



Victim receiving his punishment

"We do it free"



The band awaiting King Neptune's arrival

## Cricket

Cavalier is proud of her Cricket team, and there is no doubt that the pride is well founded.

The team has a record which is second to none as far as our ship's teams are concerned. It reads:—

Played.	Won	Drawn	Lost.
13	10	1	2.

Our only two defeats were at Jesselton where we fielded a very depleted team, and against Cossack last New Year's day when our batting failed badly.

The success of a cricket team is never due solely to one or two individuals and our successes have been due to the keenness and prowess of all the people who have played in the team from time to time. If I mention in this article only those who have played most often, it is only because the Editor will not allow me more space.



Bowling has been our strong point so the bowlers come first. L/Sea Chapman and L.R.O. Ginns have invariably opened the bowling for us and both are very much above average ship's team bowlers. Ginns has a beautiful easy action but lacks inches, and Chapman although a little less accurate can produce a devastating ball. When these two ran out of breath we were lucky to have E.R.A. Stracey to turn to. Stracey has never failed us, and is a bowler of a class far above the average usually met in inter-ship games. He has played successfully for the Navy in Singapore and Hong-Kong and perhaps it is not too much to hope that we shall see him playing for the Navy at Lords one of these days. He is a naturally good cricketer and we all wish him the best of luck.

With Stracey taking wickets from one end it has always been a bit of a problem to find an opposite number for him while Ginns and Chapman were resting. M. (E) Vanneck, Yeoman Blears, J/Sea Stubbs, T.o.3 Jones and L.E.M. Martin have all performed with success from time to time.

The batting has been anything from fair to bad but hardly ever good. Lieutenant Landon and L./Coder Eldridge are better players than the rest of us but they have not been consistent. Schoolie Landon usually does best when he isn't playing for us, and Eldridge, I regret, is all to often run out. E.R.A. Steele is a better batsman than his record indicates and Stracey and L.M. (E) Goodwin when they connect can soon change the face of a game. Lieutenant Commander Payne has been usually difficult to get out and Ginns and L.M.(E) Vanneck have had their inspired moments.

Sum Lieutenant Brophy kept wicket for us very effectively and since he left R.O.2 MacDonnell has been an able substitute.

For what their worth the averages are shown melow. They don't ever count for much, and we certainly haven't played for them.

Apart from the 1st XI we have had some very good inter-part games. and the Communications and Miscellaneous division triumphed in the competition after a fantastically close game with the Engineerroom..

#### BATTING (Qualification 4 complete innings.)

<i>Name</i>	<i>No. of Innings</i>	<i>Net Out</i>	<i>Total Runs</i>	<i>Highest Score</i>	<i>Average</i>
LANDON	9	1	121	43 n.o.	15.
BROPHY	5		69	48	13.8.
ELDRIDGE	10		124	24	12.4.
GINNS	6	2	44	35 n.o.	11.0.
VALLINGS	11		117	45	10.6.
PAYNE	9	4	53	15 n.o.	10.6.
STRACEY	7		74	30	10.6.
VANNECK	9	1	69	33 n.o.	8.6.
GOODWIN	7		39	23	5.6.
STEELE	6	2	19	7	4.8.
CHAPMAN	5	1	23	15 n.o.	4.6.
MACDONNELL	4		17	9	4.2.

Also batted:— Petch 6, 18. Gibson 14. Swann 5. Jones 1 n.o. Martin 13 n.o. 2. Bramley 8. Lafferty 0. Dreyer 25 n.o.

#### BOWLING. (Five wickets.)

<i>Name</i>	<i>Overs</i>	<i>Maidens</i>	<i>Runs</i>	<i>Wickets</i>	<i>Average</i>
STRACEY	60	25	116	41	2.8.
STUBBS	13	3	26	7	3.7.
CHAPMAN	63	18	142	25	5.7.
GINNS	58	13	129	21.	6.0.
VANNECK	20	2	57	6	9.0.

Also Bowled :-

MacDonnell,	9 — 2 — 35 — 0.	Gibson,	8 — 0 — 45 — 2.
Blears,	9 -- 2 — 28 — 1.	Martin,	11 — 2 — 29 — 3.
Jones,	1 — 0 — 5 — 0.	Vallings,	6 — 0 — 50 — 4.

## THE DEVICE

We heard one Sunday morning in Hong-Kong . . Australia, New Zealand and Christmas island for a Nuclear burst! Our reactions were very slightly apprehensive — it was a long way; what would we have to do there? One had heard about the fish and the Japanese fishermen, about fall-out and weren't some people saying that these tests ought to stop? Up till now all this had been just another argument — it was miles away anyway — not very real. But now it sprang to life.

We'd better stock up with this and that. We must get that job done. Better make sure that it's on top line. What about water and freon and beer and bread. I don't like the sound of this blood-count business. How many miles did you say it was from Fiji?



And then we were on our way. We were in Freemantle. Big ships and Good time girls and the races. Open to visitors — "blueys" and "pommies" and only little glasses of beer. Hoidens and talk of Kangaroos and the Bush. And then across the "Bight", ( it was very rough ). Melbourne with it's Trams and 'Young and Jacksons' and Cascade. Bright streets and shops, not unlike home. It was cool enough for 'blues'. After this the Tasman Sea and from Hobart a glimpse of snow on Mount Wellington. On again a thousand miles to the country of the Moaris and hot springs. Rotorua and the new Auckland Harbour bridge. Easter passed quickly here and we were at sea again going North towards the sun. Some Fijian soldiers played their Guitars and sang like Harry Belafonte to us.

At Suva it rained. Those policemen were a sight with their big black hairy heads and short skirts. Sea-shells and bits of coral. Nothing really worth buying .

And then the last lap eastwards across the Date line — two Wednesday's that week and we crossed the line in style. Now we started really looking at the A's and B's and Orange flashes; State B, State A and Roentgens and Dosimeters. Monitors and Radiac slide rules. Protective clothing. Still not quite real.

A coral reef and a lagoon. Deep clear water and hundreds of fish. Christmas Island. Somewhere over there were Valiants, secret sheds, Air Commodores and 'four ringers' in khaki. Soldiers in tents, oil drums and the distant roar of Jet engines. New phrases like Ground Zero and we were told to cover our eyes and only look round when we were told.

We were at sea on the great day. It was still not quite real. "Make sure that the back of your neck is covered", "Adjust your neighbours goggles"; "There has been a delay". Someone said "lets have a Tug of War", and we enjoyed putting our own tension into the rope. We saw the vapour trail high in the deep blue tropical sky—the trail of the great white beautiful aircraft with it's terrible device. Forty seconds to go and we were sitting down with our backs to the burst. The seconds were counted down and we wondered what would happen—three, two, one, zero, — one, two three, four—I didn't feel anything I wonder what happened—five, six . . . fifteen "Open your eyes and turn to face the burst". And there was a great inferno in the sky, red and growing, evil and yet beautiful, bursting and growing white and red and huge—a monstrous white fungus.

"It's about time we went to Stand easy" said someone.

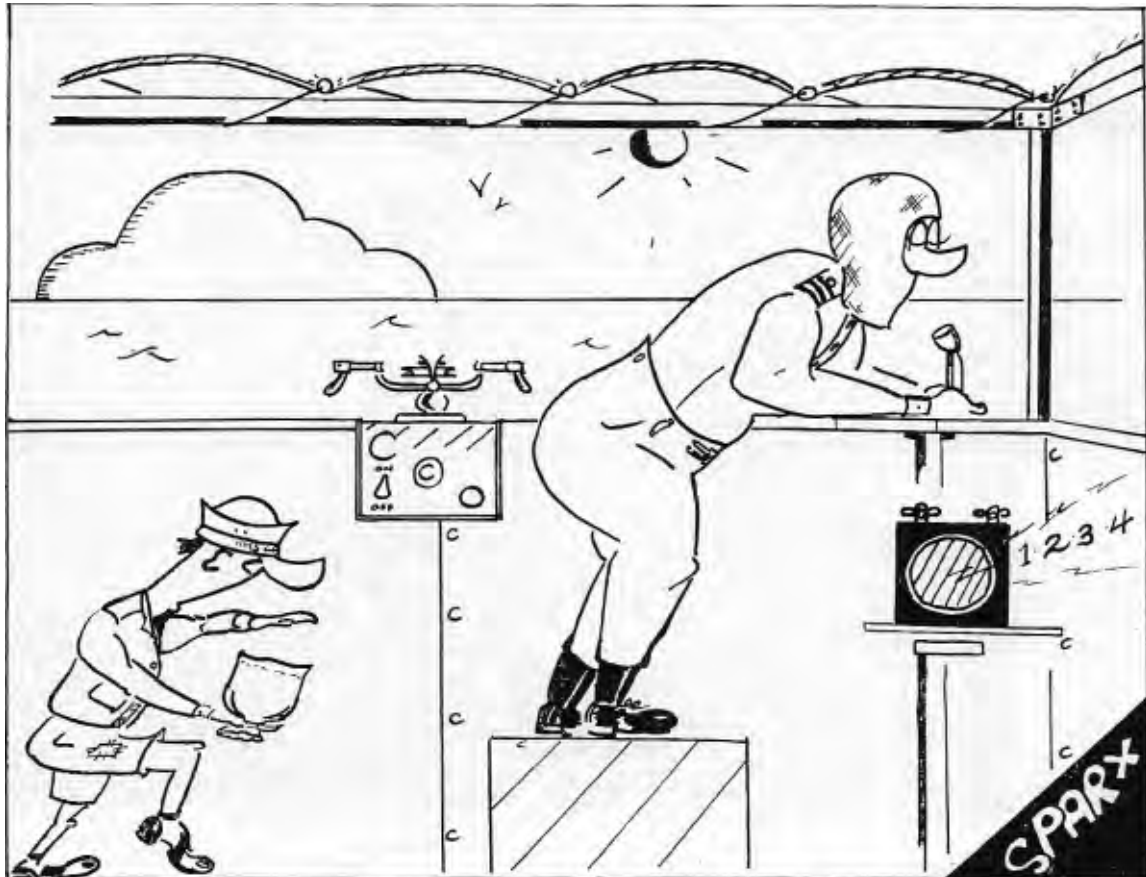
### Daft Dictionary

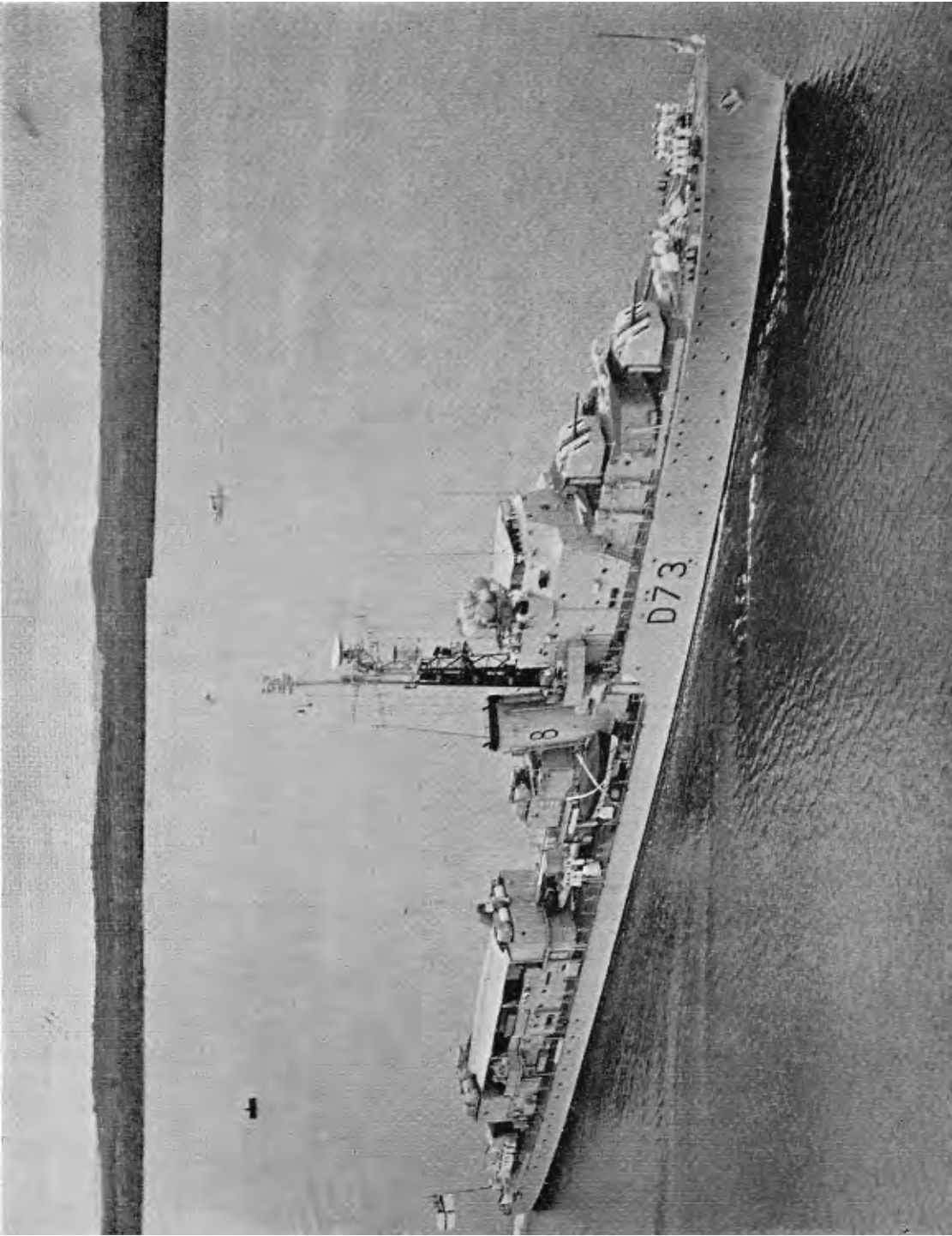
*Impudence*:— The trait that enables a man sitting in a bus to flirt with a woman who is standing.

*Sponger*:-- One who never calls a man a fool, but borrows from him instead.

*Compliment*:— Something that pleases a woman more than flowers, and costs a lot less.

*Infatuation*:— The period when a man can't get a girl off his mind, followed by the period when he can't get her off his hands.





## CAVALIER

I first saw her during the summer of 1956. She was lying in a basin in Southampton docks and from her outward appearance looked more like a ship being broken up than one undergoing modernisation. I was at that time working in a three masted schooner a ship of graceful lines and supreme comfort and it never occurred to me that I would serve in the not so comfortable shell the other side of the following year. In September 1958 I joined at Malta and it was very clear to me that in the interval the apparent shambles had been replaced by a good looking destroyer fully stored and running.

Much has happened since we left Malta and much has been achieved and it is on this that I am going to dwell. Just what have we achieved? Why have we been out here at all? I will give my answer to the second question first. Two ways of life predominate the world today, our way is more generally called the Western way and we have freedom of speech, a good standard of living and do not live in the fear of secret police. Each of us knows that we can vote for whatever party we wish to govern us. The other way of life denies freedom of speech, freedom of political parties and is ruthless enough to impinge its will by force including murder on a horrifying scale if people resist the system. Your soul is no longer your own. Experience has shown us since the last war that the only real influence that the West can have, for the East wish to conquer the world, is by being able to negotiate from strength. That is why we have armed forces all over the world and carry out tests at Christmas Island. In the Far East there are many Asian countries that are sitting on the fence, the Communists promise them the earth but we know they will never give it to them if they become communist. We try to help them maintain their freedom by being around and backing the South East Asia Treaty organisation. We are also helping them by both giving and lending them money and technical aid. We visit the countries so that they can see what we are like for we believe that ours is a better way of life. These are the reasons for our being out here in addition to the well known one of protecting British interests and lives in this part of the world.

Now what have we achieved in the ship and what has she achieved here in the Far East. We have steamed many thousands of miles and nearly every one of them has been in the Cold war fight or getting and keeping ourselves in fighting trim. In July last year two hundred of us joined and for the majority it was their first job in their present rank or rate in a ship of the active fleet. We have run the ship, achieved a very reasonable standard and all of us have learnt a lot and are far more competent to do the same or a more difficult job as result. We have acquired a wealth of experience. The request books tell their own story of the many members of the ship's company and Officers who have been promoted or advanced who have passed for higher rating and gained, many other qualifications. As a team we have at times reached a very high standard of fighting efficiency and had we had more facilities and opportunity would have kept it that way all the time. Over the commission we have at times had the ship looking a picture inside and out and we normally look good. I think we have achieved a higher standard of all round efficiency than any other ship out here.

Now to achieve all this, all of us have had to do a lot of hard work and we have a right to be proud of it. When we fly home in January we shall remember this and despite the joy of going home to see our families or girl friends or the favourite pub we shall all leave something behind in CAVALIER. The amount that each of us will leave will vary and I put it to you it will depend on the amount each of us has contributed to the whole by the way we have done our jobs and the extra things that have been done by many to make the ship and her company a better and happier team.



### Whole way across

After a Commission of achievement, the time has come to let you unfortunate outsiders know what we of the silent branch of the ship have been doing, and to explain to Wives and sweethearts why the T.A.S. Maniacs never had time to write home.

We started the commission as assistant storekeepers in "oLD MOORE'S IRoNMONGERY AND CoME IN HANDY STORE", serving buckets, spun-yarn, took and numerous other items of everyday equipment to an ill equipped ship's company. Our claim 'If you want it, we've got it'. However the time came when other departments realised that there was a Naval Store on board and trade declined to it's present level of about fifty customers a day. This allowed more time for the serious business of forming an efficient fighting unit, starting with 'Yorky' Joys encounter with the exhaust from a Torpedo engine, an engagement which ended in favour of the Torpedo and left a permanent oily reminder of the action on decks, bulkheads, boats, and the T.A.S. Party in general.

We then set out to prove that our A/S Team could find and hold a Submarine, and even find them where there were none, as the chatter on the A/S intercom starring 'Ping' Collyer, backed by 'Lofty' Chapman and Chris Toop in the A.C.R. versus a very harassed T.A.S.O. in the plot often proved.

Of the loss of the Bathythermograph, we can only say that the trial was a complete failure and it is now considered impracticable to use a Bathythermograph as an Emergency brake for a Destroyer.

The efficiency of our A/S weapon has of course never been in doubt since the day we successfully attacked and destroyed a solitary flying fish, even though many unbelievers still claim that it was not the one that we were aiming at!

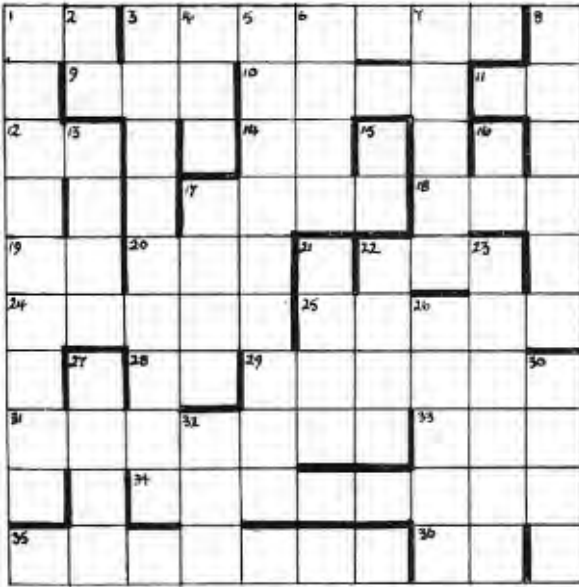
There is no need to dwell on our many torpedo and Squid firings and the hours spent operating the Asdic, but mention, I feel sure, should be made of what we might call our finest hour, when after much preparation, and many displays of temperament by 'Warhead' Rice and his chum Cecil Horne, we fired our live torpedo at Nine Pins Rock. We had of course to fire at close range in order that our multitude of photographers could have their day, but even so many Grey hairs were collected by all concerned as we waited hopefully for the bang. Needless to say, as with all T.A.S. functions, the operation was a complete success.

Throughout these activities we have been amply supported by 'Topsy' Turner who, in conjunction with the Electrical and ordnance departments, has managed to keep the gremlins out of the A/S equipment, and Ken Pucket who has managed to keep the rogues out of the stores.

In general I feel that it is true to say that we have lived up to the maxim "Work hard, Play hard", and each of the team has been able to draw his pay and free beer without blushing?



EASY CROSSWORD



DOWN

1. Gyro switch made. (7-2).
2. Young Sailor. Abbr. (2).
3. A game for one. (9).
4. Cold. (3).
- 5, and 8. Cold name, hot place. (9-6).
6. see 10 across.
7. Miss Weston. (5).
8. see 5 down.
13. One of the Indies. (4).
15. We. (2).
16. otherwise. ( 2).
17. Make and mend it. (4).
21. Ardour. (4).
22. Breathing apparatus. (4).
23. Balmy-Long toothed? (6).
26. A cart for the Gold. Anag. (5).
27. We saw Fuzzy featured Fijians there. (4).
30. -Beach, -Cliff, -Rock? ( 4).
32. The Cavalier was, we weren't.

ACROSS

1. Ginge was ours. Abbr. (2).
3. Quite a queue outside. . . (4-3).
9. to see . . . (3).
- 10, and 6 down. Our home from home. (4-4).
11. The state of the Gunnery System. Abbr. (2).
12. Who is doing this. (2).
14. It's a big firm. Abbr. (2).
17. We were in them in Southampton. (4).
18. Glorified P.o.M (E) . Abbr. (3).
19. Task centre. (2).
20. The maniac branch. Abbr. (3).
21. Striker is one. Abmr. (3).
24. To begin. (5).
- 25, Easily understood. (5).
28. With another, takes the place of the Metronome for the Coxswain of the racing whaler. (2).
29. Get along okay. (6).
31. The Boys. ( 3-4).
33. Tinted Commie. (3).
34. The way we came out. (8).
35. Aperitif for our lunch. (4-3).
36. The Boffins paradise. Abbr. ( 2).

ANSWERS ON PAGE 47

