

# H.M.S. SUPERB (CRUISER) ASSOCIATION

## A MAGAZINE FOR THE MEMBERSHIP

---

Date February, 2017

Nº 3



[www.hmssuperb.co.uk](http://www.hmssuperb.co.uk) and on Facebook

# EDITORIAL

---

Several members have been in touch and as far as I can see this email magazine is being well received.

I am aware that it isn't going to break any publishing records but it does give an opportunity to you the membership to catch up with what's happening on the website and our Facebook page.

Remember we would like to expand the list of members to receive this e-magazine so feel free to pass it on and let me know their email addresses so they can be included in the distribution.

Do you have an article for sale that you think may be of interest? There are two adverts in this edition and hopefully you may find something that interests you. There is absolutely no charge for advertising and any deals done are conducted privately with the seller.

Can you contribute something that can be published in the magazine - perhaps a comment on an article or something new.

Andy Brierley is a regular monthly contributor - so why not you? If you have something to say please let us know.

Remember your views and comments are always welcome.

*Brian Saunders*

Email : [bandl@cegetel.net](mailto:bandl@cegetel.net) or [hmssuperb2u@sfr.fr](mailto:hmssuperb2u@sfr.fr)

*Note - To send an email from this page if you are using "GOOGLE CHROME" please right click with your mouse on the link above and select "open link in new tab" otherwise just left click on the link*

**Scroll down to access the index**

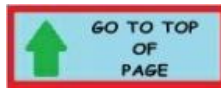
# CONTENTS

---

Editorial	<a href="#"><u>Click Here to Go There</u></a>
Andy's Musings	<a href="#"><u>Click Here to Go There</u></a>
Navy News	<a href="#"><u>Click Here to Go There</u></a>
Naval History	<a href="#"><u>Click Here to Go There</u></a>
A Strange Sense of Humour	<a href="#"><u>Click Here to Go There</u></a>
Photo Album	<a href="#"><u>Click Here to Go There</u></a>
Scran Bag	<a href="#"><u>Click Here to Go There</u></a>
Crossed the Bar	<a href="#"><u>Click Here to Go There</u></a>
Committal of Ashes to the Sea	<a href="#"><u>Click Here to Go There</u></a>
Health Matters	<a href="#"><u>Click Here to Go There</u></a>
Security News	<a href="#"><u>Click Here to Go There</u></a>
People Searching for People	<a href="#"><u>Click Here to Go There</u></a>
Reunion	<a href="#"><u>Click Here to Go There</u></a>
List of people who receive the magazine	<a href="#"><u>Click Here to Go There</u></a>
Membership application	<a href="#"><u>Click Here to Go There</u></a>



**Superb - Defending Britain Since 1710**



# ANDY BRIERLEY'S BLOG

---



Hello Shipmates,

Should you be a raging optimist, there may be a glimmer of hope for the Royal Navy's resurrection.

The Ministry of Defence has asked Sir Peter Parker, chairman of the huge Anglo- American mining operation, for an outline of a National Shipbuilding Strategy to achieve that aforementioned aim.

Firstly he stated that 'major reforms' are needed in the M.O.D.. I bet that hit a nerve! He further stated (in brief), failings in structure, strategy, management, financing and accounting and accountability are 'all obvious', even to a casual observer.

Ruthless restructuring of the whole M.O.D. is a must, he says; 'their failings, NOT lack of funds is the root cause of the R.N's problems'. The 'Single Builder Dependency' is madness of the first order, B.A.E. is a scandal Sir John stated - he advocates tenders going out to several well-known U.K. shipbuilders who are free of the childish union culture and demarcation practices with managements that asphyxiated that industry 50 years ago. Productivity in any 'Baltic yard' being up to 60% higher - that boggles the mind! The U.K. has a core of bright kids who would give their all for a shipbuilding apprenticeship in those resurrected yards, a percentage would have the 'entrepreneurial streak' to set up their own engineering shops in due time, the knock-on is exciting to contemplate.

Steady on though, and get back to reality of the Civil Service culture, mind-set, plus that other set of youth who aspire to their ranks, thinking 'Offa's Dyke' is the muscular chick with a hint of a moustache that drives the school bus, and their girlfriends in the 'social sciences' class who win an 'A' by getting a 'bun in the oven' to qualify for an immediate council flat.

OOOPS, I flew off at a tangent then!

That the M.O.D. who hold the 'purse strings' and 'wield the power', need to ask a consultant to put their own house in order, has them rolling in the aisles holding their sides in 'Guatemala'. A few months ago I mentioned 'mega vessels' being built on the continent - 43, if memory serves. Royal Caribbean built four of the monster '*Quantum of the Seas*' class from concept to putting to sea in 'five years'. Prime Minister Blair announcing our 'Super Carriers' in 1990, waited ten years for the beaurocrats at M.O.D. & B.A.E. to sign the contract in 2008, they are forecast to be operational in 2026, with 6 aircraft of strike ability - and, hold your breath! the

U.K. has just signed an agreement with the U.S. and Japan for those carriers to be available for 'Freedom of Navigation Patrols' in the South China Sea - who thinks these things up?

Can we afford the diesel to get them that far? Our current M/P's waffle answer to a Common's question about removal of 'Harpoon missiles' from 'Dukes and Darings' - without a replacement - indicates how little 'cosseted politicians' know about their military. 'Harpoon' is their main armament - it's like sailing a battle ship without its turrets.

Remember your childhood story of 'The King's New Clothes'? - that's us, strutting on what M. P.s refer to as 'the world stage', NAKED, thinking no one can see our 'bits'.

I suspect we are to become a 'centre of excellence' at picking up refugees mid channel, with hot soup provided by lottery funds, and an envelope of new fivers - cheques and Euros not accepted!



Mention of China, U.S. information tells us the Chinese have two carriers under construction. One assumes info. comes from satellites, so must be in an advanced state of build to be recognised. Their current carrier *Liaoning* was bought semi-complete from Ukraine Yard, when the soviet Union' collapsed, - called *Varig* at the time.

Just like her sister the Russian *Kuznetsov*, that last week returned up the channel from the Eastern Med., she has a ski jump bow of splendid blended design, quite unlike our 'Corps of Constructors' effort which, to me, looks like a boded-up add-on. I don't know if the 'Corps' still has their H.Q. in Bath, if so they should be shunted to the Cliffs of Dover to see what passing vessels look like these days. I feel if they were asked to design a can of beans, it would be triangular.



The Chinese carrier group currently doing extensive, intensive drills in the South China Sea seems to be pulling out all the stops to perfect that art, leaving Russian efforts in their wake. Do not be surprised when "Ha So" pulls their dragon out of the hat.

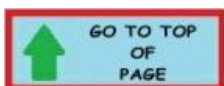
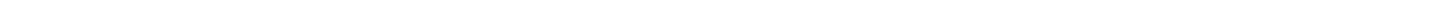
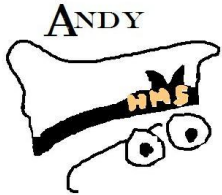
So, that's the naval scene, as I see it,

What's your view?

Hope it give some relief from the media frenzy over Coronation of a cook for creation of a common consommé, whilst copulating with her cooking co-star.

It's nearly Burn's night, so I shall 'och away the noo'. to have a wee dram .....

Tatty bye Shipmates



# Royal Navy faces £500m budget black hole after buying ships it doesn't need

The Royal Navy faces a £500 million (\$616 million) shortfall in its annual budget after the Ministry of Defence (MoD) ordered patrol vessels it did not need.



The five ships were ordered from BAE Systems because the MoD is committed to keeping shipyards in Scotland running, even if there are not any ships required.

Three of the five offshore patrol boats were ordered in 2014, with an updated order for last year, despite the fact the Navy already has four such vessels, The Times reports.

It is thought these ships will be retired early to make room for the new vessels.

Now the MoD must make £500 million in savings over the next two months, or else it will be forced to ask the Joint Force Command to bail it out.

The Navy is now considering its options, which include reducing the size of the Royal Marines, asking the army to pay for jobs such as guarding naval sites performed by marines, and even mothballing one of two new aircraft carriers.

*"I am worried... and I don't see a way out of it without a shock and nobody wants a shock,"* former First Sea Lord and Admiral Sir Mark Stanhope told The Times.

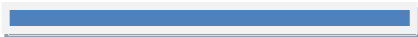
The Royal Navy has been hit by budget restraints in recent years under the Conservatives' austerity policies.

Two months ago, one of the Royal Navy's cutting edge Type 45 destroyers had to be humiliatingly towed back to port just two days after setting off to take part in NATO exercises.

The HMS Duncan is believed to have suffered total propulsion failure, forcing it back into Plymouth harbour, according to the Telegraph.

*"Britain has the largest defence budget in Europe and it is growing as we invest billions of pounds in new ships, submarines and aircraft," the MoD said.*

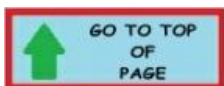
*BAE Systems said it was "on target to exceed planned cost-savings in its shipbuilding operation through efficiency measures put in place under the terms of business agreement."*





Russian ships being escorted through the channel recently.

Aircraft Carrier Admiral Kuznetsov, which was being accompanied by the Battle Cruiser Petr Velikiy and a salvage tug as it passes close to UK territorial waters on its way home from operations in war-torn Syria.



# NAVAL HISTORY

---

Having just finished reading Shipmate Ray Lambert's book (Nozzers) about his introduction to the Andrew as a Boy Seaman at HMS Ganges in the early 1950s it seems appropriate to reflect on the following which might explain a particular, and perhaps refined, naval tradition prevalent in that establishment at the time. (Brian Saunders)

## **A BLOODCURDLING BOOK REVEALS THE STORY OF THE MOST SAVAGE MUTINY IN BRITISH HISTORY - AND WHY IT MADE THE BOUNTY LOOK CIVILISED**

As the bows of the *Hermione*, a 32-gun frigate of His Majesty's Navy, cut through the Caribbean waters on a routine patrol, her officers slept soundly in their cabins.

It was 11 o'clock on the night of September 21, 1797, and what was about to unfold would go down in history as one of the most savage and shameful episodes in the Navy's history.

In his cabin on the upper deck, the ship's captain, 27-year-old Hugh Pigot, was asleep, unaware that at that very moment his fate was being decided by a small group of men gathered around a bucket of rum.

Minutes later, Pigot was awoken by the sound of splintering wood: his door was being kicked in. Leaping from his cot, he snatched up a short dirk (a dagger) as several men armed with cutlasses, tomahawks and a bayonet burst in. As the men began to slash at him, Pigot desperately tried to fight them off, shouting for help.

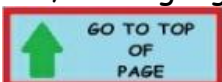


Captain Pigot regularly ordered his men to be flogged with the cat o' nine tails

But none came. He landed several blows, but his attackers kept thrusting at him, taunting and jeering. At last, his white nightshirt soaked with blood from more than a dozen wounds, Pigot collapsed over the barrel of a cannon.

Up on the quarterdeck, another group of men seized Lieutenant Foreshaw, chopping at him with bayonets and tomahawks. As he tried to ward off the blows, pleading for mercy, he retreated to the ship's side until, bleeding and weak, he slipped over the edge and was gone.

With the quarterdeck under the mutineers' control, several of the ringleaders returned to the captain's cabin. They found him drenched with blood, but still alive, and set upon him again as he begged in vain for mercy. 'You've shown no mercy yourself and therefore deserve none,' shouted one, running Pigot through with his bayonet.



Still he did not die. Exasperated, the mutineers seized him and heaved his blood-sodden body into the sea. Some later claimed that they heard his cries as the ship sailed on without him.

### **MEN SEIZED THE OPPORTUNITY TO SETTLE OLD SCORES**

As word of the mutiny spread through the ship, other men saw the opportunity to settle old scores. By the end of the night, ten men were dead. What had begun as the overthrow of the captain had turned into the bloodiest mutiny in the history of the Royal Navy.

Unlike the mutineers who had seized *HMS Bounty* eight years earlier, but had given the captain and his loyal men a boat and supplies, the *Hermione's* mutineers showed no mercy to their officers.

Using testimony from the courts martial of those who were eventually brought to trial for the murders, it provides a fascinating snapshot of just how brutal life at sea could be 200 years ago, and of how one man's cruel tyranny resulted in his own murder and that of nine of his officers.



Illustration of the *Hermione* in the location of the violent mutiny

The *Hermione* set sail from Cape Nicholas Mole on the eastern end of Santo Domingo island in the West Indies on April 16, 1797.

They had stores to last three months, and orders to patrol the Mona Passage, between the eastern point of Santo Domingo (now Haiti) and Puerto Rico, for enemy ships: Britain was at war with both Spain and France.

### **SOME MEN HAD BEEN PRESSED INTO SERVICE AGAINST THEIR WILL.**

As the principal thoroughfare between the Spanish Main (South America) and the Atlantic, it should have provided rich pickings. The prize money from seized ships would, eventually, be shared out in a strict ratio by rank.

Most of the 170-odd men on *Hermione* had served on her for more than three years, with many of them not allowed on shore in all that time. They were, effectively, imprisoned in a cramped wooden jail with no idea when they would be free again.

Although the majority had volunteered for a life at sea, some had been 'pressed' into service against their will.

As well as British, there were men and young boys from Denmark, Italy, France, Sweden and the Caribbean. Life on a warship in the West Indies was tough.

In rainy squalls, sailors had to reef the sails (roll them up and tie them to the cross spar with a reef knot), clinging tightly to the yardarms (the horizontal spars across the masts) as the ship lurched below.

When it was not stormy, the weather was oppressively hot, sapping energy and spirits. Thanks to the lack of vegetables and fresh meat, many suffered from scurvy, which left them exhausted while their gums became swollen and bloody.

There was also the threat of yellow fever or 'Black Vomit', as it was known — the scourge of sailors in the West Indies — which brought a painful, grotesque death. At least one man on the *Hermione* was already in its grip as it set sail.

### **UNDER A BENEVOLENT, COMPETENT CAPTAIN, SUCH CONDITIONS WOULD HAVE BEEN TOUGH, BUT BEARABLE.**

The *Hermione's* captain boasted no such qualities. Hugh Pigot, who had transferred to the *Hermione* from another ship, *HMS Success*, just weeks earlier, had been at sea since the age of 12.

The son of an admiral, he had powerful connections and, at the age of 25, had been handed his first ship's command, with the power of life and death over his men.

### **PIGOT WAS THE CRUELLEST CAPTAIN IN THE ROYAL NAVY**

Captains could act as judge and jury to a seaman, and order them to be reprieved or flogged with the infamous cat o' nine tails — the nine ropes held together with a handle that, wielded by a muscular boatswain's mate, would reduce a man's back to a raw and bloody mess.

Most captains exercised this absolute power with restraint, but Hugh Pigot wielded his with tyranny and uncontrolled sadism.

He demanded instant, unquestioning obedience to his orders. He bullied and abused his men, acting inconsistently and giving preferential treatment to his favourites (mainly the 20 or so men he had brought with him from *HMS Success*), and persecuting others.

Pigot was the cruellest captain in the Royal Navy. On the *Success* he had ordered 85 floggings — nearly half his crew — in the space of nine months.

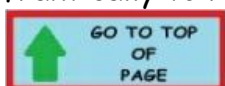
Regulations stipulated that a dozen lashes was the maximum any man should receive, but Pigot frequently ignored this, ordering three or four times that number. Two men died from the effects of repeated floggings.

Two incidents tipped the ship's company from misery into mutiny. Five weeks into the voyage, Pigot ordered midshipman David Casey to be flogged because he had dared to remonstrate with Pigot over his abusive language. It fuelled the men's loathing for their captain.



Cat o' nine tails

On the evening of September 20, a few days after Casey's flogging, the men were working frantically to reef the sails as a tricky squall sent the tall masts gyrating wildly.



Below, Pigot watched the men on the mizzenmast with mounting impatience and fury. Through his speaking trumpet he hurled up a chilling threat: 'I'll flog the last man down.'

In their panic and haste, three young sailors, one a lad of 16, lost their grip on the yardarm and fell screaming onto the deck 50ft below, one landing on Edward Southcott, the master.

Pigot gave the crumpled bodies a contemptuous look before ordering the men to 'throw the lubbers overboard' — a terrible insult to sailors.

The incident, as Casey later observed, 'greatly increased the previous dislike of the Captain and no doubt hastened, if not entirely decided, the mutiny'.

### **THEIR LIVES HAD LITTLE VALUE TO THE CAPTAIN**

Pigot ordered those remaining on the masts to be whipped with ropes as they completed their task, swearing to flog them in the morning.

It now dawned on some of the crew that, in the captain's eyes, their lives had little value. It had become a case of kill or be killed.

Next day, the threatened floggings took place and the men's resolve hardened. Pigot's bloody reign must be brought to an end.

That night, a secret meeting was called below decks. And shortly after the lieutenant of the watch, Henry Foreshaw, called out his 11pm time check, Pigot's door was kicked in.

Many of the mutineers would have stopped with the captain's death, but others, whipped up by bloodlust and the opportunity to settle old scores, insisted that all the officers must die.

One by one they were dragged from their cabins or hiding places, hacked and stabbed by the jeering mob and, to the cries of 'Cut the b\*\*\*\*rs . . . Launch the b\*\*\*\*rs! . . . Heave the b\*\*\*\*rs overboard!' were hurled, bleeding and mutilated into the sea.

Most were young men; one a 'little boy', as one sailor described him, aged only 13. Lieutenant Foreshaw, having cheated death by landing on planks jutting from the side of the ship, reappeared on deck. But he was seized again and his hand chopped off before he was thrown into the waves.

The boatswain, William Martin, was put to death to satisfy the lust of one man: not for revenge, but for Martin's wife, Frances. Though women were not supposed to be on board ship when it sailed, Pigot, like many captains, turned a blind eye to the presence of an officer's wife.

During the voyage, Frances Martin would have kept a low profile, knowing that most of the 170 men on board had not seen a woman for months, if not for years.

But she had not escaped the notice of Richard Redman, the quartermaster's mate. After the first four murders, there was a lull, during which a drunken Redman made his way to the boatswain's cabin, growling: 'By the Holy Ghost, the boatswain shall go with the rest!'

He wrenched open the cabin door, dragged the man on deck and hauled him over the side. Redman then returned to the cabin, where Frances remained, and closed the door. He was not seen again until morning, when he emerged red-eyed and swaggering.

### **THE RINGLEADERS REALISED THEY WOULD BE WANTED MEN**

None of the witnesses who later gave their testimony reported hearing any screams or cries for help. Did Frances willingly acquiesce to her husband's murderer's demands or was she terrified into silence? We cannot know.

Of the officers, only Southcott, the Master, and Casey — himself a victim of Pigot's violence — were allowed to live, along with the cook, carpenter and gunner, and even then, only after they had had to listen to the men debating their fate for hours, eventually voting to spare them.

The mutiny had been plotted by a group of 18 men, swiftly joined by at least 40 others. The rest of the ship's company could do little more than stand witness.

To protest would be futile, maybe fatal. The mutineers had replaced one reign of terror with another more murderous one.

Their savage mutiny completed, the ringleaders realised that, though they were free, once their deeds were discovered they would be wanted men and face death by the hangman's noose.

To avoid capture, they headed for the Spanish port of La Guaira, in Venezuela 500 miles south on the Spanish Main. Every man swore on oath never to speak of the mutiny, and most took aliases.

Five days later they dropped anchor in La Guaira and a small party went ashore under a white flag of truce. Using their aliases, they explained that the captain had been overthrown because of his cruelty and savagery. Claiming that he and several officers had been put afloat in a boat, as on the *Bounty*, they begged asylum in exchange for the ship.

The Spanish believed them and the men were taken ashore. A few men who had taken no part in the mutiny, such as Casey and Southcott, declared themselves prisoners of war and were handed over to the Spanish, who eventually returned them to the British. The rest were destined to remain wanted men for the rest of their lives.

### **WHEN SAILORS DRINK, THEY TALK**

Despite the mutineers' oath of silence, sailors drink — and when drunk, they talk. It was not long before word of the mutiny reached the commander-in-chief of the Jamaica station. He immediately ordered a manhunt to bring the mutineers to justice.

Most of the men who went ashore at La Guaira soon found themselves at sea once more, as seafaring was the only trade they knew. Many joined Spanish and French ships. Within five months, five men had been captured from a French privateer, identified and brought to trial.

Four were sentenced to death and hanged on board a ship at St Nicholas Mole, Haiti. Spectators watched their death struggles as they swung from the yardarm.

Their bodies were then hung in chains from gibbets erected on the harbour — a grotesque warning to any would-be mutineers.

Over the next nine years, 32 of the *Hermione's* former crew were brought to trial and 24 hanged. The rest escaped justice, either remaining in South America or building a new life in the U.S.

Frances Martin went to the U.S., but in 1802 she was back in Britain petitioning a naval charity for a widow's pension. Her rapist (or lover) Richard Redman had been captured from a Spanish ship and hanged in 1799.

Casey, Southcott and the three other senior loyal men were tried for losing the ship, but acquitted. As for the *Hermione* — or the *Santa Cecilia* as she had become — the British authorities, furious at the Spanish refusal to hand over the mutineers, were determined to get their ship back.

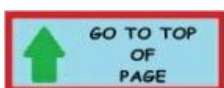
Two years after the mutiny, in a daring night attack, six small boats from *HMS Surprise*, a British warship under the command of Captain Edward Hamilton, stole into the heavily fortified Spanish harbour of Puerto Cabello, Venezuela where the *Santa Cecilia* lay at anchor.

While some men used axes to cut the *Santa Cecilia's* anchor cable, others scrambled up her sides. After a desperate fight on the decks, the British sailors took control of the ship (those Spanish crew men who had not been killed, escaped overboard or surrendered) and towed it out of the harbour under heavy fire from the fortresses.

The ship was renamed the *Retribution*, and Hamilton knighted for his brilliant coup.

It was a glorious end to an inglorious chapter in naval history; an example how one man's obsession with discipline ended up destroying it, and how relentless cruelty and terror could drive ordinary men to murder.

■ The Black Ship by Dudley Pope (Pen and Sword Books Ltd, £8.99).



# SCRAN BAG (FREE ADVERTISING)

This section contains adverts from members. If you decide to purchase an item from them please note you deal directly with the member selling.

If you have something to say about this section or advertise an article please email Brian at [hmssuperb2u@sfr.fr](mailto:hmssuperb2u@sfr.fr)



**Ray Lambert**

Has some of his books for sale which may remind you of how it was when we had wooden ships and iron men (well almost!)



## **NOZZERS**

The book portrays HMS Ganges' life of the early 1950s as it really was. Follow the author's footsteps through .... His first kit issue ..... Their washhouse routine .... The swimming test .... The mast test .... It takes you through the Annexe Life to the full blown rigours of Main Establishment six weeks later - and much more. Meet the people, good and bad, endure the daily routines - always bad.

## **NOZZERS FIRST CLASS**

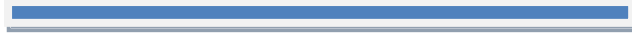
This book continues where Nozzers left off, but this time they are First Class and have adapted to Ganges and all she could throw at them - until they get out of the place for good. Re-live again Their pay rise, The heavy gun battery, Boats and boating, Taking their finals, Their only ever shore leave.

## **NOZZERS GOES WEST**



Follow the author as he joins HMS Superb at Chatham. Go with him as he begins the "Luxury Cruise" of 1954-55. Join him for Punta Arenas, at Vancouver and much in between. Learn of Guantanamo Bay and the Falklands before they became headline news.

Each book costs £7.95 including UK postage. For more information contact Ray by email [Click here to contact Ray by email](#) *Note - To send an email from this page if you are using "GOOGLE CHROME" please right click with your mouse on the link above and select "open link in new tab" otherwise just left click on the link*



# A STRANGE SENSE OF HUMOUR

---

(By Sharky Ward)

Bloody great ship taking up the majority of the dockside even in the dark you could still tell how big it was , I didn't know at that time that there were much larger ships about but as it was my first ship , to me it was huge.

The first thing that hit me was the noise. What a racket, there were fans sucking air in and fans sucking air out, it was nearly midnight and some wally was banging something and others were walking around the steel decks wearing hobnail boots, as I struggled up the gangway with my bag & hammock the question crossed my mind as to whether I was ever going to sleep again !



The ship's name at the top of the gangway proclaimed it was H.M.S Indefatigable and for our class of Ganges boys it was going to be the first ship we were going to serve on, it was an Aircraft Carrier, we didn't know what the hell it was till we got there, well anyway I didn't .

There was only one airplane aboard covered in tarpaulins strapped down on the flight deck the rest of the ship having been taken over as a Training Ship so down below, the Hanger Space was divided into mess decks by the liberal use of plywood , Quite snug really, you could hear the bloke 30ft away rummaging in his locker, someone loudly breaking wind someone snoring, probably the same bloke, Real cosy like !

How many were on the ship I don't know but there was several hundred, lots of them were "Upper Yardsmen". They wore a white ribbon under their hat tally to denote they were "Officers in training" they were all succumbing to the Royal Navy's art of being a snob and asshole at the same time, all were putting in requests to have a name change by sticking a hyphen to something like (Walker) they could now be called (Smyth-Walker) or whatever they thought was posh , It didn't matter to us what they called themselves 'cause we called all officers Pigs.

It wasn't only that officers treated us as something that was brought in on the sole of a shoe as they were twice as nasty to any of their fellow officers who happened to be slightly junior to them or were a bit hard pushed to pay their mess bills, I supposed it was just one of the less disgusting habits left over from their public school education .

At Ganges we had to get up at some god-forsaken time nearly every morning and queue up outside for a hot mug of Kai (thick chocolate ) and 3 ships biscuits. The routine on the Carrier



was a bit different and after Rounds (evening inspection) one of us would take the mess deck fanny to the Galley for the cooks to fill with Kai.

We had been at sea for a couple of weeks when 2 or 3 bright sparks in the Galley decided to liven things up by putting something in the Kai, the rumour was that it was a chemical that they used to test the salinity in the water supply.

Hammocks get slung pretty high on a carrier and trying to get out of one, keeping your legs tightly together and one of your two hands clamping the cheeks of your backside shut is impossible .

My insides were knotted and the ability to "hold on" was almost impossible and I managed to join the queue with the other poor sods dragging their way to the Heads where there were 10 or 15 waiting outside each pen . When I say waiting you don't wait when the situation's that dire.

There was devastation everywhere, the spitkids, the showers .... everywhere. Those who were lucky enough and got to sit on the toilet just couldn't or wouldn't get off once they were on. By then the smell was pretty bad and the officer of the watch and others were getting the message .

I had joined about 2 dozen other lads hanging on to the guardrails on the Cable Deck easing and straining over the side ( the lea side ) the wind was blowing hard and you weren't too sure if some of the spray was seawater !

Rust stains running from where they bring up the anchor are a common sight but I can still muster a smile whenever I see them, the three cooks got caught. They would have got away with it if it wasn't for two or three officers who sadly decided to partake of a nice hot cup of cocoa before they turned in thinking that it would help them to relax, needless to say that because officers were involved the cooks got the book thrown at them and rumour had it that they did some time in that infamous Maltese hell hole, Coradina, it was said that this prison was run by Bootnecks and we all know what a hard bunch of bar stewards they can be. Anyone doing more than a few days in there ended up with the "Thousand Yard Stare"

The rest of the night I spent wrapped in my blanket huddled in the corner trying to keep warm and sleep.

As Boy Seamen we were not allowed to wear shoes so it was them damn hobnail boots that the lads were just slipping their feet into to drag themselves down to the heads making a racket that went on till dawn.

As you can imagine the next day the bathrooms were full to the brim with blokes trying to Dhobi their bedding and underwear. I suppose that in today's Navy they would send everything to the laundry , I reckon that if you handed them a dhobi bucket and half a bar of Pusser's Hard they would be hard pushed to work out what it was for.

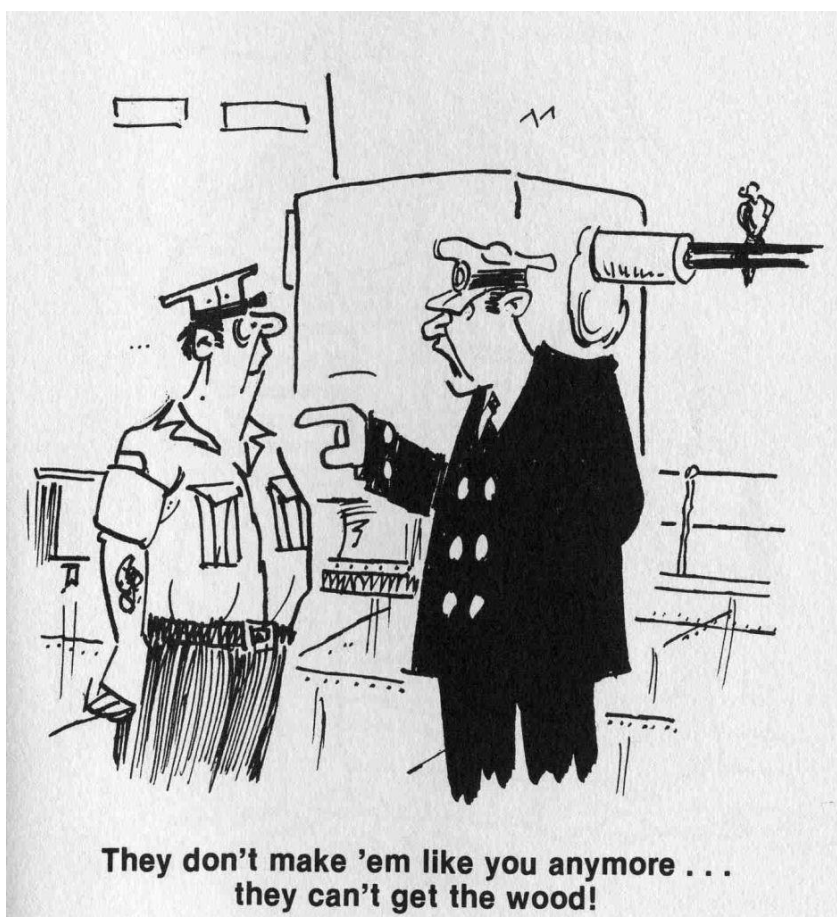
Gibraltar was the next stop to join the Superb, but another little " mishap" occurred on the way there.

## HAVE YOU A STORY TO TELL ?

We'd love to print your story so why not put pen to paper

It doesn't need to be a novel -  
just some of your memories  
which will eventually be lost  
forever unless told now

Several members  
have sent in their own  
& they are available to read  
on our website



## PHOTO ALBUM

---

### HAVE A GUESS WHERE THIS IS



Sent in by Ray Lambert who was on the 54-55 Cruise (Answer at the end of the magazine)

### STOKER'S MESS 25 & 27 CHRISTMAS 1956



Photo Donated by Joe Heaton

# MEMORABILIA FROM THE LAST CENTURY!

Medway News, Friday, 28 August, 1998

## MEMORIES

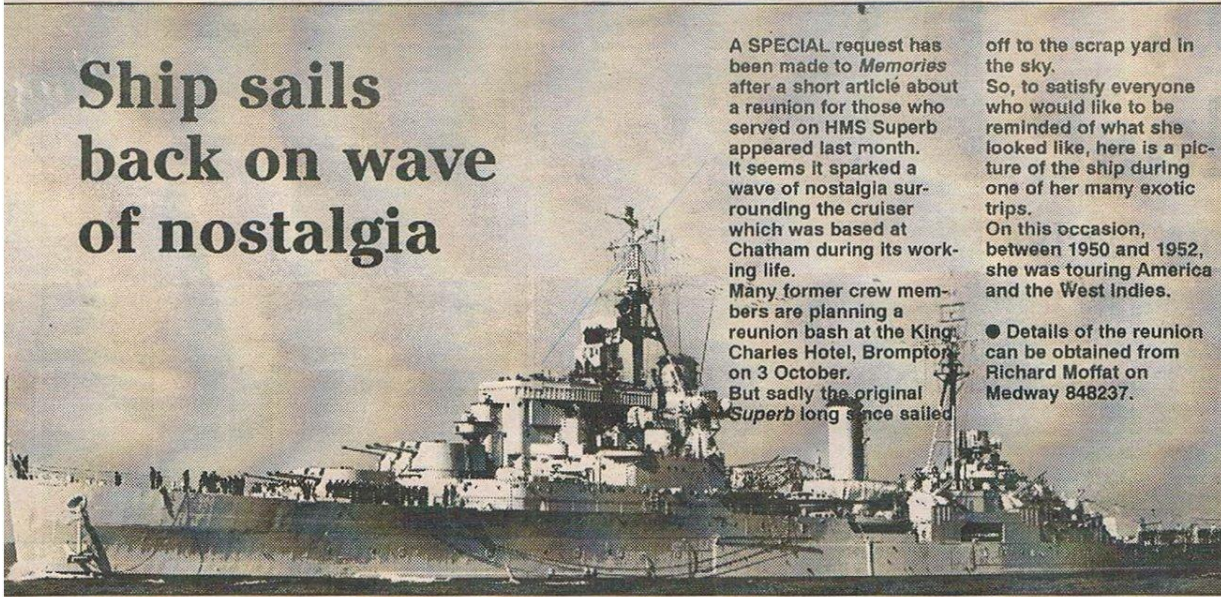
Medway nostalgia  
by Simon Wells

### Ship sails back on wave of nostalgia

A SPECIAL request has been made to *Memories* after a short article about a reunion for those who served on HMS Superb appeared last month. It seems it sparked a wave of nostalgia surrounding the cruiser which was based at Chatham during its working life. Many former crew members are planning a reunion bash at the King Charles Hotel, Brompton on 3 October. But sadly the original *Superb* long since sailed

off to the scrap yard in the sky. So, to satisfy everyone who would like to be reminded of what she looked like, here is a picture of the ship during one of her many exotic trips. On this occasion, between 1950 and 1952, she was touring America and the West Indies.

● Details of the reunion can be obtained from Richard Moffat on Medway 848237.

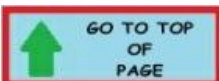


### Have you a photo of the Superb?

We are endeavouring to collect as many photos or newspaper cuttings which relate to members of the crew (that does include YOU) or an image of the ship itself

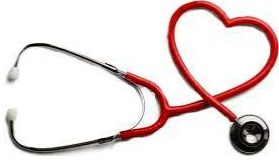
The reason behind this is to help complete the history of one of the longest serving (by name) British Royal Navy ships

Contact Brian Saunders, if you can help, by email



# HEALTH MATTERS

---



Recently our Chairman received a request from the Public Outreach Department for the Pleural Mesothelioma Centre in the U.S.A. to circulate our members that there is help available for military veterans who contracted this disease.

British ex-service men and women who were exposed to asbestos dust before May 1987 are unable to sue the United Kingdom State for compensation when they develop an asbestos related disease due to the rule of "Crown Immunity". Fortunately, there is still hope. If you were exposed to asbestos before 1987, you are entitled to claim a War Disablement Pension through **Veterans UK**.

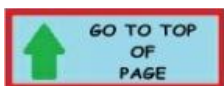
If you are no longer serving in the British Armed Forces and you have a disability, physically or mentally, that you believe was caused or made worse during your time of service before 6 April 2005, then you are entitled to claim for a War Disablement Pension. For this type of claim, there is no time limit; the only restriction is that you can only claim once your full service has ended.

Veterans-UK states those eligible are:

- Injured or disabled through serving in Her Majesty's (HM) Armed Forces, including The Ulster Defence Regiment, now known as the Royal Irish Regiment, the Home Guard and nursing and auxiliary services;
- A civil defence volunteer (CDV) disabled through serving as a CDV;
- A civilian disabled as a result of enemy action in the 1939 to 1945 war;
- A merchant seaman, a member of the naval auxiliary services or a coastguard, and you were disabled because of an injury you received or a disease suffered because of conditions during a war or because you were a prisoner-of-war; or
- A member of the Polish Forces under British Command who served in the 1939-1945 war or in the Polish Resettlement Forces and you were injured or disabled through this service.

**U.K** - More information can be obtained by telephoning 0800 038 6767 or checking out their online web page by clicking [HERE](#).

**USA** - [CLICK HERE](#)





## LATEST SCAM UNITED KINGDOM

Fraudulent "speeding fine" emails are being used by criminals to infect their victims' computers with viruses or so-called malware.

Police are warning internet users to be on their guard against a new type of email scam involving messages that appear to come from the police themselves, detailing a supposed speeding offence and asking recipients to divulge personal information.

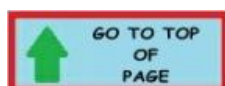
Those who receive the messages purporting to come from the police, should delete it without responding, clicking on any links within them or they run the risk of infecting their computers with viruses or malware if they respond.

The police do not issue speeding fines by email, so if you receive an email claiming you have to pay a fine you can be sure it is a scam.

Another tell-tale sign that this is not a legitimate demand is that the website to which you are directed to make payment is hosted at an address outside the UK - something it is always worth checking before clicking on a link within an email.

If you have clicked the link you should contact your bank or any other relevant organisations to ensure your accounts are secure.

You can then report the fraud to the police by contacting Action Fraud in the UK (0300 123 2040)





# CROSSED THE BAR

---

Further details of ex shipmates (but not necessarily members of the Association) who have crossed the bar can be found on the appropriate page our website

## Crossed the Bar (Recently Notified)

**NO NOTIFICATIONS THIS MONTH**

## **COMMITTAL OF ASHES TO THE SEA BY THE ROYAL NAVY**

**The Naval Chaplaincy Service carries out Committals at Sea Ceremonies for all former Service personnel and their dependants.**

The Royal Naval Chaplaincy Service regularly undertake committals of ashes at sea from our Base Ports in Scotland on the Clyde (Faslane), Plymouth (Devonport) or Portsmouth, though only in Portsmouth do they have a boat going out each week (Wednesday afternoons).

There is no charge for the committal, it is done in grateful recognition for someone's service to the nation.

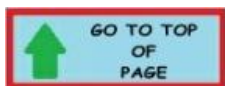
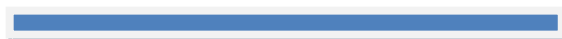
Who is eligible?

- All former members of the Armed Forces (Army, Navy and RAF) and the Royal Fleet Auxiliary.
- There's no length of service required, but they do need a short Service History and Service Number for checking with the records.
- Different bases have different eligibility, Please check the individual page. Portsmouth's eligibility is wider the service is available for spouses of anyone who would have been eligible. And Merchant Navy are considered on a case by case and certainly any war service would count. They also consider Sea Cadet Leaders and those who have worked in the Dockyard or Maritime Defence.

There are specific requirements for their preferred choice of casket which will be able to provide (Royal Navy Committal Urn £125), however the Chaplaincy understand if cost is an impediment they would accept these water urns.

You may choose Portsmouth, Plymouth(Devonport) and Clyde (Faslane)

More information can be obtained on line by [clicking here](#)



## PEOPLE SEARCHING FOR PEOPLE

---

If you can assist with any of these appeals please contact me in the first instance. No details will be passed on to third parties without express permission. These appeals will be left in the magazine for a few months

### No New appeals in February

## Previous Requests

---

- **Eleanor Ingalls Fochesato** from New Jersey, USA writes the following:-

The HMS Superb was in Boston, Mass about 1955 on a tour. Dental Technician John Stevens tried on and kept my CLASS RING from Washington Academy, East Machias, Maine. He sent very nice letters saying he would return my ring but I never received it. I know the ship was in Bar Harbor, Maine where they played Cricket and later in Trinidad. I have been on many trips to Great Britain and have a granddaughter living there now. Would anyone have an idea how I can contact John Stevens and have him return my treasured class ring?

NOTE by editor: The ship visited Maine in 1951 and again in 1953. In 1955 she visited the West Coast According to the photograph this incident occurred in 1953

- Hi My name is **Bob Butcher** served on Super -B between Nov 1950 to July 1951 for the second time mess 14 special duties foretop lockerman [a very special job] had to be on top of your splicing attached to the bosun's party and responsible for renewing all the guard rails around the foretop and boat deck do you remember Curly Watson a senior member of the boats crews

the story goes whilst going to an emergency call out slipped through the guard rails, guess who got the blame. I have now reached my 87th year how many dog watches is that and made few mistakes my email address is bobstanwick'@talk talk.net. Regards BUTCH

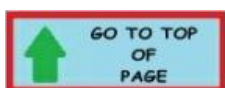
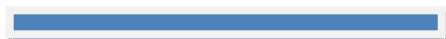
- We've had a message from Laura Kardo who is researching her grandfather, **Charles Harris**, who served on HMS Superb around 1951 & 1952. She says "We only have a few accounts of his existence. He would have been aged 19-24"

Does anyone have any info that can help Laura?

- Jim Stewart his son, Jeff, is trying to trace anyone who knew **James Stewart a Telegraphist** on board the "Superb" between 1947 & 1951. Jim served in the Royal Navy between 1946 and 1958 and crossed the bar at HMS Pembroke, Chatham in May 1958.

He was on HMS Vidal in 1955 and anyone with any information or anecdotes are invited to contact this site in the first instance in order to be put in touch with Jeff.

There's a photograph of Jim and his wife Marie on the Crossed The Bar Page



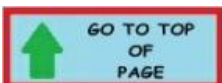
# REUNION REMINDER

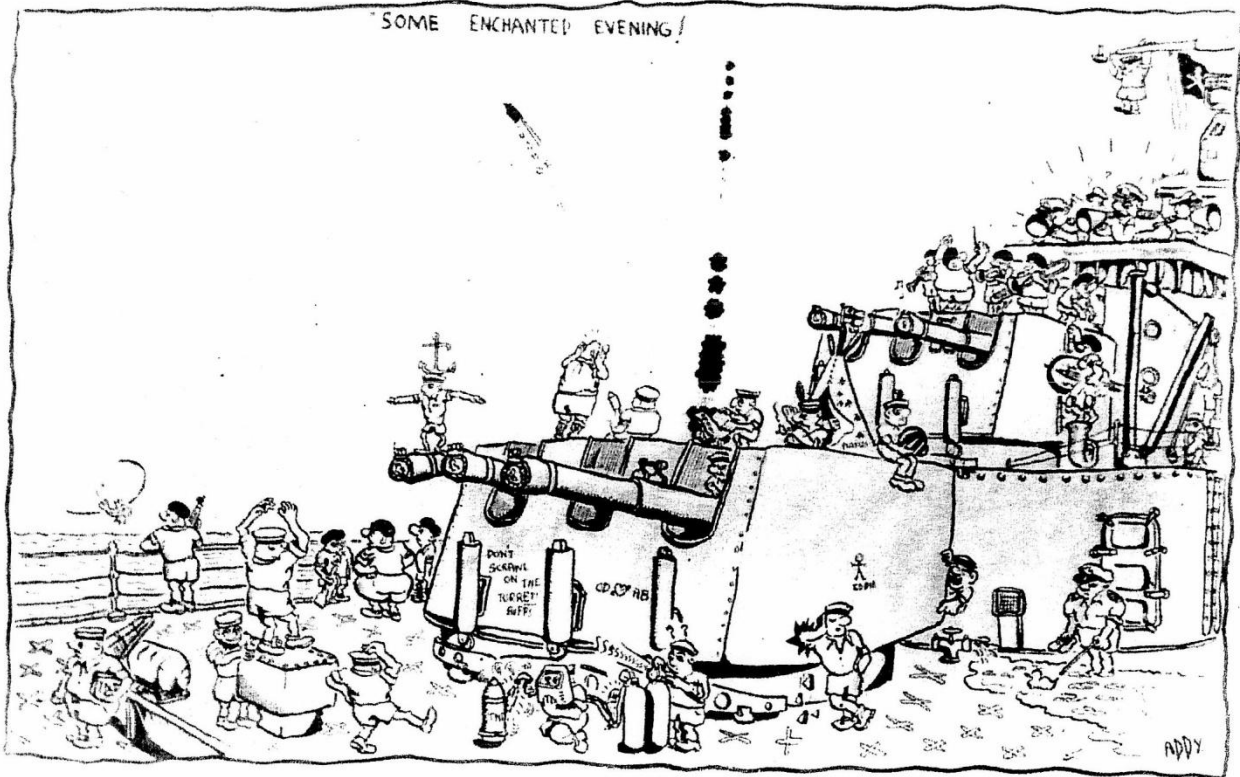
---

A Note for Your Diary  
The next Reunion  
will be at  
The King Charles Hotel,  
Gillingham, Kent  
Friday, Saturday + Sunday  
6th to 8th October  
Be There or Be Square !

The main event i.e. The Dinner is held on the Saturday but it's also important to attend the AGM (which is informal & of short duration !) on the Friday evening if you can make it

The Hotel goes out of its way to make us comfortable - the cost of the 2 nights includes Dinner, Bed & Breakfast on the Friday and Saturday & Breakfast on Sunday morning. There's plenty of good humour and loads of raffle prizes. Why not give it a whirl?





This depicts some of the exercises during the first dog watch while at sea. I remember the Marine Band being instructed to play the National Anthem of some remote country on the top of B Turret. As you can see the double bass was carried by the smallest member of the band who had the largest instrument (musical one that is). Sent in by Bill Long



# PERSONS WHO RECEIVE THIS MAGAZINE

---

Andy Brierley (1954) - Bob Butcher (1951) - Bill Cook (1956) - Jim Copus (1954) - Ted Davy (1953 USA) - Phil Grimson (1953 & 1954) - Tony Hackett (1953) - Alan Harmer - Joe Heaton (1956) - Brian Hill (1954) - Rita Keeler (Brian Keeler 1954) - Charlie Kingston (1956) - Ray Lambert (1955) - Don Lawrence - Arthur Maxted (1951) - George Messmer (USN 1954 - USA) - Malcolm Milham (1953) - Margaret Norgan (Jim Norgan 1946) - Frank Nunn (1956) - Rob Smith (1956) - Jeff Stewart (Jim Stewart 1947 Australia) - Brian Turner (Associate) - John Voak - John Ward (1953) - Jon Willshir (1953 Thailand) - Brian Saunders (1954 France)

If you know a member (or someone else) who would like to receive a copy of the magazine please let me know - after all it's FREE !

[Click here to contact Brian Saunders](#) by email

*Note - To send an email from this page if you are using "GOOGLE CHROME" please right click with your mouse on the link above and select "open link in new tab" otherwise just left click on the link*



Arriving at Spithead for the Coronation Review 1953



Answer to Photo quiz - Alcatraz Island, California  
probably taken on or around 13th July, 1955

## MEMBERSHIP

**WOULD YOU LIKE TO BECOME A MEMBER OF THE ASSOCIATION ?**

THE ANNUAL FEE IS £10 & YOU WILL RECEIVE 4 NEWSLETTERS PER YEAR &  
ELIGIBLE TO ATTEND REUNIONS

TELEPHONE ROBIN SMITH AT 01634 362 379

OR EMAIL HIM AT [robinsmith173@yahoo.co.uk](mailto:robinsmith173@yahoo.co.uk)

# THE END

