

H.M.S. GAMBIA



1957-58

In this magazine we have attempted to recount a little of the story of H.M.S. Gambia's General Service Commission from 1st May, 1957, to the date of going to print in June, 1958, with a forecast of the pleasures to come during the East African Cruise.

I wish to thank all the contributors of articles, drawings and photographs ; Ldg. Coder O'Brien for his typing ; Messrs. Brogson for many photographs ; and the publishers, The Ceylon Daily News for their help and co-operation.

I am particularly indebted to my Assistant Editor, O. A. Fields, for his invaluable assistance in the checking and the arrangement of all the proofs.

My apologies in advance for any errors and omissions.

I hope that you may find as much interest and pleasure in the reading of this magazine as I have had in its preparation.

T. C. WRIGHT,
Editor.

Foreword by . . .

Captain E. T. L. Dunsterville, R. N.



It is never easy to gauge in absolute terms the degree of success or of failure of a commission except when there has been some outstanding event which has dwarfed all else. Personally, I will always look back on the visit of Her Majesty the Queen, in May, 1957, as our big moment, but it came too early in the commission for me to be able to look on it as a triumphant climax to our endeavours - we hardly knew one another by sight then - and its significance and excitement were lost in the work-up and exercises that followed.

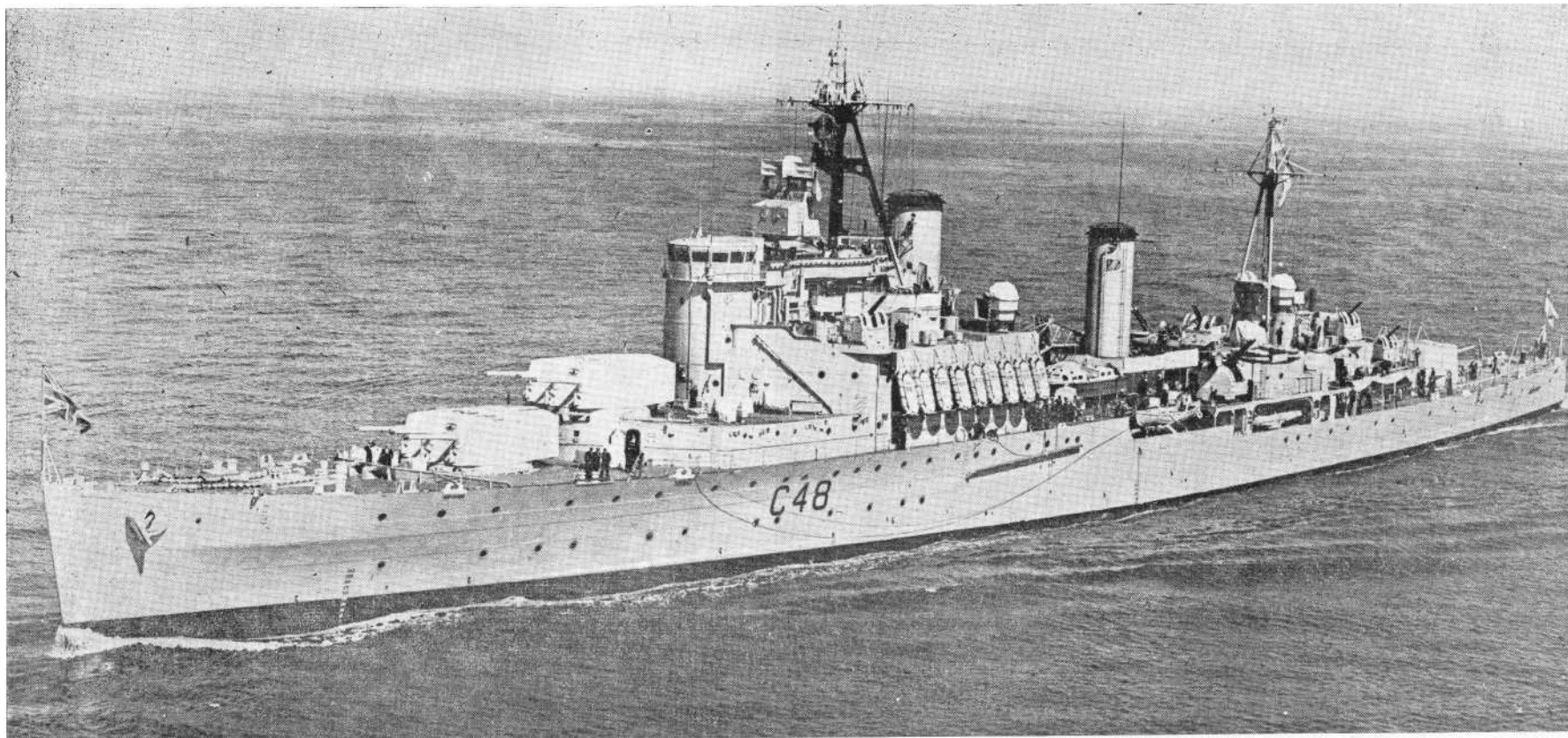
To view our commission in comparative terms is also difficult, since we've never really had anyone quite like ourselves to compare with. There has throughout been an element of unbalance, one way or the other, in all our competitive efforts, whether they have been in the gunnery or seamanship worlds, or on the field of sport. Our regatta win at Karachi was really satisfying, but I write this before our arrival at Trincomalee so I do not know the results of our efforts there.

We must, I think, fall back mainly on our own appraisal of whether we have done well what we set out to do. Such an appraisal must be honest and not gloss over our failures. While on the East Indies Station, our first concern has been to back up the Commander-in-Chief in every way we could. In that endeavour I believe we have been extremely successful. We have been ready whenever called upon for usual and unusual jobs. We leave behind us a reputation for cheerfulness, good manners and good behaviour, which I do not believe has been equalled before. We have never let disappointment get us down, we have never crowed loudly in success.

One of our most remarkable achievements has been to keep the ship in a high state of mechanical and electrical efficiency for eleven months without dockyard assistance, and without proper self-maintenance periods, an unusual feat these days.

Above all, however, I hope everyone has thoroughly enjoyed the commission. We will all have different memories of it, but I personally will never forget the good friends I have made on board during this, my last sea-going command. I hope sincerely that if you have the time, you will occasionally let me know how the world goes with you. Finally, the best of luck to everyone.

The Ship



Specifications : 8,000 tons displacement, 555 ft. overall length, 62 ft. beam, twelve 6 in. guru (later reduced to nine by the removal of X turret) in four tripple-gunned turrets, eight 4 in. A.A., eighteen 40 m.m. A.A.



H.M.S. Gambia's Battle Honours Board

★ The History of H.M.S. GAMBIA ★

SHE was conceived in the 1938 Naval Estimates, the first ship of her name, a cruiser of the

FIJI Class. Laid down on the 24th July, 1939, at Swan Hunter's Yard at Wallsend-on-Tyne, she was launched on the 30th November, 1940, by Lady Hilbery and finally completed on the 21st February, 1942.

GAMBIA had a short spell in the Home Fleet with the Eighteenth Cruiser Squadron but sailed to join the Eastern Fleet in June that year and spent a year in the Fourth Cruiser Squadron. In May, 1943, she returned to the United Kingdom for refit, calling at the territory of the Gambia on the way, where West African Chiefs in full regalia led thousands of their subjects to visit the ship named after their Colony.

In September, 1943, she was commissioned as a unit of the Royal New Zealand Navy and after a further short spell in the Home Fleet, during which she operated against blockade runners in the Atlantic, she returned to the Indian Ocean to re-

join the Eastern Fleet. She took part in the carrier strikes on Sabang and Sourabaya and in a later bombardment of the former. After a brief visit to New Zealand, she joined up with the Pacific Fleet and took part in the final stages of the great naval operations that brought the Pacific War to a close. In August 1945 she anchored in Tokyo Bay and was present during the signing of the Japanese surrender.

Early in 1946 GAMBIA reverted to the Royal Navy and sailed for the United Kingdom where she was refitted at Devonport before going out once more to the Pacific, to join the Fifth Cruiser Squadron whence she returned at the end of 1947. She recommissioned in March, 1950, and since then has served a series of commissions in the Mediterranean and the East Indies and is now completing her commission as the Flagship of the last British Naval Commander-in-Chief, East Indies Station.

The Men...

Commander-in-Chief. Vice-Admiral H. W. Biggs, K.B.E., C.B., D.S.O.

Commanding Officer. Captain E. T. L. Dunsterville, R.N.

Officers

Commander R. F. Tibbatts, D.S.C.
~~Lt. Cdr. A. G. Maclean~~
 Lt. Cdr. M. T. Hickie, D.S.C.
~~Lt. Cdr. F. G. Oatton~~
 Lt. Cdr. J. H. de Courcy Hughes
~~Lt. Cdr. J. H. Coryn~~
 Lt. Cdr. D. J. Bent, D.S.C.
~~Lt. Cdr. D. M. Scott~~
~~Lt. Cdr. A. W. A. Stevens~~
 Lt. Cdr. A. L. R. Shaw, M.B.E.
 Lieutenant R. H. Hamblin
 Lieutenant J. A. Mitchell
 Lieutenant R. H. Gaskin
 Lieutenant P. R. Lees
 Lieutenant J. M. C. Graham
 Lieutenant T. W. A. Blundell
 Lieutenant K. Morton, D.S.M.
 Lieutenant K. R. Cooper
 Lieutenant J. A. Downie
~~Sub-Lt. D. B. Davis~~
~~Sub-Lt. J. D. Wright~~
 Sub. Lt. G. I. Barr
 Sub. Lt. R. J. Emerson.
 Sub. Lt. P. Curling
 SO. Lt. A. W. Wilson
~~Sub-Lt. M. C. Rahman~~
~~Sub-Lt. B. R. Wright~~
 Midshipman P. J. H. Hodges
 Midshipman T. I. Hunt
 Commander A. C. T. Morris
~~Lt. Cdr. F. C. A. Ward~~
~~Lt. Cdr. M. A. Spence~~
 Lieutenant W. J. Fielder
 Lieutenant A. J. N. Cooper
 Lieutenant A. M. Ford
 Lieutenant A. Wallace
 Lieutenant N. E. Warnecke
~~Sub. Lieut. J. W. G. Bench~~
~~Eng. Sub. Lt. D. C. Croucher~~
~~Eng. Sub. Lt. D. E. Mark~~^s
~~Eng. Sub. Lt. E. D. Roue~~
 Act. Sub. Lt. G. F. M. Walker
 Act. Sub. Lt. J. G. L. Tyson
 Commander D. W. Sherwood
 Lt. Cdr. J. H. Goodman
 Lieutenant W. L. Critchley
 Lieutenant R. K. Arthur
 Lieutenant P. G. T. Woodman
 Sub. Lt. P. W. A. Rudd
 Midshipman B. H. Raper
 Commander T. Orr
 Lt. Cdr. G. H. Pearce
 Lieutenant E. Blackman
 Elec. Sub. Lt. J. Branegan
 Elec. Sub. Lt. D. I. Romer
 Surg. Cdr. J. A. McLaren, M.B., Ch.B.
 Surg. Lt. M. J. Boyle, M.A., M.B.,
 B. Chir.
 Surg. Lt. D. Hodge, M.B., Ch.B.
 Surg. Lt. (D) N. Bar, B.D.S., L.D.S.,
 R.C.S.
 Chaplain K. P. Evans, M.A.
 Captain, R.M. P. J. R. Waters
 Lieutenant, L. P. Davis
~~R.M.~~
 Inst. Lt. Cdr. T. C. Wright
 Inst. Lt. K. L. Statters, B.Sc.
 Lieutenant C. Spurr
 Supt. Sub. Lt. K. E. Trace

Staff of Commander-in-Chief

Commander D. C. Coote
 Commander J. S. Le Blanc Smith
 Commander M. J. Porter
 Captain R. P. Owen, R. M.
~~Lt. Cdr. M. D. Dawson~~
~~Lt. Cdr. D. C. Pelly~~
~~Lt. Cdr. D. R. G. Goldsmith~~
~~Lt. Cdr. C. E. Powell~~
 Lieutenant T. J. W. Sergeant
 Lieutenant A. D. Cooper
 Lieutenant J. Hawes
 Lieutenant G. C. Woodcock
 Lieutenant D. W. Pike
 Baker L. W. C. P. O. Wtr.
 Ovenden R. C. C. P. O. Wtr.
 Freeman P. F. Ldg. Writer
 Hall W. Ldg. Writer
 Hopwood B. L. Ldg. Writer
 Hunter J. B. Ldg. Writer
 Mowberry D. Ldg. Writer
 Shobrook K. Ldg. Writer
 Chambers A. Writer
 Ashworth A. T. Yeo. Sig.
 James R. A. Yeo. Sig.
 Lockett R. M. Yeo. Sig.
 McGillivray J. Yeo. Sig.
 Henderson E. P. O. Tel.
 Temple G. L. P. O. Tel.
 Fraser D. M. Signalman
 Hildreth D. J. Signalman
 Hirst W. Signalman
 Lowden L. E. Signalman
 Murphy B. J. Signalman
 Ringrose B. J. Signalman
 Dent E. W. Telegraphist
 Hall W. Telegraphist
 Nash M. E. Telegraphist
 Motley R. G. C. P. O.
 Richardson J. C. p. O.
 Stephens H. J. Chief Joiner
 Watson S. L. M. (E)
 Punter J. Ldg. Sea.
 Burnet W. M. A. Cpl. R. M.
 Tuckett W. E. A/Cpl. R. M.
 Howard K. E. J. C.P.O. Steward
 Furdado A. C. P. O. Cook
 Oliveira B. P. O. Steward
 Mendes S. Ldg. Steward
 Barretto D. Ldg. Steward
 Krishnan N. P. T. Ldg. Steward
 D'Mello P. Ldg. Steward
 Fernandes X. J. Ldg. Steward
 Luwis J. Ldg. Cook
 Carvalho E. A. Steward
 Fernandes C. Steward
 Dias J. Steward
 Wijayaratra W. E. Steward
 Senavaratne E. A. Steward
 Velu V. Steward
 Mendis J. V. Cook
 Dias A. Cook

Seamen

Amis H. C.P.O.
 Croft A. C.P.O.
 Reader J. C. C.P.O. G.I.
 Corby D. P.O.
 Coombe L. P.O.
 Davies B.P. P.O.
 Dearing A. P.O.
 Gee S. P.O.
 Holmes G. P.O.
 Legge B. E. P.O. P.T.I.
 Morrison H. P.O.
 Osborn R.R.H. P.O.
 O'Neill R. P.O.
 Pinder R. P.O.
 Sellar H. P.O. T.A.S.I.
 Turner R. A/P.O.
 Tanslev G. P.O. G.I.
 Wright' K. P.O.
 Bloomfield F. L.S.
 Bickell G. L.S.
 Butler A. L.S.
 Baldwin B. L.S.
 Craddock C. L.S.
 Gilby G. D. L. L.S.
 Little. I. L.S.
 Morris F. L.S.
 McHale M. L.S.
 Moran P. L.S.
 Pearson M. L.S.
 Perrv D. G. L.S.
 Pratt G. L.S.S.
 Paines A. L.S.S.
 Price W. L.S.S.
 Putter J. E. L.S.
 Spendlove M. L.S.
 Ames J. A.B.
 Adams P. A.B.
 Austin J. O.S.
 Allsopp T. A.B.
 Anderson B. O.S.
 Baillie H. G. C. A.B.
 Ball D. A.B.
 Barker P. A.B.
 Barron J. A.B.
 Betts P. T. A.B.
 Bishop A. F. A.B.
 Broughton J. A.B.
 Baker J. A.B.
 Boyd J. A. A.B.
 Beale R. A.B.
 Brown C. A.B.
 Brockman J. A.B.
 Bunker R. A.B.
 Buckland C. A.B.
 Brazier L. A.B.
 Bragg A. O.S.
 Bonnett E. O.S.
 Brabbin A. O.S.
 Blake P. O.S.
 Bouchier R. O.S.
 Blandford B. O.S.
 Brandt N. A.B.
 Beasley C. O.S.
 Broad R. D. A.B.
 Bowles R. H. A.B.
 Boddington T. E. A.B.
 London E. I. A.B.
 Critcher R. J. A.B.

Farrant D.	E.R.A.]	Dainty G.	M. (E)	Harlow M.	L/Ck. (O)
Graham J. A.	E.R.A.3	Dale W.	M. (E)	Curbishley B.	Ck. (O)
Golding D. M.	E.R.A.4	Dance W. E.	M. (E)	Driver J.	Ck. (O)
Hodgson D.	E.R.A.3	Davies N.	M. (E)	Skelton C. H.	Ck. (O)
Kerr W.	E.R.A.3	Davis P.	M. (E)	Trollope M. A.	Ck. (O)
Lemon G.	E.R.A.2	Dougherty W.	M. (E)	Gifford W.	Ck. (O)
McRobb T.	E.R.A.2	Durno D.	M. (E)	Davidson. R. W.	C.P.O. Ck. (S)
Rich W.	E.R.A.3	Evans D. T.	M. (E)	Osborne A.	C.P.O. Ck. (S)
Smith P.	E.R.A.3	Daynes I..	M. (E)	Ely F.	P.O.Ck. (S)
Scholes I..	E.R.A.3	Floyd M. V. C.	M. (E)	Griggs B.	P.O.Ck. (S)
Terry E. C.	E.R.A.1	Gow W. J.	M. (E)	Hind W. A.	P.O.Ck. (S)
Turner M.	E.R.A.2	Green G. W.	M. (E)	Marsh J.	P.O.Ck. (S)
Walsh A.	E.R.A.3	Hammond	M. (E)	Luxford R.H.	L/Ck. (S)
Wright P.	E.R.A.4	Haughton A.	M. (E)	MacLauchlan W.	L/Ck. (S)
Ashton N.	Mech. 1	Hugh J. S.	M. (E)	Angelo H.D.	L/Ck. (S)
Bastable F.	Mech. 1	Horsman R.	M. (E)	Walker I.R.	L/Ck. (S)
Dance A.	Mech. 1	Johnson R. D.	M. (E)	Webster W.	L/Ck. (S)
Rogers J.	Mech. 1	Kane J.	M. (E)	Taylor F.	1/Ck. (S)
Collins C.	Ch. M. (E)	Kemp G. E.	M. (E)	Burgess R.	Uck. (S)
Donovan M.	Ch. M. (E)	Kirtley W.	M. (E)	Duden G. A.	Ck. (S)
Draper A. H.	Ch. M. (E)	Letham G.	M. (E)	Walton F. E.	Ck. (S)
Inglis R. A.	Ch. M. (E)	Lewis J. D.	M. (E)	Roberts P. H.	Ck. (S)
Lemon N.	Ch. M. (E)	Mackreal R.	M. (E)	Lackington C.	Ck. (S)
May E. J.	Ch. M. (E)	Manton J.	M. (E)	Smith D.	Ck. (S)
Beddall D. R. N.	P.O.M. (E)	Mayhew D. E.	M. (E)	Tonks G. H.	Ck. (S)
Bigland G. W.	P.O.M.(E)	McCall J. D.	M. (E)	Baldry G.	C.P.O. Stwd.
Currie I. A.	P.O.M. (E)	McDonald F. C.	M. (E)	Hilton E.	C.P.O. Stwd.
Day P. N.	P.O.M.(E)	McDonnell K.	M. (E)	Douse E. R.	P.O. Stwd.
Dearie S. G.	P.O.M. (E)	McFadden R.	M. (E)	Sherrington A.	P.O. Stwd.
Edwards I..	P.O.M. (E)	Morgan J. F.	M. (E)	Baughan T.C.	L/Stwd.
Henderson J.	P.O.M. (E)	Moriarty P.	M. (E)	Davies T.	L/Stwd.
Hyett W.	P.O.M. (E)	Orrey K. C.	M. (E)	Fimister W.	L/Stwd.
Martin R.	P.O.M.(E)	Patience R. A.	M. (E)	Grundy D.	L/Stwd.
Russell D. H. J.	P.O.M.(E)	Pettman G. A.	M. (E)	Jermany A.	L/Stwd.
Smith W.	P.O.M.(E)	Poole T. D.	M. (E)	Read B.V.	L/Stwd.
Stanford P.	P.O.M. (E)	Pope R.	M. (E)	Dear A. G.	Stwd.
Thomas D. C.	P.O.M. (E)	Porter R. J.	M. (E)	Hilliard J. D.	Stwd.
Tuthill A. F.	P.O. M. (E)	Rance J. J.	M. (E)	Jones G.	Stwd.
Watt C. A.	P.O.M. (E)	Ratcliffe J.	M. (E)	Terry G. H.	Stwd.
Wilkie J.	P.O. M. (E)	Riley A. J.	M. (E)	Antao V. A.	P.O. Ck.
Woolman R. H.	P.O. M. (E)	Roddy G.	M. (E)	Appukatam P. R.	Stwd.
Brewer T.	L.M. (E)	Shearer W.	M. (E)	Alvares C.X.	A/Stwd.
Brooker H. L.	L. M. (E)	Shephard R G.	M. (E)	Alvares M.L.	A/Stwd.
Bullock R. B.	L. M. (E)	Shimmin T. M.	M. (E)	Andrayas R.W.	L/Stwd.
Cleverley W. R.	L. M. (E)	Sibley G.	M. (E)	Carvalho L.	P. O. Stwd.
Denison I. S.	L.M. (E)	Sibley S. R.	M. (E)	Coutinho C.	Ck.
Evans R. J.	L.M. (E)	Thompson A. M.	M. (E)	Cardoza J.	Stwd.
Fiftch A. F.	L.M. (E)	Tomlinson J. R.	M. (E)	D'Cruz S. R.	C.P.O. Ck.
Gavin R. H.	L. M. (E)	Torkington J.	M. (E)	De Mello D.	P. O. Stwd.
Gillhan J. F.	L. M. (E)	Turner J. F.	M. (E)	D'Nazareth L.V.	L/Ck.
Golledge D. W.	L.M. (E)	Wall E.	M. (E)	Dias M.F.	L/Stwd.
Gray	L.M. (E)	Westwood T.	M. (E)	Dias J.	Ck.
Hadden J.	L.M. (E)	Whiting R. 1.	M. (E)	Dias J. S.	Stwd.
Hazeldine R. W.	L.M. (E)	Woods W. 13.	M. (E)	De Mello V.	A/Stwd.
Hewitson M. F.	L.M. (E)	Wyness E.	M. (E)	D'Souza P. A.	Ck.
Holloway T. E. B.	L.M. (E)	Young M. J.	M. (E)	Fernandes X.	Stwd.
Hughes T. W.	L.M. (E)			Fernandes C.	Stwd.
Smith M. M.	L.M. (E)			Fernandes M.	Stwd.
Stephens D. P.	L.M. (E)			Gonsalves J.	Ck.
Thomas D.	L. M. (E)			Gomes A. F.	Ck.
Tozer J. S.	L.M. (E)			Godhino M. C. I.R.	A/Ck.
Watson S.	L.M. (E)			Nazareth J.	C.P.O. Stwd.
Webb R. B.	L.M. (E)			Noronha V.	L/Ck.
Wilson N.	L.M. (E)			Narayanan V.K.	L/Stwd.
Andrews G. B.	M. (E)			Oliveira B.	P.O. Stwd.
Barron A.	M. (E)			Pinto M.	Stwd.
Batchelor D. J.	M. (E)			Saidanha D.A.	L/Stwd.
Barlow R.	M. (E)			Seneviratne W.	Stwd.
Baxter W.	M. (E)			Suppiah V. A.	Ck.
Belsten D. R.	M. (E)			Velu V.	Stwd.
Birch J.	M. (E)			Varghese P. J.	1/Ck.
Blackman D. W.	M. (E)			Wijayaratna W. E.	Stwd.
Booth H.	M. (E)			Xavier D. J.	Stwd.
Bowman F.	M. (E)			Fernandes L.	P.O. Ck.
Bowler J. D.	M. (E)				
Bramley W.	M. (E)				
Briggs R.	M. (E)				
Bunce R. A.	M. (E)				
Connor J.	M. (E)				
Crawford J. N.	M. (E)				
Crisp	M. (E)				
Cunliffe A.	M. (E)				
Curnyn M. K.	M. (E)				

Supply Department		
Crilley E. E.	P.O. Wtr.	
Brooks K.	L/Wtr.	
Hawes T. E.	L/Wtr.	
Ward B.	L/Wtr.	
Codlin H. A.	Wtr.	
Hipwell K. H.	Wtr.	
Horne W.	Wtr.	
Thomson J. P.	Wtr.	
Wales A. F.	S.C.P.O. (V)	
Barber R. J.	S.P.O. (V)	
Catterson T.	S.P.O. (V)	
Merrick G.	S.P.O. (V)	
Linturn N.P.	L/S.A. (V)	
Slater F. B.	L/S.A. (V)	
Finlow R. L.	S.A. (V)	
Fiveash K. H.	S.C.P.O.(S)	
Archer, B. W.	S.P.O. (S)	
Winterborne R.	L/S.A. (S)	
Bevan W. L.	S.A. (S)	
Bearman E. W.	S.A. (S)	
Payne R.	S.A. (S)	
Birch M. V.	C.P.O. Ck. (O)	
Bailey F. J.	C.P.O. Ck. (O)	
Relf J.	P.O. Ck. (O)	
Holloway K.	L/Ck. (O)	

Electrical Department		
Allan G.	E.A.2.	
Bond M.	E.A.4.	
Cuffley E.	E.A.3.	
Dunkerley R.	R.E.A.4.	
Field J.	E.A.3.	
Gambier A.	R.E.A.2.	
Herdman R.	R.E.AA	

King F. E.A.2.
 Leeman E. E.A.5.
 Lightbody P. E.A.4.
 Morgan J. E.A.4.
 Smith R. E.A.4.
 Stevens R. R.E.A.4.
 Trenouth T. R.E.A.5.
 Taylor R. C.E.A.
 White C. E.A.5.
 Beveridge R. P.O. Elect.
 Bowles S. R.E.L.
 Devers J. El. Mech.1.
 Gilmour W. C.R.El.
 Green J. El. Mech.1.
 Hall F. Ch. Elect.
 Hutchins K. P.O. Elect.
 Lewis F. Ch. Elect.
 Males W. Ch. Elect.
 Parmenter B. R/Mech. 1.
 Stevens J. D. Elect.
 Turner E. P.O. R.E.L.
 Wilson T. Elect.
 Armstrong R. L.R.E.M.
 Alpin D. E.M.
 Blythe G. L. E. M.
 Bradley D. E.M.
 Bressington S. E. M.
 Buffer M. L.E.M.
 Casbolt W. E.M.
 Clark D. J.E.M.
 Craig T. F. M.
 Crow B. L.E.M.
 Croft R. E. M.
 Davidson R. E.M.
 Elliot D. E.M.
 Flack G. J.E.M.
 Grahame D. E.M.
 Ginnever R. R.E.M.
 Hadfield J. E. M.
 Hayman A. E. M.
 Hendry A. L.E.M.
 Jones B. L.R.E.M.
 Leatherbarrow H. E. M.
 Lintern D. E. M.
 Lewis T. L.E.M.
 Mann M. L.E.M.
 MacDonald H. R.E.M.
 McCarthy F. L. R. E. M.
 Moran K. E. M.
 More A. E. M.
 Morris P. L.E.M.
 Paterson J. L.E.M.
 Pounder J. L.E.M.
 Pritchard D. E. M.
 Proudfoot J. E. M.
 Rabbetts K. R.E.M.
 Robinson A. R.E.M.
 Sayers E. E.M.
 Sladin A. R.E.M.
 Smithies H. E.M.
 Snowdon G. E.M.
 Steels D. E.M.
 Stenner W. J.E.M.
 Summerbell M. E. M.
 Todd A. E. M.
 Tuke M. E. M.
 Wade R. L.E.M.
 Young R. L.E.M.

Sick Berth Staff

Cowley J. F. S.B.C.P.O.
 Fosberry R. R. S.B.P.O.
 Forster P. S. L.S.B.A.
 Adams G. F. S.B.A.(D)
 Atkins C. R. S.B.A.
 Golding A.T. S.B.A.
 Reeve D. S.B.A.

Royal Marines Detachment

Overington N. H. O.M.S.
 Parsons C. H. C/Sgt.
 McGregor A. Sgt.
 Burgoyne I. S. Sgt.
 Burnet W. M. A/Cpl.
 Chappell R. E. Cpl.
 Denman W. F. J. Cpl.
 Davies M. H. A/Cpl.
 Graham J. T. G. A/Cpl.
 Henderson R. S. H. Cpl.
 Hennion T. J. Cpl.
 Keen C. D. C. Cpl.
 Sharratt L. M. Cpl.
 Tuckett W. E. A/Cpl.
 Bentley J. Marine
 Brown J. T. Marine
 Brown A. Marine
 Broadridge D. J. Marine
 Beard O. D. Marine
 Bineham E. Marine
 Black H. Marine
 Clark A. H. T. Marine
 Crawford J. Marine
 Davidson T. Marine
 Eyre M. Marine
 Ellis J. J. Marine
 Franklin K. G. Marine
 Grayson R. H. M2 rine
 Henderson G. Marine
 Hendrickson J. T. Marine
 Hayes E. Marine
 Hunt A. Marine
 Hall D. Marine
 Jordan K. Marine
 Jones F. C. Marine
 Jackson R. W. Marine
 Kelly N. Marine
 Kitchingman J. Marine
 Lester J. M. Marine
 Laidlaw I. M. Bugler
 Livingstone A. R. Marine
 Murrel G. R. Marine
 McAlnine R. J. Marine
 McKenny K. Marine
 Ormston D. J. Marine
 Overton F. W. Marine
 Parker R. Marine
 Pickwick A. Marine
 Patmore K. F. Marine
 Rhodes G. Marine
 Roberts J. A. Marine
 Roberts T. J. Marine
 Scarff J. V. A. Marine
 Sharratt A. F. Marine
 Strike D. A. Marine
 Stuart C. J. A. Marine
 Shilling B. Marine

Shaw G. B. Marine
 Stretch C. E. Bugler.
 Tait W. L. M. Marine
 Taylor A. L. Marine
 Ward G. Marine
 Watkins T. J. Marine
 Willet D. Marine

Royal Marines Band

Haigh A. D. Bandmaster.
 O'Connell D. B/Sgt.
 Hutton M. G. B/Cpl.
 Collier C. T. Musician
 Clough D.R. Musician
 Dench G. J. Musician
 Gaze E. C. Musician
 Horner S. Musician
 Hartell P. J. Musician
 Hartland E. W. Musician
 Kesterton C. R. Musician
 Langford I. E. Musician
 Macklin D. H. Musician
 Peerless D. I. Musician
 Prince K. Musician
 Thomas R. S. Musician
 White K. G. Musician
 Westaway P. D. P. Musician

N.A.A.E.I. Canteen Staff

Dunn C. R. Manager
 Bradley J. Assistant
 Blair T. Assistant
 Edward G. Assistant
 Lister H. Ass:stant
 Ogg D. Assistant

Somalis

Ahmed A. J. Seaman
 Awad H. Second Tindal
 Abdi A. M. Stoker
 Adon H. F. A. Stoker
 Ahmed A. H. Seaman
 Dualay A. O. Stoker
 Eya A. A. Sweeper
 Gass M. M. Seaman
 Cooreh O. M. Seaman
 Hussein F. A. Seaman
 Hussein M. Sweeper
 Ibrahim A. Q. Stoker
 Jibril M. Seaman
 Jama E. A. Stoker
 Jama M. A. Second Tindal
 Mirey M. A. Seaman
 Mohammed H. E. Sweeper
 Mohamed W. S. Seaman
 Mussa A. I. Seaman
 Omer S. H. Seaman
 Omer S. F. Stoker
 Omer Hassan I. J. Seaman
 Sulliman N. Head Tindal
 Sulaiman M. J. Seaman
 Samakab O. A. Stoker
 Warsama H. J. Seaman
 Warfa F. A. Seaman
 Stoker

If everyone does his fair share of work
 There will be nothing to do !

THE QUARTERDECK DIVISION

(The men of the After Castle)

Team Manager	—	Lieutenant	Commander
		A. W. A.	Stevens
Assistant Manager	—	Lieutenant	R. H. Hamblin
Team Captain	—	Petty Officer	L. Coomb
Vice Captain	—	Petty Officer	R. R. Osborne
Ball Boy	—	Able Seaman	C. Rood

WHAT a team!! In general we play a match a day and sometimes more, but we are always on the winning side, although at times it's only just. How often do we hear the cry "Shake it up with them mops. Only five minutes to go for the first call" or "Let's get this flaming circus tent up before the "Bootnecks" come charging into the arena." Our opponents? Well they are the usual teams that have been haunting Quarterdeckmen for years, but, anyway, let's list them. There's the "Dustmen," who play with soot - the "Bootnecks," who use rubber heels - the "Turret Termites," who squirt oil when you are not looking, the "Oscar Alphas," who creep round in oily boots - the "India Rubber Men," who dance on the gratings - "Bent's Bombardiers," who play in hob-nailed boots - the "Brass Hatters," who are liable to use darts, bullets, ropes and a hundred and one devilish devices - they are without end, but the hard players are those civilian teams who leave the pitch looking like Hampstead Heath after a Bank Holiday or a five-ale bar after a smoking concert.

However, on a bright sunny day, when the exhausted players stand on the touchline and view the trim ground well marked out, it gladdens your heart as some Sheikh or local dignitary steps on to the pitch to the jolly lilt of the circus band, or those evenings when we play at home under the arc lights with the team colours of red and white dazzling the spectators. (At the time of going to press tradition has been broken with the new strip of blue and white.) As one A. X. man was

heard to say, "Don't it look lovely, Alf?" but Alf's crushing rejoinder was "Don't forget we have to unrig the flipping thing". No soul, that man.

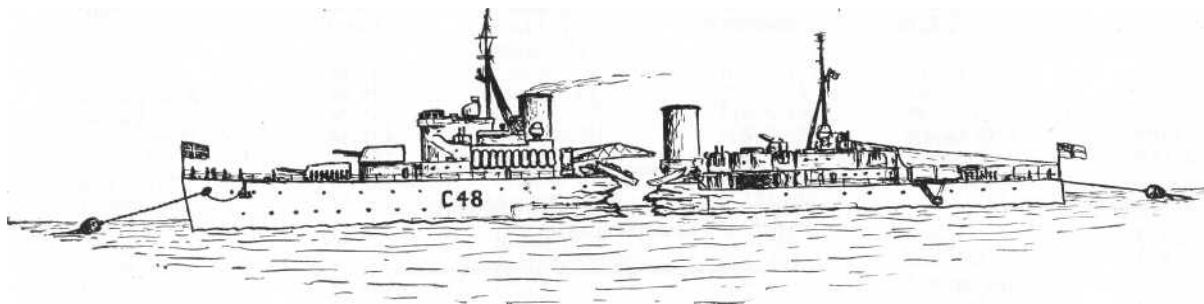
At times we find ourselves short of players. Not ten or nine men, but down to two, or if we are lucky, three men. However, skillful planning by the Team's Captain wins the day. Here is a typical briefing, "Now Ossie, we've got a kids' party followed by a cocktail party followed by a dinner party aft. We've got to trice up the gable end, otherwise the "Bootnecks" can't see what they are waving their bayonets at, and have the cocktail bar at the half-cock so that it will do for the kids and the grown ups. I'm going on a Banyan Party. Keep my tot for me....." "I'm going sick," says Ossie.

The time will come, and very shortly, when some of us will be transferred to other teams and some will be hanging up their boots. Whatever it is, don't forget your old teammates and if you happen to meet again I bet that you won't natter about the hard games. The conversation will go something like this, "Do you remember that eastern version of Sabrina in Bombay? Lush wasn't it?"

Keep smiling.

"Steve."

N.B.-The author wishes to state that any resemblance to characters alive, dead or half dead is purely intentional.



"Let not thy bridle know what thy stern-rope doeth?"

COMMUNICATION'S DIVISION

Motto "We never closed"

WE of the Communications Division greet you with a few words to let you know the where and whyfords of our happy band. Headed by Lt. (C) P. Lees, who was assisted by Lt. (S.D.) (C) K. Morton, D.S.M., this little division that works down in the bowels of the ship has for the past year been your link with the bad outside world.

The visual signalling side headed by the Master Bowman, C.Y.S. Yule with his two aides, Yeomen Milligan and Dodsworth, are kept busy typing and distributing all the signals for the ship and the C. in C. These signals pour out of the Main Signals Office in a never-ending stream, seemingly spurred on by a whip.

The scatty "Sparkers", managed and directed by C.P.O. Tel. S.R. Harding with the help of P.O. Tels. Reed and Hassell, had a very depleted staff of 2 Leading Tels., 6 Tels. (of which three were made acting local Ldg. Tel.), 4 O/Tels. and 4 J/Tels. (This is the number left after shooting some and having others finish their "time".)

Other ways in which we have spent our working hours have included landing parties and bombardment parties. Ldg. Tel. Corris became chief cypher officer to the U.K.H.C. Ceylon during his visit to Male. One P.O. Tel. went to sea on a Dutch tug, while others of the branch, Ldg. Tel. Burnett in particular, spent a lot of time in an army jeep at Aden - chasing around the Protectorate after a couple of rebel leaders.

Mention must be made of the "Staff". Ten gallant ratings who joined us to show just how things were done on board a flagship. We quickly buried them in the cypher rooms where they nobly took the brunt of an ever-increasing load of crypto. Signals ranged from "Yes, we have a concert party" to "No, we don't want any poppies."

Having been in four watches since the ship commissioned, J.E.T. '58 made us pull in our belts as we found ourselves in three watches and dealing with 200 to 300 signals a day. This is the C. in C.'s last "JET" and by the look of the exercise programme it is going to be the end of us !!

Per Signa Sapienta..... ..By Signs We Speak.

In the months from October to May we handled 60 to 80 signals each day, of which about twenty per cent we encrypted. This makes our approximate score for that period, 6512 signals or 703,784 groups. To distribute these signals the V/S staff in the M.S.O. used between two and three thousand sheets of various sized papers daily.

Furthermore we sent over 300 telegrams, thus adding some £135 to the government's coffers.

Who was the V/S rating who during "Crescent", when the ship's call sign was "Magic Alpha", said, "This is the Magic Gambia" ?

Who was it that after reading a signal drafted by a Staff Officer Called for the author ?



Fish In a Net



"TOUT PASSE" the ironical French saying goes, and brings to my mind the ending of National Service. No more will the Navy see the pale and spotty schoolboy face, or the resigned face of a man torn from a good job "outside" to serve for two years in one of Her Majesty's Forces, believing he is wasting his own time, and the tax-payers' money. After six weeks training he is a trained seaman, and is liable to be let loose on a mess deck, where he will be traditionally despised by Regulars, who I suspect are often a little jealous of the fact that he has only a short time to do.

How does he fit in and what does he learn. He fits in simply by knocking down the superfluous and needless conventions of "Civvy Street" until he reaches the basic important ones which are honesty, personal cleanliness, and an attitude of give and take. Rather obscure ones you may

think, but often overlooked or ignored. He may learn to be an efficient seaman, although it is doubtful. He is certain to hear points of view very different from his own, and if he is wise he will not dismiss them, he will discuss them and out of discussion usually comes knowledge, and thus his mind will be broadened. He will learn the celebrated British team spirit which one is meant to absorb at school, but which in fact does not extend further than the boundaries of the games concerned, even if that far. Finally he will learn to know people. In the limited confines of a mess deck there can be no finer place to really learn about other people, - their troubles, their virtues and failings, their loves and hates, their whims and fancies. He learns the art of sympathy and tact, and when the 'fish' finally swims away through a hole in the net to resume his normal activities 'outside', he swims away a wiser and better fish.

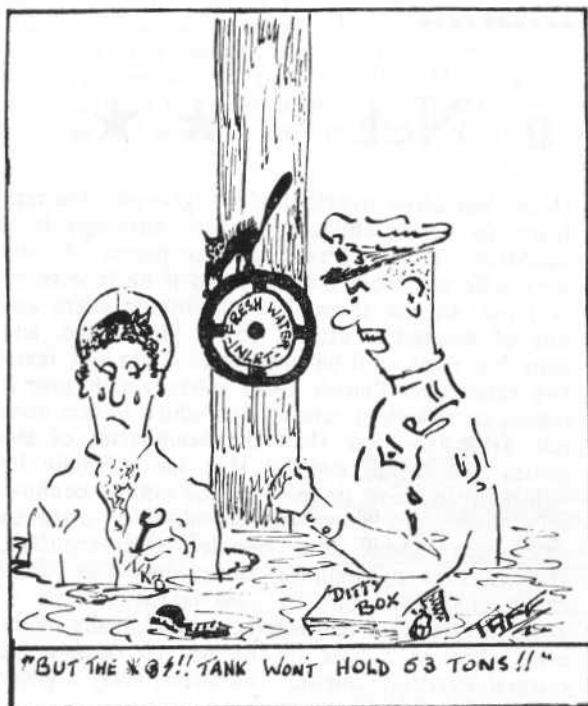
ENGINE ROOM DEPARTMENT

MANY tens of thousands of tons of oil fuel will have passed through our sprayers, and an almost equal number of salt tablets consumed before we once again see the Firth of Forth where we all came together for the first time in May, 1957.

Most of us will remember this commission with a great deal of pride and satisfaction. No demands have been made on us, under the very exacting conditions found on this Station, that have not been met to the full. The impact of Planned Maintenance has meant hard and continuous work, but at least it has for the most part been carried out in normal working hours. The lack of a dockyard on the East Indies Station has removed the temptation to "run for help" at the slightest pretext, and the speed and efficiency with which the E. R. A's and Mechanicians have tackled large maintenance jobs have improved most noticeably as the commission has progressed.

Our sporting record has been good, although at times it has called for considerable will power to follow up a forenoon of sweating down below with another good sweat in a whaler or on the playing fields. Perhaps the most memorable event for a lot of us will be that close and exciting finish at the Aquatic Sports in Aden when we so narrowly defeated the Electrical Department.

It has been hard going for the most part, but we have had our fun and it has been well worth while.



ODE TO AN M (E) 2.

(With apologies to Rudyard Kipling).

If you can join a ship and, let us face it,
As green as grass not knowing the routine,
Restore it, still deguttied by a refit,
In twenty days to go to see the Queen.
If you can make no smoke nor lose your pressure
While exercising with the NATO fleet,
And find that life is anything but leisure
When boilers and machines exude their heat.
If you can water ship and still not flood it
And take in F.F.O. without a spill ;
Wash uptakes of the soot and yet enjoy it,
And scrub out flats and bathrooms with a will.
If you can keep your head when seen by Senior
When charged with "One thermometer did break"
And still maintain a calm outside demeanour
When from your pay you forty pence forsake.
If you can meet with Irish brogue and humour
And shrug it off but do your work the same ;
And then not mind about the latest rumour,
"We're going back to Aden once again."
If you remain on board while all about you
Are setting off ashore to have some fun,
Then read the Stokers' Manual to refresh you,
Or read the Standing Orders one by one.
If you can drive a tug and still undaunted
Keep moving bags of sugar by the ton,
Or having fired a Bofors, leave unflaunted
The fact you shot the target down in one.
If you can swim a race or pull a whaler
And yet not brag to others how you won,
And always keep that bearing of a sailor,
You might, with luck, be rated M. (E) 1.

N. E. W.

REMEMBER "STOKES"

In all the ditties and the jokes,
No one mentions poor old stokes,
The branch that sweats it out below,
Whose job it is to make us go.
A few things now I'll try to tell,
Of what goes on down there in Hell,
Of all the blokes who sweat and strain,
Whose future years will show no gain.

Just look at those upon "Evaps",
They aren't a bad old crowd of chaps.
Their job's to make ship's water clear,
For if they don't they soon will fear
That dreaded "Senior" will go down,
And he will stand, and look, and frown,
Shouting out "Good God !! Not salters.
Get your cap, you're in defaulters."

Turn to those who watch "T.G.'s,"
They give us light if we say please.
They stagger on watch with half-closed peepers,
You never met such life-long sleepers.
The auxiliary killick is looking tired,
A running dog they should have hired.
He dashes round with pencil and paper.
Cutting quite a merry caper.

Rushing from the upper deck,
Commander (E) near breaks his neck,
To the chief he says "It is no joke,
You'll have to stop them making smoke".
And now it issues from the stack,
A column looking very black,
The boys below had clone their stuff,
But in their job you can't use bluff.

F.J.W.

Musings of an M. E.- "They don't want sweat in this
ship, They want blood."

THE SOMALIS

WITH our arrival at Bahrein in November, 1957, we embarked, like many ships before us, a complement of Somali ratings who were to serve with us throughout our commission on the East Indies Station. The Chief Tindal, Noor Sulliman, a veteran of thirty-two years with the Royal Navy, was to serve his last engagement before retirement. Subordinate to him, and held in what appeared to be the firm grip of an absolute dictatorship, though a benevolent one, were some twenty-five seamen and stokers of various experience and length of service.

Almost without exception these dark-skinned rascals earned the affection of the Ship's company, and as we look back on our year spent in their part of the world, who will deny many pleasant memories of them; the hugely-grinning face of Mohammed Awad looking up from a painting stage over the side or the rolling eyes of Noor Sulliman as he wrestled with a problem of insubordination, or the happy resignation of Madloom Hussain as yet another mountain of rubbish was dumped by his gash-chute. Certainly they made a real contribution to our life aboard, with their prayer mats, their daily stew so long in preparation, and their eagerness for shore leave at all costs. Who else but Hashi Awad could expect special leave to get married-to his third wife !

Despite the pittance which they received as pay, and for all their interest in smuggling and currency

manipulation, these ebony friends of ours were unfailingly loyal to the Royal Navy and proud of their ship, especially its appearance for which they were largely responsible. Their own personal cleanliness was a manifestation of this - their shining polished mess deck was invariably an example to us all, as was their appearance at Ship's Company Divisions.

Always ready to take advantage of a loophole in regulations or to steal a day's leave when no one was looking, these happy scoundrels were a joy to any who troubled to take an interest in them. A trip to a Ceylon magistrate's court to see justice done to a gold smuggler, with confiscated sovereigns and gold bars littering the desk in profusion, and all but the Somali goggle-eyed, was a true story better than could be found in ten back numbers of Wide World magazine. For, let's face it, these black warriors who brand their kit bags with the brand-mark of their Somaliland camel herds, which mysteriously increase in size throughout their owners' Naval service, are different - they are also clever, happy and our good friends, and in wishing them the favour of Allah, we must hope that they will long remain so.

To Noor Sulliman, after his long and valuable service to the Royal Navy, we say, "Good bye, and good luck in the future to you and your several fine sons".

A. I. R. S.

SUPPLY DEPARTMENT'

WE lay down our scrubbing brushes to look back over the first year of the commission. Most of the members of the department arrived on board early in the year to assist the Dockyard in completing the refit, and having embarked our initial issue of stores in record time, we settled down to what promised to be a hectic commission. The chefs took over the job of feeding "the five thousand" with as much gusto as they could muster! ! Such places as the lower main, No. 5 and the for'd flour stores took shape from under layers of packing cases, straw, paper, flour bags, flour and the usual impedimenta which accompany the first rush of unpacking. The Pay Office staff took over their grot and began doling out monies in the manner of a minor Carnegie. The Captain's Office, affectionately known as the Telephone Booth, began to cover the noticeboards with bumph, much to the chagrin of the Commander's Office who felt they were much better equipped for the job, (who can argue with such a mighty staff ?) The slight annoyance of losing both the Clothing Office and the Naval Stores Office doors during one particularly violent work-up shoot passed off as one of the things that were sent to try us.

The first six months of the commission passed surprisingly quickly, relieved by our visit to Bergen where members of an expedition to one of the outlying islands spent a riotously wet night under canvas, the regular Sunday lunchtime sessions in Rosyth canteen and the intermittent quiet runs to Stirling ! October found us in the murky depths off Chatham where the stern task of loading one

year's Naval Stores and the outfit of tropical clothing was taken in hand. Jack Dusties were seen running about the upper deck, surely an unheard of thing, waving bits of paper and muttering, "Where did I put that box ? " "Fingers" began his bizarre game of chess and officers were moved bodily out of their cabins to be replaced by hundreds of camp-beds and irons. After leaving the U.K. we settled down to a more regular routine, except for the clothing department who must have derived great enjoyment from supplying the majority of the ship's company with tropical clothing, most of which fitted, (anyway, it'll shrink in the laundry!!!),

In December the Gunnery Department provided us with another outlet for our nervous energy. We were given the custody of two bofors mountings, a most drastic step, and told to get on with it. Even if we didn't appreciably raise the level of the standard of the ship's close range gunnery, we did at least provide much amusement for the bridge personnel, from the Commander-in-Chief downwards.



Photo by The Scotsman

For much of the commission there resided on the boatdeck a little boat, known by some as the 'Skimmer', though more often referred to in much less polite, but very descriptive terms. Having been smashed violently against the ship's side, run on to a rock in Abadan and practically used for a submerged attack on a water-boat in Bombay, the poor Ugly Duckling and the Commander finally gave up the ghost and the whole outfit, less the Commander, was towed ashore and dumped in the lap of the R. N. O., Aden, to be collected on the way home. Many missed the appearances of the two regular drivers, the antics of one Writer on the lower boom were equal to Chaplin at his best, but the boat E. R. A.'s and Electricians were seen to heave a sigh of relief.

For our contributions to the Children's Parties, we ran a miniature railway using the rollaveyor, and this provided quite a bit of fun for the children and a very energetic pastime for the volunteers. Having made attempts to persuade the younger parents to join in the fun, with little or no success, we took

