

Quarterdeck

FRIENDS OF HMS TRINCOMALEE

SPRING 2015



**HMS Trincomalee and The General
Sir James Saumarez / Sails and the Sail-maker
Mess Deck Crossword / Future events**

Editorial

In this first issue of Quarterdeck for 2015 we are definitely looking back 200 years. Paul Brunyee's article, "HMS Trincomalee and the General", looks at what happened to Napoleon after his defeat at Waterloo in 1815. Our front cover shows Napoleon on board HMS Bellerophon. In a talk in November, Paul will be sharing with us his experiences of the Waterloo 200 celebrations occurring this year.

Following on from last Autumn's "Off the Beaten Track" article, Mike Hinton, of the Crimean War Research Society, sent me an intriguing photograph he had taken in a cemetery in Bath which relates to our ship. Keith Atkinson has helped to fill in some details in his article, "Sir James Saumarez."

Last July I met Eric Duhan, a professional artist living in St. Malo, and we got chatting. He has provided the Friends with a signed limited edition of ten prints of HMS Trincomalee at Trincomalee, Sri Lanka, painted after he visited Fort Frederick last September. Extracts from the print are on the back cover.

Finally, searching in an antique shop in Barnard Castle last year my wife and I found, and purchased, what was described as an 18th Century sail-maker's tool kit. Photographs of this and the "palm" given to the ship in 2012 by Ted Mappley accompany the extract from "The New Universal Dictionary of the Marine" published, you may have guessed, 200 years ago in 1815.

Hugh Turner (*Editor*)

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HMS Trincomalee and 'The General'

After his crushing defeat at Waterloo, Napoleon in a state of shock returned to Paris only to be persuaded to abdicate and then to leave the city. Retiring to Malmaison he was then persuaded by the Provisional Government to leave France via Rochefort. Fouché, his wily former Minister of Police, and head of the government, then applied to Wellington for passports for Napoleon to leave France for the United States. With one letter he had artfully informed the Allies of Napoleon's likely whereabouts. Within days of this letter reaching Wellington, Admiral Lord Keith had all the blockading vessels along the western coast of France warned about Napoleon's movement to the coast. Inexorably Napoleon was being shepherded into the arms of the British.

In Rochefort he was filled with indecision over his flight from France, as he considered first one plan and then another for his escape to America. And whilst he prevaricated, his future was decided, for a small squadron of Royal Navy vessels under Captain Frederick Maitland secured the entrances to the port. He was trapped and about to be caught.

King Louis XVIII meanwhile had re-entered his capital, 'in the baggage train of the Allies'. Across France, towns and cities were declaring for the Bourbons. The provisional government, via the naval telegraph system, urged him to leave France 'at once'. The king was about to appoint a new government. They would be dismissed and powerless to intercede on his behalf and he would become a prisoner in his own country. He had to act. He had to leave.

On the 14th of July after negotiations between his staff and Maitland Napoleon Bonaparte, former Emperor of France, claimed sanctuary in his famous Themosticles letter where he declared that he had come like the defeated warrior of old to, 'throw himself at the feet of most implacable enemies . . . and to sit at the hearth of the British people.' As he pointed out to his immediate staff, it was better to seek sanctuary than to be arrested as a prisoner.

Early on the morning of the 15th July, a small boat could be seen making for the Bellerophon. As the sun rose the wind and tide began to change impeding its progress. And as Maitland waited, away to the south, coming up fast was the Superb, bearing the flag of Admiral Hotham. Clearly, if the squadron commander arrived before Napoleon's struggling sailors reached the 'Billie Ruffian', then rank would prevail and Maitland would lose his prize. Maitland ordered his first lieutenant to take command of his barge and intercept Napoleon.

Out in the channel, Napoleon and his immediate suite of officers and their wives transferred to the barge and shortly afterwards General Bertrand, Master of the Palace, stepped into her deck removed his hat and announced, 'His Majesty the

Emperor Napoleon.' Bellerophon had secured her prize.

Hotham offered to, but did not demand, the transfer of Napoleon to the Superb. Napoleon declined the invitation. On board, Maitland handed over his stern cabins to Napoleon and took over the cabin of his first lieutenant with everyone else moving down to accommodate the French officers and their wives. In other areas of the ship space was found for Napoleon's servants.

As soon as he stepped onto the deck, Napoleon began to deploy his powerful charm to win over the British sailors around him. Many were impressed. Maitland admits that he at times found it difficult to recall that this man had terrorised Europe for over twenty years.

However, in 1815, Napoleon was no longer the man he had once been. In a letter to his wife, Hotham's captain, Senhouse, had commented on how, when Napoleon had visited the Superb he had given him a complete tour of the ship with everyone at their stations.

'... We went through the whole of the Ship even the store rooms etc but seemed to look with painful sensations as if he were afflicted with gout. I was obliged to assist him up and down the ladders with the Count de Montholon, and his weight was rather more than convenient. What a lesson Napoleon's state afford us? Showing so forcefully the instability of all human greatness!! After Completing the Inspection, he returned to the Quarter Deck, when he made a long Enquiry Respecting the Victualling of the Ship etc. and pleased the Johnny's much by asking "Whether all the Pursers were not great rogues?"'

On the 17th July Maitland sailed for England, carrying Napoleon as if he were a monarch in exile. In his diary he wondered whether his conduct in deferring to Napoleon at the dinner table and in according him the honours due to a former monarch would be approved of at the Admiralty and by government. Hotham, like Maitland, was without orders regarding the treatment of the former emperor of the French. When they had met off Rochefort, Hotham had assured Maitland, that his polite and diplomatic behaviour would be approved of by the Admiralty. Maitland later admitted in his account of the events of 1815 that he was aware of the man's powerful charisma and its effect upon himself:

'It may appear surprising, that a possibility could exist of a British officer being prejudiced in favour of one who had caused so many calamities to his country; but to such an extent did he possess the power of pleasing, that there are few people who could have sat at the same table with him for nearly a month, as I did, without feeling a sensation of pity, allied perhaps to regret, that a man possessed of so many fascinating qualities, and who had held so high a station in life, should be reduced to the situation in which I saw him.'

Napoleon, ever the optimist, began to speculate on his fate on reaching England. He

fantasised about assuming a nom de plume. He hoped to be housed in a gentlemen's residence outside London – where he might receive guests whilst being denied access to London's political society. What he did not know was that his fate had already been decided. At least one newspaper had talked of putting him in the Tower or in Dumbarton Castle on the Clyde or of sending him off to a distant colony. In fact the government had already decided. It was to be St Helena Island in the South Atlantic. Measuring 8 by 13 miles, it could be easily placed in between the North York Moors and the Yorkshire Wolds with plenty of space to spare. As a private island it was to be leased from the Honourable East India Company for Napoleon's lifetime with ultimate authority resting with a soldier, General Sir Hudson Lowe, appointed by the government and supported by the members of the island Company Council.

At the Congress of Vienna in 1814, after much persuasion by Tsar Alexander, Napoleon had been awarded the status of monarch of the island of Elba for his lifetime, providing he did not interfere in European politics again. However Napoleon had some idea that the Allies were already considering moving him to some outpost of the British Empire to be secured and forgotten. By breaking out of it and in invading France the congress declared that he had forfeited those privileges. When the British offered to imprison him on St Helena there was no murmur of dissent.

He could no longer be called the Emperor of France, as His Most Christian Majesty King Louis XVIII now ruled somewhat precariously in that country. In all official British documents he was to be referred to as General Bonaparte (often spelled as Buonaparte) or the General. This was not part of some scheme to humiliate him as an individual but rather an attempt to remove him as a focal point for dissension in Royalist France.

He almost did reach England. Maitland had strict and secret instructions to proceed to Tor Bay but he was not to be landed. Were he allowed ashore the government feared that a few radical Whig politicians might raise a legal case to have him remain. Napoleon living in Britain was again a powerful rallying point for discontented Frenchmen everywhere.

Shortly after they dropped anchor beneath Berry Head Fort off Brixham the news did leak out that he was in board and within days huge crowds sailed or were rowed out to see him in Tor Bay. There were some collisions amongst the boats and armed boats had to be deployed to manage the traffic around the Bellerophon. Napoleon when taking the air on deck and responding to the generally admiring crowds was sure this all augured well for the future. It did not. His destination remained St Helena Island.

On the 31st July in the presence of Admiral Lord Keith and General Bunbury, Napoleon was informed of his fate and shortly afterwards was transferred to HMS Northumberland under the command of that remarkable sailor, Admiral Cockburn for the voyage to Saint Helena island.



James Town from the RMS St Helena

From the south the island is very imposing. Whilst the ocean is invariably a bright blue the island's dark volcanic sides seem flat and lifeless as they erupt steeply from the water. This dark image is further enhanced by the clouds which can be seen most mornings gathered over the southern half of the island. Even today the island can really only be reached by ship following much the same the route as sailed by Trincomalee, from Cape Town in South Africa.

In 1817 Surgeon Walter Henry, attached to the 66th Foot had also sailed to St Helena from the Cape. He had expected to see a near tropical paradise but instead saw:

‘... the ugliest and most dismal rock conceivable, of rugged and abrupt surface, rising like an enormous black wart from the face of the deep. Not a blade of grass or trace of vegetation could be perceived from our ship, as we sailed round to get to leeward of the Island, until we came to our anchorage, when James's Town, the metropolis, and only town, was first descried; sunk in a deep ravine between two steep mountains - with its white church - English looking houses, bristling rocks and batteries, and two or three dozen of trees.’

When Trincomalee anchored on 24th January 1819 the crew would have seen James Town much as we see it today. They would have recognised the batteries, the town walls, the church (though with a spire) and the barrack buildings beyond the town wall. On passing through the wall they would have found a very small English market

town. To their left and right were the barracks on either side of the parade square. Beyond them the main wide street overshadowed in by the steep sided lava hillsides. At the end of the main street the street forks with the left road rising up to the plateau and Longwood Plain where Napoleon lived and the other leading to the Chinese quarter of the small town.

The guns were manned not by gunners from the Royal Artillery but by the East India Company's, St Helena Artillery Regiment. In 1819, all the likely landing points along the coast were covered by gun batteries or manned outposts. Behind these on vantage points was a system of telegraph stations linked to Government House, the governor's official residence and James Town.

Trincomalee having been intercepted by one of the two sloops which patrolled to the north and south of the island would have exchanged the private signal, and entered the anchorage at James Bay. Then an official from the town would have come on board for the usual medical inspection and also to examine her manifest of civilian passengers – particularly foreigners. There was still a great concern in 1819 that Napoleonic sympathisers might attempt to pass information to Napoleon's staff about either proposals for his escape or about events in Europe that might lead to his considering an escape plan. The double page chart from the register of vessels anchoring at St Helena has a column for passenger names.

This document would have enabled the Governor and his staff to cross reference intelligence reports that came in from Europe against the passenger lists of all the vessels which called at the island. These pages are typical of the register. Every two or three weeks new vessels would anchor off James Town. If only one officer from twenty vessels could be persuaded to take a letter to Europe then Napoleon had many opportunities to tell his story of isolation and imprisonment.

That first night, and for the rest of their time at the anchorage, Trincomalee would have been subject to the curfew. No boats, not even local fishing boats were allowed to move at night. This was at times a source of great irritation to the islanders for whom fish provided a very useful supplement to their monotonous and sometimes scarce diet. An armed guard rowed across the anchorage until morning whilst on shore the army mounted guard on the locked sea gate.

The squadron flagship HMS Conqueror (74) would either have been anchored off the town or patrolling between Cape Town and the island as the Cape formed part of the admiral's area of responsibility. In 1819, this was Admiral Plampin.

Had the officers of Trincomalee wanted to go and see where Napoleon lived then they would have applied for a pass to the Governor's office at the Castle – the building immediately behind the town wall to the left of the gateway. A dated pass, for that alone would then have enabled them to enter the cordon around his home – Longwood House. However they would also have needed to apply to General Bertrand, Napoleon's Marshal of the Palace, for an audience with 'The Emperor'.



The entrance to Longwood House, Napoleon's chief residence



Longwood House by James Wathen, lithograph produced in 1821

Napoleon had refused to recognise his new title of 'the General' awarded by the British and instead insisted on operating a miniature imperial household with all of the official ceremony associated with it. In his presence everyone stood at Longwood unless they were invited to sit down, which was a rare occurrence. They also remained bareheaded and did not speak unless they were invited to do so.

Any application to gain an audience had to be addressed, not to 'The General' but to 'The Emperor'. Anyone who wished to be presented was to address him as, 'Your Majesty'. Those who did not accept this rule were simply not considered for an audience.

Ultimately it all depended on whether he thought he could make any use of you. He detested his situation on the island. He was bored and fought ferociously through letters and conversations for the right to be transferred back to Europe. If he wished to hear news from Europe and you could supply it in conversation, then you might be invited to an audience. If you were a diplomat travelling home to London and he felt you might be persuaded to pass on any of his grievances about his treatment, you might be invited but otherwise by the end of 1817 he was becoming increasingly irritated by the number of people who came to gawp at him.

He refused to leave the immediate area around his home and rarely 'paid calls' around the island. He never once revisited James Town, the only centre of population on the island and the place where he had spent his first night on the island on the 17th October 1815. And there were times when he refused to leave Longwood House and had the shutters closed in order to prevent the orderly officer from seeing him on a daily basis, as the governor demanded. It was a miserably petty existence for the man who gave his name to this remarkable era.

And it seems to me that by 1819 none of Trincomalee's junior officers, their wives – nor the frigate's own diarist, Mrs Bunt, have been afforded an audience. They would have spent time walking the simple town high street or they may have taken a ride up into the hills above the town and socialised with their counterparts from the other vessels at anchor off the town - but meet 'Boney'? Very unlikely.

The officers would probably have been invited to the army and navy messes and some of them would have been invited to Government House to provide conversation at dinner. Anyone who wanted to explore the island would have needed a horse. The roads, even now, are narrow and very steep and in 1819 many of them were little more than tracks. Today, driving a car on the island is a daunting experience given the twisting nature of the roads the sudden drops and the blind corners which appear. Moving up into fourth gear is a very novel experience on St Helena.

The island's civilian population at this time consisted of less than 3,000 European, African and a few Chinese craftsmen and labourers. Just under half of the population were slaves with another 400 being free black people. There were also on the island

the two small single battalion East India Company regiments totalling approximately 600 soldiers: the St Helena Regiment and the St Helena Artillery. In addition there was also the British Army's 2nd Battalion 66th Regiment of Foot and a small troop of the 21st Light Dragoons. For that short time at anchor Trincomalee lay within four miles of 'the General' but for her passengers he might as well have been living on the moon.

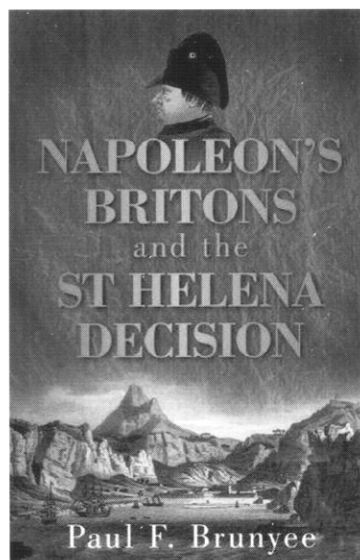
Paul F. Brunyee

Paul F. Brunyee taught in schools for 36 years. He has studied the wars of the nineteenth century for over forty years and has an especial interest in St Helena Island and the incarceration of Napoleon. He now devotes his time to writing, lecturing and supporting schools across Yorkshire and the North East of England.

He has acted as an educational advisor to several museums and heritage groups. He is the membership secretary of the Waterloo Association and a member of the Waterloo 200 Education Committee. For ten years he was a Territorial Army infantry officer.

In 2009 the History Press published his *Napoleon's Britons and the St Helena Decision*.

In Napoleon's Britons Paul Brunyee presents a fresh study of Napoleon's last years as a captive on St Helena, telling the story of this final chapter in Bonaparte's life as seen through the eyes of the Britons around him. The Royal Navy officers to whom he surrendered; the people of Brixham who came to gaze in awe at the man when he appeared on the deck of the Bellerophon; the British radicals who recalled what he had done to curb the French Revolution; and those whose job it was to guard and entertain the most famous dictator in Europe on the small island to which he was banished. Brunyee offers insight into the reasoning behind the decision to send Napoleon to the remote island, and paints a fascinating portrait of Napoleon's life on St Helena, his turbulent relationships with his captors, his relationship with Admiral Cockburn and his efforts to persuade visitors to the island to his cause.



Should anyone be interested in having him speak to a local school, he can be contacted at: paulbrunyee@btinternet.com

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1815.

Sails and the Sail-Maker

From Falconer's Dictionary of the Marine - 1815 Edition

SAIL-CLOTH, (toile à voile, Fr.) a cloth of strong texture, made of hemp, for the purpose of supplying ships with sails. Although considerable quantities of this valuable article are annually manufactured in Britain, yet as they are not adequate to the demands of the navy, but being subject to mildew, are consequently less durable than the sail-cloth imported from North America; we shall state the following expedient, adopted in that country, by which the cloth may be considerably improved:- it simply consists in moistening the warp in the loom with a decoction, or gelatinous substance, prepared from the refuse of neat's-feet (after the oil is extracted), which is boiled in water till it is converted into a kind of glue: the weavers of this article in Britain employ a paste made of flour and water, which renders the cloth brittle; whereas, by using the animal-preparation above-mentioned, the sailcloth will not only be rendered more durable, but the expense may be lessened: and an article that is at present thrown away, may thus be usefully employed.

British sail-cloth may be exported duty-free, and all new ships are to have a suit of sails of British cloth.

Every maker of British sail-cloth shall stamp his name and place of abode, in words at length, on every piece, on pain of forfeiting 10l. **SAIL-HOOK**, in sail-making, a small iron hook, with an eye at one end, to which a cord is spliced; it is used to confine the work, while sewing, by hooking on the canvass, the cord being fastened to some convenient place.



Sail-maker's tool kit



Sail-maker's palm

SAIL-LOFT, (*voilerie*, Fr.) in dock-yards, a large room or apartment wherein the sails are cut out, made, repaired, and kept, in readiness for his Majesty's ships and vessels.

SAIL-MAKER, (*Voilier*, Fr.) a person appointed by warrant from the Commissioners of the navy, to repair the sails that may at any time be damaged in action or otherwise.

He has a mate to assist him in his several duties.

He is to examine the sails when they are received on board; and, if they are defective in quality, or deficient in number, to report the same to the boatswain immediately.

He is to see that all the sails are correctly tallied, and so disposed of in the sail-rooms, as to enable him to find directly any that may be wanted.

He is also to inspect frequently the condition of the sails in the sail-rooms, to see that they are not injured by leaks or vermine; and to report to the boatswain, whenever it shall be necessary, to have them taken upon deck to be dried: he is to repair them whenever they require it, and use his best endeavours to keep them always fit for service.

The sail-maker, before he shall be allowed to receive his wages, is required to produce a certificate, signed by the captain, of his sobriety, obedience, and attention to his duty.

SAIL-ROOMS, (*soutes aux voiles*, Fr.) are places on the orlop-deck, inclosed for the reception of sails; they are distinguished according to their relative situation: as, the fore sail-room, the after sail-room, &c.

PALM, (*paumelle de voilier*, Fr.) in sail-making, &c. an instrument used instead of a thimble in sewing of canvas, sails, &c. It is composed of a flat round piece of iron, an inch in diameter, whose surface is full of cavities, to receive the head of the needle, and is fixed upon a piece of canvas or leather, which encircles the hand, keeping the iron in the palm of the hand, whence it has its name.

Sir James Saumarez

The French Revolutionary and Napoleonic period is littered with extraordinary characters ... Nelson, Cochrane, Sidney Smith, Pellew, the list goes on and on. The name of Sir James Saumarez, outside of his native Channel Islands has been largely forgotten except perhaps by those with an interest in the naval history of the period. Last year, I was fortunate enough to deliver a lecture on Sir James in the Captain's cabin. What I didn't know at that time was that there was also a family connection to HMS Trincomalee!

To recap, Sir James Saumarez was born in St Peter Port, Guernsey into an established, if relatively humble Island family. There was a history of previous naval service, in fact, two uncles had been Captains in the Royal Navy of George II and one had been the flag captain for Lord Anson during his famous circumnavigation of the globe.

In a career that lasted over half a century, Saumarez was present during some of the key military and naval events of the late 18th and early 19th Century. He first saw service in the Mediterranean, then during the American war of independence; was present at the battle of Dogger Bank (1781), the Battle of the Saintes under Rodney (1782) and following a long period of peace, further distinguished himself as a frigate Captain in the Channel during the early years of the Revolutionary war period (1793-1794).



Sir James Saumarez
(1809 - Thomas Phillips)

He served at the second battle of St Vincent in 1797 after which Sir John Jervis (in command of the British fleet) was created Earl St Vincent and was Horatio Nelson's second in command at what is considered to be Nelson's greatest victory, the Battle of the Nile in 1798.

His Career rose even further following his victory in command of a British force at the second battle of Algeciras in 1801, for which he was thanked in parliament and awarded presentation swords from the City of London.

After a period in charge of the vital Channel Islands station during the 1803-1805 invasion scare, he saw service as second in command of the Channel fleet before being given the Baltic station in 1808.

The Baltic at that time was of huge strategic importance to Britain, as masts, spars, cordage and other naval stores were sourced from this area. During this time Sir James (as he then was) was required to perform an almost diplomatic function in addition to his naval duties, handling sensitive negotiations with the unpredictable and (in theory at least) hostile Swedish court, the Danes and the Russians, whilst simultaneously keeping the vital trade routes open.

On the termination of his appointment in the Baltic, after almost six years, Sir James retired from active service afloat. In 1814 he was promoted to admiral and in 1815 advanced to GCB on the expansion of Order of the Bath.

In 1819 he was appointed rear-admiral of the United Kingdom and in 1821 advanced to vice-admiral. From 1824 to 1827 he was port admiral at Plymouth, and in 1830 he received his last naval promotion, to admiral of the red on 22 July. In 1831 he was raised to the peerage as 1st Baron de Saumarez of Guernsey. Finally, in 1832 he was promoted to general in the Royal Marines. He died in Guernsey in 1836, aged 79. He was buried in his native parish of Côtel and subsequently a 99 foot obelisk was built in his memory (1887-9) in Guernsey's Delancey Park. This was demolished by occupying German forces in 1943.

As for our connection, one of his brothers, Richard Saumarez (1764-1835) became a surgeon and married the daughter of the governor of Alderney. Together they raised two daughters and three sons. As a surgeon, Richard built up a lucrative London based consulting practice. His wife died in 1801 and he remarried before retiring to Bath with his second wife, a rich widow and great-aunt of General Gordon (of Khartoum fame).

His third son Richard (1791-1866), nephew of Sir James Saumarez enjoyed a distinguished career in the Royal Navy, rising to the rank of Admiral and being appointed as a Knight of the Austrian Order of Leopold.

The youngest son of Admiral Richard Saumarez, great nephew of Sir James (also James) also entered the navy. The Navy Lists show James as being on the second commission of HMS Trincomalee from the start, joining the ship on 21st July 1852. His service record shows him still as lieutenant on 11th January 1854. He died on board HMS Trincomalee at Callao, Peru on 25th February 1854 aged just 22.

The graves of Admiral Richard Saumarez, James and other members of the Saumarez family can be found in Locksbrook Cemetery, Bath. Photograph of the gravestone is courtesy of Mike Hinton of the Crimean War Research Society.



Gravestone inscription includes: Also James Saumarez, Lieut. R.N. Their youngest son. Died on board HMS "Trincomalee" at Callao. February 25th 1854 aged 22.

Keith Atkinson

Keith Atkinson is, variously, a sales manager for a naval engineering subcontractor, amateur naval historian, webmaster, collector of antiquarian books, Friend of HMS Trincomalee and member of the Society for Nautical Research (SNR).

Mess Deck Autumn Crossword Solution

Solution:

Solution:

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

Autumn 2014

ACROSS

- 1 Word invented by Sir Richard Owen (8)
- 5 Robert Fitzroy was Captain of this ship (6)
- 10 Begin again (7)
- 11 Packed (7)
- 12 Travelling from place to place (9)
- 13 Opera solo (4)
- 15 Weapons (4)
- 17 Manage (7)
- 20 Shorten using less words (7)
- 21 He led an expedition to the Antarctic (4)
- 24 Big sand pile (4)
- 25 Captain M'Quhae reported sightings to this department (9)
- 28 Ship's cord (7)
- 29 He produced the pictorial drawing room companion (7)
- 30 Pin to hold meat together (6)
- 31 Midshipman on 18 down (8)

DOWN

- 1 Naturalist on 5 across (6)
- 2 Scottish monster (6)
- 3 Practice policed by the Navy (5,5)
- 4 Radical (5)
- 6 A producer of 26 down (4)
- 7 1849 immigration to California (4,4)
- 8 Delighted (8)
- 9 Slaughterhouse (8)
- 14 A cryptid (3,7)
- 16 They look after ship passengers (8)
- 18 Leda class frigate built in 1826 (8)
- 19 Military supplies (8)
- 22 More intimate (6)
- 23 Laughing dogs (6)
- 26 Lava (5)
- 27 There is an ornamental one at Kirkcaldie (4)

THE FRIENDS OF HMS TRINCOMALEE

Events 2015

- | | |
|---------------------------|--|
| 25 February
Wednesday | <i>"The Ship-Owners' Houses of Hartlepool"</i>
Edward Bunting |
| 25 March
Wednesday | <i>"Two Hundred Years of HMS Trincomalee"</i>
Hugh Turner |
| 29 April
Wednesday | <i>A screening of the video:</i>
<i>"History of the Royal Navy – Wooden Walls (1600--1805)"</i> |
| 27 May
Wednesday | <i>"The Maiden Voyage"</i>
<i>An entertainment on board – pre-booking required</i>
<i>See leaflet enclosed</i> |
| 23 September
Wednesday | <i>Annual General Meeting</i>
<i>- Details with next issue of Quarterdeck</i> |
| 28 October
Wednesday | <i>"Invasion! - Martello and Loophole towers
for coastal defence" - Keith Atkinson</i> |
| 25 November
Wednesday | <i>"All at sea with Waterloo 200"</i>
Paul Brunyee |

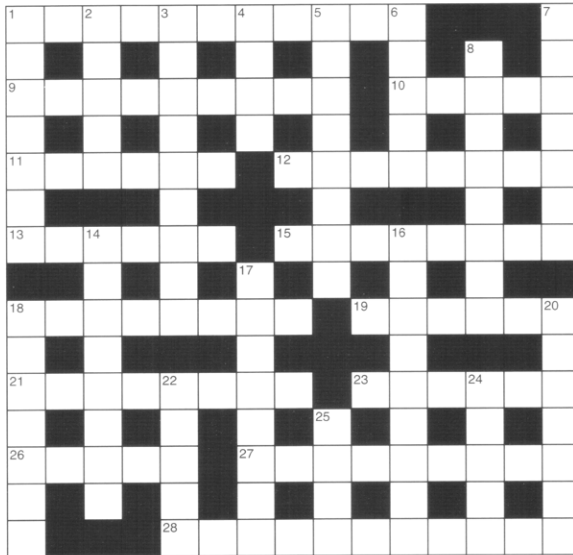
*Unless otherwise stated all events take place
in the Captain's Quarters on board HMS Trincomalee at 7.00pm
– Talks starting at 7.30pm after refreshments*

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 in the Ship Shop.

Mess Deck Crossword

Spring 2015



HDT

ACROSS

- 1 British ship occupied by Napoleon (11)
- 9 An incoming President may make such a speech (9)
- 10 Professorship (5)
- 11 A vigorous struggle (6)
- 12 Jersey (5,3)
- 13 Flowing back of the tide (6)
- 15 Richard Saumarez's father-in-law governed here (8)
- 18 An area damaged by scraping (8)
- 19 Those in reserve (6)
- 21 Seamen (8)
- 23 This station was given to James Saumarez in 1808 (6)
- 26 James Saumarez handled sensitive negotiations with them (5)
- 27 A sail-maker had to show this to be paid (9)
- 28 Ceased to be visible (11)

DOWN

- 1 British woven sail-cloth in 1815 tended to be so (7)
- 2 The sail-maker must check sails for damage from these (5)
- 3 Purple skinned vegetables (9)
- 4 Rowers needs (4)
- 5 Large travelling bags (8)
- 6 More pleasant (5)
- 7 Thin and bony (7)
- 8 He compiled a dictionary of the marine revised in 1815 (8)
- 14 Master of the Palace in 1815 (8)
- 16 Stress (9)
- 17 In 1815 many Frenchmen expressed support for them (8)
- 18 Fleets of warships (7)
- 20 Follow (7)
- 22 Furtively looked around (5)
- 24 General meaning (5)
- 25 Used to make sail-cloth (4)

Solution next issue

APPLICATION FORM

to join

THE FRIENDS OF HMS TRINCOMALEE

Membership categories and twelve monthly subscriptions:
(Fixed until 1st September 2015)

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

* Children, students, senior citizens and those unwaged

+ Two adults and up to three children in a family

Please complete, detach and return this form to:

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

MEMBERSHIP CARDS ARE NOT TRANSFERABLE

Cheques made payable to 'HMS Trincomalee Trust'

AMOUNT

☐

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

Please tick the box.

SIGNATURE

YOUR DETAILS:

Title Surname

First Names

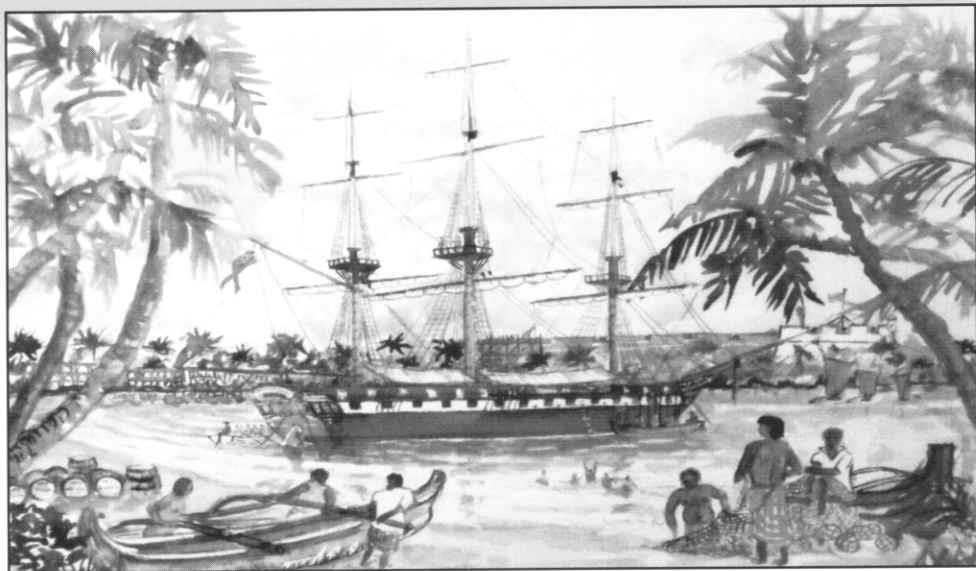
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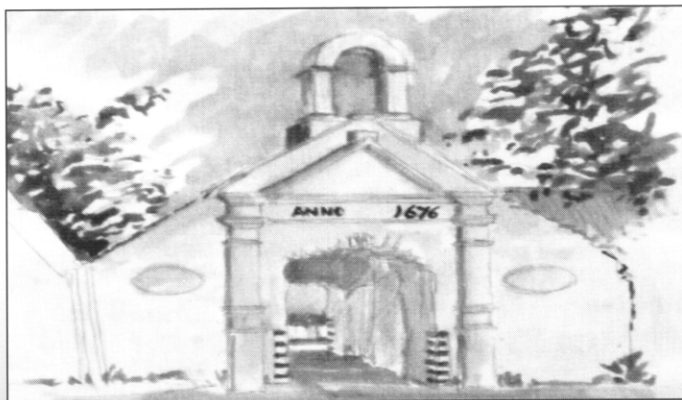
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Tel.

Membership Category



HMS Trincomalee
At Trincomalee
By Eric Duhan



Main gate
Star Fort
Trincomalee
By Eric Duhan