

Manston and Thorney Island they flew anti shipping patrols, eventually being disbanded in October 1945.

With the advent of helicopters in the Royal Navy, 848 Squadron was reformed in November 1952 from 728 Squadron, which was at Malta. The Squadron sailed to the Far East in *Perseus*, and on 20 March 1953 first saw action against Communist Terrorists/Bandits in Malaya. They served in this capacity for more than three years, carrying out utility and transport duties using the Whirlwind HAR 21 (similar to the Sikorsky S55). The Squadron was awarded the Boyd Trophy in 1954 for three years operations against the Terrorists and was presented with a silver Kris by the Malayan Federation in April 1957.

On the return to the United Kingdom in 1957 the Squadron was re-equipped with the Whirlwind Mk 7 and in 1957 formed as a Commando Squadron at RNAS Culdrose.

Action was again seen during July 1961 when, embarked in HMS *Bulwark* 848 took part in operations in Kuwait.

The Squadron reformed with 18 of the then new twin-engined Wessex HU Mk 5 helicopter in May 1964, later two Whirlwind Mk 7's were added for Command and Control purposes.

In this form 848 first served with HMS *Albion* and sailed to the Far East for the Borneo confrontation during 1965 and 1966. Back in the Far East in March 1969, the squadron split and eight helicopters formed 847 Squadron leaving 10 aircraft with 848. At this time both squadrons were disembarked at Sembawang.

In 1970 848 returned to the UK but in March 1971 12 aircraft were embarked in HMS *Albion* at Portsmouth ready once again for the Far East. En route one of the Squadron aircraft achieved 2000 flying hours, the first Wessex Mk 5 to do so, and the matter was celebrated in the appropriate manner by Captain Jungius giving the aircraft's crew champagne.

From Durban we sailed to Gan, Bombay, Malaysia and on to Singapore to lift on board 40 Commando Royal Marines to take part in Exercise 'NEW LOOK II' in Brunei. Due to the inaccessible landing areas many of the more junior pilots were stretched to their flying limits but much valuable experience was gained. Returning to Singapore the Squadron disembarked to *Simbang* for continuation training and amalgamation with 847 Squadron, emerging with a strength of 25 aircraft.

On embarkation we sailed for exercise 'ROUNDUP' in Malaysia and, here, made quite a name for ourselves by taking part in a recruiting film that Drummer Films were making.

During August the ship, with 848 embarked, visited Australia and, here, advantage was taken to fly the Macchi and Iroquois aircraft of the RAN and for some Australian pilots to familiarise themselves with Wessex Mk 5.

Back in Singapore the aircraft were detached and used to dismantle the old Radar site on Penang Island, Malaysia. Later, in Hong Kong, they were used to help the local water authority lift water purification equipment to the site of the new reservoir.

Soon the Squadron were back in

HMS *Albion* with just one more exercise to do before heading home-wards - Exercise 'CURTAIN CALL'.

Before getting home, however, Ship and Squadron were called upon to stand by to cover the withdrawal of UK forces from the Gulf and possible evacuation duties during the Indo-Pakistan conflict. 848 eventually disembarked to Culdrose on 20 January 1972 after a most successful and enjoyable commission to the Far East.

Work continued at fever pitch back at Culdrose preparing the aircraft to embark in HMS *Albion* for the Mediterranean and Exercise 'DAWN PATROL' where we made many friends with the officers and men of the *USS Guadalcanal*. Here again 848 were cross operating and the aircrew had a chance to fly in the Cobra, CH 46, SH 53 and the 1 N.

A brief disembarked period at Culdrose was followed by the Squadron being split into detachments, the main one being at Arbroath to train and refamiliarise 45 Commando Royal Marines with helicopter operations. The remainder re-embarked and sailed with HMS *Albion* for Rosyth where the detachment and 45 Commando joined for Exercise 'STRENGTH TRIAL' in the Orkneys.

On 5 July we finally said goodbye to the big 'A' after a year's enjoyable and really successful association with her.

No report could be complete without a few statistics. Whilst embarked in HMS *Albion* from April 1971 to July 1972 the Squadron flew:

10,478,000lb of stores

24,651 passengers

and more than 7644 pilot hours.



*Alfresco lunch*



*Gold diggers*

# SUPPLY AND SECRETARIAT DEPARTMENT

## CAPTAIN'S OFFICE STAFF REPORT

This must be the original 'Busman's Holiday', every day of this commission we have sat in the office, 'back aft' banging away on our typewriters and fiddling with our bits of paper and here we are typing a report about the dark and secret goings on of the staff.

And there have been some goings on too. It caused a little flutter of excitement when a pink scented letter arrived on board addressed to the 'Officer Commanding, HMS Albion'. It came from Olongapo, Subic Bay. The letter was opened and read by the staff, the writer of the letter was dying to see her Johnny again, but who would have guessed when we put a note in Daily Orders that Johnny would turn out to be 'one of the Captain's personal staff'!

We have had office runs in Durban, Singapore, Fremantle, Mombasa, Cape Town, and two in Gibraltar. We have made time for sport, sunbathing, runs ashore and even occasionally, a little work too. At the time of writing Jim Archibald has been nominated as the Supply Department's best sleeper, John Macnally has been nominated for an Oscar for his diving displays on the volleyball court and Pete Catton has been severely censured for this report.

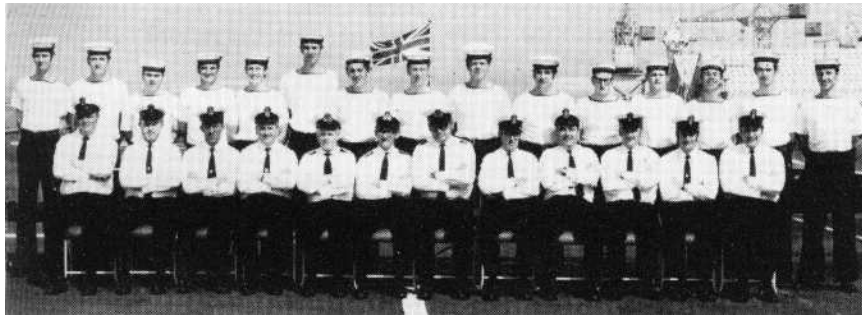


The staff of Office II has remained virtually unchanged but we have had two Captain's Secretaries and three Assistant Secretaries in Office 1, and we are on our third Captain too. Surely

Office I is not wearing them out that quickly?

The photograph of the staff shows us as we normally were. The bit of paper we want is there somewhere.

## STORES ACCOUNTANT STAFF



Service has been the motto of the stores staff and we hope that in this commission we have achieved this. Our occupation by nature sees little of the glory but when we have emerged to the light of day we have provided some very able sportsmen, notably SA Birkett, who showed considerable prowess on the Rugby and Cricket fields.

Other achievements have been the selection of promotion to FCPO of CPOSA Howell and the award of a tankard from the Herbert Lott Trust Fund to CPOSA Jamieson for his excellent performance of duty in the Naval Store Office. CPOSA Reeves has also done a lot of hard work outside the office in contributions to the Argus, Ship's SRE and Folk

Music in Singapore. POSA Eley has been the standing nomination for any liaison work called for ashore and the remainder of the staff have also done their share of 'liaising' although this has not always been in the line of stores business.



*Service has been our motto ... !*



## PAY OFFICE STAFF

After two and a half cash officers and three pay rises the sum of £1,514,660 has been paid out over the pay table at the time of writing. This goes a long way to explaining why that notice 'Putting up pay - closed for any other business' has appeared so often on the Pay Office door!

Largely for his efforts in keeping a strong north-of-the-border contingent in their places CPO Moakes has been promoted to Fleet Chief and PO WTR Spencer has been awarded a tankard from the Herbert Lott Trust Fund for his part in the smooth running of affairs. The staff now look forward (they think) to Computerisation.

## SHIP'S COMPANY COOKS DIVISION

Before we excite your memories of times gone by with a short reminder of our activities during the commission may we take this opportunity of thanking all our many customers-good and bad - for their long and faithful patronage of 'Albion Grill' in 4D and 'John's Steak House' in 2C. May your future drafts be the ones of your choice and the food as palate tempting as ours was.

What we lacked on the sports field was stature, as we are not the largest of people, but our shore going habits were to be admired, for being mostly watchkeepers we were able to have some of our number on every boat, not to mention the last boat. In between the runs ashore in foreign countries (the only place the natives spoke our tongue was in Hong Kong!) we managed to cook miles of bangers, tons of spuds, (Oh, the chips those booties eat!) piles of T-bone steaks and countless other items which went to make up the general mess menu.



Winners - Fleet Bakery Competition 1972

All our efforts in the culinary arts did not go unrewarded for in '72 we were second in the Fleet Cookery Competition and we held the Fleet Bakery Cup for three successive years. The Bakery was undoubtedly our showpiece and the wonder of all visitors to the ship. CPO CK Lo Wai-yu was in charge of the team

aided and abetted by CPO CA John Mealing, the former was awarded the BEM in the '72 Birthday Honours List and the latter the square ball golfer of '71 award.

We did our bit for various charities, the children's parties at each port were always fun to organise and the Chief always seemed to get his photo in the local papers. Efforts by the boss to raise a Sods Opera team failed miserably but we managed to put up a brave show in the giant obstacle race. We beat the Wardroom LEP's by seconds and entertained the ship's company with our antics in endeavouring to heave that RAS hose about the place.

We take our leave of *Albion* with sadness in our hearts for it's been a great commission. We look forward to being home for Chinese New Year so to you all, Joy Kin, Kung Hai Fat Choy.



## THE WARDROOM STAFF



Our function has been the running of the successful *Albion* Hilton, with banqueting and night club facilities. Cocktail parties and christenings, dinners and dances, suppers and safaris, weddings, banyans, Al Frescos, meals round the clock have all been taken in our stride.

Highlights of the commission have been Families' Day in Hong Kong which gave our wives, girl friends and children the chance to see our ship, two visits home for a spell of leave while the ship was at Portsmouth and of course, Chinese New Year.

The Wardroom Christmas Cake patiently prepared during the long period at sea in the Indian Ocean drew gasps of appreciation from guests at the official reception in Capetown when it was handed over by the Captain to the Mayor for handicapped children. We hope it gave them great pleasure.

Ldg Std Young Fat won an award from the Herbert Lott Trust Fund for

his outstanding efficiency and non-stop activity while the rest of us found time to wear out a few mahjong sets and to fill the sightseeing buses around the world.

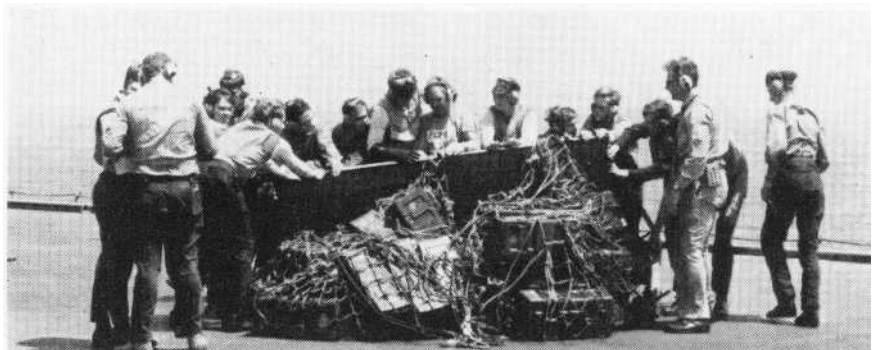


*The Mayor of Capetown receives the Xmas Cake*



## THE ASSAULT SUPPLY STAFF

It's nice to have the booties in the Department, and the Assault Supply Staff have played their full part in the life of the Supply Department. This unusual part of the pussers' empire is normally kept in the cages up For'd but on occasions is let out to be augmented by other departments to take charge of the flight deck for days at a stretch.



*ASO apparently avoiding a potential problem!*



## CHINESE L.E.P's



Most of the youngsters are ambitious in travelling and also curious to see anything in the world. Perhaps, it is one of the reasons which make them sailors after they finished the school or left their jobs behind. Although many parents or wives refused to allow their sons or husbands becoming seaman, they still joined the league with an intermediate rate of wages on return. Despite they had never heard the slogan of joining the Navy and seeing the world, some of them with little hesitation joined Royal Navy as stewards or cooks not because it requires little qualification in application for entry but, for it visits almost every places in this world. Besides, it provides much steadier working and living than any other sailing firms. With an engagement of three years normally, they don't have to worry about being discharged if they carry out their works well and behave good in conduct. The chance of getting promoted is not rare nor much difficult after all.

During service in home base in Hong Kong, they normally victual out and therefore seldom stay inside the base when they are off duty. Perhaps this kind of shore duty is the pleasurable job which married rating like most, and especially for those drafted back from servicing abroad as well. Nevertheless they could be very free except obeying the Regulation for Chinese ratings and local laws, some of them are quite interesting in volunteer to be drafted onboard before they are due to be drafted. Once onboard any ships of LEP's embarked, they don't feel any loneliness for they could easily get company with some other Chinese or sometimes with English ratings too. During the time of ships

being at harbour, most of them are very eager in running ashore for this is the main reason they join Navy. Shopping is always a good way in spending the daytime while watching pictures in cinemas, drinking in the bars, seeking for happiness at night. At the same time, the duty ratings would not be too lonely for they could watching television or listening to music, drinking onboard which is allowed for senior ratings only. And when the ships at sea, Mah-jong comes to be the most welcomed and interesting game many ratings attend not because it is a kind of gambling, but, for it can make one spends a lot of time with a group of four all together. Reading is the second main thing which lots of ratings spend on different kinds of magazines including Chinese or English. They do anything possibly

to get amusements in order to pass the time before arriving the next harbour.

Apart from those have found more promising or compensational jobs, or fulfilled the wishes of travelling around the world, many ratings signed on for re-engagement and finished 22 years or more before they retired. So many of them received medals or awards during the war for their good service conduct. It is quite normal that some single ratings get married while they are servicing in the Navy and continue their appointments until retire. There is also few of them withdraw for their marriages. But no matter what the facts are, LEP's always give good services and get good reputation in the Navy with no doubt at all, which could be easily judged by the comments from Officers of not only in the Navy and also among many establishments.

L.E.P.

## TEMPLE OF MUSCLE SPEAKING



We in the Physical Training Department soon realised that the Flight Deck was obviously designed for recreation. It is about 440yd in circumference, which is ideal for an athletics track.

The Squadrons 847/848/846 disputed our claim for a while but it was only a matter of time before they tired of our 'bumps and jumps'. One of the advantages of serving in a carrier is the vast space available. PT on the quarterdeck for the old and overweight officers; Judo in the hangar; Volley ball in the lift wells; Deck hockey on the Flight Deck; Weight training in the PV bay, these were the sort of activities that took place on most days at sea.

This was fine during the week, but something extra was required for the week-ends. Hence the 'Olympiad'



*The square golf ball competition*

which involved 200-250 men charging around the track, performing marvelous feats of near human impossibility. Given a few events such as 'relays', 'beer can walking', 'stilt walking', 'tug o' war' and there was the basis for an enjoyable afternoon's recreation. The PT Staff found the 'Olympiads' very rewarding as the aim had been achieved. We did of course upset the sun bathers in the process, and the watchkeepers below were kept awake by the poundings on the roof. You can't win 'em all.

Sometimes our preparations fell over. One competition involved lifting a weight - easy for a Royal Marine - not so easy for our Chinese LEP personnel from Hong Kong. This sort of thing is bad for international relations.

We utilised the 'track' for a steeplechase and straight mile race. PO Kelly returned the excellent time of 4min 50sec for the mile. Our golf competition reached the National papers and the USA.. One of our square golf balls was polished and sent to an admirer. Given a bit of wood and deck hockey sticks, plus a few extras and the ideal course was constructed. It is a bonus if one has a CPO PTI like Brian Garnham who dreamed up the Golf Competition, and also the remarkable Field Gun Competition which was similar to the one at Earls Court. The lifts were lowered and used as chasms, fork lift trucks supported scrambling nets and a saluting gun and trolley for the real thing; several more

obstacles and we were ready to go. Not quite true as a lot of hard work was required with the rigging. The Seaman A and B teams reached the finals and produced a magnificent finish.

We staged a boxing tournament against 40 Commando. This proved very popular (Surgeon Commander Telfer excluded). *Albion* came out with honours even; the Royals knew that they had been in a contest.

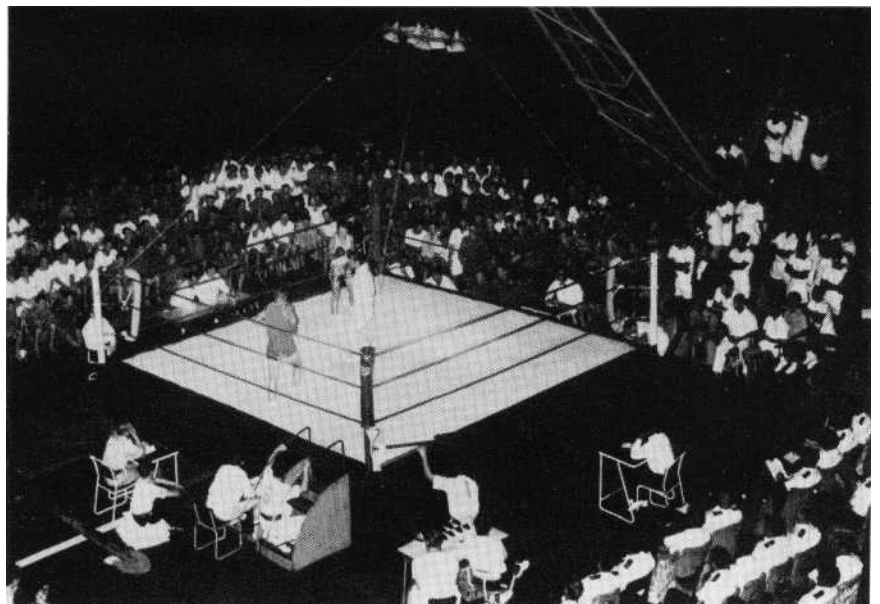
Other notable events included 'Have Hose Will Travel' and 'Wheel Spanner

Throw'. The first involved a 35ft hose which had to be carried by a team of 10 over many obstacles without touching the ground. Penalty points were awarded each time this happened. The LEP Chinese got around in the fastest time of the day - however they tried to overcome the rules by dragging the hose which marred the final award of points. Fiendishly cunning these Chinese!

The wheel spanner was not initiated by us. One REM Walham from the last commission threw the 171b beast a distance of 54ft 3½in and this record stood for two years. We decided to have a go whilst in Singapore and nearly 50 competitors tried many varieties of throws in an attempt to beat the record. Eventually MEM Wiggins, using a hammer throw technique managed 57ft, a fine throw indeed.

Recently *Albion* went to the Med and called in at Gibraltar. Two attempts were made at the Top of the Rock record - both failed, but we retained the cup for the fastest run of the year.

Summing up, this has been a rewarding two years. *Albion* was probably at her best on the Rugby field but Soccer and Hockey were not far behind. No one bettered us at departmental games, which says a lot for the enthusiasm and spirit of the many concerned. Some say that the Physical Trainers should encourage those that are not so talented. This Ship's Company needed little encouragement.



*The Boxing Finals - Indian Ocean*

# WEAPONS AND ELECTRICAL DEPARTMENT



## "SUPER GREENIES"

(To the tune of and with apologies to the 'URBAN SPACEMAN'.)

I'm a Super Greenie baby, that's *my* rate  
*I've* got the weight.

I don't do Communal, you'll never find me cooks,  
'Cos I'm the Super Greenie lads, Scale B without a hook.

Piping Super Greenie doesn't do *no* good.  
*He's* at the food.

The pumps down in 'A' Boiler Room, they're smoking good and thick,  
Here comes the Super Greenie with his Commutator Stick.

'Watch it Super Greenie, there's a *sprayer* there!'  
*Way* goes his hair.

The floodlights they are knackered, the flight deck's in the dark,  
Just send for Super Greenie, it's soon like Hampden Park.

Super Greenie GREAVIE cries just let *me* by,  
It's *my* GPI'.

I lamp up all your bathrooms, I fix up your bunklight,  
But don't blame Super Greenie if the damn thing's far too bright.

Super Greenie's shaving points are *luxury*,  
*They're* all DC.

And when the day is over and everyone's crashed out,  
Super Greenie's still around, turned to without a doubt.

They're the Super Greenie Greenie's, that's *their* fate,  
*They've* got the weight.

The march of the Super Greenies since Jan '71 has been not unlike the building of the Burma Road. From the jungle of 5F Messdeck, a steady trail has been laid. Many did not survive to see the road finished, in particular the gang who escaped in Mombasa,

taking with them not only much of the talent of the Rugger and Deck Hockey Teams but also that well known song and dance act LOEM Norman Brammer and OEM Taff Gentile.

In travelogue the story is too long to tell but it had its highlights. From the

outset it was clear that electrically we had problems. With frequent failures of the elderly equipment we had at our disposal, and with minor electrical fires in motors and wiring each time a 'goffer' came inboard, we were undoubtedly in for a make-do-and-mend