

Quartern Deck

FRIENDS OF HMS TRINCOMALEE

£1.00

SPRING 2011

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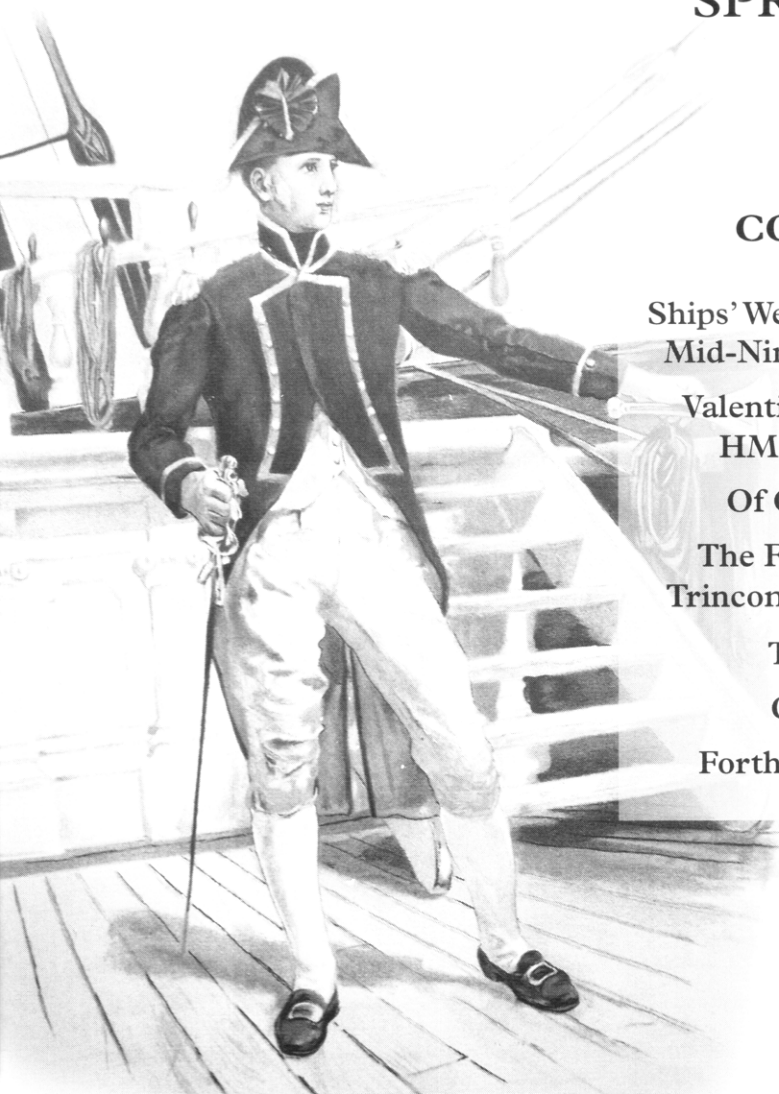
Of Oak and Teak

The Friends of HMS
Trincomalee Committee

Trust's Log

Crossword

Forthcoming Events



THEATRE ROYAL, "THAMES CITY."

GREAT ATTRACTION!

THE MANAGER of the above Theatre has the honour to announce to the inhabitants of this 'City' that he has, with considerable difficulty and immense expense, succeeded in securing the valuable services of the following histrionic artists, viz:

CHARLES SINNETT,
GEORGE EATON,
JOHN MEADE,

CHARLES DENHAM,
HENRY J. BENNEY,
WILLIAM A. FRANKLIN,
JAMES B. LAUNDERS.

JAMES TURNBULL,
JAMES H. ELLIOTT,
JAMES DIGBY,

The Theatre has undergone considerable alterations, and every attention has been paid to the comfort and convenience of the audience. The Scenery, Dresses and properties are entirely new, and of a first class description.

On Wednesday, the 24th inst., will be produced for the first time at this theatre that laughable and interesting Farce by G. ALMAR, entitled,

"CROSSING THE LINE!" OR "CROWDED HOUSES."

Wouverman Von Broom
Wouter Von Broom
Bluffenburg
Caulkenburg
Von Brent
Estelle de Burgh
Pomona Vondertviller

A Boat Builder
A Pilot
A Workman
A Sailor
A Lawyer
Ward of Wouverman
An Oyster Girl

C. Denham
C. Sinnett
G. Eaton
J.H. Elliott
J. Turnbull
H.J. Benney
J. Meade

Leader of the Orchestra

WILLIAM HAYNES

During the evening Songs and Dances will be introduced.
Doors open at 6.30 pm, performance to commence at 7 o'clock precisely.

ALFRED R. HOWSE, Manager

from the Emigrant Soldiers' Gazette, November 20th 1858

Editorial

On October 18th 1853, one of the first recorded 'theatrical' performances in British Columbia occurred aboard HMS Trincomalee at Esquimalt Harbour. There are no further details about this event, however the 'Emigrant Soldiers' Gazette, and Cape Horn Chronicle' of 1858 gives us an idea of the type of performances held on board ships in the mid-nineteenth century, and of the sense of humour prevalent at the time. The main article in this Quarterdeck also mentions HMS Plover's publication, the 'Weekly Guy' of 1852. One wonders whether or not a copy made its way into the hands of the crew of HMS Trincomalee soon after HMS Plover anchored alongside her at Port Clarence on August 1st 1854. Interestingly it was the doctor aboard HMS Plover who undertook the publication of the 'Weekly Guy', not so different then from the Quarterdeck 150 years later!

The Friends' Committee felt it was time to let you know a bit more about ourselves. A number of us have provided our own contributions with photographs for the article within.

'Of Oak and Teak' complements the article 'From little Acorns grow' in the previous edition of Quarterdeck. This report of 1813 supported the case for building ships of teak at Bombay.

Finally, the front cover is an eighteenth century Post Captain as depicted by Christian Symons in the 1890s.

Hugh Turner (*Editor*)

Any correspondence concerning the Friends Association should be sent to:

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The Editor, Hugh Turner

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Ships' Weekly Papers in the Mid-Nineteenth Century

In the mid-nineteenth century the Admiralty recognised the need for past-times for those sailing with the Royal Navy, to help keep boredom away during long times at sea, or when anchored for weeks with inhospitable surroundings. In the case of HMS Plover, which was anchored in Arctic winter ice in the early 1850s, the Admiralty provided a printing press.

The journal kept by Captain Rochfort Maguire of HMS Plover has the following entries:

Friday October 15th 1852:

"Our numbers for carrying out the usual theatrical amusements for an Arctic winter, are I am afraid too limited to get up anything passable in that way, and our means in stage gear and dresses is on the same scale. Notwithstanding these difficulties, we are having some talk about it, and no doubt an attempt will be made. As a small printing press formed a part of the liberal supply granted to us by their Lordships on leaving London – A weekly publication is likely to be undertaken by Doctor Simpson."

Monday November 1st:

"Our Gentlemen connected with the press have commenced their labours, preparing the first number of the 'Weekly Guy' for publication on its auspicious day the 5th...."

Tuesday November 2nd:

"The Notice of the Weekly Guy's approach was read by one of the seamen on the lower deck last night, amidst great applause and the editor informs me that his box contains three contributions."

Although Rochfort Maguire does not inform us of the contents of this onboard publication, he does record its success:

Saturday November 13th:

"The Weekly Guy was received today with more eclat than was expected."

Saturday 4th December 1852:

"The Weekly Guy for this week seemed, as it always does, to afford an agreeable surprise to the people on the lower deck."

An insight of what such a publication may have contained is provided by 'The Emigrant Soldiers' Gazette, and Cape Horn Chronicle'. This weekly publication was produced in manuscript form between 6th November 1858 and 2nd April 1859 on

board the clipper, the 'Thames City', commanded by Captain Glover, as she journeyed from Gravesend to Vancouver Island with a detachment of Royal Engineers for service in British Columbia. The detachment consisted of 2 officers, 1 staff assistant surgeon, 118 non-commissioned officers and men, 31 women and 34 children.

This weekly gazette had regular articles on the progress of the voyage, on the natural history of the localities she was in, together with songs and poetry, jokes, charades, conundrums and advertisements. Occasional issues included a birth, marriage and death section.

In the issue of 13th November 1858 we learn of the filthy condition of the locality known as Long-boat Square in 'Thames City':

"Mrs Swine and family, living in No. 3, ground floor, excel in filth the whole street, and are in fact a disgrace to the neighbourhood; their quarrelling and fighting, more especially at their meals, calls for the constant interference of the 'Watch' or Police of the 'City.' It is a curious fact that not one of this numerous family has ever been known to die a natural death....."

"....On Monday last, considerable excitement prevailed in the vicinity of Long-boat Alley, in consequence of the discovery of the body of a middle-aged gentleman suspended by the heels with his throat cut from ear to ear. An inquest was immediately held on the body..... The name of the deceased is at present unknown. One of the witnesses said that he had formerly been known by the name of Lamb, and was about to pass as mutton."

By the time of the next edition, on November 20th 1858, the 'Thames City' was travelling south at latitude 2.54 degrees north, and near to crossing the equator. This edition included an advertisement for a performance of 'Crossing the Line' at the 'Theatre Royal, Thames City', see inside front cover.

The performance was subsequently delayed until Monday 29th November, and was of course reviewed in the next issue of the gazette on 4th December:

"It is our glory and pride as Englishmen on all occasions to place the fair sex foremost, and we accordingly commence by noticing the two bright stars who have just risen in the theatrical firmament, Miss Bridget Meade, and Miss Mary Benney, both of whom, by their quiet ease and elegance on the stage, and by the propriety of their diction, gave great promise of future excellence. Their acting was admirable throughout, and the young ladies were dressed for their parts in perfect good taste. We cannot more especially help noticing the rich bands of their beautiful and luxuriant hair, clustered gracefully around their blooming cheeks, and we trust these fair damsels will long continue to delight a crowded audience as on the night of their last performance. Charms like theirs cannot fail to attract admirers, and we venture to predict that many a heart-ache is in store for the young nobility and gentry amongst the play-goers of the rising generation in these realms."

Each issue contained three conundrums with the answers given the following week.

The following examples give an idea of their style, the answers appear later in this issue of Quarterdeck.

I. What is the difference between the 'Thames City' and Joan of Arc?

II. Why is the visitor we expect at the Equator like a man looking for the philosopher's stone?

III. What is the difference between an auction and sea-sickness?

The jokes in each issue now seem quite dated and many would not be considered 'Politically Correct' – I confine myself to one example:

An Irishman, an Englishman and a Scotchman happened one day to stop at the window of a pastry-cook's shop; behind the counter was a most lovely girl. "By the powers!" said the Irishman, "Let's go in and have a crown's worth, if its only to look at her." "I've a mind to spend half a crown, though I don't want anything," said the Englishman, "for the same purpose." "Hoot mon." says Sandy, "do you no ken we might all go in, one at a time, and ask for twa sixpences for a shellin'."

The last edition of the Emigrant Soldiers' Gazette, Saturday April 2nd 1859 ends thus:

"At the close of the career of the 'Emigrant Soldiers' Gazette and Cape Horn Chronicle,' we cannot but feel that it has been the means of affording us all much rational entertainment and useful information.....we bid our readers a final farewell.

GOD SAVE THE QUEEN

...Published at the Editor's Office, Starboard Front Cabin, 'Thames City'"

Valentines Day aboard HMS Plover 1853

The following is an extract from the journal of Rochfort Maguire, Captain of HMS Plover. At this time HMS Plover was frozen in over winter at Point Barrow, Alaska. The ship had become the fall-back supply ship for HMS Enterprise and HMS Investigator involved in the search for Sir John Franklin in Alaska.

Monday, February 14th 1853:

This being Valentines day Doctor Simpson who had received from our kind friend Mr Barrow of the Admiralty, several humorous engravings for winters amusement, previous to our leaving London – gave people on the lower deck a very agreeable surprise this evening, by sending each a Valentine, selected by him as nearly in accordance with their characters, as he could, and addressed after the manner of seamen's letters in general, naming the ship the individual had last served in, with the addition of a few trys here & there, until Icy Cape, Point Barrow, or some such warm sounding name closed the catalogue – The perfect secrecy with which the joke

was kept, made it the more appreciated the only previous notice given, was an advertisement in the Weekly Guy, for a few additional hands in the post office, referring candidates to Mr Johnson Post Master – The only gentleman of that name on board being the Serjeant of Marines, was of course obliged to take office without being any way admitted to the secret – This morning while he was absent attending me around the lower deck, one of Doctor Simpson's accomplices (only three in number & officers) pasted a large placard of Post Office on the Serjeants door, where he found it much to his surprise on his return. And I am told hardly knew how to feel, not understanding the joke, but no doubt concluded there would something come out of it –



*A sailor's shellwork valentine
33cms in diameter from
Barbados circa 1850*

In the mean time the letters, had been placed in two bags, so as to extend the surprise over a double length of time, when shortly after the people had supped, a bugle sounded, announcing the arrival (by the main hatch way off deck) of a mail at the post office. Mr Johnson was now made aware for the first time of his duties – And on issuing the Valentines, which were of a very gaudy description, such as one seen displayed in cheap print shop windows, and well adapted for the people they were attended to amuse – The effect was equaling the fullest extent, to that wished, by the pains taking contriver of the plot – Which was concluded with an allowance of grog to wash down their Valentines, and no doubt pleasing thoughts caused by them, of our own happy land, where ones thoughts are more apt to roam, from the contrast with our present dismal abode.

Ships' Weekly Papers in the Mid-Nineteenth Century

ANSWERS TO CONUNDRUMS:

- I. One was made of wood, and the other was Maid of Orleans.
- II. Because he is a sea king (seeking) what never was.
- III. One is the "sale of effects" and the other the "effects of a sail."

The Friends of HMS Trincomalee Committee

Ian Purdy is Chairman of the Friends, having taken on that role 3 years ago. Prior to that he had been Secretary since the start of the Friends some 18 years ago. A Geordie by birth, Ian worked in the Building Society/Banking world all his working life until retirement in 2007. Married to June, he enjoys caravanning, France, and watching rugby.



Peter Olsen is the Treasurer of the Friends, a post he has held for a number of years. He is a Chartered Accountant and prior to his retirement from full time practice was the Trusts Auditor. He is currently the Chairman of a large local charity and of a local rugby club.



Ruth Turner, the only female member of the committee, is now in her fourth year as Secretary of the Friends. She has had a lifelong interest in ships, her father was a signaller in the Royal Navy during the Second World War, and her brother was a mechanic on the Ark Royal.



Hugh Turner is the current Editor of the Quarterdeck having been pulled on board the committee by his wife. Whilst learning more and more about the ship's history, he still manages to be a General Medical Practitioner, Secretary of the North East Branch of the Oxford University Society and he is a founder council member of the Royal Society for Public Health.



Tony Blades is the Membership Secretary and Webmaster of the Friends website. After pre-sea training aboard HMS Worcester, he served at sea as a deck officer for 4 years with Furness Withy and Union Castle Line. He subsequently became an airline pilot, a career from which he recently retired after a period of 43 years service.



John Megson is the current Chairman for HMS Trincomalee Trust having taken over the role in September this year. John was introduced to the Friends by the late Jim Atkinson and is a past Chair having been on the Friends' Committee for many years. The importance of the Friends for the Trincomalee cannot be underestimated from both a financial but also a social aspect such work being greatly appreciated by the Board of Trustees.



Nigel Hogg, a retired shipbroker and Justice of the Peace, founded The Friends of HMS Trincomalee in 1993 and served as Chairman for the first eight years. He was a Trustee from 1998 to 2002, and is a Vice-President of the Trust.



John Davies, following his apprenticeship as an electrician with SDS&I Co West Hartlepool served four and a half years in the Merchant Navy. Further career moves included SDS&I Co 44" Pipe Mill, working in Zambia, Hartlepool Power Station and nearly 20 years on the Beryl field in the North Sea. Currently he is Chairman of the Teeside branch of the World Ship Society and Secretary of the RNLI Hartlepool Enterprise Branch.



Keith Rogers has been a Friend of HMS Trincomalee for 11 years and on the Committee for 10 years. He has been our Membership Secretary for the 6 years up to 2010. He is a retired Tobacconist, Confectioner and Newsagent.



Dennis Bell, one of the latest members to join the Committee is responsible for the purchase and supply of clothing etc. He is a retired Fire Officer of 34 years in both County and Industrial Fire Brigades.



Of Oak and Teak

The fact that HMS Trincomalee was built for the British navy out of Malabar teak at the Bombay dockyard reflects in part concerns at the time about the durability of oak and its diminishing supply at home. The following extract from 'The Analectic Magazine 1813' is in the form of a review of a paper written by William Money, who had been Superintendent of the Marine at Bombay. In it the case for using teak is made:

'Teak possesses the property of preserving iron; oak that of destroying it. The oil which teak contains preserves the iron and destroys the worm; while the gallic acid of oak corrodes the iron, and appears to be particularly grateful to the taste of the worm; nor has it come to our knowledge that the dry rot was ever met with in teak.

A piece of teak plank, which had been bolted to the side of the Chiffonne frigate, was removed at the end of eight years; that part of the iron bolt which was buried in the teak was perfectly good, whereas that which had been in the oak was totally corroded. The Sceptre, of 74 guns, had nearly foundered at sea before she was five years old, from a hole about seven inches square in the bottom plank, close to the hooden ends, eaten by the worms: which, in many other places where the copper was worn off, had nearly perforated the bottom and destroyed the gripe. The preference, therefore, of teak to oak in the two important points of preserving iron, and resisting the worm, seems to be fully established: but a prejudice still existed against teak in this country, from its supposed heaviness. Mr. Money, however, tells us he has ascertained, by many experiments, that the teak of Malabar weighs one quarter less than oak, while that from the northward of Bombay is pretty nearly of the same weight. But we have an instance in point: the Minden was built from the same draught as the Culloden, and her tonnage is the same. When stored and victualled, the draught of water was found not to differ an inch, and the Minden carries her ports higher than the Culloden.

Another objection against teak was its particular disposition to splinter. This, too, seems an erroneous idea. Mr. Money produces a letter from General Abercrombie, who commanded the expedition against the Isle of France, in which he says, '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.'

The two dockyards of Bombay had the ability of building at the same time, two ships of the line, two frigates, and a large and small Indiaman. A supply of Malabar teak was nearby, and the Bomanjee family of builders was held in good esteem, thus the Bombay dockyard was well favoured for the construction of the Trincomalee.

Trust's Log

This is the time to reflect on the year which has passed and to look forward to the year to come.

2010 – and what a year it's been for HMS Trincomalee, the Trust and for Hartlepool!

The biggest event of the year was undoubtedly the Tall Ships Race which finished its final leg in style at Hartlepool. Drawing almost 1 million people to the centre of Hartlepool over 4 fantastic, mad days in August, it was easily the biggest free show in England in 2010. The town looked great and HMS Trincomalee, our very own Tall Ship, right in the centre of things, beautifully resplendent in her new paintwork, was full to capacity all weekend. People are already returning to HMS Trincomalee, impressed and delighted by the Tall Ships weekend and keen to have a more leisurely look round. Welcome they are and long may they come!

Perhaps equally important was the long term affiliation agreement signed between the Trust and the National Museum of the Royal Navy. Bringing a national museum to Hartlepool was a huge coup for us and for the town – this is a relationship which will develop and mature over time. It's great to see the NMRN flag flying from the gaff each day and for us to be able to make a contribution back to the proud, port town of Hartlepool which has taken HMS Trincomalee to its heart, restored her and offered her a permanent home.

Visitor attractions should always be developing and 2010 was no exception. We have completed several new items of interpretation and will be showing these off at a tourism industry trade launch before the start of the new season. New to the Worlds of HMS Trincomalee Gallery are three diaries of Wheatley Cobb and a Second Lieutenant's journal from the days of the Second Commission – all courtesy of the National Museum of the Royal Navy. They are exhibited proudly alongside a magnificent model of HMS Trincomalee presented to the Trust by the Friends. New interpretation works on the Ship include the addition of a midshipman writing his journal, a rather grand Ship's Surgeon with his instruments and a sailor relaxing on the mess deck playing his concertina. The additional exhibits are all well worth a look.

After several stable years, the Trust has undergone several staff changes recently. We've bid retirement farewells to Bryn and Jean Hughes and to Les Gilfoyle our Ship Maintenance Supervisor. We wish them well and thank them for their valuable contributions to the restoration and presentation of HMS Trincomalee and also to Ship life for so many years!

Of course, this meant a new General Manager for the Trust. This is my first Trust's Log. Everyone has been so helpful and patient as I've got to grips with the many aspects of running this organisation. My sincere thanks to you all.

To the delight of our younger visitors, another face made an appearance at HMS Trincomalee before Christmas. For the first time, Santa made a temporary home in one of the cabins on the mess deck and once he left on Christmas Eve, you'd never know he'd been! This is important because it gives local people a reason to come on board at an otherwise quiet time of year. They buy in the shop, pay for a present for their child and vow to return in the warmer weather. Please help us spread the word! One of the mums who came along for the first time tweeted and facebooked her thoughts for us:

"What a fantastic afternoon we had visiting Santa onboard HMS Trincomalee, our boys aged 7 and 9 had a truly magical experience, Santa's Grotto was amazing, we'd definitely recommend if you've got children you MUST bring them to see Santa here, great value at-£3 and with a fab pressie too!"

2011 - looking forward

2011 promises to be another good season. Eurozone exchange rates make it relatively expensive for UK residents to visit Europe resulting in more holidays at home – the staycation in current parlance. Conversely, the UK is a good value destination for inbound Eurozone tourists. The big imponderables in all this are the weather – poor weather will drive those abroad who can afford to go search of sunshine and the recession – and the affordability of holidays generally. The good news here is that holidays are increasingly viewed as a necessary break from the stresses and strains of modern life – so people will take a break if they possibly can.

All in all, this presents a big opportunity for HMS Trincomalee. We just need to get our message out there and we can all play a part in this. Personal recommendation is a powerful tool, so please do persuade work colleagues, friends and relations to visit us in 2011!

As well as new things to see, events are a good reason to come back to the Ship and the Historic Quay. With our colleagues at Hartlepool Borough Council, our big annual events – Spoo-Quay and Christmas Crackers – are established, popular and well supported. We're working together to develop an even stronger events programme for 2011. This is just the right time to do this – after all, the biggest free event in England last year was right here in the centre of Hartlepool! We must capitalise on our new found fame!

Our Ship Shop has several new lines recently introduced. We've got two new framed photos of HMS Trincomalee out in Jackson Dock taken by local photographer David Bagley; ship fenders, door safety ropes and door stops made from rigging rope by the Ship's own craftsmen and finally our own brand posh chocolates and Ginger Wine, mam-made specially for us by The Gingerbread Mam. Don't forget, we offer Friends a 10% discount in the Ship Shop and all proceeds go towards the conservation and presentation of the Ship.

In January, we're starting some major works to renew some structural beams in the Captain's Cabin. We're doing this at a traditionally quiet time of year but are planning to get some publicity for this and encourage visitors to stop off and have a look at the works in progress from a viewing area. We'll also be showing progress to the Friends at the February meeting.

Trust Chairman John Megson and I are leading on new strategies to deliver greater performance across all aspects for our work. In our sights is a balanced budget. New brooms and all that!

With my warmest wishes to you all for the New Year.



David McKnight
General Manager, HMS Trincomalee Trust

Mess Deck Crossword Solution

Autumn 2010

Solution:

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

ACROSS

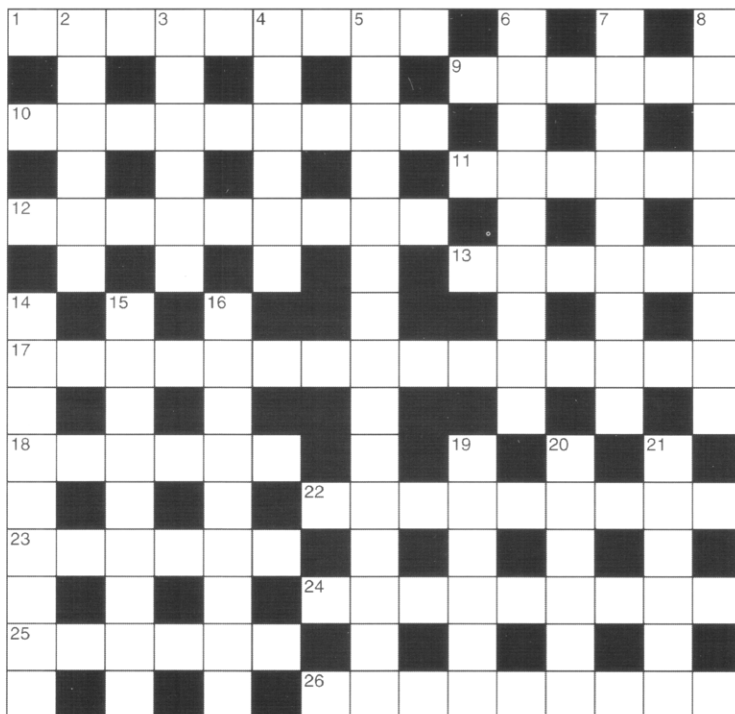
- 1 He planted acorns with Bounce
- 9 Reminding
- 10 Housebuilding use for oak
- 11 Edward Cridge was made one in 1876
- 12 Estimated Navy's part of the Country's consumption of oak in 1812 (3,5)
- 13 Implicate
- 15 Consistency of temperature
- 18 Form of punishment
- 19 Winds together
- 21 Arriving at Victoria in 1855, 'Jessie' was this type of vessel
- 23 Attended a prayer meeting on board HMS Trincomalee
- 26 Martha Cheney was Anne Beeton's
- 27 Arrived at Vancouver Island when HMS Trincomalee left in 1855
- 28 When Cridge arrived at Victoria in 1855 (3,5,3)

DOWN

- 1 Able
- 2 The biggest share
- 3 Upgrading
- 4 Obtain
- 5 Piped music player
- 6 First night
- 7 Cridge was curate here (4,3)
- 8 Ropes at boats' bows
- 14 Provisions for HMS Trincomalee in September 1855 (3,5)
- 16 Birthplace of Henry Ella (5,4)
- 17 International police organization
- 18 Open mesh fabric
- 20 Kindly
- 22 Celebrated at the Vancouver Island hospitals, September 1855
- 24 Fear
- 25 Vote against

Mess Deck Crossword

Spring 2011



HDT

ACROSS

- 1 In 1852 HMS Plover's was limited (5,4)
- 9 A scold
- 10 Via which the Plover's valentines arrived (4,5)
- 11 Meade and Benny's was admirable
- 12 1813 Magazine which reviewed Money's work
- 13 Murder victim on Long-boat Alley, Thames City was about to pass as such
- 17 Where gaudy valentines could be obtained (5,5,5)
- 18 Metal bolts
- 22 Citations
- 23 Finch
- 24 Most acidic
- 25 Rogue
- 26 Heavenly

DOWN

- 2 Educates
- 3 Soft
- 4 Peek
- 5 In which the Plover was anchored in 1852 (6,6,3)
- 6 Conversation
- 7 A different form
- 8 Harshness
- 14 On which game points are written (5,4)
- 15 A supposed attribute of teak in 1813
- 16 After valentines and grog the Plover's crew thoughts were(3,2,4)
- 19 Used with a mortar
- 20 A problem with oak not teak (3,3)
- 21 Point Barrow located here

Solution next issue

APPLICATION FORM
to join
THE FRIENDS OF HMS TRINCOMALEE

Membership categories and annual subscriptions:
(NB these may change after 31st March 2011)

Adult	£20.00
Concessionary *	£15.00
Joint Adult	£35.00
Joint Concessionary *	£27.00
Family Group +	£45.00

- * Children, students, senior citizens and those unwaged
+ Two adults and up to three children in a family

Please complete, detach and return this form to:

The Friends of HMS Trincomalee
Jackson Dock, Maritime Avenue, Hartlepool, TS24 0XZ

MEMBERSHIP CARDS ARE NOT TRANSFERABLE

YOUR DETAILS:

Title Surname

First Names

Address

.....

..... Post Code

Tel.

Membership Category

Cheques made payable to 'HMS Trincomalee Trust'

AMOUNT

☐

GIFT AID DECLARATION. As a UK taxpayer I
would like the HMS Trincomalee Trust to claim back
the tax on this and all future donations.

Please tick the box.

SIGNATURE

THE FRIENDS OF HMS TRINCOMALEE

Spring Events 2011

- 23 February Ship Maintenance and an update on the
Royal Naval Museum
David McKnight*
- 30 March The Dunedin Star
Sandy Kinghorn*
- 27 April The High Point in Sailing 1860-1907
W G Cumming*
- 23 May Annual General Meeting
(Monday) - Details to be announced later*

*Unless otherwise stated all events take place in the Captain's
Quarters on board HMS Trincomalee and begin at 7.00pm*

These events are free for Friends, with guests charged £1 each.

Friends receive free entry to HMS Trincomalee and
Hartlepool's Maritime Experience for one year, can attend
talks and presentations on board, receive the Quarterdeck
magazine which is published three times a year and receive a
10% discount on items from the Ship Shop.

An application form is overleaf.