



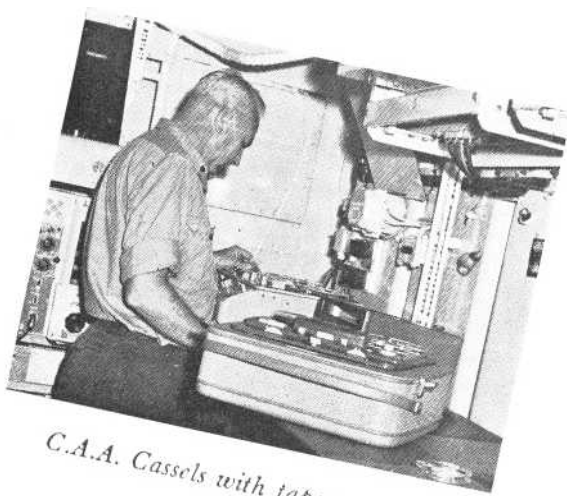
Ski boat in Hong Kong.



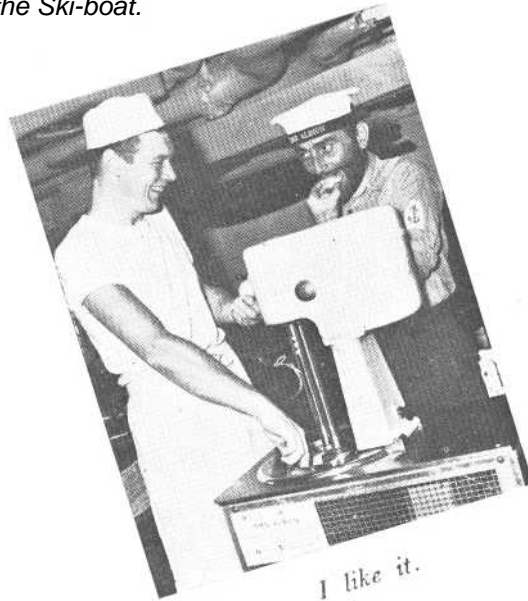
Mini buses in Tsavo Games Park.

*Margaret
Tender To Albion*

Nameplate of the Ski-boat.



C.A.A. Cassels with tape recorder.



I like it.

MILITARY PASSENGERS

ALL through this commission we have experienced variety, but the greatest source of variety has been amongst the passengers themselves. Needless to say we have carried a number of infantry battalions. These include men from the Highlands of Scotland to the Himalayan foothills and from Aden to Australia. Interspersed with the infantry we have carried dogs, goats, a bear and monkeys, to say nothing of Indian, Pakistan, Chinese and Malaysian charwallahs and contractors for these units.

LEST there are those who think we only carry men it would be wise to add a list of some of the types of passenger-machines which have rested on our flight deck or in the hangar. Landrovers, 3 tonners, matador, agricultural tractor, LA guns, 105 mm howitzers, water trailers, water bowsers, Ferret, Austers, Beavers, Single Pioneers, Sioux, Scout, Belvedere, Whirlwind.

BECAUSE all work and no play makes Jack a dull boy we have carried passengers whenever we went anywhere on leave, whether it be for a weekend to Djibouti or Assab or a week at Hong Kong or Kobe. On one trip to Hong Kong there were representatives of 33 different ships and units from all three services. When we went to Kobe we took two bands - on leave - but allowed them to provide official music and ceremony whenever the opportunity arose!

IN retrospect we can list the units we have carried for training, exercises, and in roulements (that magic word that can be adequately described as "relief in the line" by Army phraseology, and "rotation of units" by anyone else).

40 Commando RM	1 Gordon Highlanders
41 Commando RM	1 Scots Guards (included 9 Company Irish Guards)
42 Commando RM	3 Royal Anglians
43 Commando RM	1 Malaysian Infantry Regiment
45 Commando RM	1 Malaysian Rangers
HQ 3 Cdo. Bde. RM	2/2 Ghurka Rifles
95 Cdo. Light Regt. RA	2/10 Ghurka Rifles
97 Cdo. Light Regt. RA	3 Royal Australian Regiment
2 Royal Green Jackets	

ON occasions we have carried passengers whose place of duty coincided with our destination. One officer from the Argyll and Sutherland Highlanders finished duty with the Federal Army in Aden and rejoined his battalion in Sarawak, having had a door to door service with all his baggage provided by ALBION and 848 Squadron. Others went to Hong Kong, Mombasa, Sabah, Sarawak and Singapore in a more routine manner.

NEARLY all end-of-commission articles end with statistics involving multicircumnavigation of the world with tons of this or length of that. In my article on "passengers" I would like to end of a different note. A note perhaps tinged with slight pangs of regret in that while we were pleased to provide our passengers with the Hotel service that they enjoyed as "passengers" - we were sorry that we never had the opportunity to give them the Battle Services they would have had from every department in the ship had the situation demanded. "Though it is worthy of note that as a cruise liner we have carried over 10,000 (non paying) passengers.

REPLENISHMENT AT SEA

During the present commission we have been very fortunate with the weather during all our replenishments. Even when working up off Portland we managed to find a glimmer of sunshine and a not too angry sea. Since arriving on the Far East Station the weather has been more that kind to us on each occasion of carrying out either liquids or solids R.A.S.

Generally each replenishment has gone quite well and there have been few dramatic moment worthy of record except perhaps one when refuelling F.F.O. from TIDESURGE and the outer trough wire parted on the forward rig. A new wire was quickly passed from TIDESURGE, and amid much applause we saw the First Lieutenant quickly perform a circus act and walk out along the hose to secure it to the trough. Solid replenishments have had their moments, even to the point of attempting to land a load on the back of a passing midshipman.

It would not be fair to conclude these brief notes without a word of thanks to the galley staff for their supplies of cold limers and even more important, the supply of what has become known in ALBION as the R.A.S. Lunch of Fish and Chips and Oggie and Chips, in a bag, of course.

" What day is it Bo?"

" Sunday, of course, we're RAS'ing arn't we?"



VITAL STATISTICS

						This Commission	Last Commission
MILES STEAMED	...	...	...	...	...	86,600	85,111
Number of Liquid RAS	...	...	...	...	...	21	25
TONS	...	...	...	...	...	24,000 tons	25,000 tons
Number of Solids RAS	...	...	...	...	...	9	11
LOADS	...	...	...	...	...	1,400	2,005
RAS of Escorts	...	...	...	...	...	17	3
TONS	...	...	...	...	...	2,500	753

ENTERTAINMENTS

Cinema

Our main source of regular entertainment is provided by the ship's S.R.E. and cinema facilities. The good work of our S.R.E. team is covered elsewhere in the book so here we must acknowledge the splendid service given by E.A. Gilby and his team of cinema operators - the main stalwarts being P() Elec Eastall, PO ME Freegard, LEM Bailey, Ldg Sea Smith and EM Inshaw. They have screened some 1850 shows during the commission with a remarkably low failure record.

Coach Tours

Also in the area of general entertainment comes the coach tour organisation run by the "Bish", Rev. Courtney Atkins. Coach loads of "ALBIONS" complete with bag meal and two cans of beer apiece have been around the "best places". Main tours were at Gibraltar, where the entire resources of the local bus company were exhausted in coping - with the "Round the Rock" tours; Mombasa tours of the Tsavo Game Reserve, where plenty of big and small game was seen and photographed; Hong Kong and the New Territories and a glimpse of Red China; Singapore to Lambong Falls and Kurkup village; and most notable, in Kobe, where 650 Ship's Company members went on tours to Nara: Kyoto and Himaji.

Tombola

We must also remember the tombola team under Lt. Jack Stone who have "shaken up" and "eyes downed" for us to the extent that the total takings so far this commission have been £5,913 : 14s and have contributed to the Welfare Fund no less than £292 : 11s.

Commission Highlights

The commission was got off to a good start with the Ship's Company Commissioning Dance held at the Savoy Ballroom, Southsca on 19th November 1964 with an attendance of 750.

During the passage of the Suez Canal the traditional "gully gully" man was brought on board, at small expense, and he performed with "cups and chicks" to good effect on the Flight Deck. At Aden in March 1965 we were lucky enough to get on board the C.S.E. show- starring Clinton Forbes. This was our first live show and the performance was a great success - as was the party afterwards!

At the Equator on 13th April 1965 we enjoyed the visit of King (AB Moore) Neptune and his Judge (Lt Cdr Stanley), Princess (LPM Bloomfield) and Barbers (RPO Maiden and Shpt. Collings). They commanded us to accept and withstand "The full and due initiation into the Rites of our Ancient Aquatic Court" and there was a little accepting and a lot of withstanding for those singled out.

Our first children's party was given at Jesselton on the 6th August 1965 for 150 Asian children. The number that turned up bore no relation to the number invited and Surg. Lt. Swann and his merry hand of pirates and helpers had their hands full with about 400 kids charging about and enjoying themselves immensely.

The Entertainers and Concert Party achieved a great success with the "Variety R.O.7 - 65" which played to full houses in the hangar, and for two nights ashore in the Naval Base, Singapore. Produced by CPO(A) Blair/PO Elec Beveridge, compere ERA Williams, and featuring amongst many other first class turns, the "Corps de Ballet" and supported by our own group, the Harmaniacs, it was registered as a "hit".

The children's Christmas Party given at Singapore on the 23rd December for 100 underprivileged children sponsored by the Hans Anderson Club was organised by Sub Lt Peter Waffles who was supported by an enthusiastic band of pirates and helpers. The highlight was the arrival of Father (Sub Lt Wintie) Christmas, built in just the right form for the job, and who was just saved from melting away in his costume by a "nick of time" refreshment.

A Christmas Carol Concert for large numbers of Naval Base and Fleet guests, and attended by the Commander-in-Chief, was held on the Flight Deck on Christmas Eve 1965. The Naval Base Choir, suitably illuminated, led the singing of the old traditional carols.

A major effort by the Entertainers, led by Chief Elec Rowe, was the Ship's Company Dance held in HMS TERROR gymnasium on 9th April 1966. The gym was suitably decorated (Fuji scene and all) bars and refreshment tents erected, and at 2200 over 1,000 attenders were estimated. They drank £400 worth of drinks and ate 800 salads and masses of curry. Compared by PO Martin and LAM Grant, our principal guest was the Captain of HMS TERROR, Captain R. Plugge and his lady.

Our final children's party was given at Kobe on 23rd May 1966 for 200 orphan children. The weather just held for Lt. Wailes and his band of clowns, pirates and helpers, and a happy band of children left clutching hats, sweets and balloons to testify to the good work of all, not least the cookery and catering staff.

During the commission the Entertainers have run two raffles so far for a local worthy cause - the Naval Base Charity Chest, raising £109 in 1965 and £81 10s in 1966. Yet to come before ending the commission will, it is hoped, be another Concert Party produced by Ch Elec Beveridge, and of course a return appearance of the "gully gully" man as we go back the other way.

The record would not be complete without mention of others of the Entertainers who have supported the Entertainment Officers, Commanders Holgate and Hack throughout the commission, they are: Lt. Norman Stead, CPO Blair, CAA Cassell, COY Palfrey, CPO Wtr. Conway, PO McAuley, Ldg Sea Crouch, LEM Tasker, POM(E) Vernon, M(E) Cameron, LMA Kay, MA Sullivan, SA Southouse, NA Dean, LRO Dewhurst-and the Regulating Staff who took all those lists of names.



Christmas Party in Singapore.



Party at Kobe.

THE KILIMANJARO EXPEDITION

A party of nine made an attempt on the "Roof of Africa" during our second visit to Mombasa. The expedition had suffered from so many frustrations beforehand that we feared it would never get off the ground and it was not, in fact, until after we had left the Seychelles - a mere two days out from Mombasa - that we finally received the "all clear". In those two days and the two which followed we made all the arrangements for food, equipment, frontier clearance and transport, finally tumbling into the overnight bus to Himo which left Mombasa at 2130 on 27th November. After a bone-shaking ride of over six hours duration ("first class" seats made absolutely no difference to anything except our purses) we emerged in total darkness and settled down to sleep on the concrete pavement in front of a row of shops. We awoke to find ourselves the objects of interest to the local population - human and animal - but we didn't mind this for it was a beautiful day and we were at once rewarded with a magnificent view of the mountain. It turned out to be by far the best view we had of it at all!

An obliging minibus went sufficiently far off its normal route to take us right to our base camp - the Kibo Hotel. We had tents with us but it took little persuasion by the hotel manager for us to make the hotel our base and also to make use of the mountain huts for our overnight accommodation on the ascent. Even without tents we started with a first-day load of as much as 70 lbs to a man, though this was reduced considerably as we dumped food and equipment en route. A meal at the hotel, a last contact with hot water, a hasty re-packing of our gear and we were on our way.

No climbing is required on the main peak of Kilimanjaro, but it is a long hard slog which demands considerable stamina. We carried all our own gear, spurning the use of porters. Nor did we employ a guide, the leader having considerable mountaineering experience. The vertical height which we had to climb was reduced of course, by the height of our base above sea level - about 5,000 feet, but, even so, the three stages to the last hut are gruelling; to this is added, in the summit stage, the hazards of mountain sickness.

The first day took us to the Mandara Hut at 9,500 feet, by way of a rough jeep track mainly through tropical rain forest. The day was grillingly hot, the night pleasantly cool. Both in the evening and the morning we enjoyed panoramic views. We ate and slept well.

We were able to dump a quantity of food and equipment at this hut, making the second day a little easier. The track, now only a footpath, lay at first through woodland but soon emerged from the trees into grassy savannah from which we had tantalising views of the mountain. Horombo Hut again afforded us distant views over the inland plateau of East Africa. At 12,500 feet we found our appetite jaded and sleep was less easy. The night was distinctly chilly and we were glad of additional clothing in our wooden bunks.

More food and equipment was dumped here for the return and we set out on the third morning on quite the most disheartening part of the journey. Our route lay at first through gently rounded shoulders of the outlying flanks of Mawenzi, the lesser twin peaks of Kilimanjaro, emerging on to a saddle at 14,000 feet. So far so good. But between us and the white speck which was Kibo Hut some 7½ miles away at 15,500 feet lay a plateau of laval dust and gravel, dotted with boulders. Level though most of this was, height began to tell and most of us were going very slowly, suffering in varying degrees from headaches and "mountaineer's foot" - a reluctance to put one in front of the other. The usual time for this stage is 5 hours, but we found that it took some of us as much as eight. We had only fleeting glimpses of the mountain all day, and at times the clouds were sweeping right over the plateau. We had left behind all signs of wild life and we felt very cut off in this eerie world of silence and shadows. Only at the very last, as the sun was setting, did we really see the summit of the mountain with its awesome ice-cap glistening green and blue. Two of the party were by now suffering acutely from mountain sickness and two others from exhaustion. Few of us felt any inclination to eat, and sleep came only with difficulty. It was very cold and we were all shivering in spite of the extra clothing we all wore.

It is usual to start from the hut for the final stage of the ascent at about 0200. This allows one to arrive at the summit in time to see the sun rise, gives crisp snow conditions and also prevents one from becoming discouraged by the apparently slow rate of progress. In the event, five of us made a start shortly after 0400, the remainder wisely electing to return from the hut. Our progress was very slow and we were all affected in varying degrees by the altitude. The whole of this stage is on scree and for every two steps taken upwards one can rely on slipping back the distance of one of them. Cloud still covered the summit and it was obvious that we were going to be denied both the sun-rise and also the dramatic views of and from the summit crater which are the major rewards of making the ascent. However, we did have one unpremeditated and utterly unforgettable sight, that of the recently discovered Ikeya-Seki comet which rose about an hour and a half before the sun and which carved a scimitar of brilliance vertically

across the night sky, silhouetted against and then rising above the black outline of Mawenzi before being lost in the grey light of dawn. We were just below a dense blanket of cloud at this point - had we set out earlier we would have seen nothing of the comet. At about 1030 we crawled - almost literally - the last few feet to Gilman's Point, one of the two "official" summit points of the main peak of Kilimanjaro, just on 19,000 feet. Beyond us lay the ice-filled crater of the mountain, but visibility was reduced by cloud and driving snow to a matter of yards. Our only reward was to be the satisfaction of having reached the top. We decided not to attempt the crater walk - we would have gained nothing by doing so and it would have taken well over three hours to complete in the prevailing conditions. So we signed the visitors' book, took photographs and - because just in time the leader of the party remembered that it was his 46th birthday, 31st October - sang rather breathlessly

Happy birthday to you,
Happy birthday to you,
Happy birthday dear Bishop,
Happy birthday to you.

Then we turned our backs on the mountain and began the long hard haul of some 15 miles on top of what we had already done to Horombo Hut. We made this as daylight was failing and gratefully accepted all the help that the other four were able to give us. They were largely, if not completely, recovered from their high-altitude sickness by this time.

The last day on the mountain was another of unrelieved hard work as we made our way first to Mandara Hut to pick up the last of our food and to cook a meal, and then to the hotel where the unreal atmosphere of luxury awaited us. One hot bath followed another, interspersed with ice-cold showers; then came the bliss of clean clothes, an easy chair by a log fire, a dinner which at any time would have been delicious but which was indescribably so now, and finally drinks around the fire to round off the evening.

How we would all have loved to have spent at least one more day at the hotel, not only for the sake of the comfort it offered but also for the delightful climate and splendid views it enjoys. But we had to be on our way early for another comfortless 'bus ride to Mombasa.

Was it worth it, in spite of the unrewarding weather conditions? Speaking for myself, yes, every time. Pride of achievement is always a good spur to a mountaineer, of course, but achievement plus companionship counts for much more, and this we had.

As I write, we are just 24 hours out of Kobe. Fuji, here we come! There's no curing some people, is there?

The expedition:

P.O., D. C. E. Harper, R.P.O. 1). A. Maiden, L.E.M. J. M. Rowland, N.A.M. C. J. Symes
MNE M. R. Gill, MIDSHIPMAN R. G. Bryan, MIDSHIPMAN S. L. Platts, LT. M. I.
Burnett, CHAPLAIN A. C. Atkin

THE PENANG HILTON

"**XRAY ROMEO XRAY ROMEO** this is HILTON HILTON, Radio Check, over".

"HILTON this is XRAY ROMEO, loud and clear now, over".

"This is HILTON - good - how about this bump - we ordered 500 rolls and with the army restricted to one roll per man per month things are getting desperate - over".

"This is XRAY ROMEO - relax - 500 rolls in transit by hand of officer today - over".

"HILTON Roger - thank goodness - nothing more for you - over".

"XRAY ROMEO - Roger - closing down - have fun - out".

Thus another day at the Penang Hilton starts. By this time, 0915, the majority of the 200 or so guests have finished their breakfasts although the odd one or two decided to miss theirs and have a relaxing forenoon in bed, followed by breakfast at the bar at a more civilized time.

An hour later forty fit and sunburnt sailors can be seen boarding a bus, armed with picnic lunches prepared by the staff and equipped with bathing things, they head off for a sightseeing trip of the island which will embrace temples, (snakes or otherwise), dams and the bathing beaches. In the meantime excitement is reaching fever pitch as battle is joined with the Minden wives on the softball pitch. The strain is clearly too much for some who make a snap decision and retire to their beds to await the opening of the bar.

Today is the day of the swimming gala and at the appointed time more Minden wives - an athletic looking bunch - gather at the pool side, together with naval competitors and spectators. After a certain degree of argument, a number of the latter are pressed into service as competitors. The races start and by judicious application of stringent rules and many disqualifications the wives win by one point. Prizes are presented - beer for the wives and nutty for the runners up - and later most repair to the bar.

The arduous day wears on, and to avoid the guests contracting bed sores a barbecue is arranged for the evening at which a group from the Green jackets band provides music, the staff prepare gourmets' delights over charcoal braziers and much beer is consumed.

As midnight approaches the sounds of revelry diminish and the weary guests head towards their beds to prepare for another day of what they will.

Author's Note: The above of course did not in fact all happen on the same day. Generally the idea of the camp was received by the ship's company, particularly the more senior members, with mixed feelings. The journey up to Penang was long, tiring and uncomfortable. However, once the journey was over, almost all enjoyed the camp immensely and many said they considered it one of the highlights of the commission.

THE HARMANIACS

Whilst not rivalling the Mersyside insect group, the Harmaniacs may none the less claim to have been one of the more widely travelled water-borne rock groups of the present decade. Starting with a handful of sticky chords in the hot summer of 1964, the group presented a fair imitation of a portable electrical store by the end of the year, and since then have contributed a generous share of nocturnal decibels in places as far removed as Aden and Hong Kong, Singapore and Mombasa.



"The Sound Producers"

The group's first wax impression for use on jet age phonographs (known as a 'disc' to avant garde rockers), also happened to be their last, notwithstanding, it made the 'charts' if not a fortune. Incidentally, to correct a popular misconception, the hit side is named "Something called Nothing" and not "Nothing called Something".

You may have heard the group play on the flight deck, or perform at the ship's concert party, and you possibly lost an hour or two's sleep as they polished the latest composition. You might even have fallen flat on your face as you tripped over a wandering lead or an errant amplifier, but whatever your encounter with the group may have been, all will agree that they made their mark and will be remembered for a variety of reasons.

ALBION BROADCASTING CENTRE

In October 1964, eight volunteers met in the SRE studio to plan the ship's future broadcast entertainment. The SRE Officer was put in overall charge, CAA(O) Cassell was made programme controller and six operators completed the team. Almost our first decision was to call ourselves the "Albion Broadcasting Centre" since we felt this title to be more inspiring than "The SRE".

We determined to provide as many home produced programmes as possible on Channel `A' and to supplement these by using BBC Transcriptions of old favourites. To provide an alternative programme Channel `B' was used to relay broadcasting stations like the BBC World Service, Radio Australia, British Forces Broadcasts Service (Far East) etc. To cater for the younger element on board our programmes contained a large content of "pop" music but we tried hard to provide something for everybody. "Tuesday Quiz" with its cash prizes, "Albion News and Topics", "Personal Choice", "Classical Corner", "All that jazz" and "Take it with a Pinch" soon became favourites and no doubt we would have had other successes had we had as much support as advice!



The Senior Operator "Tug" Wilson

"Mess Choice" and "Ship's Requests" run by our much over-worked senior operator (what would we have done without him?) were two more favourites but, no doubt, our biggest success and most popular programme was "Home Requests". At the time of going to press over 540 requests from relatives and friends had been received and played. It is also estimated that by the time the ship sails through the entrance to Portsmouth Harbour some 50 "Tuesday Quiz" programmes will have been broadcast and over 100 visitors and ship personalities will have been interviewed.

Talking of interviews, "Albion News and Topics" gave us many memorable meetings with unforgettable people. People like COMFEF, COMAF, the Commanding Officers of the RM

Commandos and Army Regiments we had on board; Captain Bartlett-Prince of Hong Kong (who well remembers the Albion of 1900!); Lieutenant Osborne (who was a mercenary in the Belgian Congo before joining the Royal Navy); Tommy Steele's brother, Roy Hicks; Bill Gasson of Reuter and many others. After the interviews we had with reporters of the "Portsmouth Evening News" and the "Rochester, Chatham and Gillingham News" we also got some advertisement ourselves in those papers and as a result were flooded by letters and requests from home!

Our most notable achievement? Undoubtedly the link up with the Aden Forces Broadcasting Association when requests for friends ashore were played by us and A.F.B.A. played requests for us on board. That was the only time we broadcast to a community ashore but we also had several inter-ship quizzes.

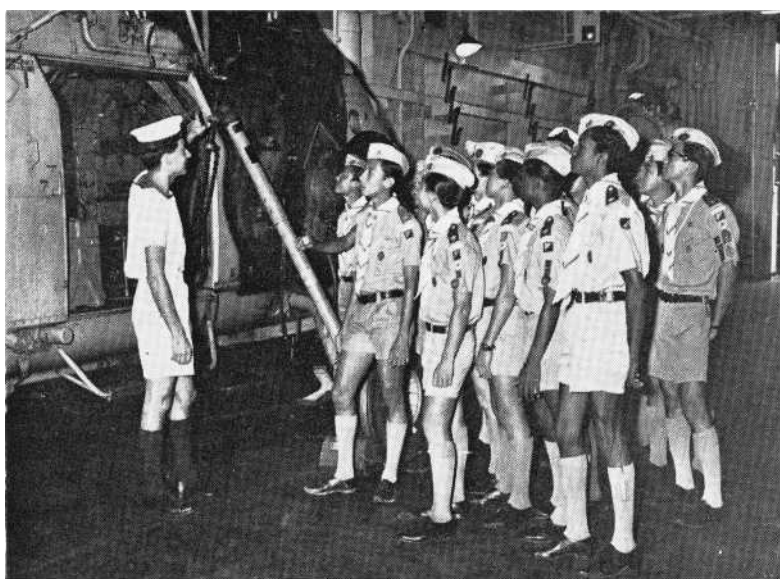
Many of our operators gave up through lack of spare time or because the job was too trying. However, we thank them all, especially CAA Cassell (who for all his work never received any money) and NA Wilson who were selfless and untiring. To end we would say that most ships have their SREs but we would like to think that the ABC is superior to most of them. Conceited or not, we think it is.

(Editor's note - "So do the rest of us.")

DEEP SEA SCOUTS

This smallest, but surely most-travelled, branch of the Scout movement, has been represented in Albion by a small but active crew. It is most fitting that the present commission should have co-incided with the Movement's "World Friendship Year" for we could have had no finer opportunity to meet and to get to know Scouts of other countries than has been offered by our travels of the last eighteen months. From the swarming metropolis of Hong Kong to a remote Dyak longhouse in the depth of the Borneo jungle, two days' journey by long boat from the nearest town, from points as far apart as Gibraltar and Jesselton, Kobe and Mombasa, we have enjoyed the hospitality of an uncounted number of our brother Scouts.

In return we have received them on board ship and, when our stay has been long enough, assisted in the running of their weekly Troop meetings and of their camps. Most of all, however, we have enjoyed and benefited from our personal contacts with Scouts of so many different races. These have given us unrivalled opportunities to experience the depth of meaning of the fourth Scout Law - "A Scout is a friend to all and a brother to every other Scout, no matter to what country, class or creed the other may belong". We hope that, as a result of these many and varied contacts, the ties of world friendship have been strengthened and even that the prospects of future peace for the world have been made a little brighter.



Our brother scouts.



SHIP'S ASSOCIATION FOOTBALL



The Association Football Team and Officials.

"They came, they saw, they conquered." These were the words used by the Sabah Times football reporter to describe "Those men of Albion" in his match report on the 6th August 1965, after the ship's first eleven had defeated the State of Sabah by three goals to two at Jesselton. This was undoubtedly one of the highlights of the commission for the ship's footballers and selectors as our team was in splendid form on this occasion. The feature of the game, according to the Sabah Times reporter was, "The superb football, excellent passing and great teamwork displayed by the Albion players".

There have been many other equally exciting matches, over sixty of them in fact, and it is not for any one person to say which was the most skilful, or thrilling - or whatever you like - because our first eleven have given so many fine displays during the commission. Only a brief outline of their travels and achievements can be given in this article, but here is their record:-

Played	Won	Drawn	Lost	Goals For	Goals Against
62	40	6	16	217	142

All ship's supporters and football enthusiasts will appreciate the tremendous team effort that goes into achieving forty wins from sixty two games played and the energy and skill that goes into scoring over two hundred goals whilst your defence only allows the opposition to get the upper hand on sixteen occasions. These statistics surely indicate what a fine bunch of footballers we have had in Albion this commission and it is no wonder that they have built such a very good reputation in and around the Singapore Naval Base for their entertaining displays under the Terror floodlights.

Many will remember our opening game in Singapore, for it was regarded as one of the most exciting and keenly contested matches seen on the Terror No. 1 ground in months. We took on a very fit and experienced Bulwark team and only went down to them 5 goals to 3 after a tremendous struggle. Later on, as our players became more used to the conditions, we started to show our true form and very soon we had recorded good wins over a number of local service and civilian teams. These included HM Ships, Terror, Triumph, Ark Royal; Royal Air Force Stations Tengah and Seletar; the Dockyard F.C. and H.Q. 3rd Commando Brigade, to name but a few.

We became Fleet Champions, officially, on the 18th July 1965, when we defeated RNAS Simbang by 6 goals to 1 in a challenge match for the Berthon Cup.

This was the forerunner of many exciting Berthon Cup matches which were to be seen at the Terror ground and a good number of our company will remember and appreciate the excellent entertainment laid on by the ship's footballers - win or lose. A mention also of the tremendous support given to this first eleven by our Supporters club, particularly the Seaman's Vocal Group, led by A.B.s Wollacott and Sheppard.



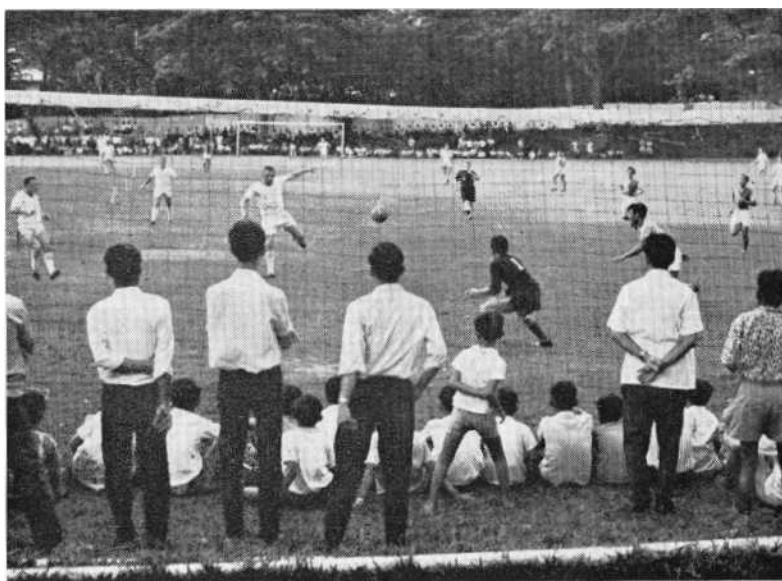
The Supporters Club.

As can be seen, the ship's team have travelled far and met a wide variety of teams. On our second visit to Hong Kong we are proud to record that we became the first R.N. team to defeat the Hong Kong Police F.C. It was a close struggle but we delighted the Chinese crowd by holding on to our lead to win the game 4 - 3.

The article would not be complete without a mention of the players, officials, selectors, ball boys, and other personalities, who have been part of the Albion Football Club. Unfortunately, several of our original team have left the ship but who could forget those excellent displays of ball control and shooting by our dashing left winger, Midshipman Gilbertson. He was a great asset to Albion and also of course to the Royal Navy Singapore team.

The ship has been very fortunate in having such fine players as A. B. Craigs, L/Sea Gillman (present team captain) and A. B. Harrison, throughout the commission. A better half back line would be hard to find and all three have represented the R.N. Singapore, also, for the record, all three have had spells as Albion's team captain. Leading the attack we had the legendary L.R.O. Trumper: Scorer of eleven hat-tricks and with a total of 66 goals. He was a great personality on and off the field. Our two regular inside forwards have been N.A. Heaton and A.B. Curl. What grand players they have been. Always giving of their best and laying on or scoring goals themselves. Some of the finest goals of the commission in fact were scored by N.A. Heaton and out of his total of 41 he has notched up five hat tricks. What about our full backs? Both E.M. Barkley and A.B. Mann are ever presents. Like the others mentioned above they lined up for our very first fixture. No team could wish for a pair of steadier full backs and with Barkley's dash and Mann's excellent distribution, which incidently gained him a place in the Navy Team, we have seen some first class full-back play.

Our activities have not by any means been confined to the Singapore area. Matches have been played at almost every port of call and since defeating the Dorset Police 7-4 at Portland during the work-up period, we have recorded wins against the R.A.F. Middle East 4-1; Mombasa Sports Club 7-0; Durham Light Infantry, Hong Kong 7-3; Combined Services Labuan 4-1; Assab first eleven 2--0; The French Air Force, Djibouti 2-1; and the Kobe City Hall eleven, Japan 4-1.



Trumper has a go.

R.E.M. Archer, E.R.A. Old, and N.A. Clarkson. Newcomers to the first eleven during the commission were:- Sub Lieutenant McDonald, A.B. Yandell, M.E. Kirkpatrick, M.N. Parnell and Cook Cardwell. Deserving mention too are all the players who have represented the ship's Second Eleven and Under Twenties side, but this would entail writing a book if all their activities were to be recorded. However both teams have had their share of fun and successes, here now are their statistics:-

Second Eleven (Team Manager, C.P.O.S.A.(V) Dawson)

Played	Won	Drawn	Lost	Goals For	Goals Against
22	12	3	7	83	46

Under Twenties Eleven (Team Manager A.B. Craigs)

Played	Won	Drawn	Lost	Goals For	Goals Against
19	14	1	4	84	34



C.M.(E) Beard officiates.

The last line of defence has probably caused the selectors (and spectators at times) the most concern and nail-biting. No less than ten different goalkeepers have been tried during the commission but each time a "star" was found he seemed to be detailed for draft soon afterwards.

Many will remember the safe and workmanlike displays of R.S. Jarrold between the sticks and the spectacular feats of L.A. Archbold. Our first choice for the last fifteen games (at the time of writing) has been Cook Anderson. What a fine young goalkeeper he has turned out to be since his first game in Hong Kong on our second visit. With good positional sense, agility and safe handling he has the attributes of a top class goalkeeper.

Our loyal reserves deserve special mention. Players who have attended games as substitutes are;

Before closing this brief account, it is fitting to record a special "thank you" to the personalities who have formed the main-spring of the Albion Football Club, indeed many of our players have requested that this should be done if possible.

C.P.O. J. Glynn, P.T.I., our first eleven team coach and selector throughout his two and a half years in Albion has been a tower of strength to ship's football. He, together with C.M.(E) Beard, can recall the very first ship's matches when we stood on the line in Portsmouth and peered through the mist and rain. C.M.(E) Beard has also been a member of the Selection committee but is probably better known for his refereeing and the excellent way in which he has done the job of Football Referees' Appointments Secretary in Albion. Many of our younger officials have much to thank him for. Finally, C.P.O.S.A.(V) Dawson and A.B. Craigs. Both have done a splendid job in running the Second Eleven and Under Twenties, respectively, they have also assisted greatly with team selection and organising generally within the Football Club. It has been a great pleasure to have had such a fine Management Committee.

CRICKET

The first thing you notice about ALBION's cricketers is their strong right arms, developed through throwing in from the deep you might think, but no they came by them lifting pints and throwing darts.

If pushed we can also play a fair game of cricket as we have five players who have represented the Navy in Singapore; LT. CDR. Peter Drake, ERA Date Stracy, ERA Ralph Pratt, Midshipman Keith Ridland and Midshipman Doug Littlejohns. Peter Drake who left us in April was cricket sec. during his time in ALBION and is a great loss to the side. He is the only all-rounder I know who comes from Yorkshire, wears an Australian cap and speaks Welsh!

At one stage in the commission we played consecutive games in Labuan, the Seychelles, Mombasa and Hong Kong, which puts us in the same class as the M.C.C. as touring cricketers, but for distance travelled only!

The whole team will agree that the game against the Hong Kong Cricket Club, on the most valuable ground in the world, was the highlight so far this commission. We came very close to winning only going down by some 20 odd runs, this after we dropped one of their batsmen before he scored and 8 times after he made 84, which bears out the old saying "Hold your catches and you will win your matches". We *have* held some first class catches, Dick Old's at Labuan was, I think, the best and Chippy Tillman's at the Seychelles the best try as he got a hand to the ball only to disappear off the pitch into six feet of water!

Some of our most enjoyable games have been against the Combined Services at Labuan, we have played them three times, winning one and losing the other two. We hope to square the account on the way back from Japan.

Thanks to the support cricket is now getting in the ship we have started a second XI which will be in full swing during the season.

The inter-part knockout Cup last August was well supported, the C.P.O.s beating the Wardroom in the final, this cup will be played for again in June.

Finally because cricket is a game to be enjoyed on and off the pitch and taking part is more important than winning or losing I'm not going to publish a list of results, but we did win more than we lost!

The following have played for the first XI:-

Lt. Cdr. Drake	Lt. Cdr. Furse	Lt. Pulford	Lt. Osbourne
S/LT. Watts	S/LT. Budd	ERA Old	Mid. Ridland
Mid. Littlejohns	Mid. Bannerman	Shpt Kelley	Shpt Lewis
ERA Pratt	Shpt Tillman	AB Woolacott	LA Wright
PO Blakeborough	CERA Fisher	S/LT. Hasler	RAE Stracy
LS Taylor	LM(E) Thomson		

HOCKEY 1964 - 1966



The commission has seen the standard of hockey go from strength to strength and we can now be reasonably confident of giving a good account of ourselves against any opposition; in Japan against Tenri University (alleged to be the best team in the West of Japan) we lost 7 - 1, but were not overwhelmed or disgraced. By the time Pompey is reached in September the record should read something like:-

P.- 80; W.- 55; Drawn - 10; Lost - 15; Goals for - 250. Against - 100.

EA Fairhurst will undoubtedly be the top scorer with about 80 goals followed by L.SEA Crouch 35, Lt. Brown and Shpt Crampton 25, Mne Wellburn 20 and PO (Phot) Robinson 15. Congratulations too to REA Walker, Lt. Brown and ERA Lewis all of whom have had representative games for the NAVY on the Far East.

To mention everyone who has played for the ship would take too long so let it suffice to cover the 16 most regular players:-

L.S.A. Longden (Goal) - Always safe and can be relied on to give a solid capable and sometimes spectacular performance. Rated one of the best goalies on the Station.

L.Sea Crouch (Right Back) -Started the commission as a centre forward where he scored a lot of goals and then moved back to cover a gap in the defence. Here he has been most successful but I think he would like to get up front again.

Lt. Cdr. Fiddes (Left Back) - A staunch robust player who will always do his best to cut short a menacing attack. Is often found lurking near the opposition D during attacks, very occasionally with success.

ERA Lewis (Right Half) - "They shall not pass" is his motto and he always lives up to it. Very rarely do even two opponents get past him and he has been one of the most valuable members of the side throughout.

REA Waller (Centre Half) - "Team Captain and a great asset to hockey in the ship, not only the 1st XI. A very good centre half who holds the team together, has played inside forward but it is in the centre of the field that he excels.

Marine Wellburn (Left Half) - "Never say die". He must be the hardest trier in the ship, always worrying the opposition and frequently saving a dangerous situation. A good link man who has scored some excellent opportunist goals.