

# Quartern Deck

FRIENDS OF HMS TRINCOMALEE

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£1.00

SUMMER 2011

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Lieutenant on HMS  
Trincomalee 1854-56

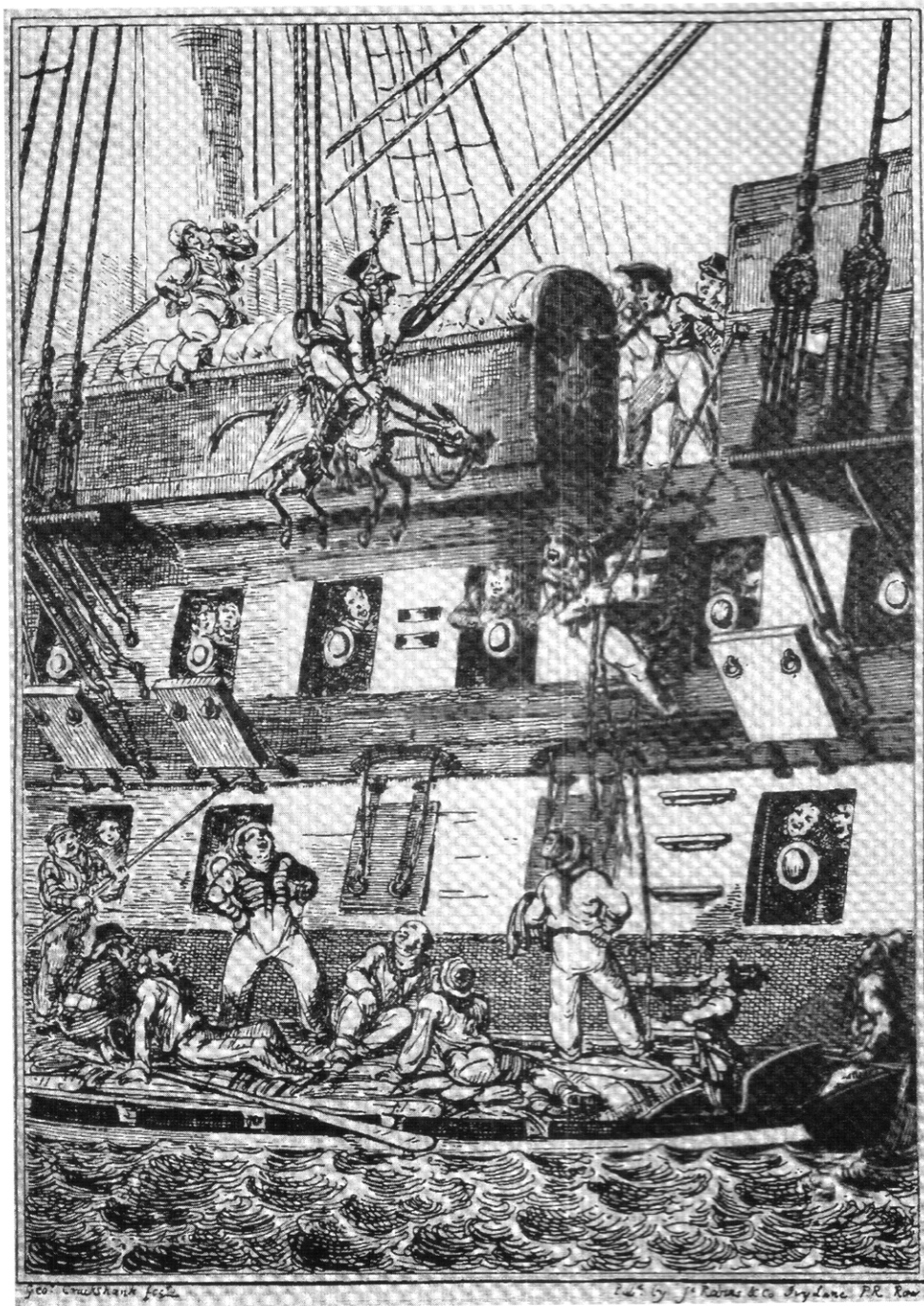
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@HMS Trincomalee

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*Flying Artillery by Cruickshank*

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# Editorial

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Earlier this year I came across the 'Memorials to Charles Parry' written by his brother Edward, and I was delighted to discover that he had been a lieutenant on HMS Trincomalee. The main article consists of his biography, centred on the time he spent on-board the Trincomalee. Having been unable to find a picture of Charles Parry himself, the front cover is of the new midshipman mannequin on our ship, and in the article there is a picture of the mannequin of a lieutenant in his cot which may even be in the cabin that Charles describes in the article, although I doubt he would have had the dice at his bedside.

Maureen Storm has provided us with an example of how members may get more involved with the Friends. I thank her for providing the article for inclusion in this issue.

Over the few years I have been on the Friends' committee, a regular topic has been the problems with the lift on-board the ship behaving erratically. The Cruickshank picture opposite may offer a solution to the Trust.

Finally a date for your diary. On Saturday 22nd September 2012 there will be a full day event for Friends and their guests at Hartlepool, with talks, tours, an evening dinner and the 2012 Annual General Meeting. May be this is the time for you to visit the North-East again? Any members who feel able to contribute to the event, either as speakers or with display items relating to the ship, please contact the secretary.

**Hugh Turner** (*Editor*)

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**The Secretary, Ruth Turner**

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# Charles Parry

## Lieutenant on HMS Trincomalee 1854 to 1856

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Charles Parry was born on the anniversary of Trafalgar, October 21st, 1833, at Tahlee House, Port Stephens, New South Wales, the temporary home of his father, Sir W. Edward Parry, who, soon after his return from his last Polar voyage, had accepted for four years the post of Commissioner to the Australian Agricultural Company. The next year Sir Edward returned to England. Charles's mother died when he was five years old, and Sir Edward remarried in 1841. At the age of twelve, Charles was sent to Dr Burney's Naval school at Gosport.

His first experience at sea was as a naval cadet aboard the St. Vincent, 120 guns, the flagship of the Channel Squadron to which he had been appointed on 5th May 1847. On 1st August that year he wrote to his sister whilst at sea:

*'I like being at sea very much, and am quite used to it now. I was only sick one day whilst we were in the Bay of Biscay.....There is a great deal of difference between the dinners we have now and the dinners we had at Spithead. I do not know if I told you that, when the Queen came on board, when we were at Spithead, we were all presented to her, and the Captain told her all our names as we passed her.'*

*'You would laugh, I am sure, to see all the desks now. There has been a report that there will be an opportunity for letters soon, so every one scrambles with his desk to get a place at the table.'*

Later that year, he was appointed to the Vernon in the East Indies, returning to England that autumn. His captain, Sir Alexander Milne, found him to be 'very attentive and zealous', and Charles subsequently joined the frigate Cambrian under Commodore J. H. Plumridge in which he served for three years on the East India and China station. Whilst visiting Bombay he observed the silver nail ceremony just as was performed for the Trincomalee when she was built there. On March 30th, 1849 he writes:

*'I went ashore two or three days after we came in to see a very superstitious custom that the ship-builders have here, namely, when any vessel is laid down they have a small silver nail about eight inches long, which they drive into the stern-post, and meanwhile all the men employed about her say prayers and throw some rose-water over everybody there, and give nosegays and cakes away to them. They would not go on building the vessel if they did not drive the nail into her, as they believe they would never finish without her.'*

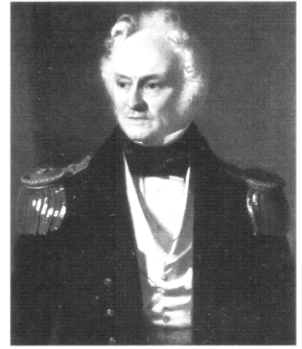
When the Cambrian arrived back at Plymouth on the 30th October 1850 Commodore Plumridge wrote the following to Sir Edward:

*'Your son, I am happy to say, is one of the very best and most exemplary midshipmen of the Cambrian, and has not only a claim for anything in my power, but of any and all indulgences the service can grant.....I shall be woefully disappointed if he does not make a first-rate officer, for I believe him to be clever and good.'*

On the 31st January 1851 Charles joined Captain Frederick aboard the Amphitrite, the sister ship of the Trincomalee. Sir Edward saw his seventeen year old son off from Spithead, writing to his wife on 1st February:



*'I have just returned from the sea-wall, where I have been straining my eyes to catch a last sight of the Amphitrite. After watching her for about an hour and a quarter, knowing that she must go soon, having a fine E.N.E. wind, at length, at a quarter to five, I saw the sails loosed, and at five minutes past five she was fairly under way. I spent that hour and a half in prayer for my precious boy, and when the ship was moving I knelt down on that black stone seat and poured out my whole heart, with strong crying and tears, on his behalf. I felt as if I never knew what prayer was before.'*



*Sir William Edward Parry  
by Stephen Pearce*

This was the last time Charles saw his father. For the next five years Charles was on the Pacific station, serving successively in the Amphitrite, Portland and Trincomalee. Charles had very strong Christian principles. As Charles's brother, Edward, writes:

*'The act of kneeling for private prayer was at this period almost unknown on ship-board. With what astonishment, then, must his messmates have witnessed, for the first time, Charles Parry kneeling at prayer at his chest before going to bed! And when morning came, and this act was repeated, we can well understand the jeers and scoffs which would reach the ear of the lad learning to 'endure hardness as a good soldier of Christ.'*

When the Amphitrite anchored at Valparaiso on 25th March 1853, the Portland and Trincomalee were already there. The three ships leaving the port together on 12th April 1853, with Charles now on the Portland. Charles joined in hymns, prayers and bible readings whilst in dock and wrote:

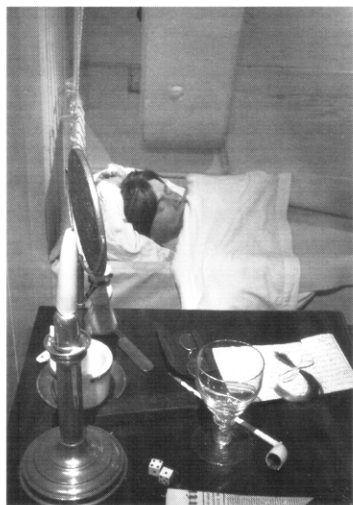
*'According to their custom on board the Trincomalee, at seven o'clock, we went to the gunner's cabin. He is a most truly good person, and an old soldier in Christ's service. There we met two men, both petty officers, who are true Christians, and W., a nice little naval cadet, a great friend of D.'s, and who meets with no ill-feeling from others in the berth, having so good a champion to befriend him should they be so inclined.'*

It was whilst on board the Portland that an accident occurred which had a great influence on Charles Parry's subsequent life. The entry in his journal for 3rd October 1853 says:

*'Last Friday three weeks, the 9th September, whilst skylarking with several of the others at 'sling-the-monkey', on the quarter-deck of the Portland, I received a blow in the right eye, which I felt immediately would cause more than a common black eye, from the feeling I had of a shooting pain in the head, and so giddy was I that it turned me quite sick.*

*'I made the best of my way into the Commander's (Fairfax Moresby's) cabin, where I bathed it, and found, on the candle being lighted, that I could not tell light from dark even, with the left eye closed. I asked the doctor to have a look at it, and then fainted. After which, I turned into the Commander's bed place, which he most kindly volunteered for my use, as he himself always sleeps in a cot. The doctor applied leeches to my temple, and cold lotions to my eye and head, which subdued the pain in a great measure.'*

On the 8th of October, a month after the accident, he was removed to Valparaiso Hospital, where he remained for three months. On the arrival of the Trincomalee at Valparaiso, on the 3rd January 1854, the Commander-in-Chief offered him an acting commission as lieutenant on the ship which he accepted. This promotion had the added bonus of his own cabin on board ship for the first time:



*Asleep in Cabin*

*'April 10th.....Though rather small in comparison with others, my cabin is by no means the least comfortable. Somehow or other, it is never dark there in the day-time, so I am always able to read and write. This is a very odd thing; for if the opposite cabin, which has the scuttle similarly placed, ought to be receiving the light, it does not; but by the good sun favours me by looking round corners and shedding plenty of light into mine, and every one tells me it is because he knows I want him! What a comfort a cabin is! To have a private place for retirement and prayer is a great blessing, and is most assuredly a talent given to us, to make good or bad use of.'*

The Trincomalee, though a frigate manned by two hundred and fifty men, was without a chaplain. In accordance with the first article of war, divine service was regularly performed by the Captain (Houstoun) once every Sunday, all on board being obliged to attend. Charles was given the task of leading Bible readings with the boys aboard:

*'Sunday, April 23rd, 1854 - I commenced with the boys this afternoon, but not without asking God's blessing on my endeavours. I got permission from the first lieutenant to have a screen put up, that the attention of the boys might not be so much taken away by what was going on about the deck. I fear that I am not at all adapted for teaching the boys; but God can make use of the feeblest efforts, and I must try my best to do what I can, with His help. I found it much more difficult than I had expected even, as the very great inattention shown by them, and their readiness and pleasure in taking notice of everything they could see, except their Bibles, is sadly disheartening. The screen is a great thing, as they cannot see much about the deck, and I do hope I may practise patience successfully, and not be led to be hasty with them.'*

Lack of attention to religious matters was not only confined to the boys aboard the Trincomalee, as the contents of a letter written by Charles to his step-mother whilst at sea on 16th February 1855 reveals:

*'The Service Day for the Captain to dine in the gun-room is generally Sunday, by what are called "the good old rules." I have found out that neither our cook nor our steward has attended divine service on Sundays once since the day this ship left England. Two years and six months have passed, and these two men have found an excuse, for the sake of what we call a "heavy dinner", to keep from attending divine service. I have several times thought, "Ought I to sit down to a dinner on Sunday, when I know the light, and sometimes worse than light conversation that is sure to take place for, at least, two and a half hours?" I have, however, come to the conclusion (though I must own, not exactly satisfactory to my little friend inside) that it is a duty belonging to the service, and therefore necessary. I should very much like my father's opinion. If the Captain is at table, his superior age and rank of course make the difference to my being able to put in a word to change the conversation when foolish.'*

It was while the Trincomalee was docked at Vancouver Island that Charles learnt in September 1855 of his father's death in July 1855, the news reaching him via a friend in the Amphitrite. He enters in his journal:

*'Friday, September 21st, 1855 - My dearest earthly father is no more! For a long time I have had an irresistible feeling that I never was to see his face again! It is this which has given me such a desire to go home, such a yearning after home.'*

The Reverend Edward Cridge of Victoria, (see Autumn 2010 Quarterdeck) wrote the following about Charles:

*'We had the privilege of having him as a guest for a few days after he heard of the death of his father; his grief was deep and touching, but evidently controlled by a confident hope concerning an honoured parent whom he tenderly loved.'*

On 16th October 1855 the Trincomalee sailed for Honolulu, Charles having his twenty second birthday during the passage. At Honolulu he took great interest in the effort then being made to provide a Sailors' Home there, contributing to a fancy bazaar for this object the collection of Esquimaux and Indian curiosities he had made during the previous five years.

Charles was left in shore at Acapulco to await the mail steamer for Panama, en route to England:

*'It was a hard matter leaving a ship where I had spent two such pleasant years with so many kindred spirits. Our last evening together in Mr. C.'s cabin was one to be long remembered. I chose St. John xvii., feeling it to be a suitable subject, when parting from each other, to bear in mind Christ's parting prayer for us to our Father in heaven. It was a pleasant hour we spent together.'*

*'On Wednesday morning, 9th January 1856, I saw the last of my old shipmates. My heart was full when I said "Good-bye" to them all, and I hurried over the side into the gig, where my traps were already, and went ashore with the captain (Houstoun)- as worthy and excellent a captain as I could wish to sail with.'*

Crossing the Isthmus of Panama, Charles reached England on the 16th February, 1856.

After leaving the Trincomalee, from April 1856 to March 1857 he was on board the Excellent at Portsmouth where after training he gained a first-class gunnery certificate and the same in mathematics. Subsequently he was appointed First Lieutenant on the gun-vessel Surprise which saw action in the bombardment of Canton on the 28th and 29th of December 1857. The Surprise returned to Plymouth on the 12th April 1860, and in June the same year Charles accepted the post of First Lieutenant aboard the Bulldog, a powerful paddlewheel steamship, commissioned for the purpose of surveying the projected course of a deep-sea telegraph to America.

He had subsequent appointments on the Royal yacht, H M Yacht, the Aurora, and Duncan, taking command of the Cordelia, a sloop of war in the West Indies in 1867. Whilst on board the Arethusa anchored at Naples, Charles developed symptoms of dysentery on Monday 6th October 1868 and died at 3 am the following Saturday at the age of thirty four. His brother Edward wrote:

*'Sixteen hours afterwards - a stern and sad necessity - early on Sunday morning, the ensigns of the British squadron in Naples Bay were at half-mast, and a long procession of men-of-war boats followed the Arethusa's pinnacle to the Custom House stairs, whence the funeral train made its way, through a pitiless storm of rain, to the Protestant Cemetery. With the Union jack for his pall, he was carried by seamen - as a sailor might wish to be borne - to his grave on a foreign shore, not without loving hearts hard at hand.'*

*'While the coffin was being lowered into the earth the pouring rain ceased, and a cheerful streak of sunshine fell across the place where, within view of Vesuvius, Charles Parry's body sleeps in hope.'*

# Volunteering for the HMS Trincomalee

When the exhibition room was opened on 6th March 2009 the Friends were asked if they would be volunteer stewards to man the room of the new gallery exhibition. This would be anything from half an hour to four hours on an ad hoc basis: nothing too structured - just come along if you had the time. All the information was included in the permanent display. It was just a case of being there in attendance and guiding visitors through the various parts of the comprehensive gallery.

The exhibition has proved a wonderful and knowledgeable addition to the historic ship for those who come on board. The many compliments made by visitors from all over the country and overseas, which may be verbal or recorded in the visitor book, bear this out. A browse through the schoolchildren's comments is very revealing: for example, 'scary', 'fab', 'brill', 'interesting', 'must come back', are just a few.

My husband Alan and I decided that after years of involvement with this lovely ship we should continue our interest and work as volunteer stewards. We prefer to work Saturdays or Sundays from 11.30am to 3.30pm when the Historic Quay is visited by holiday coaches, usually visiting the Historic North-East for the weekend. These tourists are thrilled by such a magnificent tourist attraction, with its years of history together with the obvious show of commitment and workmanship in the restoration of HMS Trincomalee.



Sometimes visitors surprise us with their own family connections with the ship in its training days. Just recently a young woman came to visit who had been out for a 'holiday' with others from school to spend a week as a trainee. It was interesting to observe her reaction to the video in the museum room of HMS Trincomalee in her other guise as TS Foudroyant. 'that's exactly what it was like', she said, 'being bossed about by those old sailors.' But great fun, no doubt.

There are so many areas of interest for volunteer stewards to undertake, from the first plans ending up in Davy Jones's locker after a fight with the American ship Constitution, to its building in the Indian shipyard, its launch from Bombay, to its maiden voyage from Trincomalee with her interesting lady passenger and her children whose daily diary kept throughout an adventurous 5 to 6 months has a prime place in the gallery and is a national artifact.

Details of the working ship and her occupants is an area of great interest to visitors to the room - the first and second commissions when she sailed to the West Indies and British Columbia, the retirement of the ship when it later became a training vessel owned by Wheatley Cobb and renamed TS Foudroyant. The days when the ship visited various parts is also an area of research which a volunteer could make their own.

My husband Alan's interest and experience is naturally in the restoration of the ship as he spent 8 years doing the rough work of the restoration period. The post as shipwright on board HMS Trincomalee came at an ideal time in his career as he was offered the job after being made redundant at the closure of Smith's Dock on Teesside. This was a fantastic opportunity for him to spend the last days as a shipwright working with the tools of his trade that he had started with at age 16 years here in Jackson's Dock in William Gray's shipyard in 1950.

I have made my interest in the gallery the diary and journey of Eliza Bunt, and the maiden voyage from Trincomalee to Portsea in 1818-19. Eliza, a young widow with two young children, was being repatriated ( a modern term) to England as her husband, a boatswain in the dock at Trincomalee, had recently died from a fever. The Admiralty had a duty to return Eliza and her family to England as the couple were married. Eliza's diary was loaned to the Trincomalee by Eliza's ancestor and is a valuable insight into the daily happenings on the journey.

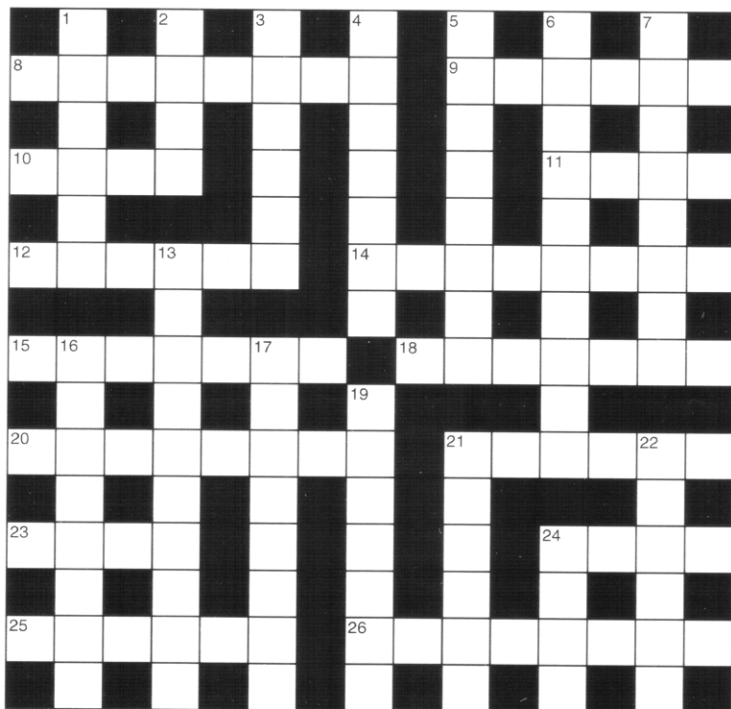
Our commitment has been amply rewarded by the interest shown by visitors.



Maureen Storm - Volunteer Steward

# Mess Deck Crossword

Summer 2011



HDT

## ACROSS

- 8 Charles Parry's last ship
- 9 Naval trainees
- 10 Branch of the armed services
- 11 Found in the galley
- 12 Parry contributed Esquimaux curiosities to one
- 14 American tree bearing gourds
- 15 Dr Burney's Naval school was here
- 18 Own
- 20 An emblem of rank
- 21 A trainee on TS Foudroyant found herself thus
- 23 The dog's may cure a hangover
- 24 Cover with slabs
- 25 Raised
- 26 Parry's was injured whilst skylarking (5,3)

## DOWN

- 1 Fleet
- 2 Remain
- 3 Ship's boat used for carrying light stores
- 4 Art of disposing armed forces in order of battle
- 5 Where Parry awaited a mail steamer to Panama
- 6 A way to vounteer for the Trincomalee (2,3,5)
- 7 Not God-fearing people
- 13 Sister ship of the Trincomalee
- 16 Parry was pleased to have his on the Trincomalee (3,5)
- 17 An advantageous position for observing an event
- 19 Exhibition room
- 21 Elevated platform on a ship
- 22 Diplomatic messengers
- 24 Youngest ever Prime Minister

*Solution next issue*

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# @HMSTrincomalee

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The year started with an icy blast of winter then turned to summer, seemingly overnight. Whatever happened to spring?

At the risk of sounding like a farmer, never satisfied with the weather, here at HMS Trincomalee, to maximise visitor numbers, we like our days to start fairly cool and overcast with a hint of rain ahead which never actually materialises. And we haven't had many days like that recently! Warm, dry weather sends visitors to the beaches and parks and away from attractions like ours.

So we haven't had a record breaking Easter but these things do tend to even out over time. A bit like the weather actually.

We have had some notable successes recently though:

**Royal Wedding Day** saw two coach loads of visitors arrive, keen to see and spend. We welcomed all our visitors that day with a complimentary toast to the Royal Couple – a Whisky Mac consisting of HMS Trincomalee Ginger Wine and Scotch Whisky, which proved very popular. This is a drink devised in India in the days of the Raj – so it seemed quite appropriate on our Bombay-built Ship. It made a good press photo too.

In early May, we held our first ever **Wedding Fayre**. It was a resounding success with HMS Trincomalee getting serious interest in 6 weddings on board. All the suppliers who supported us also took firm orders, which is apparently quite unusual. So we've organised our second fayre for 2nd/3rd September. Suppliers are clamouring to support us again, which is great news for us. I'm looking to achieve 50/60 weddings a year on board. Maybe by next year!

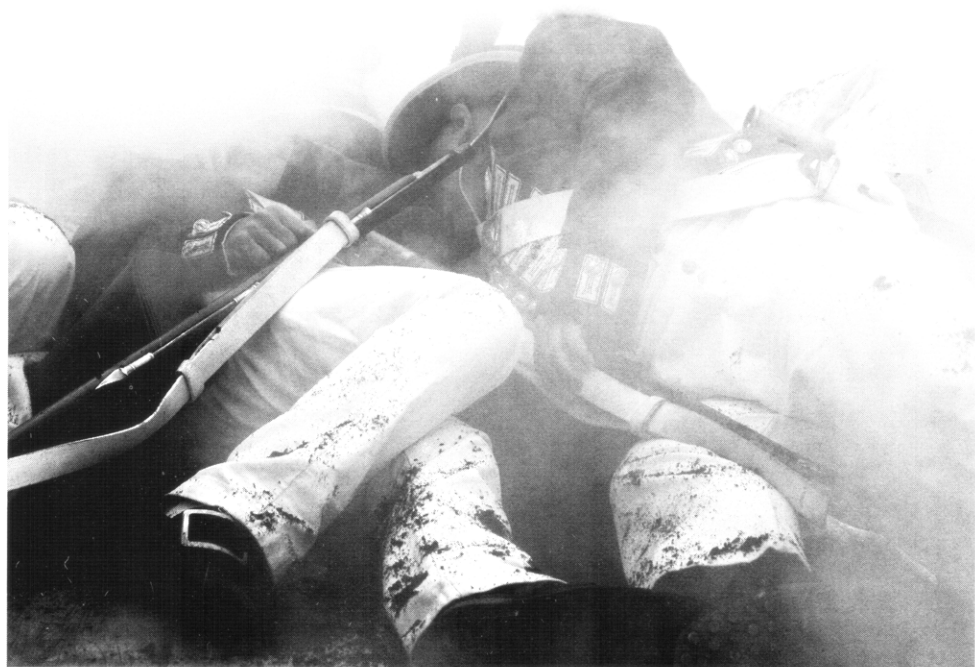
As I write this, we're making the final preparations for **Rum and Guns**, life in Britain's Navy in the mid 1800's, by our company of re-enactors HMS. May 28th and 29th (10.00am - 4.30pm each day) will see HMS bring the Ship alive, demonstrating period uniforms, gun drill, rigging work etc to our visitors.

On 17 July, we're holding our first ever **Boat and Leisure Jumble and Auction** at Hartlepool's Maritime Experience to promote the attraction and raise some money for HMS Trincomalee.

Our popular annual **Trafalgar Night** dinner on board will be held on Saturday 22 October. Tickets will be available shortly. Please contact the Trust office on 01429 223 193 / [office@hms-trincomalee.co.uk](mailto:office@hms-trincomalee.co.uk) for details. We'd love to have our Friends around us on this important occasion.



*Scenes on board the HMS Trincomalee*





There's been much interest from film crews lately – all wanting to use the Ship for filming, which is great news. Filming fees are a good source of income for us. Look out for **Warrior Graveyard: The Navy of the Damned**, filmed on board, which we expect to be shown on Channel 4 from autumn this year.

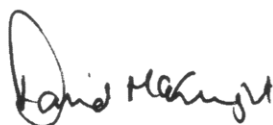
Our refurbishment work in the Captain's Cabin, replacing some of the beams and redecorating, is now finished. Our maintenance team has also been tidying up the paintwork on the exterior of the Ship – which is now looking very smart after the ravages of last winter's weather. Currently we're resealing the decks and tightening the rigging – summer jobs!

We've just commissioned a new picture of HMS Trincomalee from the well known maritime artist David Bell, of Lincoln, to show the Ship in her second commission configuration. We're expecting to take delivery after the summer and will offer some opportunities to view the original in the autumn. We'll have limited edition prints available which will make great Christmas presents – and it will be certain that the lucky recipient will not have one already!

As I write, the network cabling to service each end of our new wireless internet bridge between the Trust office and the Ship Shop is being installed around me to our specification. This will allow more efficient communication within the business and with our visitors, Friends and clients. Crucially, too, it will allow us to operate online shops, run social media campaigns, work with our partners more easily and so on. Progress!

Please do come and visit us this summer and persuade work colleagues, friends and relations to do likewise. We'd love to see you. In the meantime you can follow our adventures on Twitter - @HMSTrincomalee and on Facebook - HMS Trincomalee Hartlepool. You'll notice that, from this edition, *Trust's Log* has become @HMSTrincomalee to reflect our growing social media presence, particularly on Twitter. Our life is increasingly expressed in 140 character sound bites! It's the modern way but not as easy as it sounds. Why not follow us and try it sometime?

With my warmest wishes to you all.



**David McKnight**

*General Manager, HMS Trincomalee Trust*



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# Annual General Meeting 2011

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This year's Annual General Meeting was held in the Baltic Suite in the Historic Quay at Hartlepool on Monday 23rd May. Due to heavy gusts of wind rolling the ship, the venue was changed from the captain's cabin.

27 Friends attended the meeting with 11 apologies for absence, and the minutes of the 2010 Annual General Meeting were passed by those present. Our Chairman, Ian Purdy, reported an active past year with speakers and the carols in the captain's cabin, and over £3,000 being donated to the Trincomalee Trust from the Friends. He thanked the committee for their dedication over the year.

Peter Olsen, our Treasurer, gave a healthy financial report with our total funds on 31st March 2011 standing at £5218-17. The main income being from membership subscriptions and gift aid on these.

A brief discussion was held on the possibilities for celebrating the ship's 200th anniversary in 2017, and the date for the next Annual General Meeting was set for Saturday 22nd September 2012.

After the formal part of the meeting, the President of the Trincomalee Trust, Captain David Smith, gave an illustrated talk on the history of our ship which was very well received.

**Ruth Turner** *Secretary*

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## Mess Deck Crossword Solution

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Spring 2011

Solution:

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

### 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

# APPLICATION FORM

## to join

### THE FRIENDS OF HMS TRINCOMALEE

Membership categories and annual subscriptions:  
(Not increased this year - fixed until 31st March 2012)

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

## *Autumn & Winter Events 2011*

28 September *A Grand Mediterranean Voyage - part two*  
*Keith Rogers*

26 October *Pilotage on the Tees*  
*Colin Pratt*

23 November *Details later in Autumn Quarterdeck*

19 December *Carols in the Captain's Cabin*

*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.*