

entertained us before his act by taking a left hand corner too fast and falling down, unshipping his riders rather heavily in the process.

It was evident that the crowds in Gambia were not used to being regimented for, despite the efforts of the police and those of the Boy Scouts and a variety of enthusiastic topee-wearing assistants, the ranks were continually being broken by laughing Africans. Finding his view obscured by the throng, the Duke of Edinburgh left his seat to get a better view from inside the much diminished space encircled by the crowd.

While this was going on, the cricket team were being badly shaken by the presence of a county cricketer in the opposing side; later, they repaired to the one and only hotel, the Atlantic, to drown their sorrows.

After dinner that evening, his Royal Highness landed to watch the procession in the main street, a colourful torchlight procession headed by models of ships of all eras, illuminated from the inside.

With the Governor and Lady Wyn-Harris on board, we slipped at 6 a.m. and proceeded 75 miles up-river to Sankwia. We stopped on the way for part of the forenoon at Salekeni for the Duke of Edinburgh to be taken up a long creek in the mangrove swamps on a crocodile shoot. The party returned with two dead crocodiles lashed across the bows of the shark boat, one of which had caused considerable consternation by coming to life again an hour after it had been assumed to be dead.

The journey up the mile-wide river was very peaceful for everyone except Commander (N). We steamed slowly past forests of green mangroves, which crowded down to the waters edge and saw, in the occasional muddy breaks in the banks, crocodiles basking in the sunlight. Further up near Sankwia there were clearings where rice was being cultivated, the mangrove trees having been ringed to be destroyed later by the toledo worm.

We anchored off Sankwia at 5 p.m. That evening and the next morning, several boat loads of officers and Yachtsmen went up the narrow creeks leading off the river to shoot crocodiles. Of the many which were hit,

only those shot by Sub-Lieutenant McQueen and Chief Petty Officer Hunter were recovered and brought back on board. Unless a crocodile is killed instantly on the bank by a shot behind the eye, it will take to the water in a flash, sink and die at the bottom of the creek where it cannot be recovered. It is said that it will refloat after about six hours provided it has not been devoured by its relations and friends.

The Duke of Edinburgh invited the local Chiefs on board to a reception on the Wednesday evening and the next morning attended the 14th conference of Chiefs of the Gambia Protectorate. The Protectorate is a strip of land, no more than fifteen miles wide in places, running along both banks of the river with a very loosely defined frontier where the jungle is almost impenetrable. Some of the Chiefs who attend these conferences are likely to come from adjoining French territory since they are not always sure to whom they owe allegiance.

At the conference, which was watched by a number of officers and Yachtsmen, his Royal Highness sat on a dais facing a space on the other side of which the Chiefs sat in a semi-circle. They were called forward to be presented by their respective District Commissioners, and moved to greet his Royal Highness with great dignity.

After his Royal Highness had lunched on board the Governor's yacht, we proceeded down-river and, at tea-time, anchored off Tendaba Creek. The Royal party went off after crocodiles once more for about two hours, but were not so fortunate on this occasion for they were unable to recover the two which they shot.

While trying to turn the Yacht in midstream after the Duke of Edinburgh had re-embarked, we found ourselves stuck in the mud by the bows. Fortunately the bow was not held very firmly and we were able to go astern into deeper water and complete the turn. The river was very shallow and in places there was no more than three or four feet of water under the keel.

We steamed down-river to arrive off Bathurst at 11 p.m. and found the S.S. *Apappa* alongside, decorated with a string of coloured lights and displaying a magnificent crown made up also with coloured lights.

Before he left, the Governor had very generously provided each officer and Yachtsman with a unique memento of our visit. It consisted of a copy of the programme of the Chiefs' conference enclosed in an envelope on which were a set of Gambia stamps franked with the stamp of the travelling post office which plies up and down the river. With an added kind thought, he had arranged for each of our names to be typed on the envelope.

We remained hove to off Bathurst while the Governor went ashore by boat. He must have raced to Government House by car because, when we passed it on our way out to sea, the house was lit up and the Governor was personally lighting a barrage of fireworks in a farewell salute to the Duke of Edinburgh.

The rockets which soared from BRITANNIA'S flag deck were not only a fitting reply but, as they burst in the sky and dazzled the eye with descending stars, were also symbolic of the close of a most colourful voyage.

So ended a chapter of our lives which we shall never forget. A fabulous voyage of discovery was over: a voyage of discovery in that we had looked into the lives of our cousins all over the world and were returning richer for the experience; a fabulous voyage in that we had accompanied a Royal Prince to the far corners of the earth and had seen from his example how men of integrity and understanding will always be accepted into the hearts of people wherever they may live and whatever their colour or creed may be.



Gibraltar Interlude

Wednesday, 6th - Friday, 15th February

Although Bathurst was the end of the Duke of Edinburgh's tour proper, his Royal Highness remained on board until the State Visit to Lisbon began.

We sailed from Bathurst to Gibraltar with our accustomed wonderful weather, arriving at Gibraltar on Wednesday, 6th February. The finals of the various deck competitions were completed on this passage and the final touches to our tanned torsos were also added.

Two very fine exhibitions were held before arrival in Gibraltar. The first was an exhibition of handicraft completed during the voyage; the range and quality of exhibits was completely unexpected and very impressive. The second was a collection of over fifty of Mr Edward Seago's oil paintings and it was a delight to be able to recall, by casting one's eye around the Rec. Space, so many of the scenes we had enjoyed over the previous six weeks.

At 9 a.m., Wednesday, 6th February, his Royal Highness conned us into No. 1 Dock at Gibraltar where we stayed in calm water so that the dockyard could polish our side and re-varnish the bulwark cappings in preparation for Lisbon. All hands were very busy, the seamen working hard to give the Yacht a face-lift, the engineering and electrical departments catching up on maintenance routines and the supply department preparing for the next stage of the voyage.

Lieutenant-Commander Parker flew home on the day of arrival followed by Sir Raymond Priestley and Mr Edward Seago on the next day. Viscount Cilcennin left the day before we sailed from Gibraltar. We were sorry to see them go since all four had contributed so much to our lives on board during those long days at sea.

We found time to complete our shopping lists, to see if La Linea and Algeciras were still the same, to visit our friends in the Home Fleet who were there in force and to play them at various games out of working hours.

The Duke of Edinburgh's visit was informal and the Yacht therefore wore the union flag of an Admiral of the Fleet at the main instead of his Royal Highness's personal standard. His Royal Highness visited several units of the fleet, much to their pleasure, and the good weather allowed him to enjoy sailing his yachts.

We steamed out of the dock at 8 a.m. on Friday, 15th February, the Duke of Edinburgh taking over on the bridge to guide us in making a sternboard out through the southern entrance of the harbour.

Although we had enjoyed seeing Gib. once more, we all felt that the visit was nothing more than a necessary interlude and we were glad to be on the move again.



H.M. The Queen's State Visit to Portugal

ITINERARY

ARRIVE	PLACE	DEPART	DISTANCE
0810 16th February	GIBRALTAR	0800 15th February	
1030 18th February	SETUBAL	0445 18th February	296
1400 24th February	LISBON	1430 21st February..	57
	PORTSMOUTH	—	876
			1,229

After leaving Gibraltar at 8 a.m. on Friday, 15th February, the wind and sea increased throughout the day and on Friday night until it was blowing force 7 to 8 during the middle watch.

The Yacht, with her stabilisers out, rode the weather very comfortably but the escorting destroyers, *Chieftan*, *Chevron* and *Chaplet* had rather a rough time. Our only complaint was that the spray took the shine off our newly polished paint.

We sighted the entrance to the Rio Sando during the morning watch on Saturday and as we crossed over the bar through the strong ebb tide at the river mouth there was very little wind and the day promised to be fine.

Keeping close to the rugged hillside on the port hand, to avoid the sandbanks to starboard, we passed a headland with a formidable looking fort, at the back of which was built a large hospital for those suffering from bone tuberculosis. The patients, mostly children, were crowded on the balconies and cheered wildly when they saw the Duke of Edinburgh waving to them from the bridge. A large Union Jack was being waved from the middle of a small knot of white-robed nuns assembled on the battlements of the fort.

As we proceeded a mile further up-river to anchor off Setubal at 8.10 a.m. large crowds could be seen gathered on the harbour walls and on the wharves.

SETUBAL

Saturday, 16th - Monday, 18th February

There was great activity on board on Saturday

morning and afternoon getting everything exactly as it should be before the Queen's arrival at tea-time.

The Duke of Edinburgh found time to talk to us all on the focsle before lunch. It would be interesting to know how many of us heeded his advice not to bore our friends and relations with deep sea stories of our adventures on our return home.

There was a shower of rain in the afternoon but the weather was fine, if rather threatening, when the Queen came off in the Royal barge at 4.30 p.m. She had been driven around the countryside before reaching Setubal and had had a great reception from the country people along the route. There were large crowds on the waterfront at Setubal to witness her arrival.

The Queen came off in the Royal barge looking very happy and charming in a blue costume and little red hat. It was a great delight for us in BRITANNIA to have her with us once more.

The weather deteriorated badly on Saturday night and by midnight, when it was blowing really hard, we came to short notice for steam. The wind continued to rise and at about 4 a.m. it reached force 10 and we had to be at immediate notice to move.

Fortunately the weather improved throughout Sunday. We assembled for church in the Royal dining-room and, together with the Queen and the Royal party, enjoyed the service conducted by Canon Farrie who had come over from Lisbon. Later the Queen and the Duke of Edinburgh went ashore to lunch with the Duke of Palmella.

In the afternoon, some of our soccer team played in a side picked from the Royal squadron against the local team. The team outclassed the squadron team however and defeated them heavily.

We left Setubal at 4.45 a.m. on Monday morning in calm weather with a three-quarter moon, the slight nip in the air gradually bringing those who were up to life. We proceeded, with the Royal squadron in company, quietly at 10 knots so as not to disturb the Queen's rest.

At 6.15 a.m. the three Portuguese destroyers, *Nuno*

Tristao, *Vouga* and *Lima*, joined the escort and later, at 8 a.m., they fired a Royal Salute to Her Majesty.

LISBON

Monday, 18th - Thursday, 21st February

We entered the River Tagus at about 9.30 a.m. on Monday morning by the northern entrance, having passed in front of the holiday resort of Estoril. The swirling tide over the sandbanks at the river mouth made station keeping difficult for the six destroyers behind us in line astern.

Although the first salutes arranged were a National salute fired by H.M.S. *Chieftan* and a return salute from the battery at Belem Castle on the outskirts of Lisbon, three additional salutes were fired by shore batteries on our way into the river entrance.

We were soon to realise that these additional salutes to the Queen were just forerunners of a tremendous welcome which had been prepared up-river.

Nearer the city, the river was crowded with boats, river steamers, tugs, trawlers and ships, all steaming slowly towards our anchorage. As we overtook this cavalcade, the crowds, packing one side of their decks and listing them heavily, cheered and waved in an enthusiastic and stirring welcome to the Queen who was standing waving on the Royal bridge. Closer to the anchorage we were somewhat startled by another display of enthusiasm. We passed a barge, being towed, whose hold had been partly filled with fireworks; these were let off as we came abreast the barge, and showers of coloured lights and smoke shot into the air to the accompaniment of a noise like the exploding of Chinese crackers. When we anchored at 10.30 a.m., the large fleet of craft of every conceivable type of vessel closed around us and, in a deafening chorus, sounded their sirens in a continuous clamour of enthusiastic pleasure at her Majesty's arrival. It was a welcome which was as touching as it was unexpected.

The Portuguese Royal barge then approached. This one hundred and fifty years old barge was rowed by eighty oarsmen manning twenty oars on each side, every man dressed in an orange-bordered scarlet jacket and a

red skullcap with a silver badge in front. They rowed with three quick strokes followed by a pause, each trio of strokes being carried out with machine-like precision.

The barge was superbly manoeuvred alongside the starboard after-gangway and a red carpet unrolled between the rows of oarsmen for Her Majesty to step upon.

As the Queen embarked into the barge, with the whole Yacht's company manning BRITANNIA's decks, a renewed chorus of welcome arose from the vessels hemmed around, each jostling the other to follow the stately course of the barge inshore. The Portuguese three-masted training ship, the *Sagres*, anchored a short distance away abreast of BRITANNIA, made a fine sight as, with her yards and decks manned, she fired a salute to the Queen when the Royal barge left BRITANNIA.

Her Majesty stepped ashore on to the red carpet leading up to the Black Horse Square, a huge square on which were massed some 6,000 Portuguese troops paraded in her honour. She then drove in a State coach with the President of Portugal through the crowded streets to the Palace at Queluz where she was to stay for the remainder of the State Visit.

Monday was a public holiday and the streets were crammed with people who had come into the city from all over Portugal to see the Queen. It was clear that an enormous amount of care had been taken to give the Queen a fitting reception for, not only were all the streets newly swept and clean, but lavish and colourful decorations were to be found everywhere, even down streets which Her Majesty would not see.

Bus tours on Monday and Tuesday had been arranged for Yachtsmen who were taken out to Sintra and driven round the glorious countryside. The forests were looking particularly attractive at this time of the year for amongst fir and gum trees, mimosa was to be seen just coming into flower.

Several of the British colony asked Yachtsmen out to meals and for a drive and many football fans went to watch the floodlit game on Tuesday night in which Newcastle United were narrowly defeated by the Portuguese team, Belenenses.

The Royal British Club, last visited by a member of the Royal family when King Edward VII. went there during his State Visit in 1903, entertained the officers on Tuesday evening, most officers having previously been present at a magnificent luncheon arranged in their honour by the Portuguese Navy.

On Wednesday night the quay and the streets leading to BRITANNIA's berth were crowded with people to watch the President of Portugal and other guests who had been invited by the Queen to a banquet on board. The occasion was highlighted by two truly magnificent firework displays, one before and one after the banquet and each lasting for about twenty minutes. Twelve barges had been moved in the middle of the river abreast BRITANNIA and from their decks rose rockets whose colour and beauty filled the sky in a display which was breath-taking in its splendour.

After we had watched every conceivable combination of colour and pattern, the display was brought to its climax. The rate of fire of the rockets was stepped up, the sky was full of falling light and the ears half deafened by the noise of the explosions. Suddenly, 100 feet from the Yacht, the set piece, consisting of the two separate coats of arms of Portugal and Great Britain linked by the legend "God Save the Queen" was lit and, as it slowly burnt out, so the rockets died away to leave darkness and silence. This display was beautifully executed and must surely hold its place as one of the most memorable incidents of our whole cruise.

After the banquet, the Queen drove back to Queluz escorted by a small army of police on motor cycles through the lined streets to the warm cheers of our Portuguese friends.

The final "runs ashore" of the voyage, in the restaurants and bars of Lisbon and the casino of Estoril, brought many of us back in the small hours of Thursday morning to awake later, after a few hours' sleep, with that familiar tender feeling behind the eyeballs.

We sailed at 2.30 p.m. on Thursday to take with us memories of the remarkable display of affection which the Portuguese people had shown to our Queen.

The Return Home

There were warnings of gales all round us as we left Lisbon at 2.30 p.m. on Thursday, 21st February with H.M.S. *Chieftan* in company. The Maori Greenstone was given a good rubbing and that seemed to work at first for, although the weather did not look promising, there was very little wind for the remainder of that day.

Soon after midnight however, it started to blow and by breakfast time on Friday it was blowing fairly hard. Fortunately the weather was coming from astern and with the stabilisers out we were quite comfortable. The wind eased after a few hours but, for the remainder of Friday and Saturday, the weather was generally foul, visibility low and not a bit like what we were used to. We must have just been out of range of the influence of the Maori spirits.

However, we were really on our way home at last and much more interested in collecting all our presents together and filling in Customs' forms than bothering about the weather.

We anchored at Spithead at 9 a.m. on Sunday, 24th February, on a grey, misty morning, and the Customs officers came on board almost at once. It was just as well that we had had two days of dull grey skies before arriving. It helped to awake us gently from the fairy-land dream we had been enacting for so long and bring us back to earth with only a slight bump.

The Admiral addressed the whole Yacht's company at 10.30 a.m. and his address was followed by a short service. The mist and drizzle in no way detracted from the lusty singing of the hymn of thanksgiving.

We moved up harbour after lunch and berthed alongside South Railway Jetty in Portsmouth Dockyard at 2 p.m. The Commander-in-Chief, Portsmouth, and some five hundred of our families and friends were there to greet us, together with several Press representatives. Captain Maclean and members of the Portsmouth Group Royal Marine band were also on the jetty to receive us back with a selection of stirring tunes. It was good to see our families again and to have them on board as soon as the gangways were in place.

So ended a wonderful voyage.

H. D. N.

SKETCH MAP

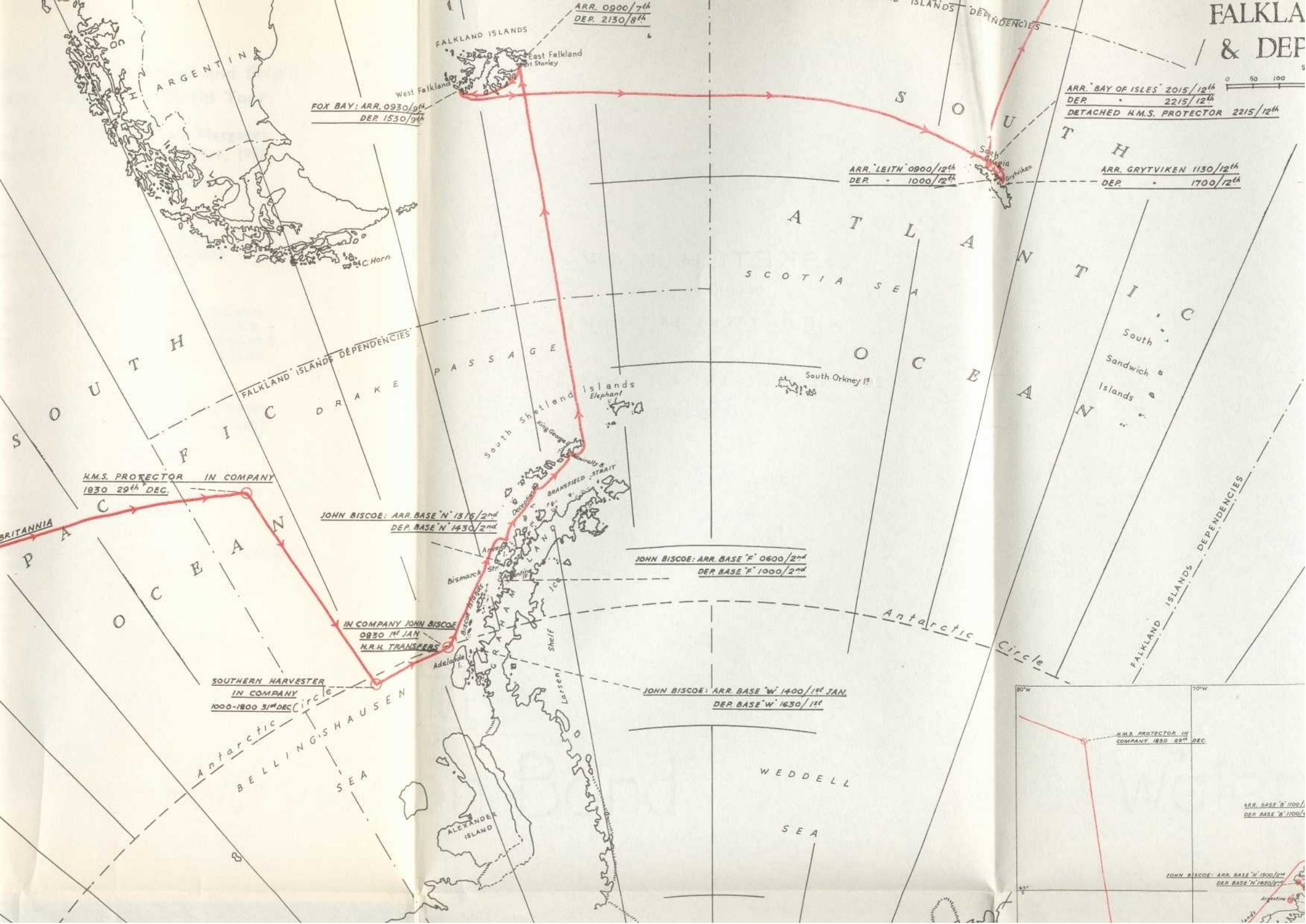
OF THE ROUTE OF

H.M. YACHT BRITANNIA

IN THE

SOUTHERN OCEANS AND ANTARCTICA

1956-1957



FALKLAND ISLANDS & DEPENDENCIES

ARR. BAY OF ISLES 2015/12th
 DEP. 2215/12th
 DETACHED H.M.S. PROTECTOR 2215/12th

ARR. LEITH 0900/12th
 DEP. 1000/12th

ARR. GRYTVIKEN 1130/12th
 DEP. 1700/12th

FOX BAY: ARR. 0930/9th
 DEP. 1530/9th

ARR. 0900/7th
 DEP. 2130/8th

JOHN BISCOE: ARR. BASE 'N' 1315/2nd
 DEP. BASE 'N' 1430/2nd

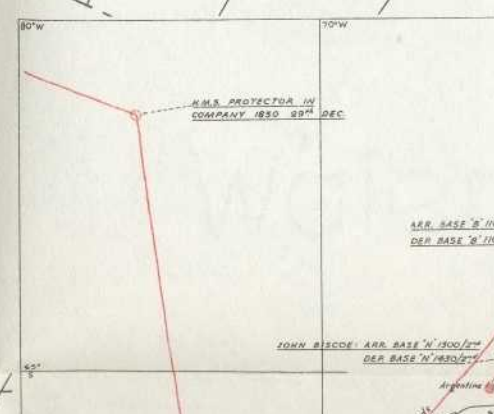
JOHN BISCOE: ARR. BASE 'F' 0600/2nd
 DEP. BASE 'F' 1000/2nd

JOHN BISCOE: ARR. BASE 'W' 1400/1st JAN.
 DEP. BASE 'W' 1630/1st

IN COMPANY JOHN BISCOE
 0930 1st JAN.
 M.R.H. TRANSFERS

SOUTHERN HARVESTER
 IN COMPANY
 1000-1800 3rd DEC

H.M.S. PROTECTOR IN COMPANY
 1830 29th DEC.



**Composition of Royal Parties and Ship's
Company during The World Tour**

**1. Tour of H.R.H. The Princess Margaret
22nd September - 8th October, 1956**

H.R.H. THE PRINCESS MARGARET

HOUSEHOLD

THE HON. IRIS PEAKE
THE LADY ELIZABETH CAVENDISH
LIEUTENANT-COLONEL MARTIN GILLIAT
MAJOR THE HON. FRANCIS LEGH

OFFICIALS AND STAFF

MR A. G. WICKENS	Miss HOLLAND
INSPECTOR F. G. CROCKER	MRS HATCHER
MRS GORDON	MR R. MOULARD
Miss BRAMFORD	MR W. TAYLOR
MR B. STIBBS	

**2. Tour of H.R.H. The Duke of Edinburgh
16th October, 1956 - 6th February, 1957**

H.R.H. THE DUKE OF EDINBURGH

HOUSEHOLD

LIEUTENANT-COMMANDER M. PARKER
SQUADRON LEADER H. CHINNERY
THE VISCOUNT CILCENNIN

**ROYAL GUESTS AND ADDITIONAL HOUSEHOLD IN
THEIR ORDER OF JOINING**

DR WOLF BREITLING
MR W. J. JUNGWORTH
MR K. B. READY
COMMANDER J. M. STEVENSON, R.A.N.
WING COMMANDER L. H. WILLIAMSON, R.A.A.F.
FIELD MARSHAL SIR WILLIAM SLIM
MR M. TYRRELL
LIEUTENANT JAMES, R.A.N.
SIR RAYMOND PRIESTLEY
MR EDWARD SEAGO
MR A. HARPER
MR O. R. ARTHUR
CAPTAIN J. GREEN
MR R. WILLIS
SIR PERCY AND LADY WYN-HARRIS

OFFICIALS AND HOUSEHOLD STAFF

MR L. TREBY
Miss A. STEVENSON
Miss I. EADIE
CHIEF INSPECTOR F. KELLY
MR J. MACDONALD
SERGEANT G. WALKER
MR W. HOLLAWAY
MR C. CANDY
MR C. DICKMAN

MR B. STIBBS
MR L. VINCETT
MR P. PAGE
MR B. GILHAM
MR D. SANDERS
MR A. KING
MR L. HARRIS
MR P. PYNE
MR W. BENNETT

MR C. D. SMITH

3. The State Visit to Portugal 18th February - 21st February, 1957

H.M. THE QUEEN
H.R.H. THE DUKE OF EDINBURGH

HOUSEHOLD

THE RT. HON. SELWYN LLOYD
THE COUNTESS OF LEICESTER
AIR CHIEF MARSHAL SIR GEORGE MILLS
LIEUTENANT-COLONEL THE RT. HON. SIR MICHAEL ADEANE
THE LADY ROSE BARING
MAJOR M. MILBANK
SQUADRON LEADER H. CHINNERY
LIEUTENANT-COLONEL THE HON. M. CHARTERIS
COMMANDER R. COLVILLE
SQUADRON LEADER C. BLOUNT
SURGEON CAPTAIN D. D. STEELE PERKINS
MR M. J. CHEKE
MR D. E. LASKEY

OFFICIALS AND HOUSEHOLD STAFF

MR A. C. NEAL
Miss F. TRESSIDER
Miss A. STEVENSON
MR T. J. BARNHAM
CHIEF SUPERINTENDENT A. E. PERKINS
CHIEF INSPECTOR F. KELLY
Miss MACDONALD
Miss MACGREGOR
Miss GRANGE
Miss HOLLAND
MR J. MACDONALD
MR J. JOERIN
MR L. VINCETT
MR J. AINSLIE
MR E. BENNETT
MR R. SMITH

MR C. CANDY
MR J. PEARCE
MR C. DICKMAN
MR B. STIBBS
MR A. BEDWELL
MR W. ROBSON
MR L. HARRIS
MR P. PYNE
MR E. MURPHY
MR R. AUBERY
MR P. PAGE
MR B. GILHAM
MR A. KING
MR D. SANDERS
MR C. CASE
SERGEANT G. S. WALKER

4. Royal Yacht Officers

VICE-ADMIRAL SIR CONOLLY ABEL SMITH
COMMANDER J. H. ADAMS
CAPTAIN H. L. CRYER
SURGEON COMMANDER P. G. BURGESS
SURGEON COMMANDER P. O'BRIEN
COMMANDER H. D. NIXON
COMMANDER P. G. R. MITCHELL
COMMANDER F. BRUEN
LIEUTENANT-COMMANDER W. N. ASH
LIEUTENANT-COMMANDER J. MARRIOTT
LIEUTENANT-COMMANDER C. J. BALFOUR
LIEUTENANT-COMMANDER I. C. S. LEWIS
LIEUTENANT-COMMANDER M. ST. Q. WALL
LIEUTENANT (E) G. E. COLLINS
LIEUTENANT J. M. FINDLAY
LIEUTENANT R. M. BAIRD, R.A.N.
SUB-LIEUTENANT R. McQUEEN
MR F. W. PARDY
MR F. G. YOUNG
MR E. C. HILL
MR F. C. COMLAY
MR J. F. CAMERON

LIEUTENANT-COMMANDER R. TURPIN
CAPTAIN K. McLEAN, R.M.

5. Royal Yachtsmen (A) SEAMEN

CHIEF PETTY OFFICERS:--
R. BOWEY (PHOT.) H. CAIN I. R. HUNTER
S. G. GODDARD

PETTY OFFICERS:--
T. BRYDON R. EVES F. L. REEVES
W. DOBSON R. HALE N. SMITH (PHOT.)
J. MANDER

LEADING SEAMEN:--
A. ATTWOOD A. FORGE J. MAYES
J. BOISSEL W. GADEN R. MELROSE
M. COOK R. GANDER E. NORRELL
L. DEBENHAM (SAILS) R. HEAD F. WARD
D. JOHNSON

ABLE SEAMEN:--
M. ALLEN P. BOOTH B. CHERRILL
A. APPS F. BOOTHMAN R. CHORLTON
R. APPS J. BRADY G. CHURCHILL
H. ARMSTRONG A. BROWN J. CLENCH
B. BAKER J. BROWN R. COLOON

ABLE SEAMEN - continued:-

C. COUSINS	D. IVORY	D. SALBACH
K. COXON	R. JAMES	W. SAXBY
T. CROFT	R. JULIAN	T. SHARMAN
W. EVANS	A. LIGHT	R. SOPER, R.N.Z.N.
G. GILBERT	J. LINGLEY	W. STEELE
D. GRANTHAM	A. LOVERIDGE	N. STODDART
W. GREENWOOD	D. MCLEOD	J. STUART
A. HEATH	W. MESHER	E. WAND
G. HORN	L. MIDDLETON	A. WILKINS
P. HORROCKS	J. OSBORNE	S. WYNESS
D. HOWITT	W. PATTINSON	J. YOUNG, R.A.N.
	P. PROCTOR	

ORDINARY SEAMAN :-

J. McCABE

(B) COMMUNICATIONS

CHIEF YEOMAN OF SIGNALS:- R. FISHER

CHIEF PETTY OFFICER TELEGRAPHIST:- A. BARNDEN

YEOMAN OF SIGNALS:-

P. ATKINSON	N. COX	H. MAJOR
	R. DELLENTY	

PETTY OFFICER TELEGRAPHISTS:-

B. BRIDGES	R. DUDLEY	G. STIDWELL
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LEADING SIGNALMEN:-

H. CANDY	W. SKELTON	A. WORTHINGTON
	R. THORPE	

LEADING TELEGRAPHISTS:-

B. AGER	E. MILES	M. WOOD
---------	----------	---------

SIGNALMEN :-

P. ANTHONY	L. HOLMES	W. REASON
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TELEGRAPHISTS:-

D. DEAN	J. LANGSTON	L. THORNTON
J. DINEEN	D. ROBERTS	P. WOOLFREY, R.A.N.

(C) ENGINE ROOM

C.E.R.A.'s :-

V. JELLEY	L. PETER	G. ROLLS
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MECHANICIAN :-
G. GARDNER

E.R.A.'s :-

R. GYDE	L. WILLIAMS
---------	-------------

C.M.(E)'s :-

D. HOGG	J. SHAW
---------	---------

P.O.M.(E) :-

D. CHAMBERLAIN	L. PENTER	S. READ
C. HILLYER	D. RAYWORTH	

L.M.(E)'s:-

G. ANDREWS	I. DENNY	S. SEARLE
E. CLARKE	J. DEVINE	D. SMALE
F. COUPLAND	R. FLIN	R. TAYLOR
M. DEMPSTER	C. HAMMOND	C. WEBB
	J. ROSS	

M(E)'s :-

B. ALFORD	R. MARSH	H. SHAFTO
A. BAILEY	P. MEDD	P. SPENCER
R. BATTEN, R.N.Z.N.	M. MEREWETHER	R. STABLER
D. CARD	K. METCALFE	J. STARKIE
A. COLSTON	F. MURDO	F. STEVENS, R.A.N.
W. COOK	H. NELSON	T. STIRLAND
L. EALSON	J. NORMAN	G. SYKES
J. EDWARDS	K. OAKES	J. THORNBERRY
R. EDWARDS	M. PALMER	M. WESTON
F. GARDNER	J. PERRY	C. WHITE
C. HERBERT	E. PHILIPS	C. WRIGHT
D. JAQUES	G. POVEY	D. WRIGHT
L. McCLOUGHLIN	A. SANDERS	R. YOUNG

(D) SHIPWRIGHTS

CHIEF SHIPWRIGHTS:-

D. FLUX	S. HARRIS
---------	-----------

CHIEF JOINER:-
W. CANT

CHIEF PAINTER :-
W. DORE

SHIPWRIGHTS :-

A. FRY	R. UPTON
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(E) ELECTRICAL

CHIEF ELECTRICIAN:-

J. GRIFFIN

CHIEF R.E.A.:-

D. BOGGUST

E.A.'s :-

J. CHAMBERS
F. ROADS

RADIO ELECTRICIAN:-

H. THOMPSON

ELECTRICIAN:-

A. EDWARDS

L.E.M.'s :-

A. ANDREWS	F. BEER	A. McCLOUGHLIN
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L.R.E.M. :-
W. HENDERSON

E.M.'s :-

R. HUGHES	R. RENDELL	T. SHOTLIFFE
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R.E.M. :-

F. REVY

(F) SICK BERTH BRANCH

S.B. PETTY OFFICER A. MASON S.B. PETTY OFFICER T. RICHARDS

(G) SUPPLY AND SECRETARIATC.P.O. WRITER P. BARRETT LEADING WRITER B. PILBROW
LEADING WRITER G. HEIGHWAY WRITER C. LIDDIARDS.C. PETTY OFFICER (V) R. PRICKETT L.S.A. (V) K. JONES
L.S.A. (V) SHAWYERS.P.O. (S) W. SALMON L.S.A. (S) J. McINTYRE
L.S.A. (S) D. HAWES

C.P.O. COOK (S) H. MERRIE P.O. COOK (S) A. JONES

LEADING COOK (S) D. DYCHE LEADING COOK (S) B. HILLS
COOK (S) ALVEY A. COLLIER
G. PARRY, R.A.N.

ASSISTANT KEEPERS AND STEWARDS OF THE ROYAL CABINS:—

C.P.O. STEWARD A. BOURNE P.O. STEWARD A. BAKER

C.P.O. STEWARD W. ALLEN P.O. STEWARD R. MERRITT
P.O. STEWARD V. GRACE

LEADING STEWARDS:--

K. ANDERSON P. DAVY J. SPENCER
G. CONNEL T. GODFREY J. WARD
G. COOPER D. HOWLETT

STEWARDS:--

D. ATHERSUCH R. LEWIS G. SMITHARD
T. FINCH E. PLATO R. TALBOT
J. GALE R. PRETTY B. TIPPING
D. GIBSON A. RICHARDSON E. TOVEY
A. HAMILTON N. ROULSTON D. WREN
J. SKEOGH

CANTEEN MANAGER:- D. JACKSON CANTEEN ASSISTANT:- B. BEST

C.P.O. COOK (O):- C. BICKLEY LEADING COOK (O):- C. MALTER
P.O. COOK (O):- J. MATHEWS LEADING COOK (O):- C. PICKERING
P.O. COOK (O):- K. PEERS (part of trip) LEADING COOK (O):- A. CARTER
LEADING COOK (O):- T. BLABER COOK (O):- C. PARKES (part of trip)**(H) ROYAL MARINES**

SERGEANT:- E. ARNOLD

CORPORALS:-

T. BRIGGS J. HAMILTON

MARINES:-

W. BAILEY A. DYKE R. LEWIS
T. BURTON P. FLETCHER J. LOVELOCK
R. CLARKE D. GOVIER K. SHARPLES**(I) BAND**BANDMASTER R. MORGAN
COLOUR SERGEANT E. LEALE
SERGEANT W. HERBERT

BAND CORPORALS:-

K. REUTER J. TOMLIN

MUSICIANS:-

M. BURRIDGE T. HANDLEY L. MILLER
T. CASSELDEN V. JOSLIN A. ROBERTS
A. FITZGERALD T. LAW R. WHITE

APPENDIX II.

RESULTS OF SPORTING FIXTURES PLAYED DURING THE WORLD TOUR

14th September	Capetown	Soccer v. <u>S.A.S. Protea</u>	Won 7-0
22nd September	Mombasa	Soccer v. Mombasa Sports Club	Lost 8-2
30th September	Mauritius	Soccer v. Vacoas Garrison	Won 5-2
		Cricket v. Gymkhana Club	Lost by 93 runs
6th October	Zanzibar	Soccer v. Zanzibar B	Lost 8-0
		Hockey v. Zanzibar B	Lost 6-0
10th October	Mombasa	Soccer v. Mombasa Sports Club	Won 5-2
13th October		Soccer v. Goan Institute	Won 3-2
14th October		Cricket v. Stragglers C.C.	Lost by 31 runs
15th October		Cricket v. R.N.A.D.	Lost by 4 wickets
		Water Polo v. Invitation Team	Lost 9-1
16th October		Hockey v. Goan Fellowship	Lost 2-0
19th October	Seychelles	Soccer v. Seychelles F.C.	Lost 1-0
		Cricket v. Seychelles C.C.	Won by 60 run
1st November	Port Swettenham	Soccer v. Swettenham Ramblers	Won 3-1
16th December	Port Lyttelton	Cricket v. Suburban C.C.	Lost by 118 runs
		Soccer v. Atlantis F.C.	Won 5-2
17th December		Hockey v. R.N.Z.N. ships <i>Havea and Pukaki</i>	Won 5-2
8th January	Port Stanley	Soccer v. Port Stanley	Won 5-2
12th January	South Georgia	Soccer v. <u>H.M.S. Protector</u>	Lost 5-2
17th January	Tristan da Cunha	Soccer v. Tristan da Cunha	Drew 2-2
22nd January	Ascension Island	Soccer v. Ascension	Won 5-2
29th January	Bathurst	Cricket v. Gambia XI.	Lost by 130 runs
8th February	Gibraltar	Hockey v. <u>H.M.S. Contest</u>	Won 3-1
12th February		Soccer v. 1st Destroyer Squadron	Lost 5-0
13th February		Hockey v. <u>H.M.S. Daring</u>	Drawn 0-0
14th February		Hockey v. Calpe Institute	Lost 1-0
14th February		Soccer v. Seaforth Highlanders	Lost 3-1
17th February	Setubal	Soccer-Royal Squadron v. Setubal	Lost 8-0
18th February	Lisbon	Rugby-Royal Squadron v. Guepo Desportive	Lost 28-3

COMPETITIONS HELD ON BOARD

DECK HOCKEY KNOCK-OUT	..	FORECASTLE
DECK HOCKEY LEAGUE	..	QUARTERDECK
SQUAT FOOTBALL LEAGUE	..	SUPPLY AND SECRETARIAT
TUG OF WAR KNOCK-OUT	..	WARDROOM
AGGREGATE CUP	..	WARDROOM
WANDERING SHIELD	..	(1) QUARTERDECK (2) ENGINE ROOM STARBOARD

APPENDIX III.

STATISTICS

We steamed 39,550 miles at an average speed of 15.2 knots.

We were away from Portsmouth for 182 days and managed to get ashore somehow or other on 87 of them, although we spent 120 nights at sea.

Although there is no (?) connection with the above, we absorbed 3,156 Aspirins and Codeines!

We visited 38 ports and islands in 21 different countries.

We spent 81 days in the tropics and 31½ hours inside the Antarctic Circle. At one moment we could see 35 icebergs.

During the trip, the shafts turned 30,477,295 times, using 75,409 tons of steam and 5,780 tons of oil fuel, and we fuelled at sea 8 times.

Also, 4,414 tons of fresh water were made on board for domestic consumption and each person used about 24 tons.

The anchor was dropped 29 times and we secured alongside 20 times.

We ate 380,236 (± 1 or 2) spuds, smoked 1,234,385 cigarettes, drank 51,847 pints of beer and 4,864 of rum.

Our cooks baked 12,654 pounds of bread on board.

We bought 7,104 razor blades, though some say it is a pity we didn't use more as 197 of us grew beards.

We have been paid £36,000 although we would have liked more.

33 Of us were ill in bed at one time or another and 2 operations were performed

216 of us requested officially to do various things and 51 were investigated for doing various others.

We wrote so many letters that 27,200 2½ stamps were used and we also sent 417 radio telegrams to various parts of the world.

Our wireless Office staff dealt with 221 radio telephone calls and 50 photographs were sent by facsimile.

Our signalmen used 250,000 sheets of paper for signals, 90 per cent of which quickly reached various W.P.B's and exchanged identities with 79 merchant ships

The Bridge staff sighted 52 different species of birds and 13 of sea monsters.

Our fishermen produced a fish which weighed 14 lb. 8 oz. and our sportsmen used 131 fathoms of rope for deck hockey grommets.

Our home team in England gave birth to 12 babies, while the banns were read on board for 5 of us and 1 Royal yachtsman got married.

Our Electricians got through 1,800 bulbs and induced their machinery to produce electricity which, at the shore price of 1½d a unit, would have cost us £6,570.

They also assisted with 228 cinema shows on board.

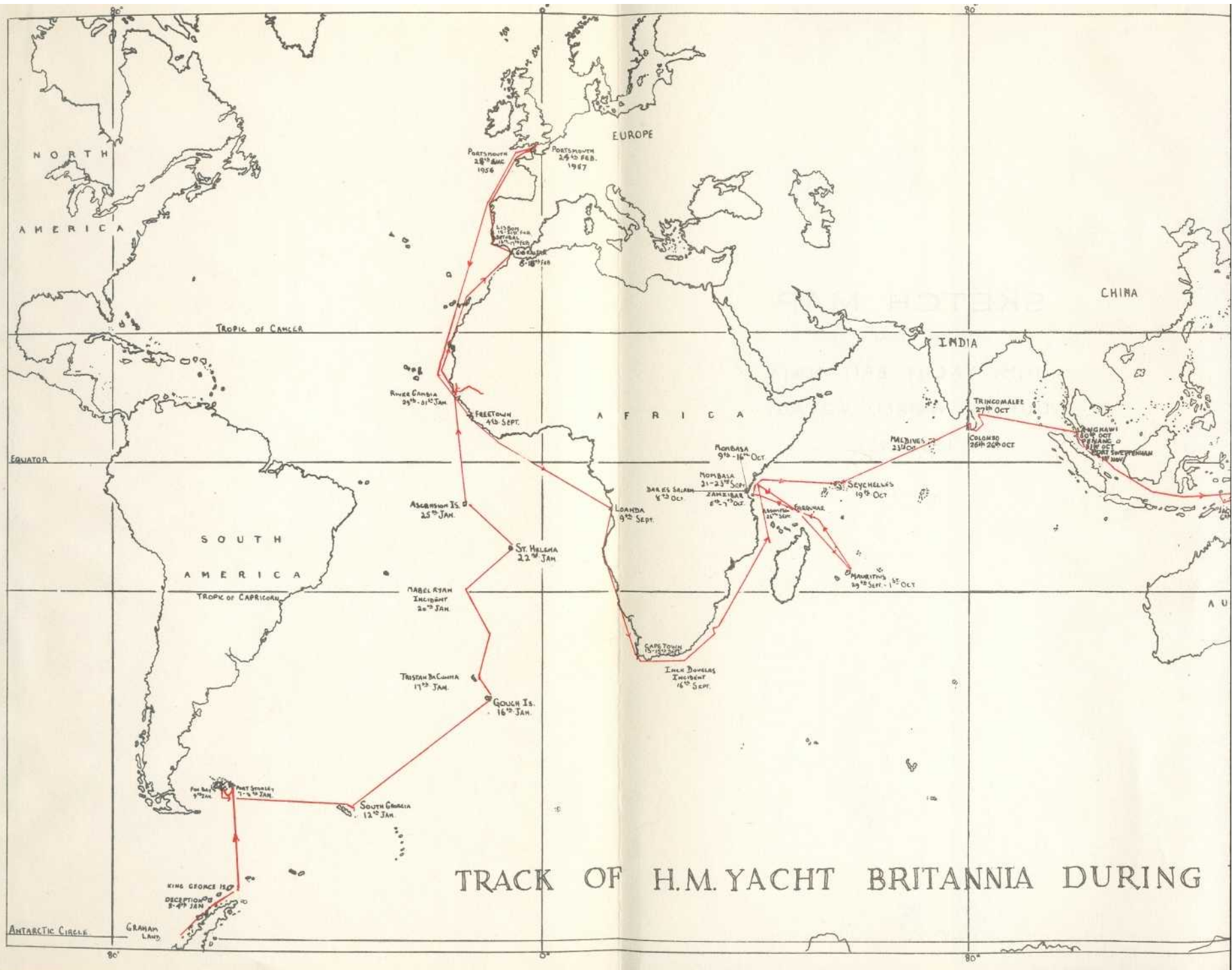
The laundry dhoibied 304 tons Of clothing of various shapes and sizes.

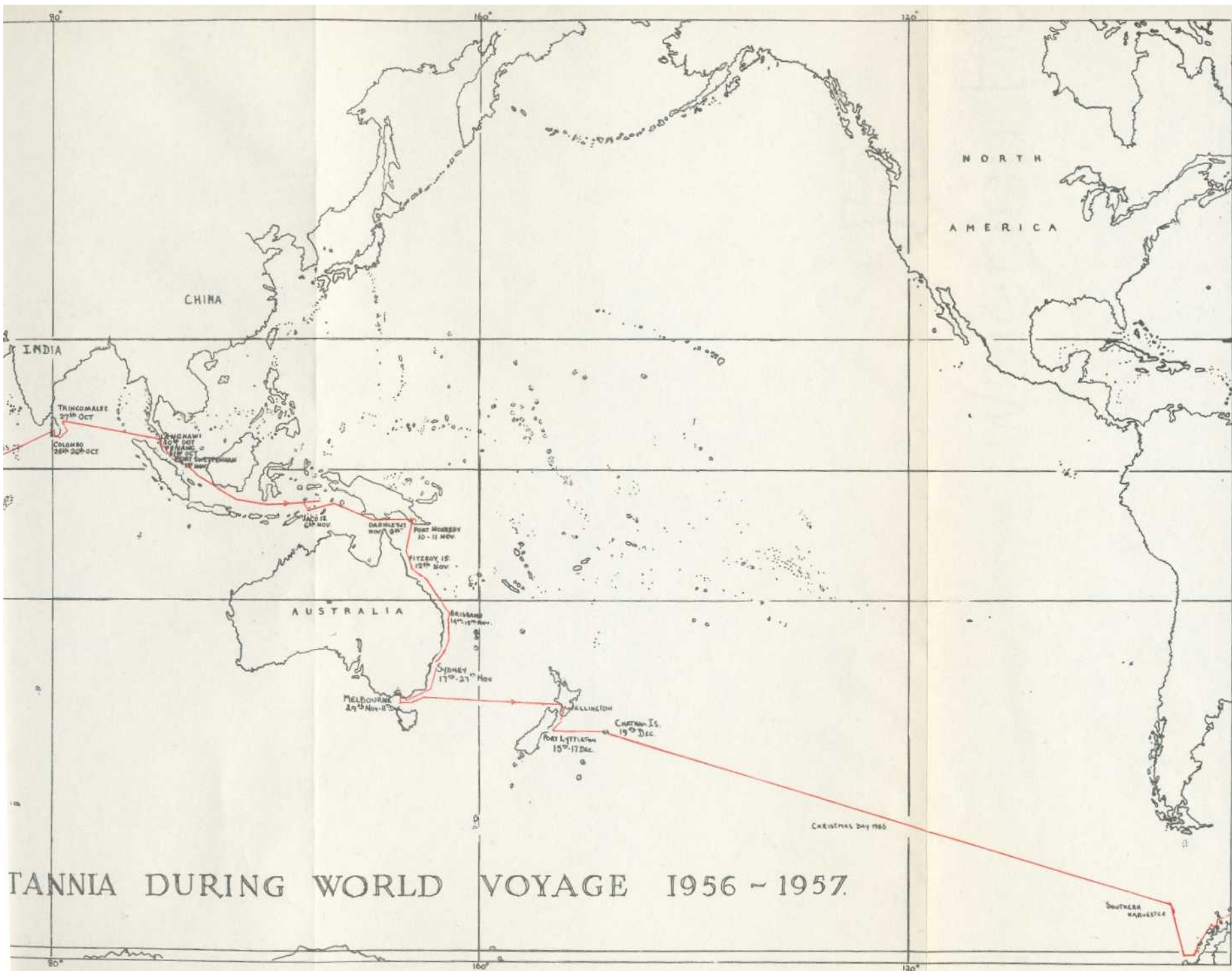
The Household and Household Staff looked after 1,215 guests at cocktail parties and 723 at meals down aft.

As a result of the kindness of people at the various ports we visited, the Admiral sent 251 official thank-you letters.

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SKETCH MAP
OF THE TRACK OF
H.M. YACHT BRITANNIA
DURING WORLD VOYAGE
1956-1957





TANNIA DURING WORLD VOYAGE 1956 ~ 1957.