

H.M.S. SUPERB (CRUISER) ASSOCIATION

A MAGAZINE FOR THE MEMBERSHIP

OCTOBER
2022



CHAIRMAN OF THE ASSOCIATION, BRIAN SAUNDERS

CONTENTS

Andy's Musings

[Click Here to Go There](#)

Letters to the Editor

[Click Here to Go There](#)

The Queen and Her Navy

[Click Here to Go There](#)

Nozzers Go West by **Ray Lambert**

[Click Here to Go There](#)

Sporting Glory by **Malcolm Milham**

[Click Here to Go There](#)

A Labour of Love by **Brian Turner**

[Click Here to Go There](#)

Photo Album

[Click Here to Go There](#)

Crossed the Bar

[Click Here to Go There](#)



Superb - Defending Britain Since 1710



ANDY BRIERLEY'S BLOG

Hello Shipmates,

While our politicians - last month - wishing for your support competed on the Beeb I looked back on our promised fare in 2017.

Prominent was the NSS (National Ship Building Strategy) which encompassed Fleet Auxiliaries; that original fantasy now updated to include merchant vessels will boost their overall estimate in numbers to 150.

Do I need to tell you how many have skidded down the slipway anywhere in the U.K. since that time? The NSS was to give 'planning clarity'; this to narrow the focus on such as *Vlad the Invader* launching his blitz on Ukraine.

Before that though we must navigate all those transgender issues in the schoolroom and which side of the dispatch box gets to wear the knickers this session of parliament. No action required in the Lords, where density of pervs and fraudsters is legendary; I could cite the forgoing as reason, I'd feel blessed to be born an Englishman, the great charter *Magna Carta* allows us free speech since fifteen twelve-ish.

At risk of boring you with a splash of figures determined by the same people who were dog fighting to be Prime Minister, build rate for next 30 years was as follows:-

Type 26 frigates,	a future Type 82 destroyer - to replace Type 45's,
5 Type 31 frigates,	5 Type 32 frigates,
up to 6 multi-role support ships,	1 Auxiliary Converted landing ship dock,
3 Fleet Sarid support ships, no number stated,	1 Fleet oiler, future O.P.V's (offshore or overseas);

For the last 30 years, or so, the above, or similar, have been paraded before you, once said, then forgotten.



HAVE YOU NOTICED THE GREAT OMISSION?

No submarines, they run a separate programme; who controls it? All latest to join fleet obscenely over budget and delivery date - the norm!!!!

Last halt in submarine programme resulted in bulk of nuclear build skilled force becoming Canadian, U.S. & Australian citizens head hunted in double quick time, and I do not feel that's a lot to do with Brexit; U.K. no longer has the capacity or core skills to build the list above, so if the need is urgent enough your tax cash will be spent in a foreign land - shame on us and shame on the M.O.D. that sink hole of talentless suits up to the armpits in the public purse to no visible effect. I fear we need a revolution to clear all droppings from the stable floor.

We, meanwhile, evolve further into a nation of pie eaters, 'pie in the sky' so that's certainly your diet for the next five years, bound to be full of hot air so take care who you stand next to in the bus queue.

KEEPING ABREAST OF THE TIMES

Couple of interesting newspaper items last week; one said that in future all Wrens will be issued with sports bras. Not being an authority on that bit of kit can only assume it's to give them an advantage when wrestling with the Queen's enemies.

The other said that Ms Truss, who looks like our next P.M is adamant the R.N will continue to patrol the Channel picking up illegal rubber boats; can only conclude, why do we need more frigates for that task?

I do wonder what the Queen and Philip would think of the R.N.'s job picking up illegals in the Channel as their proper job while the Border Force tell their bosses what they will and will not do.

It makes me long for Ronald Regan in Downing Street, he who first warned Germany that Russia was playing a long game with his Baltic pipelines. Better than that, Air Traffic Controllers who decided to strike over the entire United States were informed they were then jobless. Whoever thought that the biggest of U.S. organisations would be told to reapply If you want your jobs back. That crisis vanished like the will- o'- the-wisp.

Our own current crisis baffles me; I read that by October we will have driverless cars on our arterial roads, yet that ghastly R.M.T. union holds our capital up to ransom yet again by calling an underground strike; a system, to me, like a sophisticated tram that has an easy ability to run crewless as, at least, 50% of the world's metros do. 'Our' underground, the world's first has, as a consequence, a bog standard control first generation system, no great loss or disruption to scrap.



About 30 years ago I had the need to get to Berkley from San Francisco; their metro runs under that vast bay, it was crewless then, so clean and user friendly plus, nearly silent running on rubber tyres. Tried to peer at the 'bogies' I recall but stops were not arranged for nosy tourists.

A quick look at the foregoing confirms a cynical grumpy old man now pushes the pen in erratic spurts. I do it to retain a 'sheet anchor' to a vanished past, whose thoughts and opinions I'll wager are not unlike my own.

Tattybyethenoo







NOZZERS GO WEST Part 40

By Ray Lambert

Oakland Bay Bridge, the one that Ginger and his companion had proposed walking across, was a single road, in effect a seven mile freeway and the Golden Gate Bridge differed in that it was a double-decker, with one road on top of the other, presumably one road for traffic in each direction although Ginger could not be sure if that was the case. They could see the traffic moving across the bridge from where they had been but whether there was two-way traffic on both sections or, as Ginger suspected, one section for each way there was no way of telling.

However, it was too late to concern himself with such details. They were on their way out and such information was of no use to him. They were off to pastures new; new sights to see and new people to have to contend with at the open to visitors afternoons. But before he got to see very many new sights, Ginger had the bulk of his stoppage of leave left to complete and that seriously curtail his sightseeing excursions. It was a pity that his stoppage of leave couldn't have come earlier when they had fifteen days at sea.

He felt that the Commander had been pretty harsh on him by doling out ten days stoppage of leave. The Commander was a nice man and probably a man from the lower deck. He had no airs and graces about him and was a refreshing change for the vast majority of the arrogant social climbers from the wardroom that walked about like they owned the ship. More so those that lived in the Gunroom - thin ringers, they had been injected with the same venom that Batchelor, his second Divisional Officer of Ganges days, had been. With a couple of notable exceptions, they could easily have passed as Batchelor clones. But the Commander had somehow managed to keep himself above such petty behaviour; he was a genuinely nice man.

Being the Commander, he had to distance himself to some degree but it never appeared to be any trouble to him to stop and have friendly word with someone, however lowly that person might be, as he passed along his way around the ship.

Ginger recalled an incident from their very early days before they left Bermuda dockyard for the first time. He had been temporarily seconded to the side party with a few others from the boys mess.

The side party was a gang of three people whose contribution to keeping the ship clean at all times appeared to be their ability to hide away for days on end and put in an appearance when there was something major that needed attending to. At which time they would whinge loudly for extra hands to be detailed to help them and then they would stand and 'supervise' while the drafted hands did their work for them.

On that occasion Ginger had been designated mast party with three or four others with the Leading Hand of the side party in charge of them. Ginger had never been a great heights man, as he found out the first time he ascended the Ganges mast during their Annexe period. Superb mainmast wasn't anywhere near as high but it was still an awesome undertaking and one he was not the least bit keen on. He didn't have to say anything, his actions spoke for themselves. His first attempt said it all.

The Leading Hand wanted to start at the top and work their way down and a couple of them were up there like monkeys up a coconut tree. It was a great experience for them and maybe a chance to show off just a little. They were that keen they raced to the mast without any idea what they were going to do once they were up there, only to be called straight back down again.

'First things first,' the Leading Hand explained.

He was quite a friendly chap, a bit older than they would have expected perhaps. A Yorkie, or at least he spoke with a pronounced northern type accent.

'First things first,' he repeated. 'First thing buckets and scrubbers, to wash the muck and soot off. Then scrapers and chippers to get rid of any rust. We'll get to painting later'.

Ginger was not looking forward to it in the least; it was bad luck that he'd been picked for the job. He said nothing but his face must have betrayed his thoughts. The Leading Hand gave him a long hard look as they congregated at the foot of the mast, just behind the bridge and Ginger wondered if he had imagined a look of understanding in the Killick's eyes.

'Young Ginger, two buckets of hot soapy water 'Way yer go then.'

Ginger got a couple of buckets from the side party store and returned with the hot soapy water. Meanwhile someone else had been sent for two heaving lines and scrubbers and cloths.

Just then the Commander came round the corner and almost ran into them. He was on one of his walkabouts. As always he had two or three others in his wake.

'Everything all right, leading hand?' he asked. It was just polite conversation. He would usually speak when he passed someone, rather than walk by without a word as most would have done. He had no axe to grind.

'Yes sir. Just about to wash down ready for repainting,' was the reply.

Two of the party started the ascent, taking one end of the heaving line with them and Ginger busied himself by tying the bucket handles to the other end. He was trying to look busy and at the same time inconspicuous until the Commander had gone. But the leading hand thought that he should continue the conversation.

'He's a bit nervous, sir,' he volunteered when he saw the Commander looking at Ginger. 'He doesn't like heights.'

'Oh,' said the Commander thoughtfully. 'Is he a good worker?'

'He certainly is, sir. A good grafter, one of the best,' the Killick replied helpfully, although he had no idea.

'Then I think we can excuse him going aloft and allow him to work down here, tying on the pots and so on.'

'Thank you, sir,' said the Killick.

'Thank you, sir,' chipped in Ginger, rather meekly.

Although he hadn't come across either the leading hand or the Commander close-to before, that day he became acquainted with two very nice men.

MY SPORTING MOMENT OF GLORY



By Malcolm Milham

WITNESSED BY ABOUT TEN PEOPLE

I was always a good runner, I put it down to running away from my dad when he started to unbuckle his belt when I annoyed my mother. However I later found out it helped having a low heart rate of between 48/54 which increased to more normal pace when I ran.

I had several good wins at either Cross Country or the Mile. These included the RNB Chatham Championship and *HMS Victorious Mile* on sports day at Pompey. The RNB win I enjoyed as I had been rushed home from Malta on a Compassionate leave, as the wife was quite ill.

At the end of my leave I reported to RNB and they put me as the messenger in the Gunnery School as I had flown home in only my No1's. In Anson block I had looked at the notice board and seen that the next day was the Cross Country, so I went into the office to put my name down. I had my running kit at home. Turned out they did not want me, as they had a team already, but if I wanted to run I could.

Next day at 1400 it was down to St Mary's Island ready to go. I got stuck at the back being a lone runner, but soon was able to cut my way through the field as the race progressed. With about 400 yards to go I caught up with the leader and having a sprint finish the rest was easy, first place. Next day the results went up on the notice board, making me part of the Seaman's Team. Two days later I flew back to Malta.

However my most important win came in 1957, running for *HMS Dryad* in the Portsmouth/Southampton League at Leigh on Solent Airfield. In the field were an RN top runner and two international runners, very well known from their TV runs for GB. They were Martin Hyman and Bruce Tulloh. Tulloh was well known for running bare foot. Prior to the race we were briefed that the course had been tweaked a bit at the finish because of some building works. I listened although it didn't mean much to



me as I had never run the course before, the legends did not listen as they went through their routines.



As the race progressed I settled in 4th place as expected, some 50 yards behind them, as we ran in I lost sight of them, followed the route from the briefing and lo and behold there in front of me was the tape and the No 1 Ticket in my hand, the applause was a bit feeble from the handful of spectators.

But the report in the Pompey Evening News was my moment of *GLORY*.

“INTERNATIONAL RUNNERS BEATEN BY UNKNOWN RUNNER”



ANOTHER LABOUR OF LOVE



By Brian Turner

Shipmate Brian Turner, a member of the Association for many years, has produced several minutely-detailed models of Royal Navy ships including our cruiser, *HMS Superb*. Here is his latest success - the aircraft carrier *HMS Victorious*.

Brian explains how he went about the build;



Here are a few details on the building of my 'Victorious'.

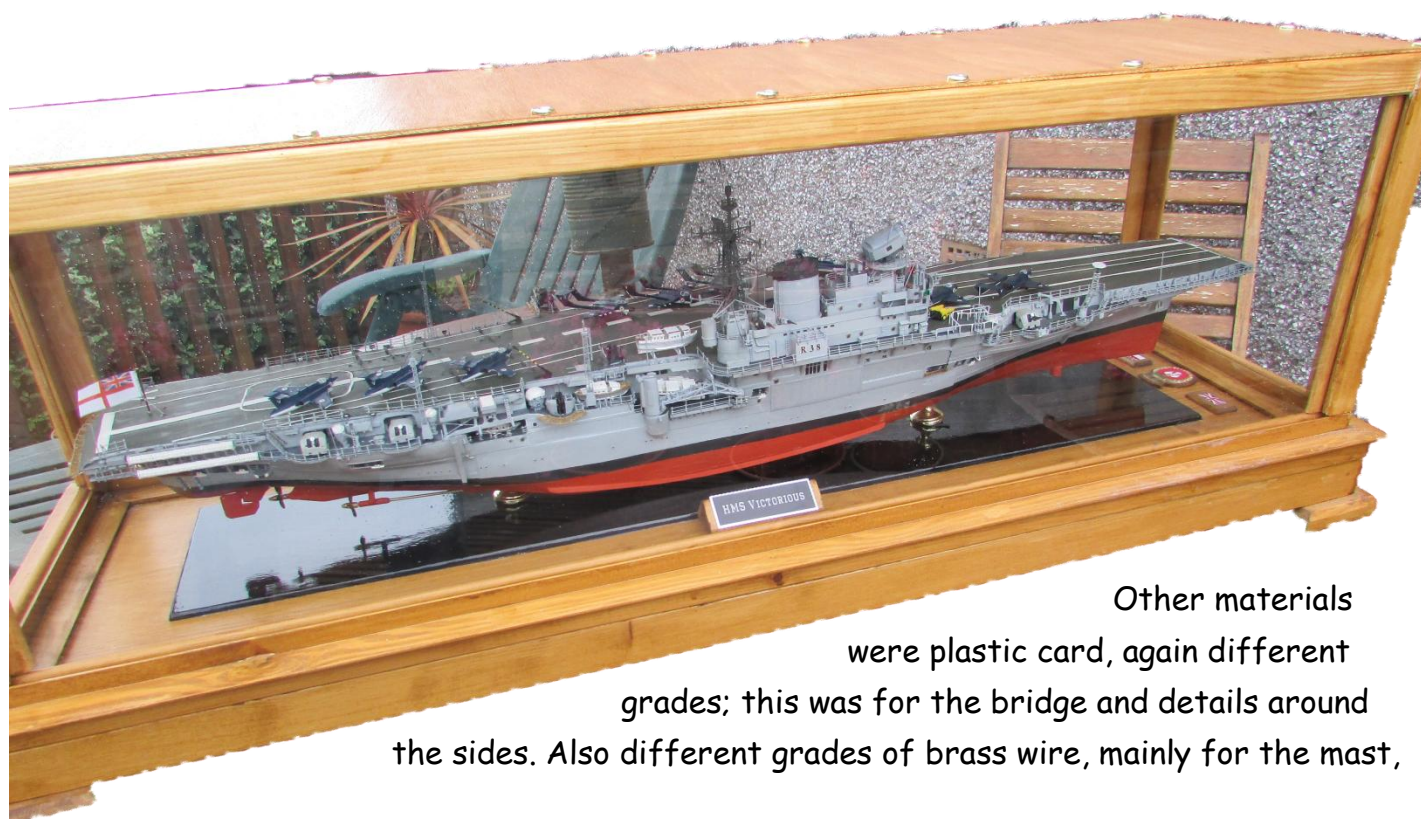
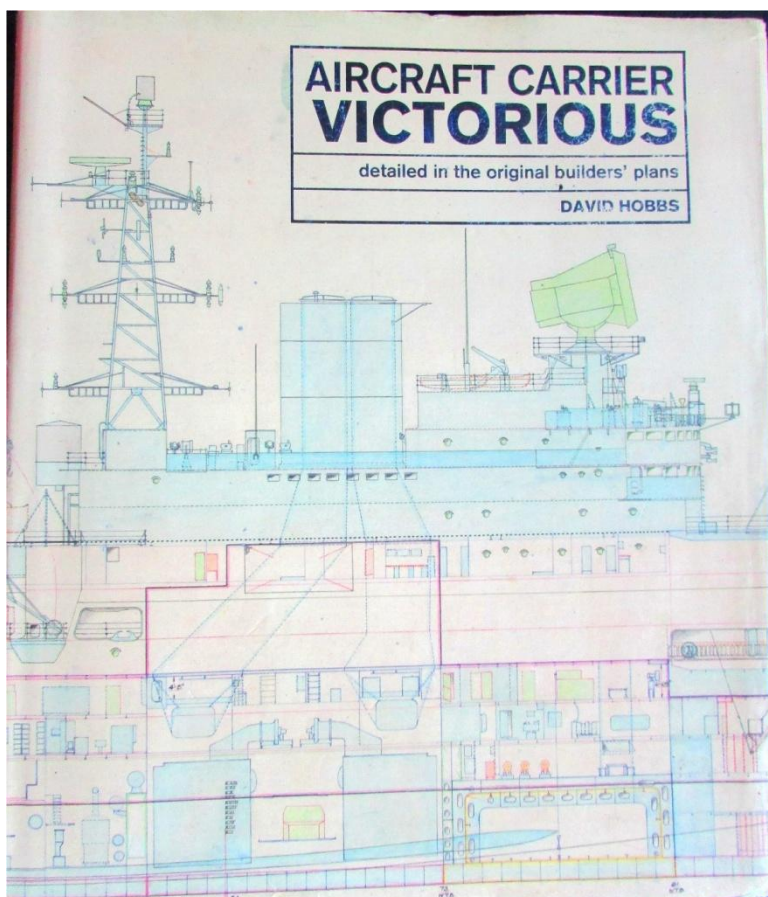
I started it two and a half years ago. It's the first carrier I've built since leaving school.

While looking through one of my model mags. I noticed an advert for the plans in book form for the *Victorious*. Quite a large book showing the plans in the 1940's and the plans after her major refit in the 1960's.

The scale was somewhat larger than I wanted, so I scaled them down, which was no problem. I like a challenge.

The material I used for the hull was best marine ply, quarter -eighth and sixteenth.

It was a plank on frame method - quarter inch for the keel and cross sections. With the keel in place and cross sections are in, the planking out takes place with sixth inch ply - three eights inch wide.



Other materials were plastic card, again different grades; this was for the bridge and details around the sides. Also different grades of brass wire, mainly for the mast,

hand rails etc.

The main adhesive I use is five minute Epoxy resin two part Araldite. It's very strong and will expand and contract with the materials. It's good for transporting the model over long distances - vibration etc.

I make everything myself even the brass propellers for propulsion.

The main parts of the mast were soldered; the small parts were glued, with superglue. I've just completed the showcase for it to go into.

I think I will go back to my paintings it's easier!

Yours aye, Brian

**REMEMBER -IF YOU ALSO HAVE A STORY
PLEASE LET ME HAVE IT FOR THE MAGAZINE**

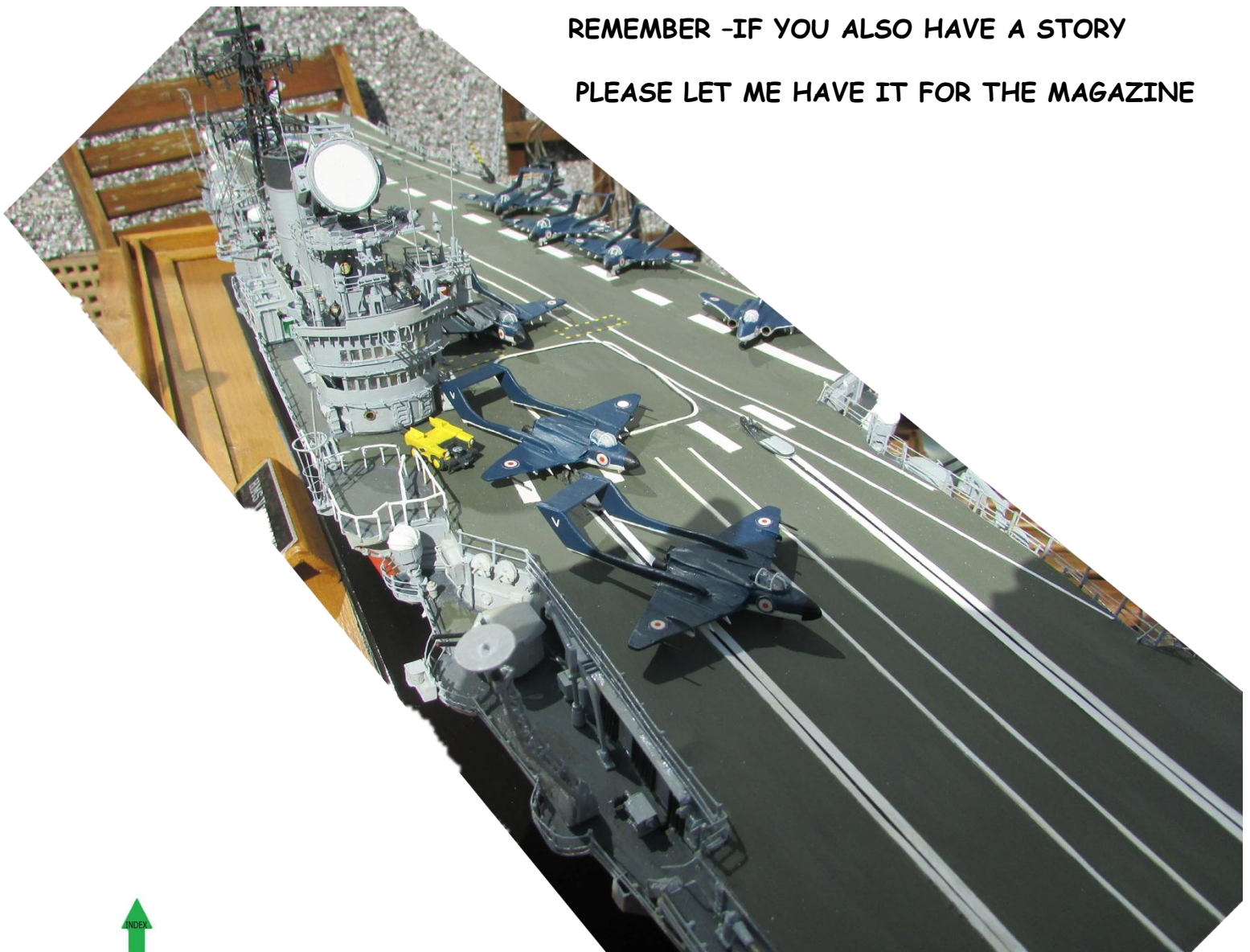
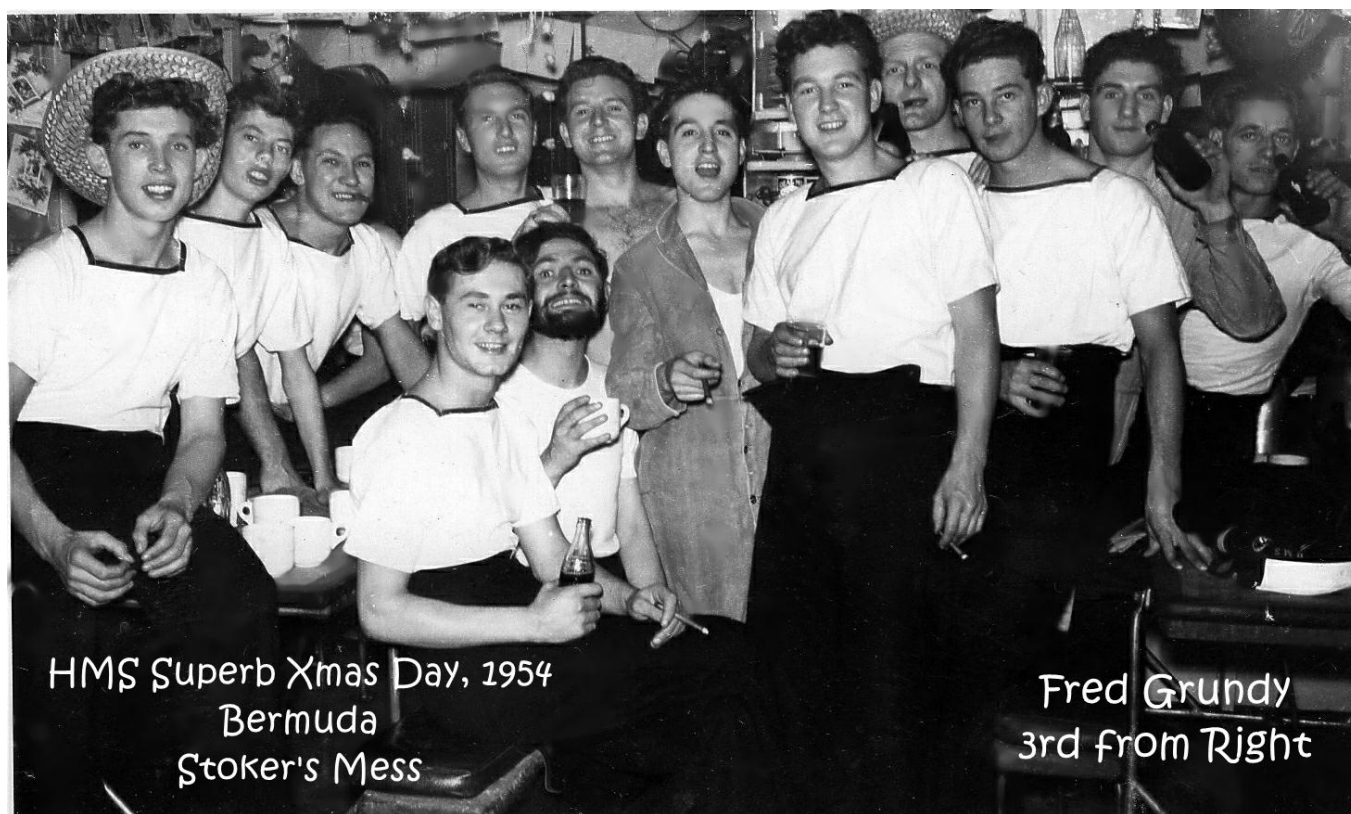


PHOTO ALBUM



Fred sent in this photograph and wonders if there's any one who you recognise.



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.

To go there please click [HERE](#)



Crossed the Bar (Recently Notified)



THE QUEEN AND HER NAVY: A TIMELINE

1927 One-year-old Princess Elizabeth's parents, The Duke and Duchess of York, make an official visit to Australia in HMS Renown.

1937 Coronation of George VI and the Coronation Fleet Review at Spithead

1939 A 13-year-old Princess Elizabeth 'notices' Prince Philip of Greece during a visit to BRNC Dartmouth

1944 Princess Elizabeth launches HMS Vanguard, Britain's last battleship

1946 Princess Elizabeth travels to Belfast on board HMS Superb to launch the Britain's largest ever aircraft carrier HMS Eagle

1947 The princess joins HMS Vanguard on a Royal Tour to South Africa

1952 HMY Britannia is laid down

1953 Coronation Review at Spithead; HMS Surprise stands in for the Royal Yacht; HMY Britannia is launched on the Clyde

1954 The Queen and Prince Philip embark on Britannia for the first time during the final stages of a Commonwealth tour

1959 The Queen/HMY Britannia tour Canada for the opening of the St Lawrence Seaway and also hosts US President Eisenhower

1960 The Queen launches HMS Dreadnought, Britain's first nuclear submarine

1964 The Queen is proclaimed Lord High Admiral as the Admiralty is incorporated in the new Ministry of Defence



1969 Fleet Review at Spithead to celebrate 20 years of NATO; The Queen presents The Queen's Colour to the Fleet

1971 The Queen launches destroyer HMS Sheffield at Barrow (the ship was subsequently lost in the Falklands); The Prince of Wales begins officer training at Dartmouth

1973 The Queen spends a day with the Navy: touring Portsmouth Naval Base, HMS Dryad, HMS Victory and finally HMS Bacchante

1976 The Prince of Wales leaves the Royal Navy after commanding minesweeper HMS Bronington

1977 Silver Jubilee at Spithead; aircraft carrier HMS Invincible is launched by the Queen in Barrow

1979 Prince Andrew joins the Navy and trains as a helicopter pilot

1982 The Queen and Prince Philip welcome Prince Andrew - and HMS Invincible - home from the Falklands

1986 The Queen presents a new Colour to Portsmouth Command

1990 The Queen, as Duke of Lancaster, launches Type 23 frigate HMS Lancaster

1994 HMY Britannia plays a central role in D-Day 50th anniversary commemorations, including a Fleet Review

1997 The Queen famously sheds a tear as HMY Britannia decommissions in Portsmouth

1998 The Queen names helicopter carrier HMS Ocean in Barrow

2002 HMS Excellent hosts the military's tribute to the Queen's Golden Jubilee

2003 The RN reveals that the first super-carrier will be named HMS Queen Elizabeth; a new Queen's Colour is presented to the Fleet in Plymouth

2005 The Queen reviews Royal Navy and allied warships attending the Trafalgar 2005 International Fleet Review at Spithead



2009 The Queen presents the first Elizabeth Cross to the families of military personnel killed in Service or as a result of a terrorist attack

2010 The Queen attends 25th anniversary celebrations of HMS Ark Royal

2011 The Queen bestows the title of Lord High Admiral upon the Duke of Edinburgh to mark his 90th birthday

2014 The Queen names aircraft carrier HMS Queen Elizabeth at Rosyth; later in the year, she poses with the crew of HMS Lancaster for a unique ship's company photograph in Portsmouth

2017 The Queen attends the commissioning ceremony of HMS Queen Elizabeth in Portsmouth; she also celebrates HMS Sutherland's 20th birthday in London

2018 The Queen is applauded by crew and guests as she leaves HMS Ocean's decommissioning ceremony

2021 The Queen pays her final visit to the Royal Navy and Portsmouth, meeting crew of HMS Queen Elizabeth before the carrier sails on her maiden deployment





LETTERS TO THE EDITOR

Hi Brian,

Nice to hear from you and to get the Mag. Nothing too exciting has been going on had a service for VJ day Aug.14th and 15th.

September the 3rd was Merchant Navy Day on the Hoe. It's an annual event we have been doing for years. I was hoping to send some photos of armed forces day but nobody has sent me any and I did not take any myself as I was too busy on the rum fanny. **Brian Hill**

Thanks for this month's magazine Brian, much appreciated. **Stan Townsend**



THE END