **Placed "in ordinary"**

After arriving at Portsmouth HMS Trincomalee had the temporary armament for her passage to England removed, and the remaining stores sent across the dockyard. The ship was then taken alongside a sheer-hulk, her rigging taken down and her masts removed. A roof was placed over the upper deck for protection and as such she was moored up "in ordinary" not being required for immediate active service.

The cost of placing the Trincomalee "in ordinary" was some £2,405. This was in addition to £23,642 which was paid to the Bombay contractors for her building, and a further £6,681 which had been expended on victualling and stores for the journey to England.

# **CHAIRMAN'S REPORT**

## **Annual General Meeting**

### **of**

## **The Friends of HMS Trincomalee**

## **Wednesday 26<sup>th</sup> September 2018**

The last twelve months have included both the 200<sup>th</sup> anniversary of the launch of HMS Trincomalee and the 25<sup>th</sup> anniversary of our society, the Friends of HMS Trincomalee. On 11<sup>th</sup> October 2018 we held an evening dinner party at the West Hartlepool Rugby Football Club to celebrate the 200<sup>th</sup> anniversary of the launch. Amongst those in attendance were relatives of the original Master Builder of our ship, and relatives of those who had been aboard the ship when she was on her maiden voyage or during her commissions. Some knew the ship from her days as TS Foudroyant at Portsmouth, and others had been involved with her restoration at Hartlepool. All present were united by a common interest in the preservation and presentation of our ship, HMS Trincomalee, which is what our charity is essentially about.

The morning after the dinner party the Friends played a major part in celebrating the anniversary on board the ship with the local press and a television crew. Our patron, Lord de Saumarez, and the Lord Mayor of Hartlepool cut the birthday cake provided by the National Museum of the Royal Navy in the Captain's cabin.

In May the birthday cake for the Friends' 25<sup>th</sup> anniversary was provided by June Purdy and we were entertained by two quizzes. Martin Barker tested our knowledge of historical events at specific times in our ship's history, and Hugh Turner provided a pictorial quiz based on naval slang terms.

In the last year presentations to the Friends have included one related to the Battle of Waterloo and one about the battles in the Atlantic during the Second World War. This evening we will hear from Reg Wright, Chair of the Heugh Battery Gun Museum Trust, and at our next meeting we will be looking at the Crimean War. This means that in just over a year the Friends will have had presentations relating to four major wars our country was involved in since the Battle of Trafalgar. I thank all the speakers in the last year for entertaining us splendidly.

In terms of fulfilling our charitable aims of supporting the preservation and presentation of HMS Trincomalee, since our last Annual General Meeting the £10,000 which we pledged towards the re-caulking of the ship was not required



by the National Museum of the Royal Navy due to alternative funding. The trustees of the Friends agreed to fund a set of signal flags, a Union Jack and some resin hens and straw. These items are all in place, and the bright new signal flags are a delight to see when in the vicinity of the quay.

Last month the trustees also agreed to the funding of a painted canvas floor covering for the Captain's cabin at £6,000. Recently the trustees have also learnt that a further substantial legacy has been left to our charity, although it may be many months before the monies are available to us.



Captain's Cabin awaiting new floor covering - Photo Malcolm Cook

There is a significant responsibility for the trustees in managing our charity and the funds it has, and I, as Chair of the trustees, thank all the trustees for their active involvement in making decisions in the last year. Malcolm Cook joined us after the last Annual General Meeting, and Alan Walker has been nominated for election to join us today. Our constitution allows for nine trustees, and if any Friends would be interested in taking such an active rôle within the society they

could be co-opted to attend a committee meeting, or two, to see how things work prior to our election procedure at the next Annual General Meeting in 2019.

The website continues to attract attention, it is now settling down to around 12,000 hits in the previous twelve months with the largest number of hits (23.5%) from the State of Washington, near to British Columbia where our ship was stationed. The archive of articles on the website is the main attraction. The majority of these articles first appeared in our members' magazine, the Quarterdeck, which continues to be produced three times a year in colour. Any contributions of material for the magazine will be gratefully received by the Editor.

The future? The Friends of HMS Trincomalee remains in a healthy state and will continue to provide significant support to the ship. Two weeks from today the Committee are holding a business day to formulate a new business plan to set the course for us to achieve our objectives effectively and diligently. Oh yes ... the 200<sup>th</sup> anniversary of the first arrival of our ship on English shores next March seems a good excuse for yet another party.

On behalf of the trustees, I thank all our members for their support in the last 12 months.

Hugh Turner

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## *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](http://www.friendsofhmstrincomalee.org.uk)***



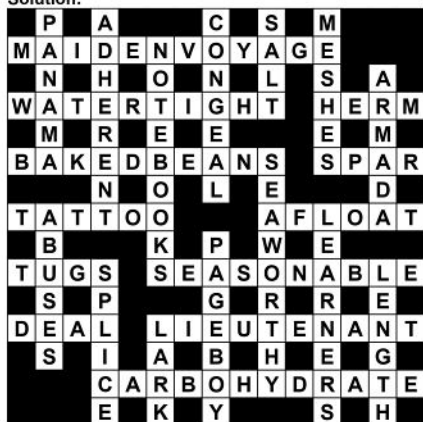




There are still a few prints available to purchase of Eric Duhan's portrayal of HMS Trincomalee, at Trincomalee, prior to her departure on the Maiden Voyage. These are signed prints, 45cms by 32 cms, in a limited edition of ten. Cost, unframed, excluding post and packaging is £12.50 each. (Picture above)

Contact [sales@friendsofhmstrincomalee.org.uk](mailto:sales@friendsofhmstrincomalee.org.uk) to check availability and arrange a purchase.

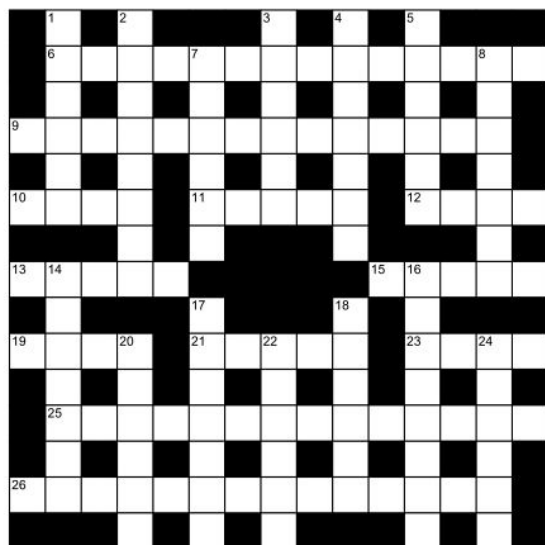
Solution:



Solution to the Summer 2018  
cryptic crossword

# Mess Deck Crossword

Autumn 2018



HDT

## ACROSS

- 6 Captain Bridges married here (4,2,4,4)
- 9 Builder of HMS Towey (9,5)
- 10 Small land mass (4)
- 11 Type of shot (5)
- 12 Ship at St Helena in January 1819 (4)
- 13 Kingdom in Ceylon (5)
- 15 Commissioner-General of Mauritius in 1819 (5)
- 19 Pierce with a point (4)
- 21 More than sufficient (5)
- 23 Land force (4)
- 25 These were slow in 1818 as compared with today (14)
- 26 Exploratory survey (14)

## DOWN

- 1 These were crossed by HMS Trincomalee 1818 to 1819 (6)
- 2 HMS Trincomalee anchored here 29 March 1819 (8)
- 3 Lizard (6)
- 4 Journeys (7)
- 5 Foil (6)
- 7 William III was Prince of this (6)
- 8 Small back door (7)
- 14 Object (7)
- 16 These may be standing (8)
- 17 False statement (7)
- 18 Rots (6)
- 20 Tropical wood (6)
- 22 First name of Captain Bridges (6)
- 24 This ship built at Bombay carried the Bunts to Trincomalee (6)

# THE FRIENDS OFHMS TRINCOMALEE EVENTS

## 2018

28 November      “The Real Story behind the Film,  
Wednesday      ‘Master and Commander.’”  
                         Nigel Hogg  
                         At The Historic Quay Hartlepool.

## 2019

The following events for 2019 will take place at:

**West Hartlepool Rugby Football Club,  
Brinkburn, Catcote Road, Hartlepool TS25 4HA**

27 February      “Society in Captain Cook’s Navy 1728 – 1779”  
Wednesday      Richard Davison (NMRN-Hartlepool)

20 March      A party to celebrate the 200<sup>th</sup> Anniversary of the  
Wednesday      Arrival of HMS Trincomalee in England

The events for Wednesday 24 April & Wednesday 22 May at the West Hartlepool Rugby Football Club will be announced later.

All begin at 7.00pm – Talks starting at 7.30pm after refreshments

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

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Produced by and for The Friends of HMS Trincomalee Reg. Charity No. 1117790