
QUARTERDECK

The Friends of HMS Trincomalee

Spring 2017



Captain Houstoun's letter on The Arctic Search 1854

Wheatley Cobb's letter from the Foudroyant 1922

National Museum of the Royal Navy - Hartlepool

Shooting Alligators

Photography Competition & Mess Deck Crossword

Events in our ship's 200th anniversary year

PHOTOGRAPHY COMPETITION

Members are invited to submit photographs in digital form to the 'Quarterdeck' as entries in a competition to find a suitable photograph or photographs for producing Christmas cards for the Friends of HMS Trincomalee. The closing date for entries is midnight on Bank Holiday Monday, 28th August 2017.

The photographs need not necessarily be of HMS Trincomalee, nor taken recently, however they must conform to the Terms and Conditions as below. At the committee's discretion, photographs submitted may be presented on the Friends' web-site before and after the competition closing date.

The committee of the Friends will select the winners with the intention of having Christmas cards ready for the Annual General Meeting on Wednesday 13th September 2017.

Terms and Conditions:

1. This competition is open to members of the Friends of HMS Trincomalee only.
2. All information detailing how to enter this competition forms part of these terms and conditions. It is a condition of entry that all rules are accepted as final and that the competitor agrees to abide by these rules. The decision of the judges is final and no correspondence will be entered into. Submission of an entry will be taken to mean acceptance of these terms and conditions.
3. All entries must be received by the advertised closing time and date.
4. Entries should be submitted by email to

competition@friendsofhmstrincomalee.org.uk

. They must be labelled with the entrant's name and image files must be between 1 MB and 3 MB. Entrants should include their own name and address. We regret that we will not accept postal entries.

5. All images submitted must be the work of the individual submitting them and must not have been published elsewhere or have won a prize in any other photographic competition. It is the responsibility of each entrant to ensure that any images they submit have been taken with the permission of the subject and do not infringe the copyright of any third party or any laws.

6. There is a limit of five photographs per member.

7. Copyright in all images submitted remains with the respective entrants. However, in consideration of their providing the Competition each entrant grants a worldwide, irrevocable, perpetual licence to the Friends of HMS Trincomalee to feature any or all of the submitted images in any of their publications, their website and promotional material.

EDITORIAL

Now that we are well into the 200th anniversary year of the launch of HMS Trincomalee, on 12th October 1817, it seems appropriate that the main articles in this issue are provided by two prominent figures in the ship's history.

The Arctic Search contains the letter sent by Captain Wallace Houstoun to the Admiralty when HMS Trincomalee was at San Francisco in 1854. This letter relates to the ship providing back up to the vessels in search of the fate of Sir John Franklin's attempt to find the North-West Passage.

Geoffrey Wheatley Cobb's letter of 1922 reflects the many years spent in trying to preserve both our ship and HMS Implacable, which ended up with different fates for the two vessels.

All members are encouraged to enter the photographic competition, the details are shown opposite. Your photographs may appear on our web site friendsofhmstrincomalee.org.uk and on greeting cards.

On Wednesday 11th October 2017 there will be a celebratory evening dinner party for Friends' and their guests held at West Hartlepool Rugby Football Club, in the presence of our patron, the Rt. Hon. Lord de Saumarez. The cost will be £ 35.00 per person, with a smart casual dress code. Booking details will be provided with the Summer Quarterdeck. Please put the date in your diary if you can come.

Hugh Turner

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From The Morning Post, Thursday November 9 1854:

THE ARCTIC SEARCH

The following letter has been received at the Admiralty from Captain

Houstoun, R.N.:-

H.M.S. Trincomalee, San Francisco,

Sept. 20, 1854

SIR,- I have the honour to inform you that in obedience in the orders of my Lord Commissioners of the Admiralty, directing the Commander-in-Chief in the Pacific to dispatch a sloop of his squadron to reach Port Clarence "at the opening of the season, viz. The 25th of June," her Majesty's ship under my command arrived in that port on that day. We found the Rattlesnake there, all well. Commander Trollope's arrangements for wintering in Port Clarence, instead of Grantley Harbour, had been most successful.

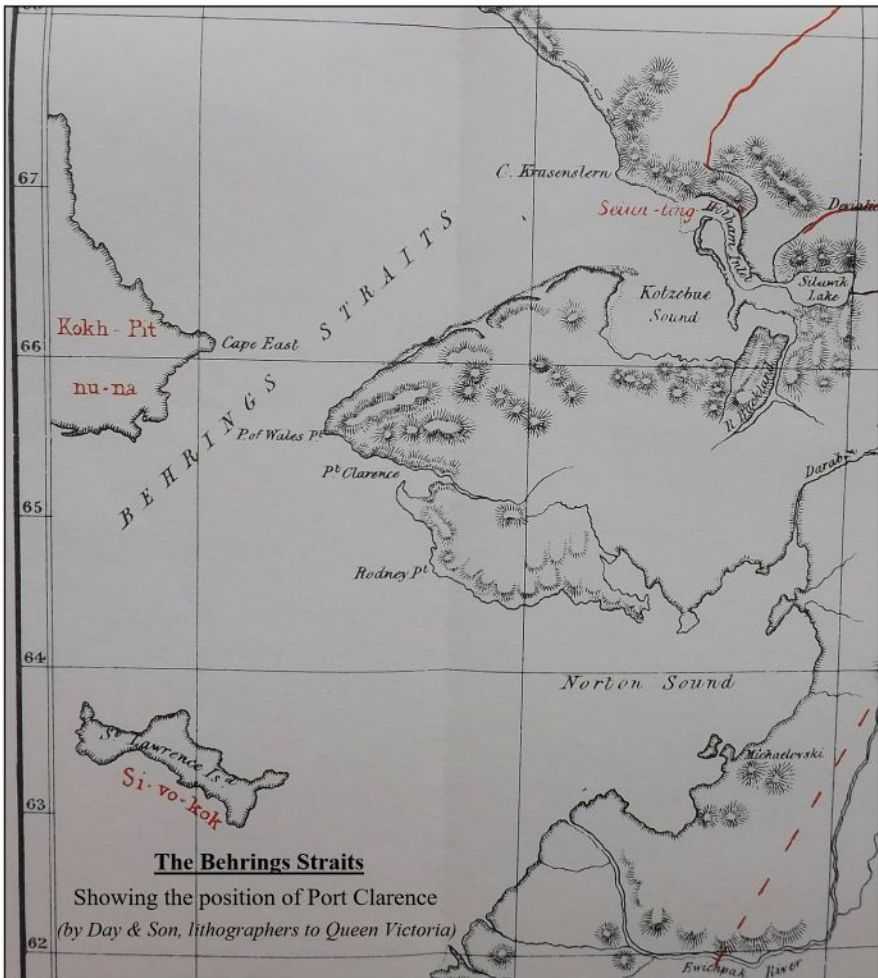
The four live cattle and 25 pigs, with vegetables (potatoes, onions and pumpkins), which we got at Honolulu, reached in the best condition. The fodder for the cattle being nearly expended, I recommended Commander Trollope to use them for his ship, reserving the pigs for the Plover; this was attended to.

The Rattlesnake made a trip to Port Spencer for a supply of drift wood for the house which their Lordships have directed to be built on the Spit of Grantley Harbour. On her return we gave her all the assistance she required, viz., watering her, making good her defects, and exchanging officers and men; and on the 15th of July she sailed hoping to be of some use in assisting the Plover.

On that day Mr. Kellard, our carpenter, with eight of his crew, and other artificers, landed to work at the house, during the absence of Mr. Oliver, the carpenter, and the artificers of the Rattlesnake.

On the 17th I started, accompanied by Mr. Norway, the master, and other officers, with our gig and second cutter and their crews, and a baidar with an Indian guide, to go up the river Age-e-puk and elsewhere, on a discovery and surveying trip. We were not fortunate, although away 14 days. We had such very bad weather that we did not get more than 50 miles from the ship, and whenever we particularly wanted the sun, it did not show. The sea which gets up in Grantley Harbour and also in the lake before you enter the river, is a very trying one for boats.

We observed in all directions coal. We were successful in our sport, so far as



grouse, ptarmigan, and plover, but only saw two deer; we shot a few hares also. We returned to the Spit-house in the night of the 31st of July, and very early on the 1st were surprised and delighted at the arrival of the Plover (she had seen nothing of the Rattlesnake). Her commander, officers and men generally were in the best health; they had experienced the most severe winter, which was concluded by the ice entirely disappearing days before it usually commences even to move. I gave Commander Maguire a copy of their Lordships' orders. After due deliberation, he determined to return to Point Barrow for another winter. I concurred with him. It is undoubtedly possible that the Enterprise may fall back on Point Barrow, we know that it is

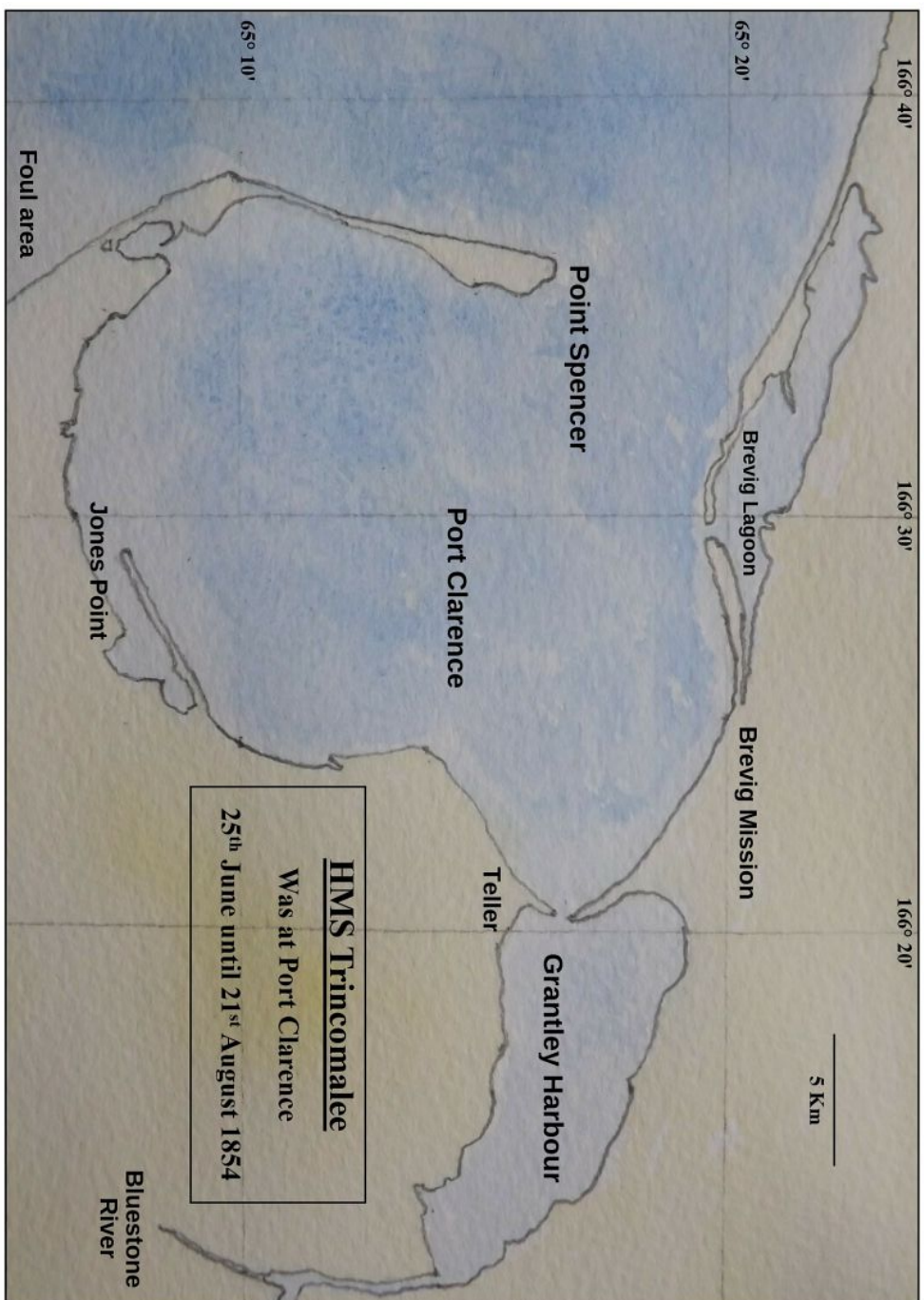
an open season thereabouts. It may be on the Atlantic side.

Commander Maguire and every one of the officers of the Plover were perfectly satisfied with the state of their ship as to her capability of returning; she makes no water, and although it is true she has some bad timbers, her 3½ inches of doubling is perfectly sound, as are her many strengthening pieces. We then commenced victualling and storing her, supplying the places of such men as were invalided or desirous of leaving, and making good her defects; these were entirely blacksmiths, and confined to the wear of her heating apparatus, funnels, forge, &c. The provisions we gave her were of the very best description, especially Hogarth's preserved meats, and the very superior bread made for H.M. Ships on this station by Mr. Walker, the contractor at Valparaiso. During all the time the Plover was at Port Clarence her crew were on fresh provisions, and they took away six very large hogs, with potatoes, onions, &c. It was not until Saturday, the 12th, that the Rattlesnake returned. I had been more than unusually anxious for her, for she had all the Plover's letters. I then arranged with Commanders Maguire and Trollope that Saturday, the 19th, should be the day of departure – that is, for the Trincomalee and Plover. I thought we could afford that time for writing letters and relaxation, and change, so necessary, especially for the Plover's crew, after their long isolation; and on that morning we both started. The wind was favourable for the Plover, and so it remained the next day, and I have every reason to think she made good progress, and I calculate that she would get into her winter quarters easier and earlier than in either of the preceding years.

As the wind was contrary for us, after going a few miles down the bay, we anchored, getting away with a north-westerly wind early on the morning of the 21st., and arrived in this port on Monday, the 18th instant.

Lieut. Moore, invalided from the Rattlesnake, and Mr. Gordon, mate, returning home from the Plover, being desirous of getting to England with all dispatch, I have given them permission to go via Panama, and take advantage of their doing so to forward in their charge this letter and all the Arctic dispatches we have. Mr. Gordon's long service in the Plover in the Arctic Seas, especially the two last years, wintering at Port Barrow, have given him great opportunities of acquiring much valuable information and great experience, which he has not failed to profit by, and their Lordships may depend upon his opinions and statements. He has generally been an active participator in all extra and detached and difficult services. - I have the honour to be, sir, your most obedient servant,

(Signed) WALLACE HOUSTOUN, Captain.



The Journal of Rochfort Maguire

The journal kept by Rochfort Maguire, Commander of HMS Plover, mentions the meeting up with HMS Trincomalee at Port Clarence in 1854. The following extracts from this journal illustrate events at the time. HMS Plover passed Point Spencer at 11.30pm on Monday 21st July 1854.

“Tuesday August 1st (1854)

...at 1.45am anchored alongside H. M. Ship Trincomalee and soon afterwards went on board to wait on the Senior officer – who I found was away on a shooting excursion but expected back that day. I went down however to the senior Lieuts cabin who was confined to his bed from illness, and heard much information relative to the changes for the last twelve months. Amongst the most important of these was the discovery of the N.W. passage by Captain McClure in the Investigator, and the review of the fleet at Spithead by Her Majesty. War was not actually declared with Russia, but it seemed inevitable, and our fleet & army had been organised for Vigorous measures. ...

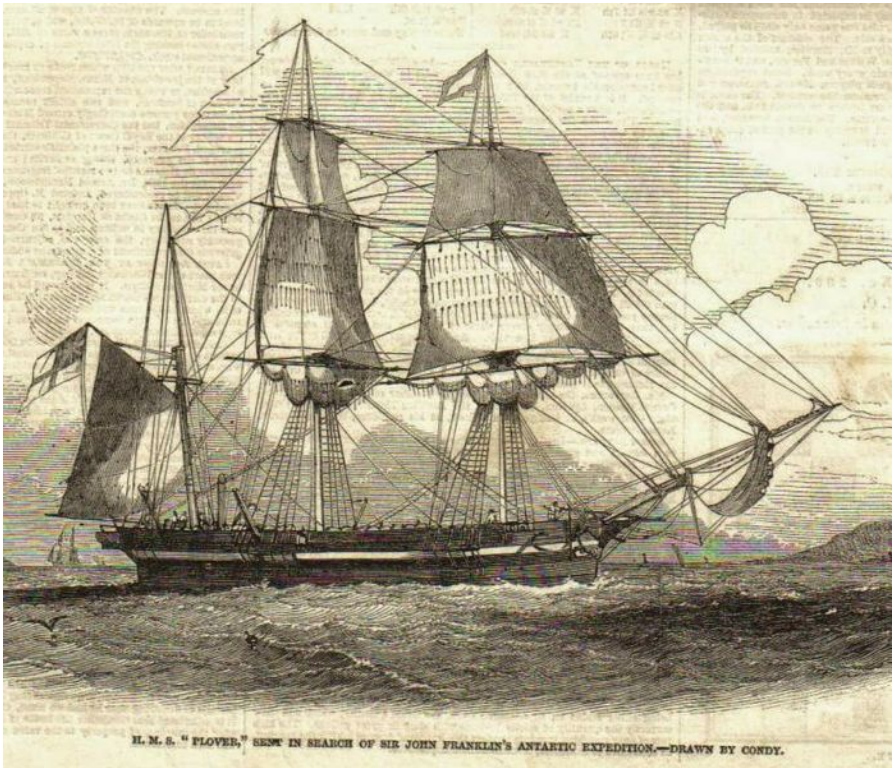
...I visited the Trincomalee again about 9.30. I found Captain Houston on board and was received by him, with much kindness. I had known him a little some years previously. I received my orders from him for the ensuing year & found it was left discretionary with me as to whether I returned again to Point Barrow for the winter or went to the Southward. Captain Houston determining previous to our doing the former, to have the Ship surveyed – And as I considered it was desirable for the Plover to return to the North. The survey on which Captain Houston placed himself was ordered for the next day ..

Wednesday August 2nd

... Captain Houston and the officers of H.M.S. Trincomalee came on board to survey the Ship, leaving again at noon ... On board the Trincomalee in the evening I heard from Captain Houston the decision of the surveying officers which was unfavourable to our proceeding to the North. But on my representing the favourable season we had for making the passage he consented to consider the thing over ...

Thursday August 3rd

... On going on board the Trincomalee this morning I found Captain Houston quite prepared to accede to my proposition of returning again to Point Barrow ...



HMS Plover



Scrimshaw depicting HMS Trincomalee at Port Clarence

Friday August 4th

A commencement was made in our preparation today for returning to Point Barrow – Captain Houstoun came on board to muster the Ship's Company and to offer to all those who wished to leave the Arctic regions, the option of doing so. Three seamen, one Steward an (invalid) and the Serjeant of Marines availed themselves of this offer, and their places will be taken by Volunteers from the Trincomalee. Our demands for provisions having been sent in and approved of – the Trincomalee commenced putting them on board, and our own boat was employed bringing on board coals from the Shore. ...

... on the spit between Port Clarence and Grantley harbour, there has been a fine & commodious house erected by Commander Trollope of the Rattlesnake, in compliance with orders from the Admiralty, it is constructed of driftwood which they have here in great abundance ... they have also in the vicinity quite a minature dock yards, with a black smith's shop, carpenters' sheds etc. etc.. And the Trincomalee having taken charge of the premises during the absence of the Rattlesnake, her boats were hauled up for repair, and the number of people employed about makes quite a busy and bustling scene, pleased to look on when contrasted with the slow moving Esquimaux encamped in the neighbourhood. The Trincomalee brought up a large supply of live stock including two bullocks and several pigs – the former were killed soon after arrival, & consumed by the Rattlesnake, but several of the latter were housed for our use on shore ...

Saturday August 5th

... I paid a visit to the Shore in company with Captain Houstoun, to inspect the house and the establishment on the spit. We found several Esquimaux lounging about the seamen of the Trincomalee who were at work at the boats ... The old decked boat of the Herald, called the Owen, left hauled up there two years ago, has been removed to the present establishment on the Spit, and forms a house for the carpenters of the Trincomalee now working on the house to live in.

Friday August 18th

... At 9 pm I had finished my letters both public & private & went on board H.M.S. Trincomalee accompanied by Commander Trollope to deliver them, and take leave of our kind & Senior Officer Captain Houstoun – who was ready to receive us, and after remaining with him a short time we took our leave & returned on board."

Wednesday 12 April 1922 Western Morning News

**“BOYS & THE SEA.
HOLIDAY TRAINING.
A TRAFALGAR SHIP IN FALMOUTH HARBOUR.**

**(By G. WHEATLEY COBB,
Frigate Foudroyant, Falmouth.)**

In Falmouth Harbour is a famous ship captured from the French which did 40 years' service in the old British Navy, and which has been saved from the ship-breaker by Mr. G. Wheatley Cobb. It is now designed as a training-ship for Sea Scouts, and in this article Mr. Wheatley Cobb makes an important appeal.

Great Britain is an island, and not a very large one. No part of it is more than fifty miles from the sea. The British Empire was made on the sea, and lives by the sea. On our coinage Britannia, trident in hand, sits throned by the sea. The Union Jack is a sea flag, designed to be flown “at the Maine top” by “all our subjects travelling the seas,” and the red and white crosses of faith and of sacrifice which form the glorious device, lie on a field the colour of the ocean. No symbolism could be more appropriate for a nation that twice over in 120 years has saved its own freedom and that of the world by its sea power. We are a seafaring race, and the hearts of our adventurous boys turn more often to the sea than to any other career.

THE SEA SCOUTS

Hence, when Sir Robert Baden-Powell was inspired by a kind Providence to found the great Boy Scout organization, he soon found that it was necessary, in the case of British boys, at least, that there should be a side of the movement concerned mainly with the sea. Thus the Sea Scouts came into being. How popular this branch became, and how well the boys learned and practised their duties, is shown by the fact that 28,000 of them took over the task of coast watching throughout the war, and so set free the coastguards for other work.

The Chief Scout has lately told us that a great part of a Sea Scout's special knowledge can be acquired inland, and it is probable that only a small proportion of them have had much experience afloat. But these opportunities are merely a beginning. Anyone who has had the charge of boys in a stationary ship in a great harbour will have longed to give at least a brief taste of similar advantages to the great army of boys who live away from such places and yet who love the sea and ships. Probably few of the boys who join the Sea Scouts do so with the intention of making the sea their profession. They are of the



H.M.S. IMPLACABLE

MR. PUNCH: "I HOPE WITH ALL MY HEART THAT THIS NOBLE SHIP, WITH ITS SPLENDID TRADITIONS, MAY BE SAVED FOR ENGLAND AND FOR YOU."

Punch Magazine brings the appeal for HMS Implacable to public notice

breed that produces yachtsmen, men whom Fate or Duty has compelled to spend their lives in trades or professions ashore, but who love the sea, and spend their holidays upon it, and who so often become expert amateur seamen. From this class was drawn the R.N.V.R., that did much splendid work in the war in the crews of mine-sweepers, coastal motor boats, and other small craft.

THE RIGHT SEA TRAINING

The Sea Scout training, as I understand it, is the first step in making such men as these. "Well-to-do boys," says a pamphlet issued from the Association Headquarters, "have opportunities for yachting and boating, and our object is to give also to the poorer boy his chance of becoming an amateur sailor, with all its joys and all its benefits." That is, we must supply the means for boys in large numbers to spend their holidays in similarly strenuous work and play which shall not only harden their muscles and quicken brain and hand, but shall do so under conditions and in surroundings calculated to fire their imaginations and inspire them with those ideals of duty and service which are the foundations of the character we wish to develop. Such a holiday, if the full fruits are to be reaped, should be spent not merely by the sea, with more or less frequent opportunities for rowing, sailing, and swimming, but in a ship moored in some harbour where boating should be not merely an exercise or a diversion, but part of the necessary daily routine.

It has been my good fortune to be engaged for many years past in providing the means for putting these ideas into practice. I am the only Englishman who has thought it worthwhile to endeavour to preserve historic ships. Much as has been written of the beauty, the skilful construction and the wonderful achievements of the ships of the line and frigates which formed the fleets of Nelson, their destruction has been viewed with absolute indifference. No one has cared for the glorious vessels which in the immortal words of Mahon, stood between Napoleon and the dominion of the world. These ships are not only monuments of heroism, historic documents of inestimable value; they alone of inanimate things are personalities.

A FAMOUS TRAFALGAR SHIP.

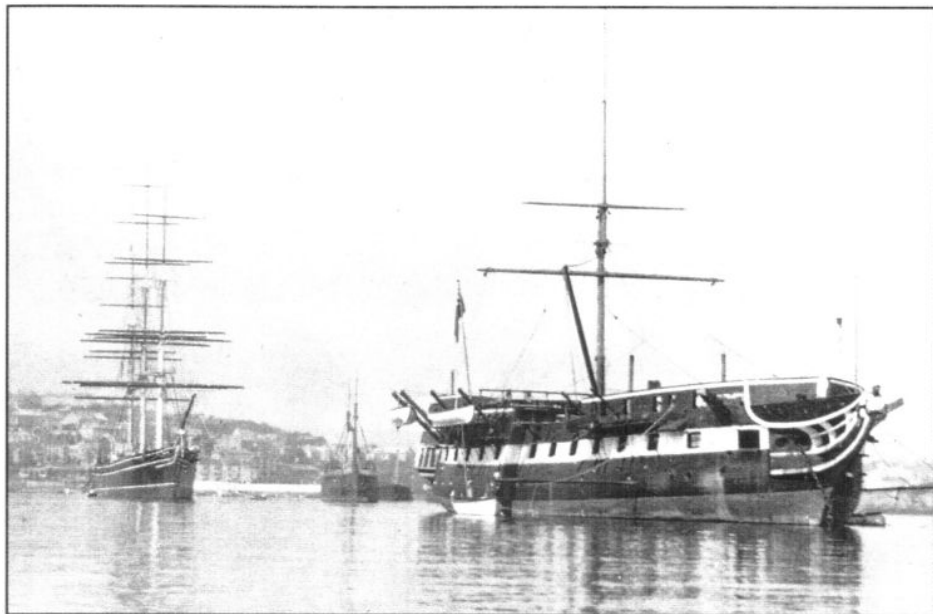
An old line-of-battle ship moored in some great harbour would be an ideal place for sea scouts to come for their summer training. Such a ship is admirably adapted by its structure for such a use. The clear and spacious decks, with their rows of large square gun-ports, afford ample light and air, while the thick wooden sides maintain an equable temperature. No other type of ship can offer these advantages.

And such a ship is waiting to be used. In Falmouth Harbour she lies at anchor, second only to the Victory in age and fame. The 74 gun ship Implacable was

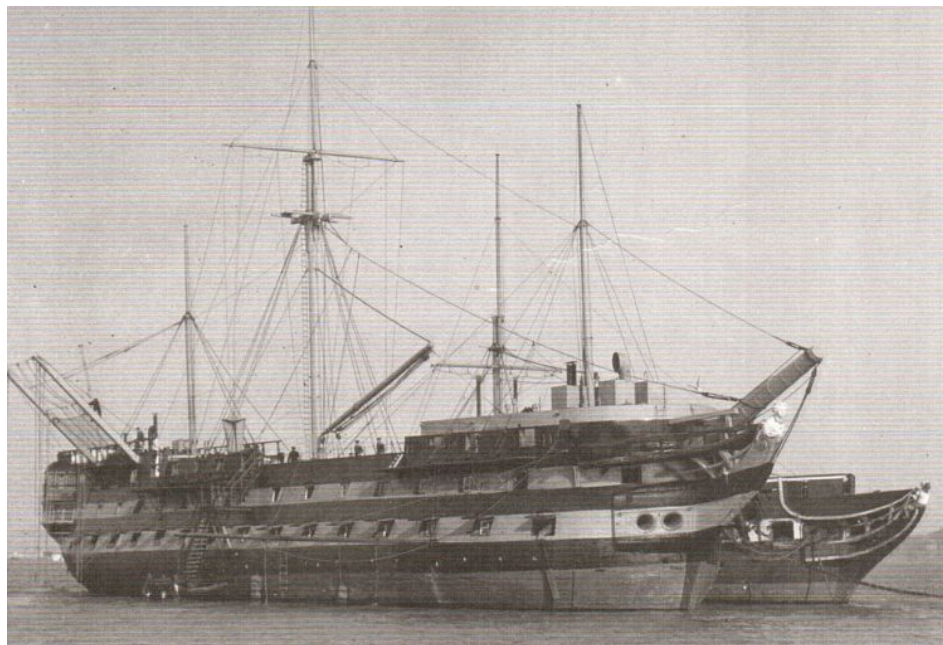
built for the French Royal Navy before the Revolution and launched as the Duguay-Trouin, it is believed in 1789. In 1793 she was at Toulon, when the British Mediterranean Fleet, under Lord Hood, took possession of the town and dockyard. When, a few months later, the place was evacuated, the Duguay-Trouin had to be left behind. Some years afterwards she was at sea, and on more than one occasion narrowly escaped capture by British ships. Finally she was in the van of the Allied Fleet at the battle of Trafalgar, and with three others under the command of Admiral Dumanoir escaped after exchanging shots with the Victory. A fortnight later the squadron fell in with a British force under Sir R. Strachan and after a gallant action in which the Duguay-Trouin lost 150 killed and wounded, all were captured and brought into Plymouth. As a British ship under her new name the Implacable saw 40 years of active service, and in her last commission she carried a golden cock at her main truck as the smartest ship in the Mediterranean Fleet. In 1855 she began a new career as a training ship for boys at Devonport, a service in which she continued for half a century.

SAVED FROM THE SHIP-BREAKERS

At the end of 1904 she was paid off and ordered to be sold, and in September, 1908, was advertised for sale. I thereupon brought the facts to the notice of King Edward and by his Majesty's orders the ship was taken out of the sale list. Six months later she was found to be in need of extensive repairs for which the Admiralty had no funds, and was therefore again ordered to be sold. I thereupon appealed to the Admiralty to lend her to me for preservation and determined to do what I could myself to maintain so priceless a national heirloom. My application was reinforced by a petition from the members of the Royal Academy and their guests at the banquet in May, 1909. After nearly four years' correspondence the ship was handed over to me, and in September, 1912, I moved her to Falmouth. In that glorious harbour I had for 9 years been keeping a 38 gun frigate, a beautiful specimen of a celebrated class which I had bought from a ship-breaker in 1897, after losing the old Foudroyant, and have since used as a home for a small number of boys. By August, 1914, I had done a considerable amount of repairs to the Implacable, aided largely by one generous friend to whom the nation is indebted for making possible the preservation of the ship. When war broke out, work had to be stopped as men were called up and material was unobtainable, and since then heavy taxation and the immensely increased cost of running my own ship (which has now reached £5,000 a year) have made it impossible to resume work. A few months ago the Admiralty called upon me either to carry out repairs or surrender the Implacable to destruction. An appeal for help in "The Times" brought no response, and it looked as if the doom of the famous ship was at last sealed. As often happens, however, when things looked darkest light dawned.



TS Foudroyant with the Cutty Sark at Falmouth - 1920s



HMS Implacable with HMS Foudroyant - c1945

A TRAINING SHIP FOR LAND BOYS.

In 1909 Sir Robert Baden-Powell had written asking me if I could take 100 Boy Scouts for a short course of instruction. I had replied that my own ship was hardly large enough, but that I hoped eventually to be able to offer him the Implacable. I now wrote reminding him of this, and suggesting that the Association should take over the Implacable as their Sea Scouts headquarters and training centre, and support my appeal for funds. The Chief Scout at once saw the great advantages which the Implacable offered, and agreed readily to my proposal, and on Trafalgar Day "The Times" published another appeal from me asking for £10,000 to fit the ship for use by the Scouts. The Admiralty had offered to take the ship to Devonport, do the necessary repairs, and bring her back and moor her at Falmouth for the sum of £5,180, and the balance would be required for boats, hammocks, mess utensils and fittings.

The combined appeal of the ship and of the Boy Scouts has called forth a magnificently generous offer by some influential friends in London to find the whole of the £10,000 on condition that a fund of £20,000 is raised and invested so as to give a permanent income for the maintenance of the ship. I have offered £1,000 towards this fund, and the generous friend before alluded to has contributed another £1,000, both on condition that the remaining £18,000 is raised.

AN OPPORTUNITY TO SUBSCRIBE

A further powerful spur to the movement for the preservation and utilization of the Implacable has been given by the appeal of the Prince of Wales on January 13. His Royal Highness asks for £200,000 to enable the Boys Scouts' Association to enlarge its activities. Of the ten special objects which the Fund is designed to serve, the 4th is "To provide and maintain training ships and instructors for Sea Scouts." The Implacable has been adopted as the first of these training ships, and subscriptions to the Prince's Fund may be earmarked for the Implacable, and will be acknowledged on behalf of his Royal Highness.

Should the appeal be successful and the sum of £20,000 be raised, the Implacable will become a training centre for Sea Scouts all over the country, but especially for those of the West of England and South Wales. They will come down in parties, under their own scoutmasters, and will find on board all the equipment and appliances for combined instruction and recreation. They will live in an atmosphere of history and of romance which no other ship could supply.

The scheme is not an untried experiment. Acting on the Chief Scout's suggestion, I have for several years past had parties of boys, Scouts and

others, aboard my own ship for a fortnight's instruction in the summer, and in every case the results have been entirely satisfactory, both to me and to the visitors. They have had the time of their lives, and I have seen them leave much better boys than they came.

I have undertaken to do all the work in connection with the maintenance of the Implacable and her use by the Scouts. The proximity of my own ship will make this possible, and the experience of nearly 30 years will be useful.

There is no place in the kingdom so suited for this work as Falmouth Harbour. The wide expanse of sheltered water for rowing or sailing, the absence of tidal currents, the numerous creeks, where boats can lie concealed, combine to make it an ideal locality for instruction and play. It will be seen, therefore, that for the object to be attained the opportunity is a unique one. The combination of the historic ship, the situation, the generous provision of money, and of economical management is one never likely to occur again.

It is impossible to believe that an appeal for the preservation of this priceless historic monument, this epic in timber, having for its object the well-being of British boys, will fail, backed, as it is, by the best beloved of English Princes.

Mess Deck Crossword

Autumn 2016

Solution:

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National Museum of the Royal Navy – Hartlepool



Chair of the Friends, Hugh Turner with General Manager, Roslyn Adamson

In summer 2016 the management of the Historic Quay at Hartlepool was transferred to the National Museum of the Royal Navy (NMRN), and the NMRN-Hartlepool came into existence. This February the chairman of the Friends of HMS Trincomalee has met and had discussions with the general manager of NMRN – Hartlepool, Roslyn Adamson, and the curator, Clare Hunt. We are looking forward to developing a good working relationship between the two organisations.

At the time of writing this, a rigging survey and a shipwright's survey of the ship have been completed. In due course further surveys will occur, looking at the ship's mooring arrangement, the dock, and access facilities onto and within the ship.



Clare Hunt, Curator with Bob Monsen, Shipwright

Clare Hunt has approached the trustees of the Friends for funding to purchase twelve relative humidity and temperature monitors, these will be placed in enclosed spaces in the ship to help identify problem areas. Data collected from the monitors can then be offloaded to a computer, software provided with the monitors being used to present the data. The following is an extract from her application:

“Environmental monitoring is a basic requirement for the care of museum collections and historic structures and is a condition for Museum Accreditation. Once monitoring equipment is in place, remedial work (such as the instatement of dehumidifiers or pest treatments) can then take place in an informed way: therefore environmental readings may also be required as evidence should the NMRN decide to apply for funding for large remedial projects in the future.

Like an historic building, a ship needs a cleaning regime to protect it from the damage which dust, dirt, damp and pests can cause. The cleaning of historic structures should also take into account the need for gentle cleaning products, if any at all, and cleaning techniques which are non-damaging to the delicate historic fabric. A recent survey of HMS Trincomalee has particularly highlighted the problems caused by poor ventilation and air circulation on the ship, allowing damp to take hold.

To this end, the Curator is developing a conservation housekeeping and monitoring programme for HMS Trincomalee in order to:

- Monitor relative humidity so that potential issues are identified before significant damage is caused by damp/rot/fungus
- Monitor insect activity and identify harmful pests before significant damage is caused
- Instigate cleaning rotas to ensure that all regular housekeeping requirements are met every week and an annual deep clean tackles other areas
- Instigate observation sheets to identify problem areas"

Recognising the pressing need for such monitors the trustees agreed to the funding of these, at a cost of £ 1,255.

A further £ 213.30 has been provided by the Friends for the purchase of a museum vacuum, this being a specialist vacuum for the gentle cleaning of historic surfaces.

Using crowd-funding, the NMRN – Hartlepool has already raised all the money needed to present one of the cabins aboard the ship as "Eliza Bunt's cabin". Another prospective project is the restoration, conservation and display of the 1840s figurehead from our ship, which presently is in storage at the Historic Quay.

Hugh Turner

From the Maitland Mercury & Hunter River General Advertiser Wednesday 5 March 1851:

SHOOTING AND HOOKING ALLIGATORS.-

Her Majesty's ship Trincomalee, 24, arrived from the West Indies, went from Jamaica to St. Juan de Nicaragua on the 21st of May, when a party of her officers proceeded up the rivers and shot several alligators; but the water was so thick, and the current so strong, that they could not immediately secure their bodies. After a day or two, however, they floated, belly uppermost, to the shore, when they were speedily opened by the Turkey buzzards or Bramby kites, which are reported to be capital dissectors, apparently for the musk bag under the fore leg. One of the alligators was 18 feet long; and a party of midshipmen at Point Arenas, while fishing up to their middles in water, hooked an alligator, and dragged his head fairly above the surface; but he drew the hook and escaped, the young gentlemen not attempting to cut off his retreat. - Portsmouth Times



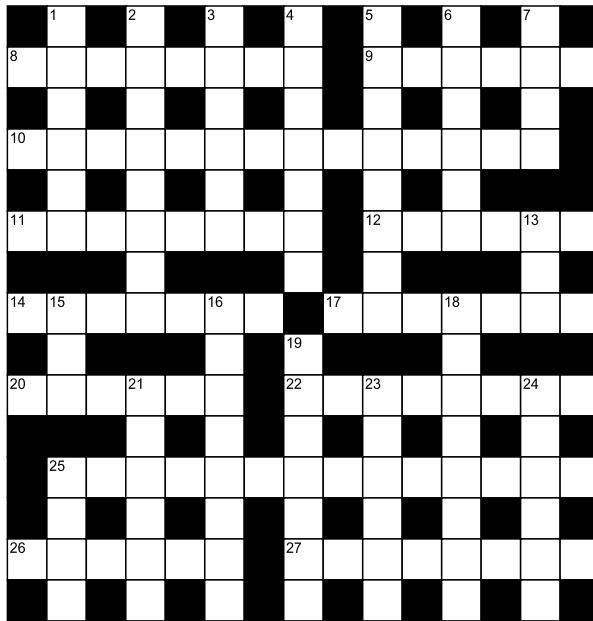
Join the Friends of HMS Trincomalee

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

www.friendsofhmstrincomalee.org.uk

Mess Deck Crossword

Spring 2017



HDT

ACROSS

- 8 Imaginary line on the Earth's surface (4,4)
- 9 The British one was made on the sea (6)
- 10 Hogarth's provisions (9,5)
- 11 Traps (8)
- 12 Mr. Norway's post on HMS Trincomalee (6)
- 14 HMS Trincomalee's carpenter (7)
- 17 Enters into combat with (7)
- 20 Houston gave Maguire a copy of their Lordships' (6)
- 22 He led the British force which captured the Duguay-Trouin (8)
- 25 These help to make Falmouth Harbour ideal for Sea Scouts (8,6)
- 26 Four were taken by HMS Trincomalee to Port Clarence (6)
- 27 Members of HMS Trincomalee's crew helped build a house at this harbour (8)

DOWN

- 1 HMS Trincomalee's second Captain (6)
- 2 Cyclic (8)
- 3 Reflector (6)
- 4 Go back (7)
- 5 They steer (8)
- 6 Tells (6)
- 7 Weapons (4)
- 13 Run-up to (3)
- 15 Sin (3)
- 16 Additional troops (8)
- 18 Elders (8)
- 19 Quench (7)
- 21 Hostility (6)
- 23 Ethnic (6)
- 24 Feet joints (6)
- 25 Close (4)

Solution next issue

THE FRIENDS OF HMS TRINCOMALEE

Events in 2017 – the Ship's 200th anniversary year

22 February Wednesday	"Port of Hartlepool, Ships & Industry" Steve Frost
29 March Wednesday	"My Rôle as Head of Ships" Andrew Baines
26 April Wednesday	"Unusual Adventure Holidays" John Megson
24 May Wednesday	"The Great War at Sea" Colin Hatton
13 September Wednesday	ANNUAL GENERAL MEETING then "The Longest Battle - the Atlantic 1939-45" Professor Captain (rtd) Iain Moffat RD DL RNR

Wednesday 11th October 2017:

A Dinner Party for Friends & their guests to celebrate the 200th anniversary of the launch of our ship to be held at West Hartlepool Rugby Club with our Patron, the Rt. Hon. Lord de Saumarez. Further details in the next Quarterdeck magazine.

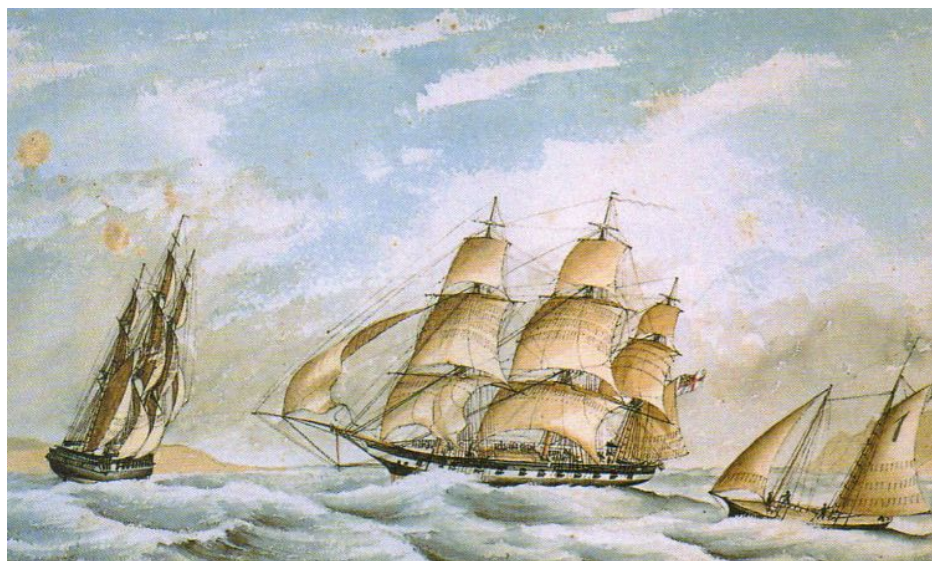
29 November Wednesday	"Two Centuries, Not Out! - HMS Trincomalee and all that ..."
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Unless otherwise stated all events take place at the Historic Quay, Hartlepool at 7.00pm – Talks starting at 7.30pm after refreshments

Apart from the Dinner Party, these events are free for Friends, guests charged £3 each.



Bombay Harbour



HMS Trincomalee in 1854