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# QUARTERDECK

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The Friends of HMS Trincomalee

Summer 2017



**Eliza Bunt's Diary**

**Ships' Figureheads**

**Lieut.-Colonel Harold Wyllie - Artist**

**Notice of our 2017 Annual General Meeting**

**Photography Competition & Mess Deck Crossword**

**Events in our ship's 200<sup>th</sup> 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, 28<sup>th</sup> 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 13<sup>th</sup> 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](mailto: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

Since the last issue of the Quarterdeck, thanks to the Friends of HMS Trincomalee, our ship now has a full set of “Tiny Tag” data loggers which are monitoring the relative humidity and temperature in various parts of the ship. The National Museum of the Royal Navy is also in the process of setting up a cabin on the ship as “Eliza Bunt’s cabin.”

In April the Trustees of the Friends all agreed to make a grant of £10,000 to the Trincomalee Trust to help with the much needed caulking of the ship. They also approved a grant of £3,500 to the National Museum of the Royal Navy towards the restoration, preservation and display of the ship’s 1840s figurehead which is presently in storage at the Historic Quay. It therefore seems an appropriate time to look at Eliza Bunt’s diary in this issue, and also figureheads.

Amongst the uses made of our ship throughout its two hundred years history is that of artist’s studio, as reported in the newspaper article about Lieut.-Colonel Harold Wyllie.

Members are encouraged to search out pictures old or new for the photographic competition as detailed on the facing page. The notice for our Annual General Meeting can be found on page 46.

Friends should find a booking form for our dinner party on Wednesday 11<sup>th</sup> October 2017 included with their magazine, and the committee look forward to meeting other Friends and their guests then.

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## **ELIZA BUNT'S DIARY, 1817-1819**

The frigate Trincomalee was launched on 19th October 1817, with 38 guns and the tonnage of 1065.

She was fitted with temporary masts, yards and rigging, and four 12 lb carronades ready for her journey to England being escorted by HMS Towey. The ships stopped at the port of Trincomalee in Ceylon, present day Sri Lanka, to embark guns, ammunition and stores for the long voyage ahead. Additional passengers came in the form of persons for repatriation to the United Kingdom from the British Squadron based out there.

One of those for repatriation was a widow, Eliza Aricha Bunt.

The Friends of HMS Trincomalee are very fortunate to have access to a resource such as Eliza's diary. It offers us an intimate insight into the daily domestic happenings on board the ship during her maiden voyage of almost 5 months from Ceylon to England.

Eliza wanted to keep this record in order to share the experience with her 'best friend' when they met again at later date. Her friend was Thomas Craven, foreman house carpenter at Trincomalee dockyard. We will hear his name mentioned many times throughout the journey!

### **People who are part of our story in the passage to India.**

Eliza Hudson lived with John Bunt from 1812 to 1816. John was working as boatswain in the Royal Navy on HMS Victory whilst that famous ship was laid up in ordinary at Portsmouth dockyard.

In June 1816 John was appointed Boatswain of the Yard at Trincomalee dockyard, Ceylon, and was discharged from HMS Victory. As was normal in such cases William, John's son, and servant, on HMS Victory was also discharged with his master. John's first wife and William's mother had died in 1805 leaving William in the care of his maternal grandmother, Rebecca. Boatswains at that time were allowed a servant, so it was natural that William joined his father on HMS Victory. John drew both his own pay and that of his servant.

On 10<sup>th</sup> July 1816 John married for the second time. His wife on this occasion was Eliza Hudson.





## HMS Minden

On 14<sup>th</sup> June 1816, one month before he boarded HMS Minden, John Bunt together with his wife Eliza and the two children, William, aged 13, and Charlotte aged about one year were entered into the muster book of HMS Minden ( a 74 gun ship-of-the-line ) for a passage to Ceylon. The muster books show that John, Eliza, William and Charlotte were discharged from the Minden at Trincomalee on 11<sup>th</sup> March 1817.

The Minden's log shows she was out in the South Atlantic off the coast of the Cape of Good Hope at that time.

In June 1817 William's name is entered in the paybook of the Trincomalee Yard as Storekeeper's Clerk. His pay was £6 a month. He remained at Trincomalee working in the Storekeeper's Office until 5<sup>th</sup> February 1852 when he was discharged at his own request.

HMS Minden sailed from Portsmouth on 14<sup>th</sup> June 1816 with a squadron under the command of Sir Edward Pellew, Lord Exmouth, to curtail the activities of the Barbary pirates who were interfering with British trade in the Mediterranean.

The Bunt family and all the other passengers were put ashore at Gibraltar while HMS Minden took part in the bombardment of Algiers. The campaign concluded, the Minden picked up the passengers on 20<sup>th</sup> October 1816 and continued towards Ceylon.

The muster books show that John, Eliza, William and Charlotte were discharged from the Minden at Trincomalee on 11<sup>th</sup> March 1817, however, by that time, the family had increased by one, for on or about 29<sup>th</sup> December Eliza's son was born. He was named John Hope Bunt. John probably after his father and Hope after the Cape. Hopefully, for Eliza's sake, it was an easy birth as a man-of-war doesn't appear to be an ideal place for childbirth.

John senior immediately started work in the dock. His salary was £250 a year plus housing allowance. He was now employed by the Naval Board and Eliza would have been overjoyed with their new prosperity. Her stepson, William, was working too. In June 1817 William's name is entered in the paybook of the Trincomalee Yard as Storekeeper's Clerk. His pay was £6 a month. He remained at Trincomalee working in the Storekeeper's Office until 5<sup>th</sup> February 1852 when he was discharged at his own request.

Unfortunately, this happiness wasn't to last for in June 1818 John was taken ill with fever and in spite of moving north to Jaffna, where the air was better and cooler, John died on 3<sup>rd</sup> July 1818. He was 48 years old and had been in the navy for 28 years. Eliza was left a widow with two young children and a stepson in a strange country miles from home.

John's funeral was held and his body laid to rest close to the sea that had been so much of his life. Young Charlotte, her mother and a few friends followed John's body to his grave, then Eliza had to make ready to leave on the first suitable ship to return the family to England. Luckily, Eliza was legally married and it was the Navy Board's responsibility to get them a passage to England. The first available ship was the newly built HMS Trincomalee. Built in Bombay she was to take her maiden voyage from Trincomalee to Portsea and Eliza, Charlotte and John sailed into history when they joined the ship on 27<sup>th</sup> October 1818. William, however, remained in Ceylon and was to return to England some years later.

Eliza now starts to write her journal and it soon becomes apparent that between the death of her husband and joining the ship she had fallen passionately in love with the foreman carpenter of the dockyard, Thomas Craven. He appears to have befriended Eliza and her family and led her to believe that on his return to England they would marry.

Mary Hope Monnery, who is a direct descendant of Eliza has transcribed the diary, wishing it to be left as Eliza first wrote it with its odd spelling and grammar and lack of punctuation. To make it easier Mary has included many footnotes to the transcription arising from the research she has carried out.

I can describe to you various happenings during the voyage, that Eliza writes daily about, but, to appreciate the depth of feeling that there is from Eliza for the “dear friend” Thomas Craven, who was left behind at Trincomalee; to understand the grave hardships that the little family and those occupying the ship endured during the return home; the camaraderie of the officers and the crew and the fatherly consideration shown by the Captain, it is recommended that you read the book.

Eliza starts her diary with a report of John's burial on 4<sup>th</sup> July 1818 at Jaffna on the northern coast of Ceylon, naming all his friends and colleagues from Trincomalee dockyard who attended. She then describes her last night at her “dear cottage” with her family and “best friend”, and how she left Trincomalee with regret at gun fire the next morning, 27<sup>th</sup> October, boarding HMS Trincomalee for England.

Her “dear Tom” sailed with her for 4 miles out, breakfasted with them, then took his leave at eight. She was quite emotional as she watched the boat carrying him away, and prayed that he would prosper and be protected until, in due time, they would be restored to each other.

The first day Eliza had many visitors from the ship's compliment, including Captain Bridges who behaved “with great politeness”, and introduced her to a gentleman passenger going to Columbo. He offered them a liqueur drink of rum and fruits.

On the evening of 30<sup>th</sup> October a strange sail in sight proved to be a merchant ship sailing to Pont de Galle at the southern end of Ceylon.

## **Diary – the first two months**

28<sup>th</sup> October 1818

It appears that most days Eliza arose reasonably early, and on this day a sheep was killed and shared between the Captain, the gun room and for the young gentlemen and Eliza's own use. She was feeling too low to do any needlework that day. She walked out on the Quarterdeck to clear her mind where she found Mr Welshman who was very ill, he was an invalid from HMS Minden for passage to England. She was introduced to Mr Dinsford, Second Lieutenant on HMS Trincomalee.

It was during this time that her feelings were disturbed by something the Captain said about Tom which hurt Eliza deeply, and caused doubts concerning Tom to set in. She rallied round and played cards hiding the dismay she felt. She had a sleepless night.

8<sup>th</sup> November

There seemed to be a great change in the weather, which caused the ship to roll and pitch in the increasingly high winds.

Charlotte and Eliza became very sick and restless all night. It was at this time that they crossed the line.

Unfortunately, one of Eliza's pigs drowned by the amount of water coming in at the scupper holes. Later she was informed that one of her turkeys had broken its leg. The Captain informed Eliza that Captain Hill of the accompanying ship HMS Towey had made a signal enquiring after their health, and hoped the weather would soon improve.

The following day Eliza was upset again as a man was being punished with 18 lashes for mutinous language.

17<sup>th</sup> November

The weather continued to be unsettled, but an invitation from the gentlemen of the gun room to dine with them was a diversion to be accepted. At 5 o'clock a man fell overboard from the Towey – they let a boat down and also one from the Trincomalee. The man was picked up and saved by another man jumping overboard with a lifebuoy.

18<sup>th</sup> November

Eliza met Captain Bridges' future father-in-law, Colonel Young and was invited to have tea with them and play cards.

19<sup>th</sup> November

Eliza was angry when a woman belonging to the ship charged her a dollar for washing 12 bed-gowns for the children. Betsy was making handkerchiefs for the Captain.

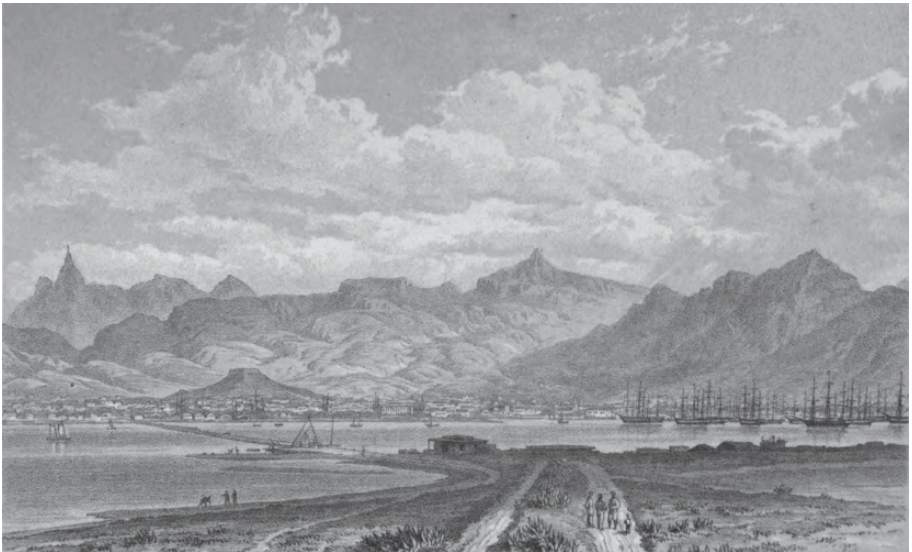
( On this date the log of HMS Towey records: "Punished William Brown, seaman with 60 lashes for insolence and contemptuously jumping overboard!")

21<sup>st</sup> November

Eliza records her continuous discomfort due to the bad weather, with frequent hurricanes. Her servant was very dirty and slothful after being accused of breaching a pipe and stealing 50 gallons of wine from Captain Hill. One man was put in irons for this action.

26<sup>th</sup> November

Everyone on board was rejoicing today at the sight of land and as they arrived at Port Louis, Mauritius.



Port Louis, Mauritius

27<sup>th</sup> November

10 slave girls came off for the washing – Eliza sent 80 pieces. The horses were sent on shore – all the gentlemen were getting excited about it. In the evening Eliza walked on the quarterdeck for two hours.

28<sup>th</sup> November

Eliza writes: “Got my large chest up out of the hold and unpacked it, found

everything dry and safe ... Invited to a large party of French and English ladies on board by Captain Bridges, to take a morning repast. Busy all day getting ready."

29<sup>th</sup> November

It was all bustle and confusion as grand preparations were made for the expected party. The Ship was dressed in colours.

11 o'clock: The visitors entered – Eliza had to smile and appear gay: "Captain Bridges and Captain Hill introduced me to Captain Roye and Lady Miss Kennington English and Mr Pemburton." There were four French ladies and as many French gentlemen; 21 in the party "all pleasant and agreeable but I do not like the French manners."

In the evening she went on shore with a party, took tea then walked on the Champs de Mars parade ground at Port Louis ... "I do not like Port Louise at all."

Over the following weeks many health problems occur and Eliza finds it difficult to keep cheerful. She finds that young Betsy is receiving attention from Mr Hele which Eliza will not entertain, and lets him know that she will have none of it. She strictly forbids any communication between her and Mr Hele. Captain Bridges asks if she is ill or if he could be admitted as she had kept her door shut against anyone for three days. Eliza made evasive answers.

## **The Diary – mid-journey 1819**

Soon after Eliza became seriously ill and couldn't get out of bed.

January 1819

For six weeks there are no entries in the diary but only a few jottings stating that she wrote to Tom Craven at the Cape of Good Hope, and that on 6<sup>th</sup> January Captain Bridges was married to Miss Young at the Cape of Good Hope. "Captain Bridges gave Betsy and me a ring each in honour of his marriage."

February 1<sup>st</sup> 1819

Eliza feels able to use her pen again and continues writing regularly. She is affected again by various ailments and accidents but continues with her diary.

February 6<sup>th</sup>

The ship visited the Ascension Island which Eliza thought was a dismal place



The Cape of Good Hope in 1772



The Cape of Good Hope in 1801



and wished she was in England.

She reports that little Charlotte was taken with the fever (probably malaria). A week later John becomes ill.

March 12<sup>th</sup>

Water and stores were becoming scarce and there was a good breeze so the ship was going very fast.

Her ink bottle was upset twice – both children fell down and Betsy and Eliza were flying from side to side of the cabin.

The servant was too drunk to put their cots down, and Eliza was obliged to sit on deck to save servant from being flogged.



### All at Sea with Cruickshank

March 15<sup>th</sup>

The weather was becoming worse, and they were unable to make any way. The Commodore sent a signal to put into one of the western isles (probably Pico). Island of the Azores.



March 21<sup>st</sup>

By now the sea was calm and Eliza was anxious to get home. The next few days there was a good wind and a fair breeze causing the ship to make good progress – the hope was to be in England by the following week.

March 27<sup>th</sup>

It is now five months since Eliza left Trincomalee, “the sea mountains high”, “blowing hard a poor man fell overboard and lost in an instant”. The cabins were floating and there was not a dry space in the ship.

“Sea washing over the quarterdeck ... the children completely washed out of their beds.”

March 29<sup>th</sup>

Everyone was rejoicing to see land, the ship was more steady and they were not feeling so cold. Captain Bridges paid Eliza a visit to promise her boats and men to get her things ashore. The ship anchored at St. Helens, Isle of Wight. Eliza wrote a letter to Mr Craven to let him know she was ready to go on shore in the morning.

“Anchored in Spithead at 7 o'clock”

March 31<sup>st</sup>

Mr Craven came to breakfast with Eliza – she presented him with a snuff box.

April 1<sup>st</sup>

Arrangements had been made for Eliza and her family to live in Hawk Street, where some of the Craven family lived. (It is interesting to note that in 1812 the Dickens family moved into Hawk Street with baby Charles).

Eliza felt extremely anxious about meeting the Cravens.

## **The Diary – Journey's End 1819**

April 3<sup>rd</sup>

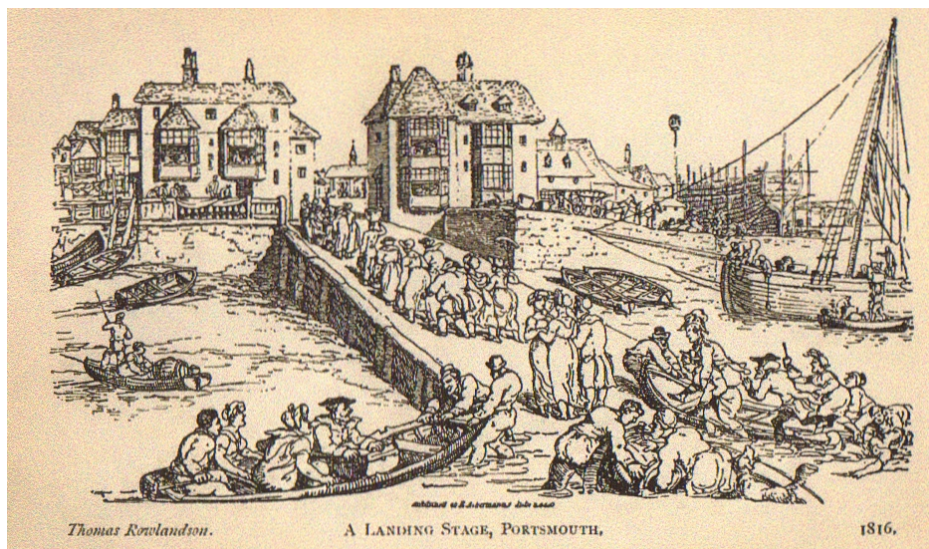
Saturday. Betsy and Eliza were clearing out the cabin and Eliza complained that not a thing was ready!

Mr Wyatt was helping her to offload, this could have been the James Wyatt who was carpenter on HMS Victory at the same time that John was Boatswain.

Eliza records how they were on the quarterdeck bidding Adieu to their ship friends who had assembled for that purpose with smiling faces, and “after an absence of two years and nine months we again set our foot on English ground.” The luggage was put in a cart and taken to the Custom House where they were “accosted by a gentleman and a little lady who proved to be my Tom’s brother, Joseph and our dear little Mary Ann Craven”, Tom’s daughter by his first wife. Eliza was expecting to become her stepmother.

She was soon introduced to other members of Tom’s family, Miss Mary, Tom’s sister, and his mother, who “received me with much kindness.” It appears that Tom had made adequate arrangements for Eliza and her family to be made welcome on her return to England, and his family were soon to take her to their home and show her the house they had picked for her.

**Ruth Turner**



**Portsmouth Landing Stage in 1816**

**“From Trincomalee to Portsea”**

- The Diary of Eliza Bunt, featuring her voyage on HMS Trincomalee 1818-1822 transcribed and explained by Mary Hope Monnery is presently available as an e-book. Further information about this can be found on the Friends’ web-site at [friendsofhmstrincomalee.org.uk](http://friendsofhmstrincomalee.org.uk)

# SHIPS' FIGUREHEADS

What is a figurehead?

In 1780 William Falconer produced his "Universal Dictionary of the Marine", in this a figurehead was defined as *"an ornamental figure erected on the continuation of a ship's stern, as being expressive of her name, and emblematical of war, commerce, et cetera."*

This definition is fine for those figureheads produced in the eighteenth and nineteenth centuries when a figurehead had no function except to represent or symbolise the name of the ship, and had a strong decorative rôle, however in



prehistory the figurehead had a more spiritual rôle to play.

Rock carvings of boats have been found in Northern Europe which show boats with animal heads, thought to depict skin-covered vessels dating from the Mesolithic period, 8,000 to 6,000 BC. One thought is that the origin of figureheads is a mixture of religious symbolism and the treatment of the ship as a living thing. There was also

the belief that a ship needed to find its own way, and it could only do this if it had eyes.

The ancient Egyptians mounted figures of holy birds on the prows to provide both protection and vision to their vessels. Similarly the Phoenicians used the heads of horses to symbolise vision and swiftness.

A mention of figureheads is made in the bible, Acts Chapter 28 verse 11 refers to Paul's departure from Malta:

*"After three months we set sail in a ship which had wintered in the island, a ship of Alexandria, with the Twin Brothers as figurehead."* In other words, Castor and Pollux.

In Northern Europe the favourite decoration for the Viking long-ship was a serpent, although some Danish ships had a boar's head to represent vision and ferocity. All were meant to strike fear into the enemy and scare away their enemy's guardian spirits. Overleaf is a picture courtesy of the British Museum



of a figurehead discovered in 1934 in Belgium and dates from the 4<sup>th</sup> to 5<sup>th</sup> century AD, note the frightening appearance of the figurehead, with its gaping jaws and prominent teeth and eyes

On the Bayeux tapestry of the 11<sup>th</sup> century double figurehead ships are



depicted. The decoration of the ships of William the Conqueror, unlike that of his Norse ancestors, reflected the spread of Christianity in their content. Originally these figureheads were mounted on, or carved directly onto the stern of the ship. In the 16<sup>th</sup> and 17<sup>th</sup> centuries, with the development of forecastles built above and beyond the ship's stern, the position of the figurehead was changed to the bow-spit.

During the 17<sup>th</sup> century the lion was the favoured figurehead for warships of most nations. The lion went out of fashion in the latter part of the 18<sup>th</sup> century and was then replaced with carvings representing the name of the ship, this being in keeping with William Falconer's dictionary's definition of a figurehead in 1780. Figureheads now had the added practical function of helping to identify the ship. Most people then were illiterate, signs or symbols being used to convey vital information as reflected in shop and inn signs.

Female figureheads were popular, usually baring one or both breasts. Women on board ship were thought to be unlucky, but a naked woman was supposed to be able to calm a storm at sea.

Most of the figureheads that survive today date from the mid to late 19<sup>th</sup> century. Figureheads come in many shapes and sizes. One carver in the 19<sup>th</sup> century advertised "off the peg" figureheads ranging from a simple head, or a bust with the shoulders, to waist height ( a demi-figurehead), to three-quarter length down to the calves, to full length down to the feet.

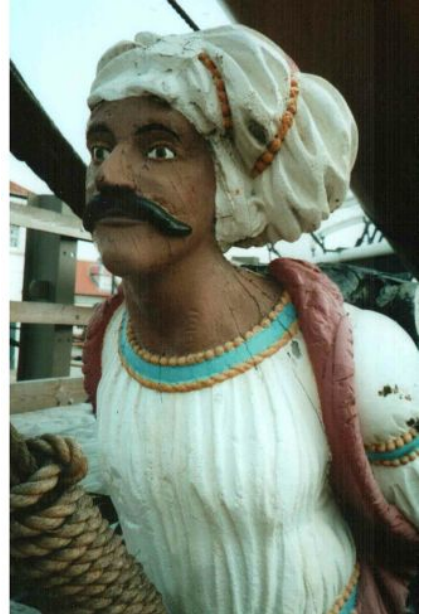
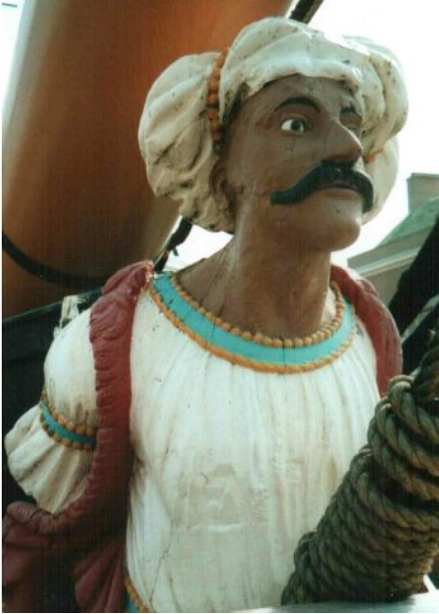
The last ship in the Royal Navy to be fitted with a figurehead was HMS Espiegle, a steam sloop of 10 guns launched in 1900 and broken up in 1923.



Figurehead of  
HMS Espiegle

At Portsmouth Naval Dockyard





HMS Trincomalee's wooden figurehead which is to be restored

## Mess Deck Crossword

Spring 2017

Solution:

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

## LIEUT.-COLONEL HAROLD WYLLIE

Friday 24 September 1936 Portsmouth Evening News

### **“ARTIST, SOLDIER, AIRMAN, SHIP RESTORER Boy Who Failed for Navy & Became a Nautical Expert**

An artist who has been soldier and airman, and yet connected with nautical matters all his life, and whose existence in general has been full enough to make the average person dizzy, will hold his first complete exhibition at Ackermann's Galleries, 157, New Bond Street, on Thursday.

He is Lieut.-Colonel Harold Wyllie, O.B.E., son of the late W.L. Wyllie, R.A., and for years has been painting pictures of British shipping – chiefly fighting ships in action or on some adventure.

Until recently he was a regular exhibitor at the Royal Academy, but has never found time, until now, for a one-man exhibition. This is not surprising when one considers his record.

As a young man he worked as a special artist in New York, having learned his job from his father, who, of course, was famous as a marine painter. Then he studied architecture at the Royal Academy, and later studied mural decoration under Edwin Abbey; otherwise his only sojourn in an art school was in the Royal College of Arts, when he was over 40 years old, when he went to study aqua-tinting.

### **Wide Range of Work**

Lt.-Colonel Wyllie has done big paintings of sea fights and the like, as well as scale models in oak, silver, etc., and various carvings, for the Officers' Mess at Chatham, Portsmouth, Devonport, and the various torpedo and submarine schools.

Strangely enough, this artist, who as a boy, had always been fond of ships and the sea, and had wandered freely around the naval dockyards, and yet failed to pass the entrance examination for the Royal Navy, became so expert in seafaring matters, especially where they concerned old ships, that he played a prominent part in the restoration of the Victory, as well as serving on nautical research and museum committees.

The South African War saw him in command of a volunteer company. When the Great War broke out, Colonel Wyllie promptly took up flying, and after only 23 hours' flying obtained his “wings,” and was in France in time for the first battle

of Ypres. Then followed rapid promotion to Flight-Commander, after which he transferred to the army, and again, later, held various flying commands.

In addition to all these things, Lieut.-Col. Wyllie took charge, in 1932, of the rebuilding of the old Implacable (once a French prize vessel called Duguay Trouin), at Portsmouth, and is still working on its gradual restoration. At the same time, the artist runs it as a holiday training ship for men and boys, of whom he has about 1,000 annually. And who are instructed in boat-work, swimming, sailing, and other seafaring occupations. Next to this is the Foudroyant, where Colonel Wyllie has his studio in the old captain's quarters.

For the rest, he is marine painter to the Royal Yacht Squadron and the Royal Victoria Yacht Club, and in his time has earned the South African Queen's Medal, with three bars, the O.B.E., dispatch "mentions," Royal Humane Society's certificate for life-saving, and Admiralty thanks for restoration services.

### **A Quick Worker**

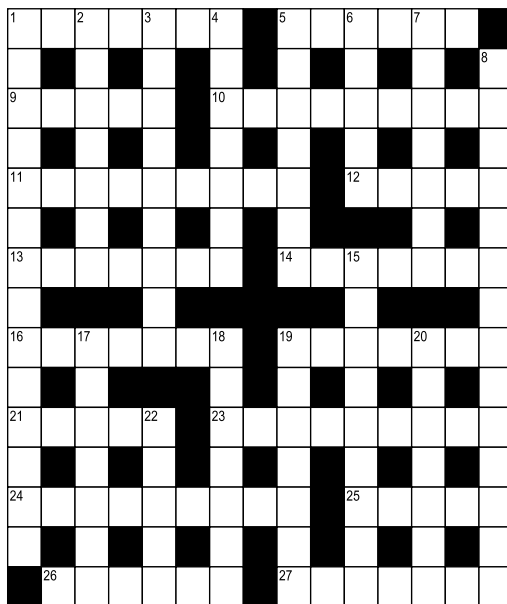
Lieut.-Colonel Wyllie's exhibition will consist of water-colours ranging, in subject, from the Victory going into action, the battle of Sole Bay, complete with burning ships, Captain Cook's Endeavour and the modern racing yacht of that name, to the old Foudroyant being wrecked off Blackpool in raging sea, the Royal Yachts Victoria and Albert and Britannia at Cowes last year, and Midway Island (scene of Stevenson's "Wreckers," showing the grim wooden crosses which the artist saw on the sailors' graves). There will also be aqua-tints, etchings and paintings, including six pictures of wartime flying, done by this artist, and lent by the Imperial War Museum, as well as various scale models of ships, at which Colonel Wyllie is extremely expert.

Although some of the vessels painted by Lieut.-Colonel Wyllie have as many as 26 sails when full rigged, and about 200 ropes, the artist paints them in about a fortnight. All his sea are painted from studies done in the actual latitudes concerned."



# Mess Deck Crossword

Cryptic - Summer 2017



HDT

## ACROSS

- 1 Discovered unfrozen (7)
- 5 Poor condition is unfair (6)
- 9 Dance before NATO uniform (5)
- 10 Irises and Welsh flower for Jack (9)
- 11 Deference may be shown by a bow (9)
- 12 Spirit of American City on speed (5)
- 13 Attacks fool about form of transport (7)
- 14 Special study group for Marines (7)
- 16 Gathers strength in military groups (7)
- 19 Seriously sounds like a pretty meadow (7)
- 21 Sailors enhance the flavour (5)
- 23 Ah, uncle, it turned out to be immoral (9)
- 24 No plotting in such areas (9)
- 25 Lost in the main (2,3)
- 26 Eliza Bunt rues the falsehood in the letters (6)
- 27 Meet with acceptable ex-actor (7)

## DOWN

- 1 (& 8 down) Any may use motor to have fun in all new Hartlepool venue (8,6,2,3,5,4)
- 2 Well-filled vessels (7)
- 3 Go through flames, shooting on both sides (9)
- 4 Resists attack of Parisian female and finishes (7)
- 5 In the main people find them a steadying influence (3-4)
- 6 Fire-raising vicar quietly goes (5)
- 7 Penguin's nemesis embracing ordinary rower (7)
- 8 (see 1 down)
- 15 One helps the bee suck (9)
- 17 This valley sounds like a daft trick (7)
- 18 Sink a ship carrying coal (7)
- 19 Lists may be hidden (7)
- 20 Cuts taxes (7)
- 22 One in flight (5)

# Annual General Meeting

*Notice is hereby given of our::*

## **Annual General Meeting 2017 Wednesday 13<sup>th</sup> September at 7.30pm The Historic Quay, Hartlepool**

### AGENDA:

1. Welcome and apologies for absence
2. Minutes of the last Annual General Meeting held on 14<sup>th</sup> September 2016
3. Chairman's report
4. Treasurer's report and accounts for the year ending 31<sup>st</sup> March 2017
5. Election of Trustees
6. Appointment of Honorary Auditor
7. Any other business (Notified to the Secretary prior to the meeting)

Members interested in joining the Committee are warmly encouraged to make themselves known to the Secretary of the "Friends".

All candidates for election need be nominated by at least one member of the present Committee.

The closing date for all nominations to be submitted to the Secretary is Friday 1<sup>st</sup> September 2017.

**Ian Purdy, Hon. Secretary**



### ***Join the Friends of HMS Trincomalee***

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

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

## THE FRIENDS OF HMS TRINCOMALEE

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

13 September            ANNUAL GENERAL MEETING  
Wednesday            *See Notice on facing page -*  
                                 Followed at 8.00pm by :  
                                 “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. Members should find an invitation accompanying this magazine.

29 November            “Two Centuries, Not Out! -  
Wednesday            HMS Trincomalee and all that ...”

To include presentations from representatives of :  
The Trincomalee Trust  
The National Museum of the Royal Navy – Hartlepool  
The Friends of HMS Trincomalee

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.

[friendsofhmstrincomalee.org.uk](http://friendsofhmstrincomalee.org.uk)



Sugar Loaf Hill - St. Helena



Detail from Print - The Port of Leith