

Rev. Atkin (Defence) - Our "cover" for all the back and half back positions, he has rendered some sterling service and when not playing gives much encouragement as a spectator and stand by umpire.

Shpt. Crampton (Right Wing) - Always steady with occasional flashes of brilliance, he is another regular who always gives of his best. At times he surprises us all with his speed and sometimes surprises the opposition with his goals.

Mr. Fish (Inside Right) - A civilian in a ship's side - disgraceful! - All I can say is I wish he'd been with us longer. A "class" player who has helped the forward line and the side in general enormously.

EA Fairhurst (Centre Forward) - If you want a goal "give it to Jim". If he'd played from the first game his tally of goals would probably top 100. Not only a sharpshooter but also a centre forward who holds his line together.

PO (Phot) Robinson (Inside Left) - Started in defence and then moved to the forward line where he has scored some good goals. Unfortunately dogged by injury (and frequently sailing) has not been available as much as we'd have liked.

PO EL(A) Warr (Inside Forward) - A Cornish county player of neat stick work and a devastating shot who unfortunately left the ship early and also spent half his time ashore in Borneo.

EA(Air) Austerberry (Inside Forward) - A squadron player with a wealth of experience, he too has been available for too short a time thanks to injury and duty ashore in Borneo. A most useful player to have in the side.

POAF O'Callaghan (Anywhere) - He must be the keenest player in the side and would play 10 times a week if given the chance. Has vastly improved since joining the ship and when not playing for the ship has done valuable work running the 2nd XI and turning them into a useful side.

Midshipman Hoffman (Inside or Outside Left) - A powerful player and a valuable asset to any side, ALBION no exception. Another "general purpose" forward, he positions himself well and has scored some well taken goals.

Lt. Brown R.M. (Outside Left) - A corps player who on his day could turn the tide for any side. His pin point centres come crashing across the circle and he has scored many fine goals from even finer angles.



But the hockey we have played has not been just the 1st XI. The 2nd XI has had some good games, two interpart knock-out competitions have been played and one day devoted to six a side. The ship ran a most popular and successful six a side competition in Mombasa where the locals were too good for us. In the Fleet six a sides we reached the semi final and lost there to the eventual winners, EAGLE. Yes we've enjoyed our hockey and so must end with a word of thanks to Chief Cook Palmer who has spent hours of his time umpiring nearly all our fixtures.

Playing away!

SAILING

In Portsmouth, whilst the ship was still firmly on the dock blocks and the Dockyard workers were busily trying to get it to look something like a Commando Ship again, the "New Commission" sailing enthusiasts got together and formed the nucleus of the Albion Sailing Team. We had returned our old R.N.S.A. 14 ft. dinghies to store, had not yet got our allocation of Bosun Dinghies but had our Piccolos. We were virtually a sailing club without boats planning for the sailing which would undoubtedly be available on the Far East Station. The Sailing Committee, formed in those early days, laid the foundations for our sailing throughout the commission and have been largely instrumental in keeping it going so well.

In September 1964 P.O. (Phot) Robinson got us off to a flying start when he won the Royal Navy Individual Firefly Championship, and in so doing he set the standard to be aimed at in the following two years.

The trials and work-up days kept most people too busy to have much time for sailing, however we had one interlude at Gibraltar when we raced the R.A.F. in their Albacores, and beat them. By the time we sailed from Portsmouth for the Far East our Bosun dinghies had arrived, but apart from the occasional sail at Aden and Mombasa there was not much opportunity to become accustomed to them on the trip out.

When we reached Singapore it quickly became obvious that we had a nucleus of helmsmen of a good standard, well backed up by a fairly large group of enthusiasts keen to learn, and it was at Singapore that we settled down to what was to become 16 months of really enjoyable sailing.

Singapore Naval Base is blessed with having all the requirements for a sailing paradise, a warm climate, a large number of boats at the Fleet Sailing Centre, and the Naval Base Sailing Club (or the Red House as it is more popularly known) for the customary race post-mortems at the bar. The one requirement it does not have is a steady breeze from a steady direction, however one cannot have everything, and the fact that the wind may change strength and direction two or three times during a race certainly adds spice to the racing.



The Red House.

Our arrival at Singapore was at a time when the fortunes of the Fleet Sailing Centre and the Naval Base Club were at a particularly low ebb. The R.N.S.A. 14 ft. dinghy, which had given such splendid service for so many years (and for which many of us still have a soft spot) had been phased out of the racing programme at a time when there were insufficient Bosun dinghies to replace it. As a result it was not uncommon in those days to see only three Bosuns come to the starting line - and they were all ALBION! However, as the number of Bosuns on the Station increased, so the fortunes of the F.S.G. and N.B.S.C. improved, and at the Fleet Regatta in February of this year there were 33 Bosuns on the line surely a healthy sign for the future.

We soon settled down to enjoy the sailing life in Singapore, and were quickly made to feel at home, for this we are most grateful to Commander Fitzgerald, RN, Vice-Chairman of the Fleet Sailing Committee, and to the committee members of the N.B.S.C. who went out of their way to help us in every way possible. There have been races almost every Wednesday, Saturday and Sunday that we have been in Singapore, and not only has ALBION always been well represented, but one or other of our helmsmen have won the majority of these races.

Apart from the racing, Singapore is a pleasant spot for ban-yans, and although in the latter half of the commission there have been a number of small ban-yans and cruises down to Pulau Ubin and Seletar, perhaps the reason for this general pottering not being more popular is the rather dampening effect of the occasional shower of rain! Piccolo sailing has not been too well supported either, possibly because there have always been so many other boats available, but the half dozen or so enthusiasts who have made the effort have thoroughly enjoyed this particularly exciting form of sailing, and it has been a pleasant sight to see these little craft scudding across the water.

We held our first inter-part ship's regatta at Singapore in August 1965 and were fortunate in having a bright sunny day with a reasonable breeze. The inter-part team trophy was won by a comfortable margin by the Air and Air Engineering Departments, but on such a day the result was not as important as the fact that we succeeded in getting more than 60 members of the ship's company onto the water for a sail. The day had its amusing incidents, and some of us are still wondering if Doctor Beckingham's spectacular base over apex gybe was due to his natural liking for water, or simply that there is a limit to the size of man that can be forced into a G.P. 14.



The Bosun Fleet.

From the ship's point of view the two highlights of our competitive sailing have undoubtedly been the Fleet Regattas held at Singapore in September 1965 and February 1966. On both occasions we won the Littleton Cup for inter-ship team racing and the Cock of the Fleet Trophy; in addition, on the first occasion our helmsmen won 3 of the 5 other trophies raced for, and on the second 4 of the 5. Also in the second Regatta our "B" team were runners-up to the "A" team in the Littleton Cup. Our outstanding success in the second Regatta was due largely to the fact that we were able to put so many good helmsmen onto the water. On each day of the Regatta we had more than 20 entries for the various races. It is also only fair to add that by this stage we had considerably more experience in handling Bosuns, and in the local conditions, than any other ship on the Station.



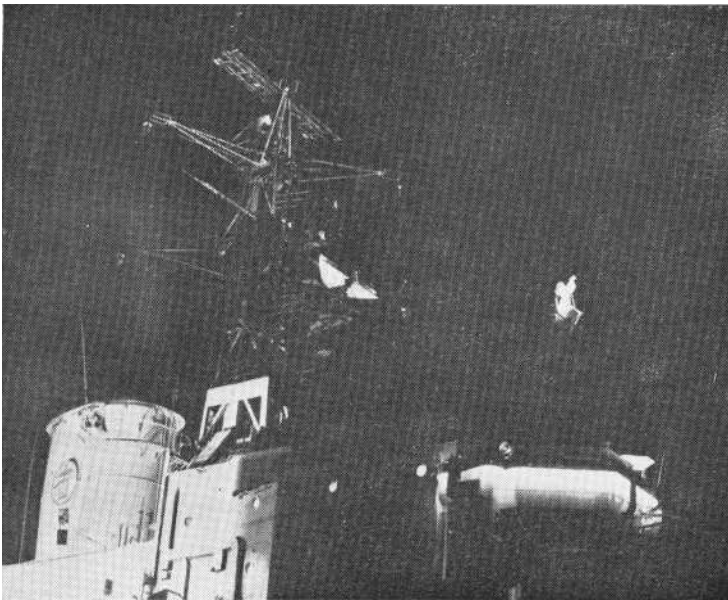
Inter-part Regatta.

The sailing team has raced in team races at Gibraltar, Aden, Mombasa, Hong Kong, Jesselton, Labuan and of course most frequently at Singapore, we have not

always won but I think all who have taken part will agree that it has always been enjoyable sport. The regular team members have been P.O. (Phot) Robinson, Lieutenant Commander Burrows, Lieutenant Commander Roberts, Lieutenant Sargent, RM, Lieutenant Carslake, Shipwright Sub Lieutenant Prodger, and L.A.M. Burrell, well backed up on occasions by various other people. The closest and most exciting races have been those against the Aden Combined Services Sailing Club which ended in a tie, and against the N.B.S.C. for the Centaur Plate which we won by one point, the result of the latter race depended upon whether P.O. Robinson could overtake the last two N.B.S.C. boats on the last beat to the line, which he did within a few feet of the finish. Our most embarrassing race was that against HMS CHICHESTER, we finished 1st, 2nd, 3rd and 4th, only to discover on our return to the clubhouse that the fleet had been led round the wrong course and had missed one buoy out - moral, never follow the chap in front just because he looks as though he knows the way! Our visits to Labuan have provided us with some excellent sailing in beautiful conditions against the Combined Services Sailing Club, and a sailing match against them now appears to be a regular feature of the flight change-over routine.

In January of this year P.O. (Phot) Robinson, L.A.M. Burrell and Sub Lieutenant Prodger were selected to sail in the Naval team in the Far East Inter-Service Championships. Until this year the Royal Navy had always been the Cinderellas of inter-service sailing this year however, we were a good second to the R.A.F. and it is obvious that the standard of Naval sailing has improved (perhaps as a result of the introduction of the Bosun dinghy?) Had ALBION not been at sea at the time of the Championships it

is probable that we would have had more representatives, and who knows, the Navy might then have done even better?

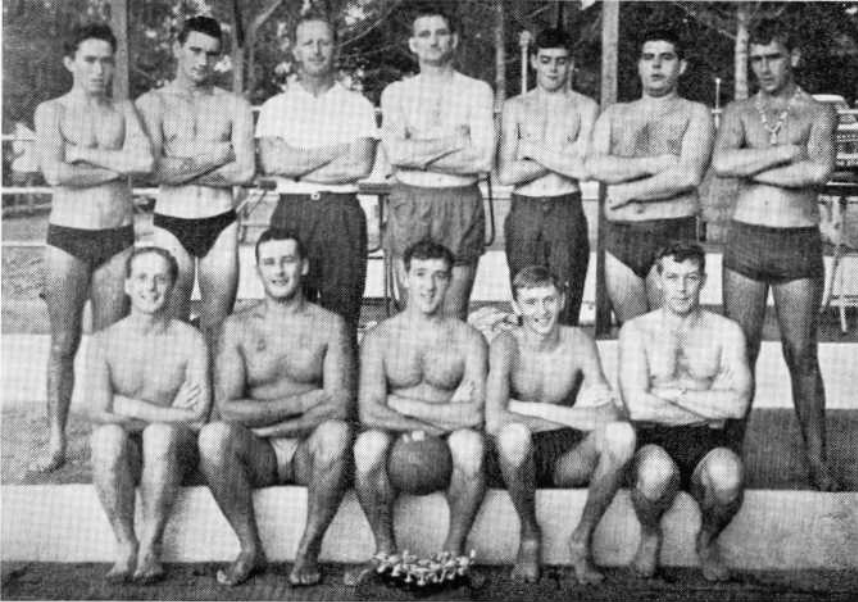


Cock ship again.

For the many of us that have sailed, whether it has been racing or simply messing about in boats, this has been an interesting and enjoyable commission, one which we shall all remember and perhaps even look back on a little wistfully when sailing again in those chilly waters around the U.K.

Of course, at the moment of writing this, it is not yet all over and we look forward to a final skirmish against the local experts at Singapore. Perhaps a few races on the homeward journey, with of course a needle match against BULWARK somewhere along the way, and then the possibility of the Bosun dinghy championships at Portsmouth on September 17th and 18th, or will this be too much to expect the "grass widows" to accept after 18 months away?

WATER POLO



The water polo team has had, generally speaking, a very successful commission.

When P.O.P.T.I. Solly first began to form a team in U.K., we had only three players with previous experience of the game. However, in the first trial we found that there was a great deal of potential among the novice players. In fact, within a week of forming the team we managed to gain a convincing win over the P.T. School at Portsmouth. Before leaving U.K. we were able to play 10 matches, losing only one to the Vernon Divers, whom we later defeated in a return game.

Against stiff opposition, we lost our first two matches East of Suez to the R.A.F. Middle East team at Aden.

On arrival in S.N.B. we soon made a name for ourselves by winning our first six matches. Since then we have played 30 games, winning 21, with 1 draw and 8 losses. In all we have scored 232 goals against the opposition's mere 125.

In July 1965 we fought our way through the preliminary rounds of the Challenge Cup competition, only to suffer defeat at the hands of the Triumph team in the final, by 14 goals to 7.

During the Millsports, February 1966, we won our qualifying matches very comfortably, but were indeed unlucky to lose 2-3 to Ajax in the semi-final.

Much of the success and morale of the team must be attributed to L.Ck. Coomer, himself a full Navy player and captain of the Far East Navy team, who has devoted much of his time to coaching the inexperienced players. Able Seamen Rieper and Garber obviously benefited from this as they have both represented the Far East Navy. To add to his achievements L.Ck. Coomer was the only European to play in the Singapore State Team at the Malaysian Games in June 1965. As captain and centre forward of the Albion team he has scored over 180 goals.

The team was further reinforced in January of this year by the arrival of L.M.(E) Barrow, another full Navy cap. Unfortunately at the same time we lost A.B. Rieper when he was drafted back to U.K.

The team has also been served well by the following players:-

L.A. Archbold	E.M.1 Cudby	N.A. Edwards	L.R.O. Evans
P.O.M. (E) Freeguard	E.M.1 M.B. Hodges	Mid. Littlejohns	S/LT Moorhouse
L.S. Pinnells	A.A. 1 Stockdale	Mne. Walker	

RUGBY CLUB

This commission has produced a wide variety of rugby - many good games and a few poor games. The vast majority however have provided a great deal of enjoyment for the players if not great spectacles for the crowds (?) watching.

Several memorable events need describing. August 1965 when we played the Combined Services Labuan at Jesselton. On being exhorted to greater things before the game one of the team replied - "Our gimmick is to go the whole commission without winning a game." We just lost that game 11 - 8 but what a night that was afterwards at the Golf Club! The \$20 Welfare allowance to entertain the other team didn't go very far in paying the \$572 "Tiger" bill. Our blood game against BULWARK was a thriller where the team played above itself and only lost 3-0 by being deceived by the two sets of lines marked on the pitch. We have had our notable successes in beating ARK ROYAL 6-3 and RAF Khormaksar on the sand at Aden 11 - 3. The latter result quite upset the crabs because we were the first ship to beat them. This was the advantage of going back to the Middle East after a period in the Far East, the dry heat of Aden proved no worry at all - also the sessions of 5BX under Philip Belgeonne had the team very fit indeed.

One of the largest crowds we had was for the game v. Seychelles. Your scribe refuses to say he refed the game - participated with a whistle was more like it - only blowing up if a player was more than 50 yards off-side and looked like scoring!! Things that "stood out" in that game were the bare feet of the opposition and seeing our left winger tackled into the river mud alongside the pitch.

Lately we have had some games. v. Singapore. We were well and truly thrashed by the international side 34-0 but we beat them at drinking afterwards! The pace of this game was exceedingly fast and the standard very high. ALBION's team never gave up and really did more than was expected of them.

The 7-a-side competitions have done much to improve the standard of play - people can be seen running with the ball and passing it but still the players must learn to tackle low and bring the opposition down with a bang. There were some lovely tackles to be seen in the Invitation XV v. Singapore where the OTAGO centre bounced his opposite number at least 5 yards backwards. Mind you there were the time we had a competition with someone "Drunk in charge of a flag".

Some personalities that require mentioning are Chris Furse for his leadership in the first half of the commission. He was followed by Philip Belgeonne who kept us fit. After the December departure of Philip and Peter Moorhouse we had a lean spell then the guiding hand of Mike Jones was felt.

I started to name a few outstanding players as well as captains but have had to delete this and start this paragraph again because in all honesty I couldn't mention just a few. All our players have supported the club very well indeed and without their support nothing would have been possible. To all who "made one" in the sevens and the "Over 30s" and all our regular players Thank You for your support and remember our big match to come - BULWARK in August at Aden. Let's show them!

SHOOTING

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The 1965 SINGAPORE Bisley held at the BUKIT TIMAH Range was our first meeting and although no major trophies were won, many of the team gained individual prizes and the experience made it all worth while.

Millsport 1966 was our most notable event. We won the the DURBAN CUP (Team of 10), the DANAË CUP for team snapshooting and the TEAM TILE CUP, ALBION A and B teams making finalists in both the latter events. Weapons Mechanician DARAGON crowned the meeting by becoming both the Fleet Rifle Champion and the Far East Fleet Weapons Champion.

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Fortunately the RAF Bases in SINGAPORE have very enthusiastic .22 Clubs and it is largely due to their generous invitations to use their ranges that POM(E) CONISBEE and RPO MAIDEN were selected to shoot for the victorious Navy 30 in the Service Championships 1966.

Competing in the KO HENG PO Cup in May 1966, ALBION was placed 4th out of 14 teams, Weapons Mechanician DARAGON scoring 198/200 to take the highest individual score prize.

One lasting memory, a team match against the SEYCHELLES Police, we lost the match but made many friends.



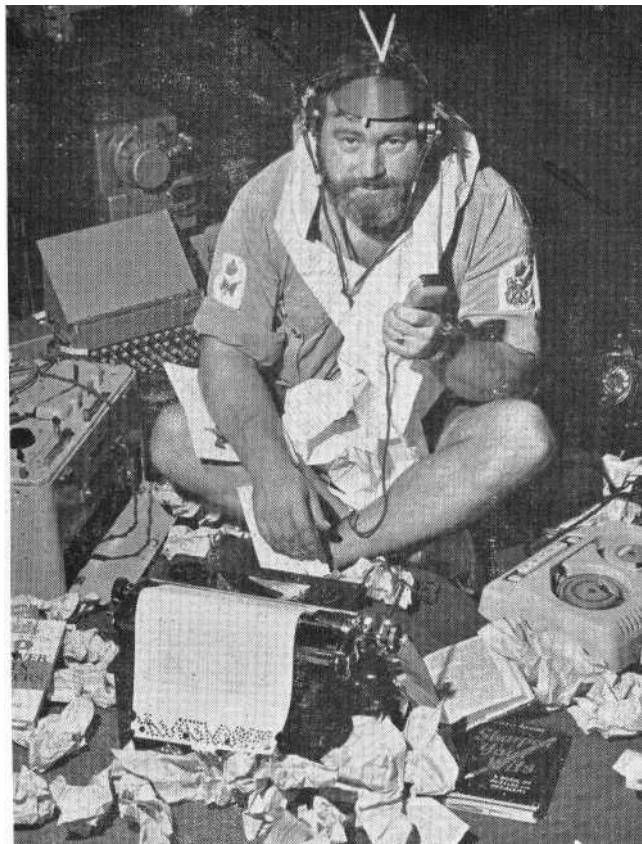
The 1st XV and Over 30's. Which is which?

The following have played for the first XV (but not all at the same time!)

Tom Adam	Chris Furse	Harry Matthews	Swannie Swann
Bruce Brown	Alan House	Mo Mogridge	Adrian Sullivan
Chippy Brittle	Will Holden	Peter Moorhouse	Smudge Smithers
Philip Belgeonne	Frank Hewer	Donald Neilson	Mike Sheppard
Muscles Buckton	Mike Jones	Ralph Pratt	Slinger Wood
Pete Calland	Taff Jenkins	Robert Proudfoot	Bungy Williams
Nobby Clarke	Ken Lewis	Taff Rowlands	George Whitelock
Alan Clutterbuck	Jeff Little	Frederick Robinson	
Paddy Fenton	Speaky Lowe	Barney Ruddle	
Percy Freegard	John Marshall	Mike Swann	

READ
the
ALBION
ARGUS

Our Chief Reporter and Puzzle Editor.



He looks like this because he is short of material - what about a contribution from you NOW.

CONCLUSION



(By Capt. B. C. G. Place, V.C., D.S.C.)

And what have we done? What have we seen? What have we accomplished? What, in fact, will each one of us remember best about our time in the ship and what will be remembered best by others of this commission of HMS ALBION?

I hope this book will help call to mind the pleasantest recollections - Kobe, Mombasa, Hong Kong, Penang: and those times when the going was tough but the achievements were noteworthy - Windy Weather, Flying Foot, the Commando - Renjer roulement, Long Hop. And, perhaps, Herculean efforts by individuals or small groups of men that seemed to go almost unnoticed because they were well done - that machine refitted overnight, that unit fed at short notice, those stores embarked, that compartment kept clean and smart in spite of the dirt and the heat and the damp. But above all, I hope this book will remind us of each other and the friends we have all made in this ship's company.

A warship is still the most complex and interlocked organisation of different professional skills in any walk of life - and a commando ship more so than most others. The inter-reliance between so many men of such varied expertise makes for a comradeship that we should remember for a long time: a comradeship that has made possible the two remarks I heard, that I personally shall remember most about this ship: "Albion to me is the most useful ship on the station" (a very senior officer of another service) and - from someone in the Naval Base - "It's always fun when Albion's in Singapore: they do things."



Full ahead for home.

We remember with gratitude the lives and examples of our shipmates:-

BRUCE BROWN,

Lieutenant, Royal Navy, 848 Squadron.

PETER BARTLETT DAWES,

Midshipman, Royal Navy, 848 Squadron.

MA HUK KIM,

Steward, Royal Navy.

MICHAEL JAMES SHEPPARD,

Midshipman, Royal Navy.

WILLIAM ANDREW TASKER,

Leading Electrical Mechanic, Royal Navy.

FREDERICK ARTHUR TRAISNELL,

Petty Officer, Royal Navy, 848 Squadron.

TIMOTHY JAMES HURST WOTTON,

Acting Sub-Lieutenant, Royal Navy, 848 Squadron.

THE SOULS OF THE RIGHTEOUS ARE IN THE HAND OF GOD
AND THERE SHALL NO TORMENT TOUCH THEM.

R. I. P.