

# Quardeck

FRIENDS OF HMS TRINCOMALEE

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£1.00

Summer 2012

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Royal Yacht  
Victoria & Albert II

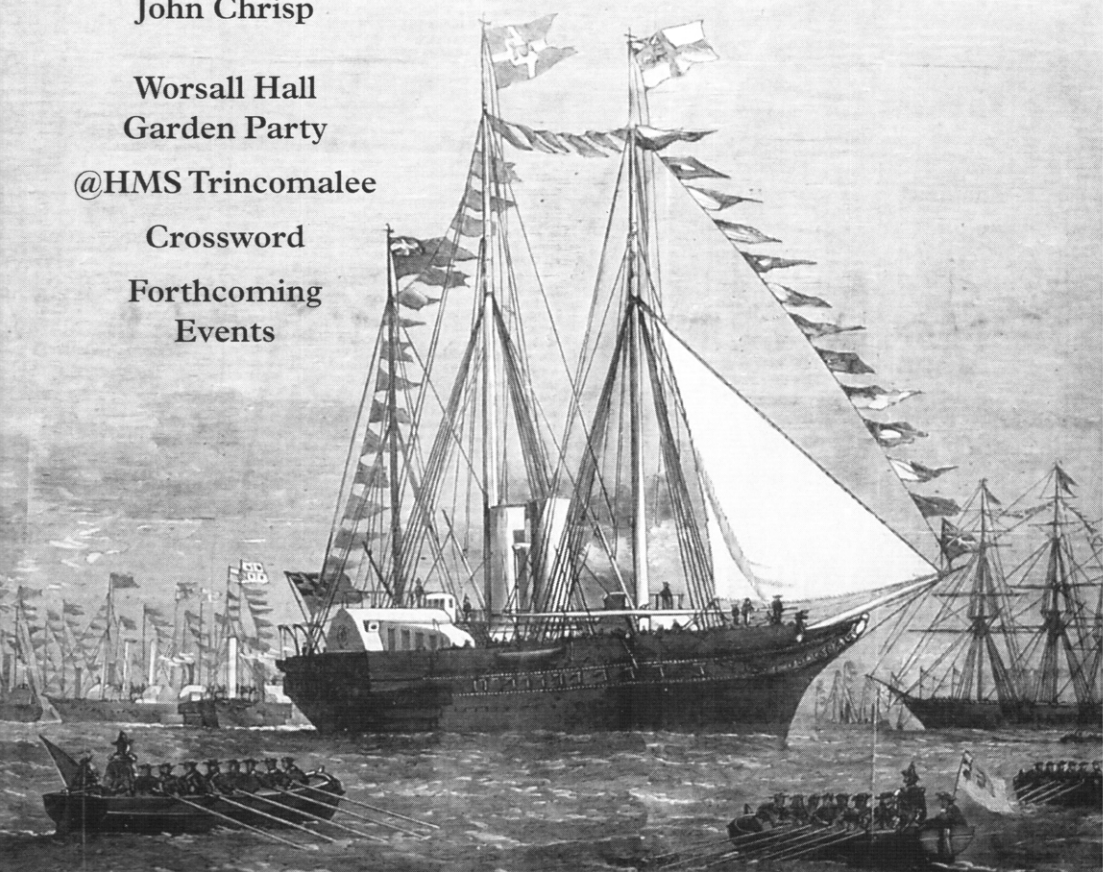
Lieutenant Commander  
John Chrisp

Worsall Hall  
Garden Party

@HMS Trincomalee

Crossword

Forthcoming  
Events



*Notice is hereby given of our:*

# **Annual General Meeting 2012**

**Saturday 22nd September 2012 at 1.15pm  
William Gray Suite, Historic Quay, Hartlepool**

## **AGENDA:**

1. Welcome and apologies for absence
2. Minutes of the last Annual General Meeting held on 23rd May 2011
3. Chairman's report
4. Honorary Treasurer's report and accounts for the 12 month period ending 31st March 2012
5. Election of Trustees for 2012-2013
6. Appointment of Honorary Auditor
7. Any other business (Notified to the Secretary prior to the meeting)

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

All candidates for election need at least one nominee from the present Committee.

The closing time for all nominations to be submitted to the Secretary is 1.15pm on 22nd September 2012.

**Ruth Turner** (*Hon. Secretary*)

*Any correspondence concerning the Friends Association should be sent to:*

**The Secretary, Ruth Turner**

*Correspondence and contributions for the magazine to:*

**The Editor, Hugh Turner**

*Both at:*

**Levin House, 30 Kingfisher Close, Bishop Cuthbert, Hartlepool TS26 0GA**

**E-Mail: [TrincomaleeFriends@tiscali.co.uk](mailto:TrincomaleeFriends@tiscali.co.uk)**

*Membership matters directed to:*

**Membership Secretary, Tony Blades**

**The Friends of HMS Trincomalee,**

**Jackson Dock, Maritime Avenue, Hartlepool TS24 0XZ**

**Tel: 07951 156607 E-Mail: [membership@hms-trincomalee-friends.org.uk](mailto:membership@hms-trincomalee-friends.org.uk)**

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# *Editorial*

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Recently we have enjoyed the 'Pageant' of boats on the Thames celebrating our Queen's Diamond Jubilee. The article, 'The Royal Yacht Victoria and Albert II' is about the vessel used to carry royalty at Queen Victoria's Diamond Jubilee Naval Review at Spithead on 26th June 1897. The quarterboards presently on deck within HMS Trincomalee relate to this Royal Yacht

Peter Noble, from Stockport, has provided us with an article about Lieutenant Commander John Chrisp, who was second in command to his father Captain Superintendent Stanley Noble on the Training Ship Foudroyant (subsequently renamed HMS Trincomalee). I thank him both for providing the article and also the 'cracking good read' in the copy of 'Escape' he sent to me for the archives. The talk at our Annual General Meeting weekend in September on the Foudroyant years will look more into this period of our ship's history as well as her role in the Second World War.

Our garden party at Worsall Hall near Yarm on 23rd May was a great success, and we thank Owen Evans for both providing the venue and helping with the event. Ian Purdy, our Chairman, informed those present how he had been using his prayer mat excessively in the days running up to the garden party, and we were blessed with a glorious late Spring evening. Hopefully Ian will not be needing his prayer mat in the days running up to our AGM Weekend in September. Members will find details and an application form for this enclosed.

Finally, Tony Blades, our Membership Secretary would welcome e-mail addresses for members to be used for 'Friends' use only. If you would like to be added to his e-mail database please e-mail him at the contact address on the opposite page.

**Hugh Turner** (*Editor*)

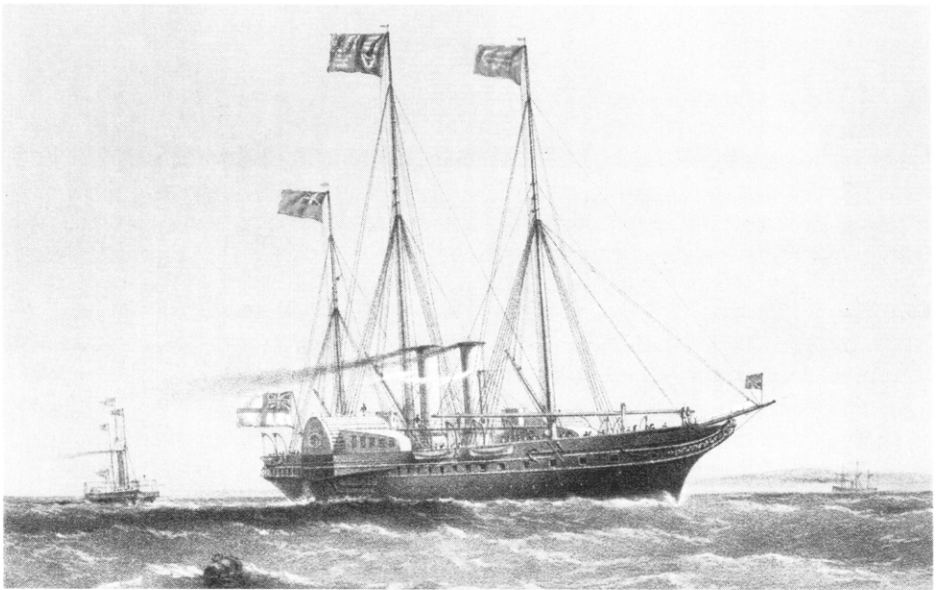
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## *The Royal Yacht Victoria & Albert II*

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At the time of writing this, lying on the deck just below the Captain's cabin in HMS Trincomalee are two faded 'quarterboards'. These had been used as decoration on our ship on ceremonial occasions when it was the training ship Foudroyant, and stayed with the ship when it was brought to Hartlepool for restoration. In the past few years we have found out more about these quarterboards, and the vessel they were originally designed for, HM Royal Yacht Victoria and Albert II.

The replacement for the first Royal Yacht Victoria and Albert was originally laid down as the Windsor Castle at Pembroke Dockyard on the 6th February 1854 and like her predecessor she was a twin wooden paddle steam yacht. The Windsor Castle was designed by Oliver William Lang, the same naval architect who designed the largest paddle steam warship for the Royal Navy, HMS Terrible. When the ship was



*The Victoria & Albert II Royal Yacht*

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## *The Royal Yacht Victoria & Albert II - continued*

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launched by Lady Milford on Tuesday 16th January 1855 her name had been changed to Victoria and Albert, and she was commissioned on 3rd March the same year.

The Royal Yacht had a length of 300 feet, beam of 40 feet 3 inches, a draught of 16 feet 3 inches and displaced 2470 tons. The two wooden paddles which propelled her were driven by a pair of oscillating engines by Messrs John Penn & Sons, Greenwich, giving a top design speed of 14.75 knots.

Unlike other paddle steamers of the time, the Royal Yacht carried extremely tall masts, this was to enable her to fly the over-sized ensigns when Queen Victoria was onboard (the Royal Standard, the Admiralty Flag and the National Flag). As was a tradition continued up to the Royal Yacht Britannia, her hull was painted black with a gold stripe all around it.

Prince Albert took an active part in selecting the internal fittings of the Yacht, a new patent material, linoleum, was used to cover the upper deck, the cabins below were lined in box pleated rosebud chintz with doors made from, the then fashionable, birds eye maple with ivory handles. All the space from the paddle boxes aft was used for Royal accommodation. A dining room was situated on the upper deck measuring 24 feet by 17 feet, being glazed all around to provide panoramic sea views, a staircase descending to the main deck with its Royal apartments. The Royal nursery was on the orlop deck, together with the cabins for use by the Queen's suite, the officers and crew were accommodated in the forepart of the vessel. Felt was laid between the deck beams and deck as soundproofing.



The Royal Yacht's crew numbered 240, the seamen were referred to as 'riggers', and her complement of Marines wore a specially-designed drill uniform of white cloth, to match the summer dress of the 'riggers'. To keep noise to a minimum, when the Queen was onboard the crew wore soft-soled shoes, and most commands were given by hand signals.

HM Yacht Victoria and Albert II was mainly used for ceremonial purposes around the United Kingdom, most notably at the Royal Naval reviews, the first of these she attended was in 1856 when she conveyed the Royal party through the lines of 240 ships that had served in the Crimean War.

After Prince Albert's death in 1861 the yacht was mainly used by Queen Victoria for short trips around the United Kingdom. During the rest of the Queen's reign little modification was made to Prince Albert's designs for the yacht, although in 1888 it was fitted out with electric lights. The last great event attended by the yacht was the Diamond Jubilee Review at Cowes in 1897, the yacht steamed through five lines of warships, on board were the Prince and Princess of Wales, the Empress of Germany and representatives of all the Royal house of Europe. Due to infirmity the Queen was not on board, staying at Osborne on the Isle of Wight.

The Victoria and Albert II was eventually replaced by the larger Victoria and Albert III being paid off on the 3rd December 1901, and in 1904 she was broken up, much of her being burnt.

At least two officers that served on the Victoria and Albert II had previously sailed with HMS Trincomalee during her second commission. Lambton Lorraine had been a midshipman on the Trincomalee, and writes in his memoirs of his:

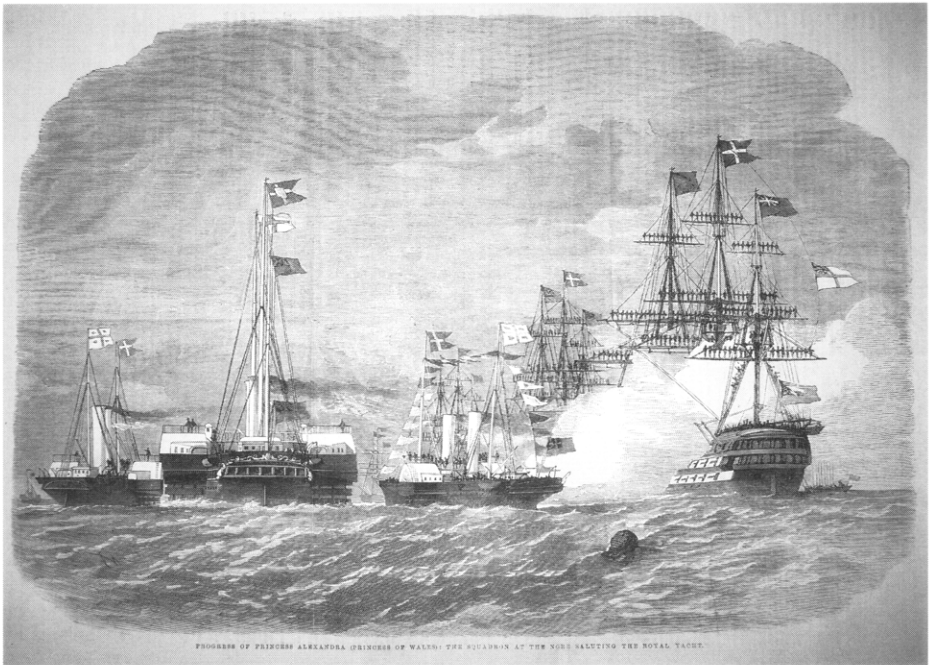
“appointment (24th June, 1858) to the Queen's Royal yacht VICTORIA AND ALBERT. The distinction of serving here so close to my Sovereign lasted only 'till the next step of promotion, but during this short period Her Majesty and the Prince Consort visited the Cherbourg fetes, and crossed the Channel to Antwerp for a visit to their daughter and the Prussian Crown Prince.”

Charles Parry, an acting lieutenant on board our ship in 1855, (see Summer 2011 Quarterdeck), later served for two years aboard the Royal Yacht. In 1863 the Yacht brought the Princess Alexandra from Denmark. Charles wrote in a letter:

'Friday night we spent in the Thames, a few miles above the Nore, the several men-of-war forming the accompanying squadron as guards of honour being anchored around us to protect our precious freight. They could not, however, protect us from the hundreds of passenger boats which, crowded densely, kept buzzing about us until close on midnight, cheering and illuminating, and doing the best they could to prove they were quite determined to have their full share in the festivities.

'Our illuminations were very pretty. Stacks of rockets of brilliant colours were sent up by fifties at a time from our bridge, and rows of men, three deep above each other, with red and white long lights alternately (the Danish colours), formed a pretty effect.

# *The Royal Yacht Victoria & Albert II - continued*



*Being greeted in Nore*

'On Saturday morning we were almost hemmed in by the small, crowded steamers, and the anxiety for fear of an accident was not small – one touch, and hundreds must have been in the water – but we escaped, and got up to Gravesend in beautiful style. Shortly after the Prince of Wales came on board, and the meeting was one not easily to be forgotten by those lucky enough to be present.

'When the Prince and Princess landed no cheers were heartier than those of the Yachtsmen, and none of them moreso than mine. The hearty individual shouts of “God bless you both!” were no idle words of form. I'm sure everybody honestly wished it. They made a capital pair – both tastefully dressed, and their faces beaming with happiness.'

What remains of the HM Yacht Victoria and Albert II?

The figurehead and stern decorations of the yacht are on display at the Royal Naval Museum in Portsmouth. The figurehead depicts the coats of arms of Queen Victoria (left) and Prince Albert (right). The stern was decorated with magnificent dolphins.

Two quarterboards, from a barge belonging to the yacht, presently rest aboard HMS Trincomalee. It is thought likely that these were purchased by Wheatley Cobb when the Royal yacht was dismantled at the beginning of the last century, this being a few years after he had acquired the Trincomalee.

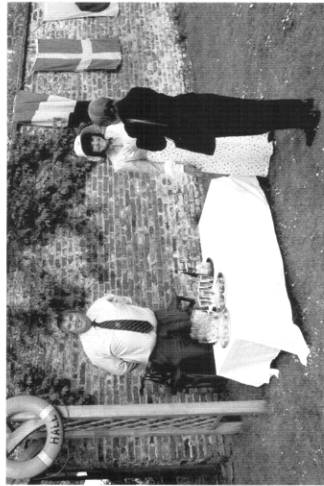


*Figurehead  
&  
Stern  
Decoration  
(Royal Naval  
Museum,  
Portsmouth)*



*Quarterboards on board HMS Trincomalee*





# Worsall Hall Garden Party



Owen Evans & Ian Purdy



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# *Lieutenant Commander John Chrisp*

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*who was "Number 2" on the Training Ship Foudroyant  
in the late 1950's and early 1960's*

John Chrisp entered the Royal Navy as a boy seaman in the 1930's. When war broke out he was given his first command, the armed trawler "Jasper" operating in the North Sea. In 1941 he was sent to oversee boom defence work in Crete which was the start of a phase in his life during which he would experience the severest of challenges.

His posting to Crete was just before the collapse of the island's defences in the face of the overwhelming strength of the German invasion forces. As Allied forces withdrew from their positions John Chrisp spent several weeks in the mountains aided and fed by Cretan shepherds until captured in June and sent to a prison camp in Germany.

He soon established himself as a trouble maker, and after two unsuccessful escape attempts from different camps he was transferred in September 1942 to Colditz Castle.

His skill with ropes made him a key contributor to the "Franz Joseph" German NCO impersonation escape attempt in September 1943. He made the 30 foot length of rope from bed sheets with which 20 prisoners were to escape down the castle wall, after the false NCO had relieved two sentries with prisoners dressed as guards. The attempt failed since the officer impersonating the German NCO did not have the right password when challenged.

John Chrisp's small size led him to join Major Dick Lorraine and Flight Lieutenant Dominic Bruce, both also small in stature, in an escape attempt through the castle's sewage system. The final leg of the tortuous approach to the outfall required a rope ladder from which to bridge the sump towards the end. The sound of the spike being cautiously hammered in alerted one of the sentries, and the escapees were discovered when the sewage manholes were lifted. After the relief of Colditz by the American Army in April 1945 John was repatriated to England and awarded the MBE for his escape attempts.

On retirement from the Navy he spent three years in the Antarctic as a whaling inspector, using his spare time to write two books, "The Tunnellers of Sandborstal" and "South of Cape Horn". He later retired to Portsmouth where he joined the staff of TS Foudroyant as No. 2 to the Captain Superintendent.

John Chrisp was a quiet modest man, and most people who came into contact with him would never have guessed of the key part he had played in German prisoner of war camps, nor indeed of his service with the whaling fleets in the Antarctic. Anyone who reads his two books would be impressed by his fluent writing skills complemented by an ability to convince the reader that they were there sharing



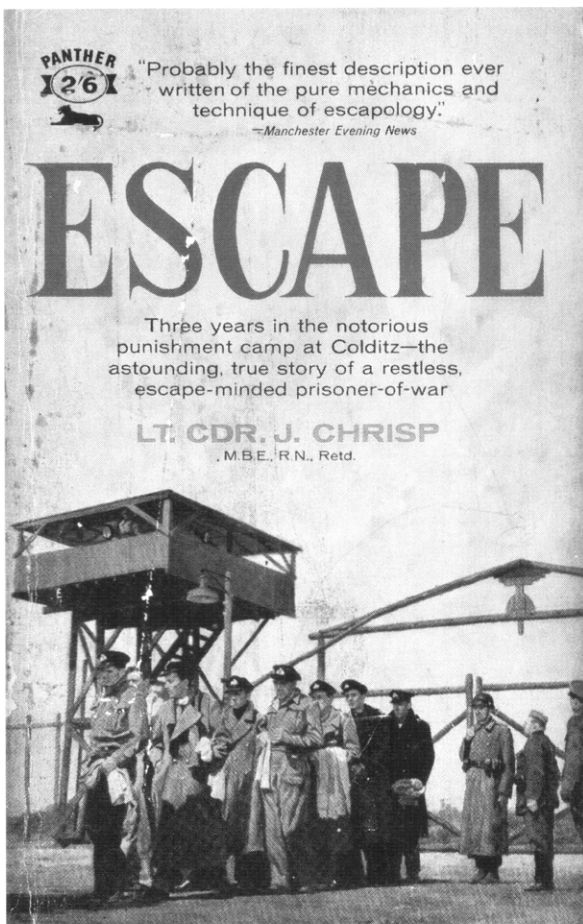
*John Chrisp on TS Foudroyant*

his exploits. A close friend of mine who started a life at sea sailing out of Hartlepool on whalers, told me John Chrisp's vivid and accurate descriptions of Antarctic whaling are so close to his own experiences.

Although it is more than 50 years since his books were published they are still being sought after on Amazon and other websites. "The Tunnellers of Sandborstal" and its paperback version, "Escape", sell for between £5 and £50, and "South of Cape Horn" can fetch in excess of £100.

John Chrisp was born on 14th May 1908. He died on 27th November 2006 aged 98 years.

**Peter Noble**



# *Mess Deck Crossword - Solution Spring 2012*

Solution:

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

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# @HMSTrincomalee

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As I write, summer has finally arrived and HMS Trincomalee is full of visitors enjoying the memorable experience of visiting Britain's oldest warship afloat here at Hartlepool. A proportion of our visitors are from overseas, taking advantage of sterling / euro exchange rates making the UK as a destination more attractive financially. For the same reason, it has proved relatively expensive for UK residents to travel abroad in recent months and the 'staycation' has entered our lexicon. Let's hope the most recent turmoil in the eurozone doesn't alter the balance too much.



*The HMS Cutter undergoing 'sea trials' at Gloucester in preparation for the Thames Diamond Jubilee Pageant. Photograph: HMS*

Much is going on here at HMS Trincomalee and our social media friends and followers are kept right up to date with everything that's happening. Since I last wrote to you, our Twitter followers have increased by around 30% and now number 620. We now have 333 Facebook friends, again up by more than 30% over the same period.

So please follow us @HMSTrincomalee, be our friend on Facebook at 'HMS Trincomalee Hartlepool', get involved and join the conversations.

We've hosted several notable events on board recently - The international Macwester Owners Association and the North East branch of the Nautical Institute have both held their AGMs on HMS Trincomalee in our Captain's Cabin. The Marine Society of Sea Cadets held a promotional function recently, which was highly successful. The added benefit of such events, of course, is that we're also introducing the Ship to new audiences - something we must do of course to grow our business.

Many of you will be aware we have a re-enactment company associated with the Ship. The Historical Maritime Society [aka. HMS] has an accurate reproduction of a Napoleonic-period cutter - the type of launch that HMS Trincomalee would have carried. They applied to enter the recent Thames River Pageant for the Diamond Jubilee and were fortunate enough to be successful. As well as rowing the Trincomalee cutter in the Pageant to maintain a speed of 4 knots, which was a challenge in itself, HMS also had a shore team working the crowds and distributing leaflets for HMS Trincomalee. All this was done voluntarily to promote the Ship and we are very grateful to them.

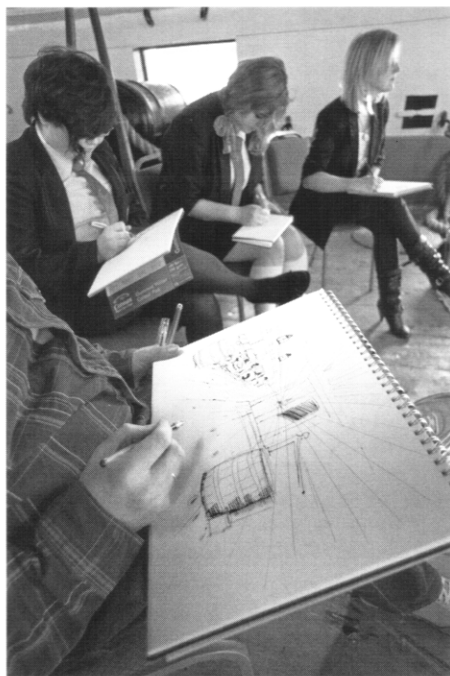


## A Royal Visit

On 2 April, we had a Royal Visit to the Ship. HRH The Duke of Kent was particularly interested to see for himself how our educational activities worked. The Ship was cleaned, polished and painted in preparation – and was a hive of educational activities all afternoon. Primary schoolchildren from Hackforth & Hornby C of E Primary School in North Yorkshire came on board to show the Duke the effectiveness of our new literacy resources, devised for us by the teachers from the school.



*'Daisy and the Duke'. Daisy Masciale from Hackforth & Hornby Primary School shows HRH the Duke of Kent some of her creative writing inspired by the Ship. Photograph: Christopher Armstrong*



*Practising the art – HMS Trincomalee-inspired masterclass led by Keith Palmer of North Pennines Gallery. Photograph: Christopher Armstrong*

## College Visit

The Science department from Manor College of Technology from Hartlepool brought a group on board to use our new Electrochemistry Science Seminar; their Maths department used navigation as a resource for maths teaching and the renowned Manor College Choir sang in the Captain's Cabin all afternoon – to everyone's delight, including our Royal Visitor.

On the Gun Deck, a mixed group of school age and mature students benefited from an art masterclass run by our new Artist in Residence, Keith Palmer from North Pennines Gallery. This proved to be of great interest to our visitors on board, so we are considering holding more sessions over the summer.

So, all in all, a busy few months on board. If you haven't visited recently, we'd love to see you over the summer. Bring family and friends, all welcome!

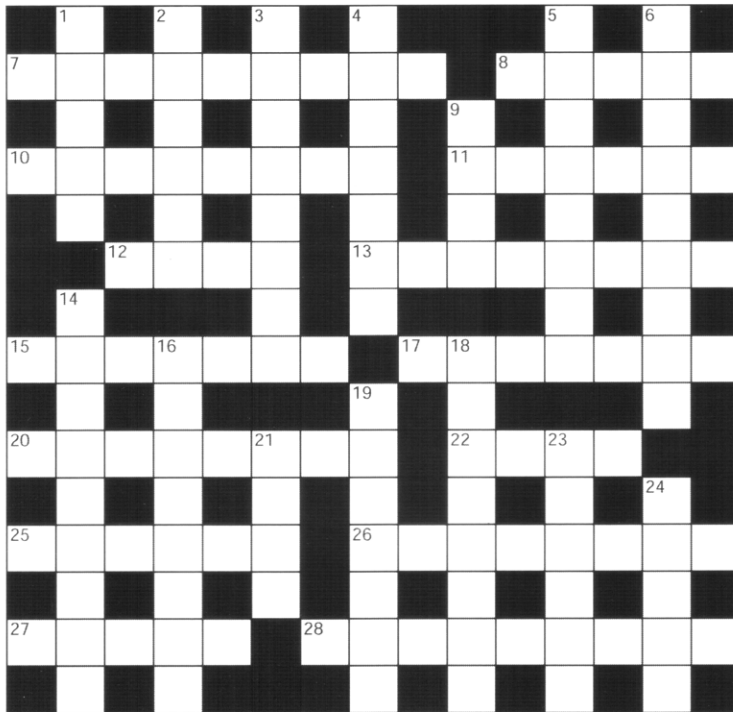
With my warmest wishes to you all,

**David McKnight** General Manager, HMS Trincomalee Trust



# Mess Deck Crossword

Summer 2012



HD

## ACROSS

- 7 The last Royal Yacht
- 8 Victoria attended these at Cherbourg
- 10 The crew were accommodated in this area of Victoria's Yacht
- 11 Number 2 on TS Foudroyant
- 12 Neglect
- 13 Owing gratitude
- 15 Cancer and Capricorn
- 17 Pardon
- 20 Chrisp did this cautiously to spikes
- 22 Dent
- 25 Prisoners dressed as these in the "Franz Joseph" escape attempt
- 26 In 1904 the Royal Yacht was ....(6,2)
- 27 Quarter, mess and orlop
- 28 Nuclear in the Cold War

## DOWN

- 1 The Queen's nursery was on this deck
- 2 Steady flow
- 3 Where Chrisp went whaling
- 4 Plait of hair
- 5 The Navy's largest paddle steam warship
- 6 Used by Chrisp to make ropes (3,6)
- 9 Add a base and get a salt
- 14 Cherished
- 16 Dock where the Windsor Castle was built
- 18 Chrisp was discovered when Colditz's were lifted
- 19 These are fit to eat
- 21 Antarctic naval explorer
- 23 Parry's were the heartiest at Gravesend
- 24 Much of the Royal Yacht was treated this way in 1904

*Solution next issue*

# APPLICATION FORM

## to join

## THE FRIENDS OF HMS TRINCOMALEE

Membership categories and twelve monthly subscriptions:  
(Not increased this year - fixed until 22nd September 2012)

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

\* Children, students, senior citizens and those unwaged

+ Two adults and up to three children in a family

*Please complete, detach and return this form to:*

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

**MEMBERSHIP CARDS ARE NOT TRANSFERABLE**

### ***YOUR DETAILS:***

Title ..... Surname .....

First Names .....

Address .....

.....

..... Post Code .....

Tel. ....

Membership Category .....

*Cheques made payable to 'HMS Trincomalee Trust'*

AMOUNT .....

☐

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

*Please tick the box.*

SIGNATURE .....

# THE FRIENDS OF HMS TRINCOMALEE

## *Autumn & Winter Events 2012*

*21 to 22 September    Annual General Meeting Weekend  
(AGM at 1.15pm Saturday 22 September  
In the William Gray Suite, Historic Quay.)*

*24 October        'Crossing the Pacific Ocean from Long Beach  
California To Sydney Australia'  
Mike Irving*

*28 November    'Stadt Amsterdam  
A Sailing Clipper in the 21st Century'  
Tony Blades*

*17 December    Carols in the Captain's Cabin*

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

These events are free for Friends, with guests charged £1 each  
EXCEPT For the Annual General Meeting Weekend events.

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.

An application form is overleaf.