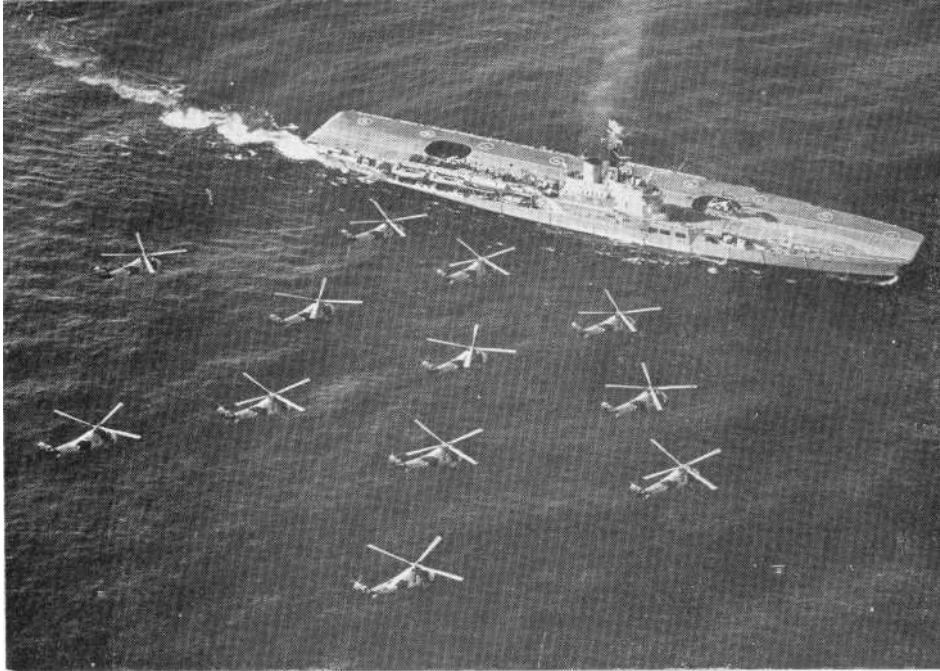




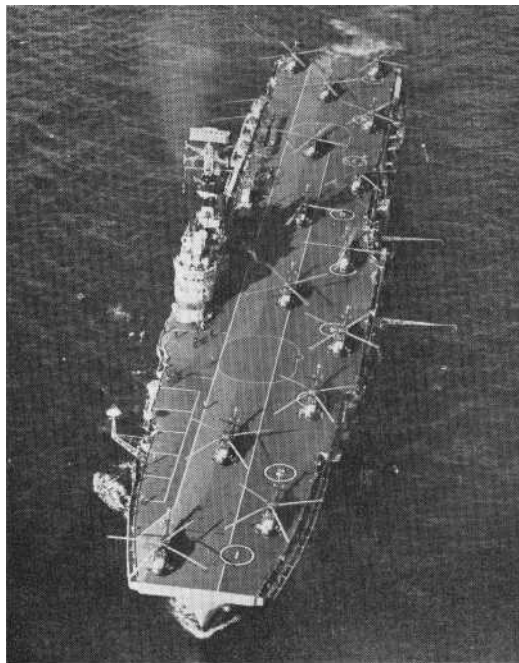
**H.M.S. ALBION**

**1964-1966**





H.M.S. ALBION  
and  
848 N.A.C.S.



# INTRODUCTION OF THE BOOK OF THE COMMISSION

By CAPTAIN J. H. ADAMS



The aim of this booklet is to provide an illustrated souvenir of HMS ALBION's second commission as a Commando Ship. By the time it is printed I will have left you, taking with me many memories of the first twenty months and you will have completed a further period with Captain Place. I wish that I had been able to share the whole commission with you, for whatever you individually may have made of it, we have had an interesting and worthwhile time, with new experiences, lessons learnt, new countries visited, and best of all, new friends made and kept.

Our role of providing a mobile platform for the Commandos, 848 Naval Air Squadron and embarked Infantry Battalions has made a contribution in combating the confrontations and crises about the world. Commando ships are currently amongst the most useful vessels that Britain has, and we have all played our part in the operation of HMS ALBION, even though the forests of Borneo and the mountains of the Radfan must seem unreal and remote to the majority of you.

The Navy is what you yourself make of it and this means giving as well as taking. I would like to thank the groups of people who have gone out of their way to help entertain us during those long periods at sea, namely, ALBION ARGUS staff, the ALBION BROADCASTING CENTRE and the various personalities involved in arranging all our games, recreational activities and the concert party. There are many other facets of our life together, and I know that this booklet will recall them to us after the years have passed and memories of the commission grow dim.

May you all have a happy homecoming and well earned leave with your families. Good luck to you and good fortune wherever you go; I hope that we may meet again, ashore or afloat, some not too distant day.

*Sincere congratulations to REAR ADMIRAL J. H. ADAMS, M.V.O. on his well deserved promotion, from all in ALBION.*

## **HMS ALBION - SECOND COMMISSION AS A COMMANDO SHIP**

### **( Vth ALBION - Vth COMMISSION )**

In case you have forgotten, or in case you did not know, it all started on the 14th May 1964. The ship did not even float in those days, but the fishing at the far end of the dry dock was reputed to be the best in Portsmouth. It was a warm summer and the march to and from the Barracks was pleasant exercise - as was the daily dash over to number 38 abolition; but as Autumn settled in it became distinctly chilly. So we swept the last dockyard matey over the side, slapped a splash of paint over the rust and dirt and sailed for sea trials on the 23rd of November 1964, immediately after our formal Commissioning Ceremony.

We performed a variety of evolutions, but amidst it all we found time to visit Dover to have the Mayors and Mayoresses of the Cinque Ports to lunch, and then we went west to visit our Commander-in-Chief at Plymouth. And then back to the 'yard for Christmas leave, followed by the work-up in the New Year, starting at Portland where it was rough, and finishing at Gibraltar where it was less rough. The piece in the middle was very rough! 848 Squadron joined us for this trip, and we carried out our first assault exercise of the commission with 41 Commando in February 1965 somewhere near a place called Predannock. More home leave seemed a good idea at this stage, so we moved back to Portsmouth for a spell, finally sailing past the "Still and West" for eighteen months foreign service on the 12th March 1965.

We took another brief look at Gibraltar, fired the odd missile at Filfla as we passed Malta and by five o'clock on Monday, 22nd March the first Port Said gully gully man was performing on board. Through the Red Sea and into Aden harbour in procedure Alpha. Good shopping was punctuated by the occasional grenade explosion, but we stuck it out for a week before moving up the coast for Exercise Jebel Jumper with 45 Commando. We finally sailed from Aden on the 9th April, with Singapore next on the agenda. But with the game parks of East Africa less than a thousand miles to the south, the opportunity was taken to drop in at Mombasa for a few days sunshine on those Indian Ocean beaches, plus culture at the Casablanca and New Florida museums. We crossed the line on passage, which provided an excuse for a decent bath; we also visited a dusty little island called Abd Al Kuri, and there was no excuse for this unless you happened to collect sea shells.

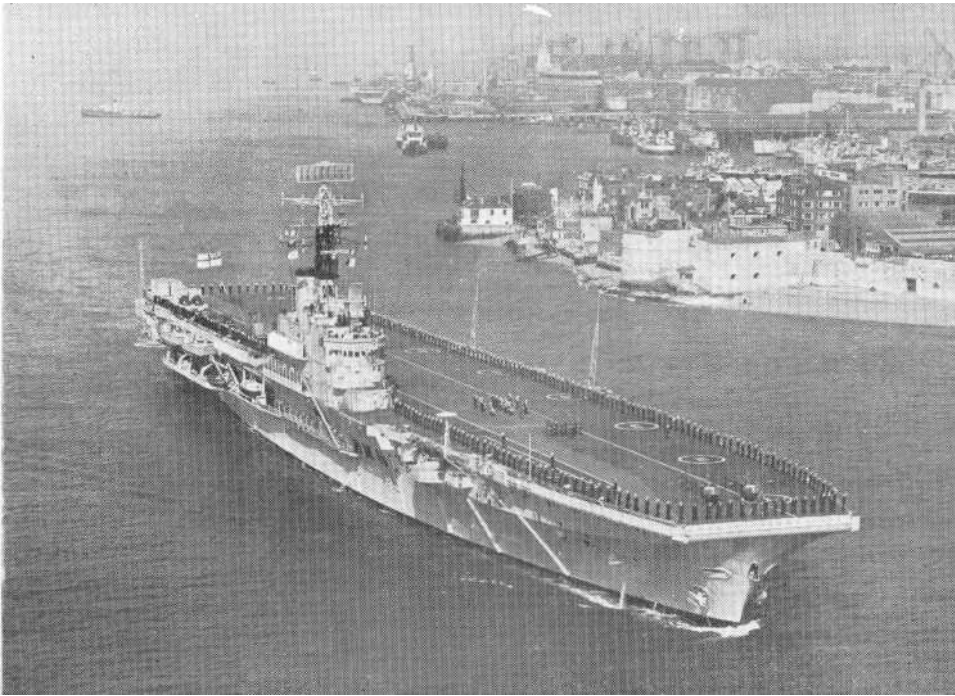
Mombasa dropped over the horizon on Sunday the 18th April and in view of this astonishing occurrence, we headed east for Singapore, taking a peep at the Seychelles and a sniff at Gan en route. The 28th April witnessed HMS ALBION's ceremonial arrival at Singapore Naval Base, but after only three days in our new home we embarked on a cruise of the North Borneo seaside resorts. This area was to become our second home, and the Old Grey Ghost plied between the two for the next month. Our trip to Hong Kong at the end of May 1965, where we wore the flag of the Fleet Commander, was an unexpected bonus, but unfortunately our hasty departure in the face of a tropical storm was equally unexpected only five days later. Back to Singapore and Borneo, and that was our diet for June, July, August and September. You name it, we went there - Sibul, Kuching, Labuan, Jesselton, Jason Bay, Tawau, Terendak, Pulau Tioman, Khota Belud - usually with half the British Army embarked. When not on tour we played as hard as we worked and items such as the ship's concert party, the swimming gala and the sailing regatta occupied a prominent place on the 1965 fixture list.

But enough is as good as a rest, and a change is as good as a feast, so on the 12th October 1965 we lifted the ship out of the groove that runs between Singapore and Borneo and a week later took a two-day holiday in the Seychelles, where the black parrot and the coco-de-mer feature high on the list of tourist delights. Then on to Mombasa to re-visit old friends, and likewise at Aden, where we arrived on the 8th November. The political climate was unchanged, so we slipped over to Assab in Ethiopia and Djibouti in French Somaliland on consecutive weekends. Interesting but not exotic.

We finally left Aden on the 25th November and returned to our former haunts off Borneo three weeks later. Christmas in Singapore, with a carol service on the flight deck. New Year's Eve in Singapore, with the ship sailing for Hong Kong the following morning. There we spent ten days "rest and recreation" and Captain Place assumed command of the ship from Rear Admiral Adams. And then more Singapore and Borneo, with the pace slowing appreciably when the ship's docking period started at the end of February 1966. Shore accommodation and ten days station leave - no more need be said. The second shakedown cruise of the commission started on the 20th April, and amongst other things, we visited Pulau Tioman twice in two days to satisfy the banyan fans. And on to Labuan and another roulement to carry us through to May.

To confound the pessimists, we actually got to Kobe in Japan and although the willow pattern and cherry blossom illusion was destroyed, suki yaki, sake, shrines and steam baths satisfied most palates. Next stop was Labuan, which curiously enough seemed quiet by contrast, and then a three week maintenance period at "home" in Singapore to while away the month. Enough has already been written on Exercise Long Hop, and the subsequent visit to Hong Kong at the end of July understandably looms larger, if not more clearly, in our memories. From then on, with the advance party safely on board, it was a downhill run. Farewell visits to Singapore and Borneo, and then the East of Suez weight was cheerfully passed to HMS BULWARK in the Red Sea in the later half of August. It is not true that we carried out a full power trial whilst in the Suez Canal, but no time was lost on the run home and Portsmouth was reached in early September. And those of you who are still on board will know that from then on - - it will start all over again.

## THE BEGINNING AND THE END



Leaving  
Portsmouth

Arriving Singapore  
("A" Station)



## IN BETWEEN



Gibraltar

Aden  
with its crater



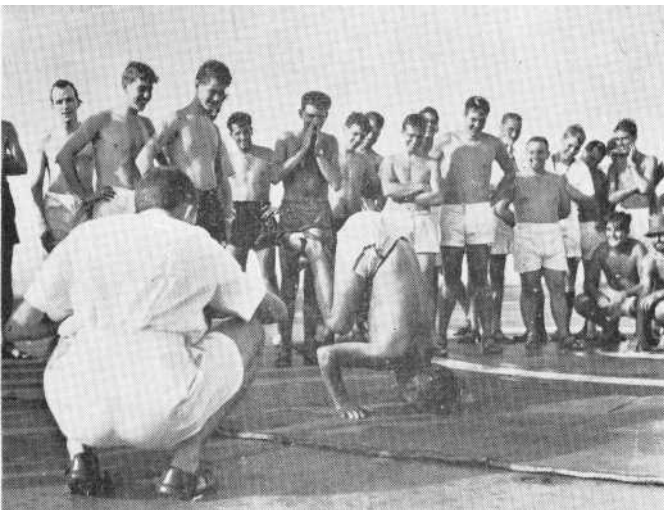
Mombasa  
and the Oceanic



## FLIGHT DECK (without the aircraft)



for Work  
The Bosun RASing.  
and Play

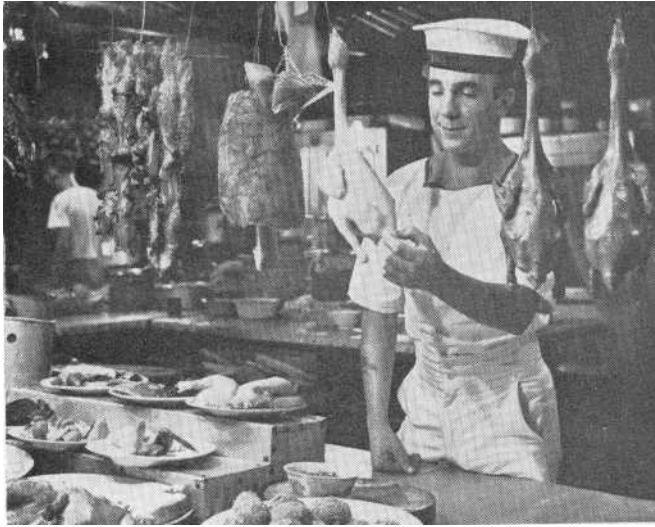


Flight Deck Sports

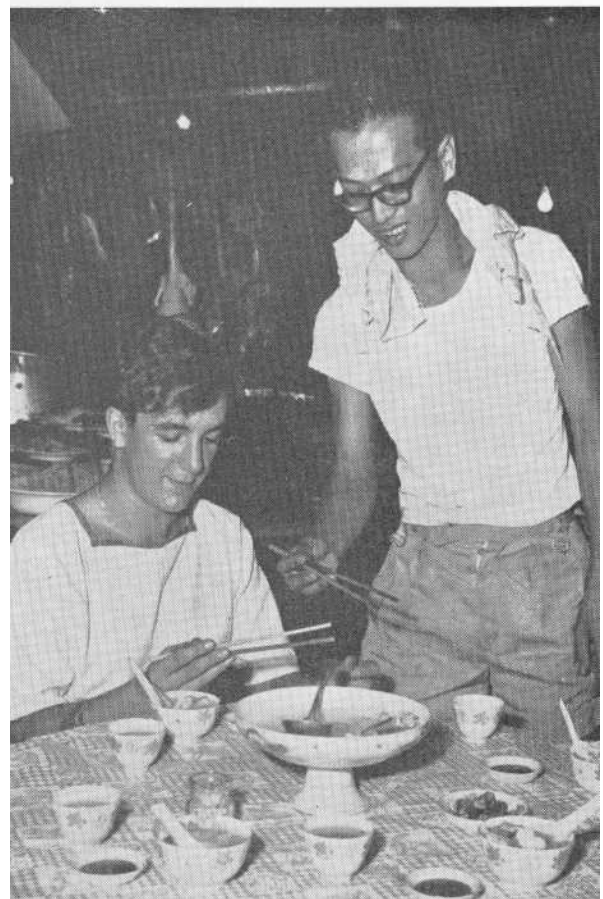




## EXOTIC FOODS



Oriental Fleshpots?



Try it this way.



Pulau Tionnan

Coconuts

**SAILING - for fun**



Mombasa



Hong Kong

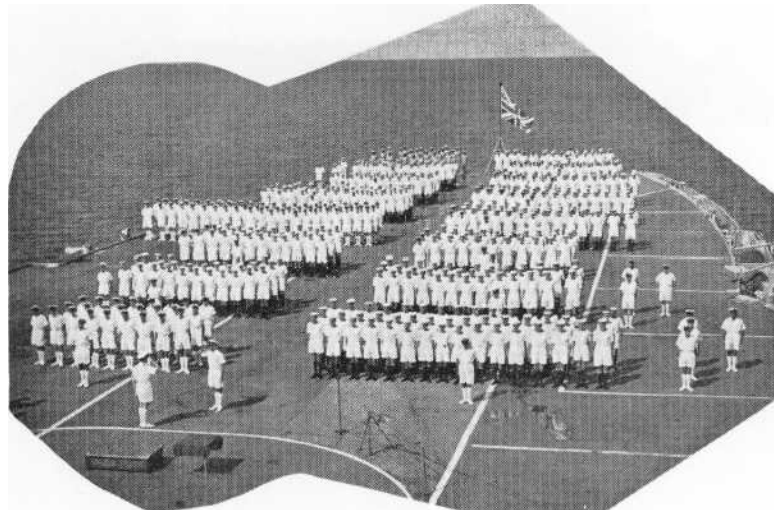
**UNIFORMS for all occasions**



for Children's parties



for entertaining



for Sundays



for Uckers



for Bario

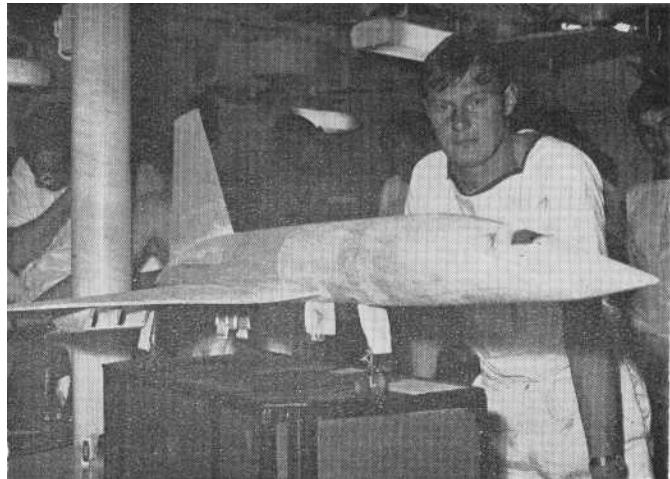


## HOBBIES



L.A.M. Beagley  
with his butterflies

N.A. Blackman  
builds his Concord



L.M.(E) Sillivan  
wishes he were home.

V. I. P's



Sir Nigel Henderson, K.C.B., O.B.E,  
C.-in-C. Plymouth



COMAF  
Commodore A. L. Lloyd, D.S.C.



Admiral Takahashi



Dr. Goh Keng Swee,  
Singapore Minister of Defence.



Kenya Minister  
Mr. Tom Mboya and party.





The Hon. Dato Temmenggong Jugah,  
Federal Minister for Sarawak Affairs,  
Paramount Chief of the Ibans.



The Penghulu of  
the Kelabits  
(Ascot?)