

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

A MAGAZINE FOR THE MEMBERSHIP

*March, 2017*

**Nº 4**



**OUR SWORDS WE BARE  
OUR SPIRITS DARE**

**CHAIRMAN OF THE ASSOCIATION IS ROBIN SMITH**

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

# EDITORIAL

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Thanks to a few members who have contributed articles for this and future editions of the Magazine we will ensure that memories can be preserved for future generations wishing to know more about their relatives and friends who served in the Royal Navy and more especially on the cruiser Superb.

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.

Although our mailing list is not very large I am not sure how many of you received the magazine so I would be grateful if, just this once, you could confirm receipt by clicking on the following link which will automatically raise an email from you to confirm you've got it. All you need to do is to then click on "Send".

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Can you contribute something that can be published in the magazine - perhaps a comment on an article or a photo of your time on board.

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)

Scroll down ([or click Here](#)) to access the index

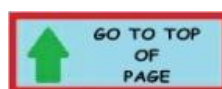
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**HMS Superb - Defending Britain Since 1710**



# ANDY BRIERLEY'S BLOG

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Greetings Fellow Travellers,

Newsprint tells us it cost £1 million to escort the Soviet Carrier and its chaser 'back up channel'. One 'D' class destroyer plus a couple of R.A.F Typhoons doing a couple of fly pasts. Suspect M.O.D. have done the accounting for this 'legal trip' in an International Waterway. Powers that be would have you believe 'acoustic signatures' were being recorded.

Pure horse feathers for a lame PR stunt. Our tiny but highly adventurous 'submarine service' captured all this at every speed range long years ago when *Kuznetsov* first ventured out of Kola Inlet.

Fortunately the M.O.D. has deep pockets as evidenced by the revelation they have spent £70 million plus on lawyers, both Brit and Iraqi, to hound destroy approximately 3600 service people at the sharp end. What in Hades is that other bureaucratic nonsense Health and Safety Executive doing about the M.O.D. who, under H & S Exec.'s own rules, owes every serving man and woman a Duty of Care.

Why, with Legal Aid assistance, can't those service personnel 'sue the arse off' the M.O.D.- every other job, calling, profession in our land are allowed this facility. I just hate our 'litigation culture', but would applaud the aforementioned exercise.

Back to the Acoustic signatures, Rear Admiral Chris Parry told the defence committee our billion pound a copy "D" Class destroyers are detectable 100 miles distant. To quote him further "They sound like a box of spanners". Went on to state rectification of the "D" (class of six) various ills will take NINE YEARS. As an Asdic Rate, sound signatures were of high interest, exciting even, to me.

Sea classes from Osprey on Castle Class, stuck into the 'rabbit hutch' tacked onto the front of the bridge, with two other bodies and a pipe-smoking instructor jammed in behind us, was a major test of resistance to 'mal de mer'. All whilst doing figures of eight in the Portland Races, the sub. crew must have been enjoying it as well. The instructor, in your ear as soon as you had a target, 'Doppler, Doppler, what's the Doppler telling you?

When new boys got back to Vernon they had the facility to exaggerate this sound change in a simulator, a fabulous training aid, as was various 'miniature screw' types in Plexi-glass tanks to demonstrate sounds of cavitation at different speeds, type of vessel etc.. U.K - R.N., I believe was unique in its cruisers being fitted with 'asdic sets'.

I can testify to *Superb's* set being a surprise to many at Guantanamo. Where I slept, the U.S. subs. diesels could be heard as they left during the early hours. If it was in our sector during the day we always got it. An unusual quirk, hindrance was hearing all the U.S hunters pinging

away together on what seemed like the same frequency, this phenomena (for want of a better word) does not occur when operating with R.N. vessels, you hear only your own pulse. Why that should be I know not - do you? When I see pictures, bits of film of currant sound rooms in escort and subs., a quantum change in how it's now done is obvious and mysterious.

Talk of subs. brings up a bit of 'civil engineering' information I came across. It said development of Faslane to a nuke sub. base was second in cost to only the Channel Tunnel project. Faslane costs have rolled on since - that's an eye opener. We, who have used the tunnel for many years, can be thankful the M.O.D. did not get involved or we'd still be waiting for a ride, at many multiples of the current cost.

I know little of ball sports, other than what's force fed, unavoidably by all media, radio, newspapers, T.V. Most participants seem over-pampered, over paid, over sexed (that will raise some hackles). I did look, listen, in vain, for how the Brit. Alex Thompson was doing in the sailing race, the Vendee Solo Round The World.

Half way round a fin keel broke off under the pressure, he stuck with it, changing tactics, predominately sailing on one tack for thousands of miles and finished second. Best ever by a Brit.. Pure grit did it. His recorded, verified 'best speed' staggers one at 37.2 knots (43 m.p.h.)

At that pace he could overhaul any destroyer in the world. What testes are needed to press a frail plastic sail boat at that pace in the southern ocean.

It is pretty crisp hereabouts this morning, white frost!. I was thinking about John and Janet Ward (Sharky of Norwich). He told me, on the phone, they were off to the Maldives to indulge in their favourite pastime, snorkelling. Lovely climate, can think of fewer finer places to be. Remember they won last year's painting at our reunion. Excellent opportunity, while they are absent, to get in the back window and nick it! That would pale their tans on return to chilly Norwich.

John did say he had no desire to be nosey (ha!) but what did I do for a living on leaving the Andrew? I assured him I never became a Bishop in the Church of England, or yet, a rent boy at Piccadilly, the remainder I had a stab at! and loved it all, a life minus job satisfaction must be deathly. My upbringing, plus re-opening of Shotley for boys were the best possible shoe into life for a youth becoming a liability to his parents at that time.

This is the truth - I broke off scribbling to read Josie's newspaper, Daily Mail Feb. 17. On Readers' Letters page was a note to ring the bell of all steam enthusiasts - as follows: If the Ministry of Defence had ordered that Tornado steam locomotive, it would have been delivered 20 years late, cost £100 million and wouldn't have worked.  
Signed Allan Lloyd of Colwall, Herefordshire - a kindred spirit!!!!-

I am a voracious reader and would like to share the opening page of a recent tome, titled *Inside Intelligence*, by Anthony Cavendish, the book the government tried to ban.

I thought it a masterly bit of condensed advice that gave me a hearty chuckle. It's said to be the very first thing said when new recruits join spook central; hope you also get a chuckle.

In the bitter cold of a Russian winter, in a small village some hundred kilometres east of Moscow, during a howling gale and with darkness falling, a Russian peasant is wandering home to his meagre village. Suddenly he stops as he sees a small game bird on the ground, nearly dead from cold and privation. The peasant picks up the bird and warms it. The bird soon recovers and the peasant wonders what to do next.

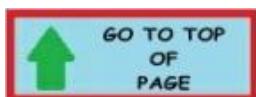
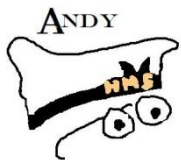
At that moment a herd of cattle come by and one of them drops a large dollop right in front of him. Realising that if he puts the bird in the steaming cow's dollop the bird will stay warm until morning, and then be able to fly away. He does this then goes home. But a second peasant comes along after the first had gone, hears the bird chirping happily to itself in the steaming mess.

This peasant seizes the bird, breaks it's neck and takes it home for supper.

This old intelligence story has three morals:

- 1 Do not believe that everybody who drops you in the shit is your enemy.
- 2 Do not believe that everybody who gets you out of the shit is your friend.
- 3 Whenever you ARE in the shit - keep quiet about it.

Tatty bye Shipmates!



## ENEMIES WILL 'THINK TWICE' ABOUT WAR WITH BRITAIN WHEN BIGGEST EVER ROYAL NAVY SHIP SETS SAILS IN 2020, SAYS THE CAPTAIN OF THE 72,000-TONNE VESSEL

- Aircraft carrier HMS Queen Elizabeth weighs 72,000 tons and is 932 ft long, part of a £6.2billion international project
- Captain Simon Petitt says it will be the most 'potent' weapon against ISIS when it finally goes into service in 2020
- During 2017 it will take F-35B Lightning II stealth fighter to Gulf in trials, where they can mount attacks from carrier

*By Larisa Brown Defence Correspondent For The Daily Mail*



Britain's enemies will 'think twice' before they start a war after watching the biggest ever Royal Navy ship coming over the horizon, its captain said.

Speaking aboard aircraft carrier HMS Queen Elizabeth - which is 72,000 tons and 932 feet long - Captain Simon Petitt said he was standing on the most 'potent' conventional weapon against Islamic State.

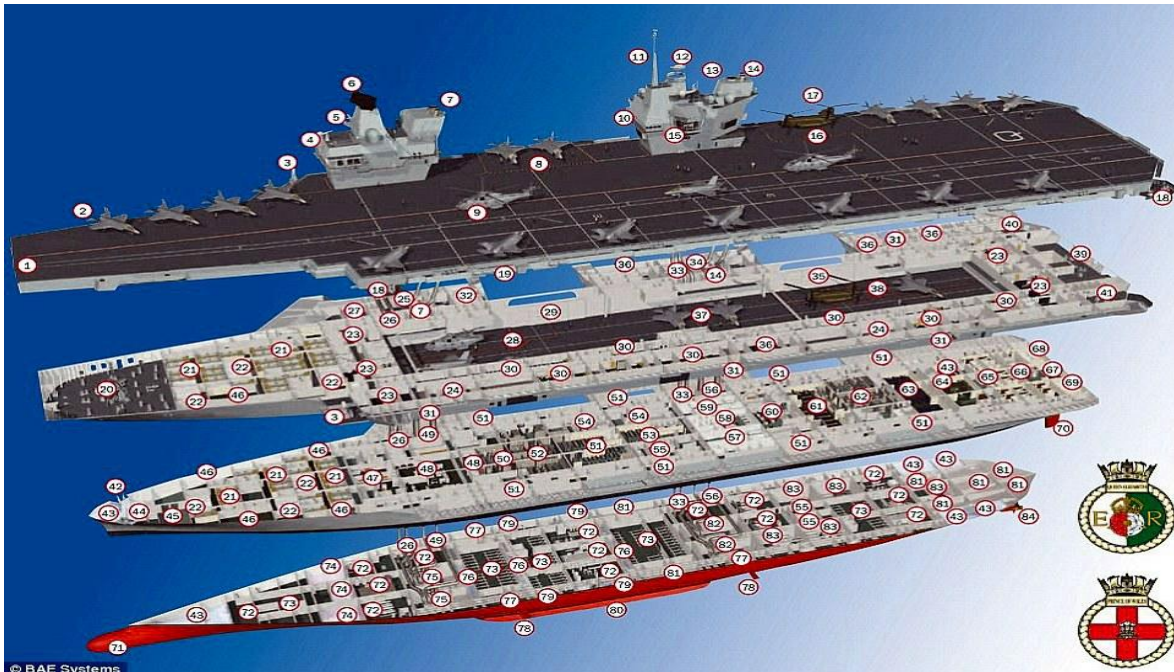
This year it will deploy for sea trials before most likely heading to the Gulf, where it will take the most advanced stealth fighter jet in the world - the F-35B Lightning II jet - to the fight. Those warplanes will deploy 'deep into Iraq' but the formidable aircraft carrier will also be able to drop Royal Marines on the beaches in Libya and send Apache helicopters to take out targets.

As the F-35 jet bombs bunkers and hideouts on land, the carrier will use its radar to track objects the size of snooker balls 20km away, and can fire its defensive machine guns at 6,000 rounds per minute to destroy incoming threats.

The carrier, along with its sister ship HMS Prince of Wales, is part of a £6.2billion project to allow the UK to help other nations 'police the world', Capt Petitt said. He said: 'It is about stopping wars rather than starting them. If someone does want to start a war I think they might think twice if they see one of these ships coming over the horizon.

'We have never seen these ships before. It will change the way the navy does its business. It is all part of taking your place in the world, the policing of the world.'

Each carrier can deploy up to 36 Lightning II aircraft - but Britain will have only one squadron of F-35s to fly off HMS Queen Elizabeth - about 16 jets - when it enters service in 2020.



© BAE Systems

**POWER LAID BARE: INSIDE THE HMS QUEEN ELIZABETH - THE NAVY'S LARGEST EVER WARSHIP**

1 Aviation store	31 Mass evacuation system	61 Senior rates' dining hall
2 F-35 Lightning II	32 RN police office and cells	62 Officer's and senior rates' galley
3 Phalanx automated close-in weapons system	33 After engine down-takes	63 Wardroom
4 Forward island bridge	34 After gas turbine space	64 Wardroom annex
5 Navigation radar	35 After hangar doors	65 Head of department cabins
6 Long range radar	36 Air filtration units	66 Flag and commanding officers' galley
7 Forward engine and gas turbine uptakes	37 Hangar mid bay	67 Flag officer and commanding officers' dining room
8 Forward aircraft lift	38 Hangar aft bay	68 Commanding officer's suite
9 Merlin helicopter	39 Aft mooring deck	69 Flag officer's suite
10 After island emergency conning bridge	40 Starboard mooring deck	70 Rudder (port and starboard)
11 Mainmast	41 Port Mooring deck	71 Bulbous bow
12 Medium range radar	42 Anchor (port and starboard)	72 Auxiliary machinery space
13 Communication outfit	43 Water ballast compartment	73 Naval stores complex
14 After engine room and gas turbine uptakes	44 Chain locker trunk	74 Avcat tank
15 Flying control position	45 Gym	75 Forward engine room
16 After aircraft lift	46 Junior rates' recreational space	76 Fresh water tanks
17 Chinook helicopter	47 Mission Systems office	77 Stabiliser compartment (port and starboard)
18 Automatic small calibre gun	48 Mission systems complex	78 Stabiliser (port and starboard)
19 Inflatable life-raft stowage	49 Forward engine room uptakes	79 Heel correction tank (port and starboard)
20 Forward mooring deck	50 Bakery	80 Bilge keel
21 Junior rates' six-berth cabins	51 Pipe passage	81 Void
22 Junior rates' showers and toilets	52 Junior rates' galley	82 After engine room
23 Ships office complex	53 Junior rates' dining hall	83 Officers' baggage store
24 Pyrolysis compartment	54 NAAFI canteen spaces	84 Propeller (port and starboard)
25 Forward gas turbine	55 Low voltage distribution compartment	
26 Forward engine down-takes	56 After engine room uptakes	
27 Fire protection system	57 Hospital area	
28 Hangar forward bay	58 Ward area	
29 Forward hangar doors	59 General medical area	
30 Air squadron complex	60 HQ1 and ship control centre	

This has led to claims that when the second carrier comes into service 18 months later it would be a 'gigantic white elephant' - with no UK assets to fly off it.

By 2023, the Ministry of Defence has committed to having 24 of the jets in service - which will be tasked with obliterating UK enemies with laser-guided missiles and bombs.

As a result, the US are expected to make use of the carrier with their aircraft - as may other countries such as Italy who eventually buy the jets.

Captain Petitt said the carriers, currently being finished off in Rosyth, Scotland - and to be based in Portsmouth - will have 'people of all nations' on them and will pack an 'enormous punch'.



He said: 'The British military is already one of the premier fighting forces of the world, this will certainly add enormous punch into the capability we've got and enormous punch to the capability the Royal Navy has got.'



The Carrier & her sister ship HMS Prince of Wales (in a computer generated image)

'There will be army and RAF and people of all nations on this ship throughout its fifty year life.'

Asked about its future missions, he said: 'I can certainly see it fighting against

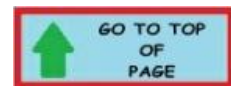
Islamic State in the future.'

He said it was the most 'potent strategic weapon bar the continuous at sea deterrent' against Islamic State - and the most potent conventional weapon to fight the jihadists.

Speaking about its tasks, he said: 'If we look back into our recent past, if you imagine the Gulf War and the American carriers put aircraft deep into to Iraq to bomb Hussein's bunkers and strategic targets we can do that.'

'If you imagine Sierra Leone where we dropped Royal Marines onto the beaches we can do that. If you can imagine Libya where we had apache dealing with the more tactical targets near the beach we can do that as well.'

'So it's all about flexibility all about lots of different missions, that's what the carrier offers. 'It's a broad swathe of aviation and naval missions.'



Mattresses sit on beds in a cabin for crew in the ship being put together at Rosyth from sub-assemblies built at five other sites, with some pieces weighing as much as smaller Royal Navy ships

Asked what Vladimir Putin would make of it, he said: 'I think he will be looking very carefully at this.'

The F35 jet, billed as the world's most sophisticated aircraft, cost around £100million each. The pilot's screen will include real-time information from other F-35s flying for friendly foreign nations.

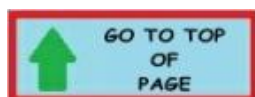
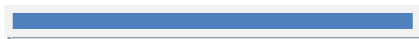
Between them at any moment they will be covering tens of miles, with a 360-degree picture of what is going on around them both in the air and on the ground.

The jet has the ability to evade enemy air defences by having the lowest possible radar signature.

It uses radar-absorbent coatings, as well as flat surfaces, sharp edges and fibre mats to deflect radar signals, allowing it to strike the enemy before they even know the aircraft is nearby.

It is expected to be the backbone of Allied air power for the next 50 years on the aircraft carriers capable of deploying anywhere in the world.

At its peak, there can be 108 sorties -missions - flown off the aircraft carrier each day. There are about ten fast jet sorties flown each day from RAF Akrotiri currently.



# 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

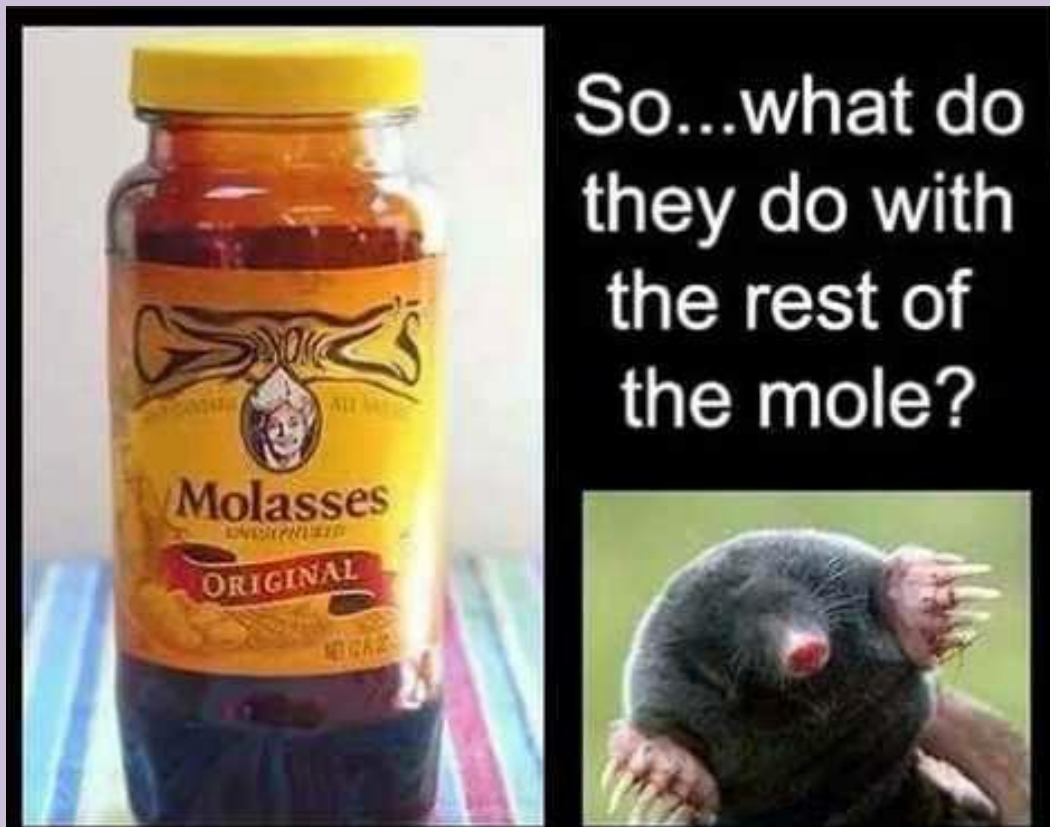
Follow the author as he joins HMS Superb at Chatham. Go with him as he begins the "Luxury Cruise" of 1954-55. Join him for Punta Arenas, at Vancouver and much in between. Learn of Guantanamo Bay and the Falklands before they became headline news.

Each book costs £7.95 including UK postage. For more information contact Ray by email

Click [here to contact Ray](#) by email

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# A FISHY TALE

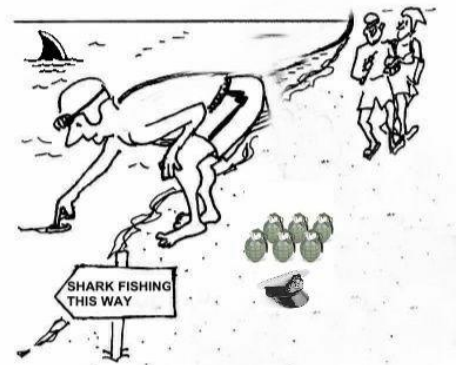
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(By Phil Grimson)

Just rummaging through my old memorabilia and came across this passage in a letter I had written to the folks back home.

This was in 1953, my first excursion, (courtesy of Her Majesty's Grey Funnel Line) ,on our way through the Caribbean where we made the usual call on our visits to that part of the world. A shipmate, whose name I can't recall, and I, were investigating a stretch of the beach on Jamaica (to be honest were looking for a bar on a particularly deserted stretch as it seemed that our homing instincts for finding bars were sadly at fault on this particular day, and had led us into uncharted territory, booze- wise), when we came across an old fisherman who had more wrinkles than ripples on the Caribbean, and whose natural tan was enhanced by years of sailing under the tropical Jamaican sun.

He was busy removing the entrails from a formidable looking fish, (later identified as a ... shock! horror! SHARK!) We approached him cautiously to enquire whether we were on a course for the nearest booze bartering establishment and offered him a cigarette to enter into friendly negotiations.



He turned out to be a friendly soul and we had a little chat but unfortunately it appeared there were none within a mile or so. During our conversation we both made complimentary remarks about his catch which he informed us was a particularly unfriendly creature. We joshed him a little and told him we had already had a swim in the local waters but had felt perfectly fire (or fish) proof because we had taken the precaution of lobbing a couple of grenades over the side to scare all the predatory nasty old sea-life away before entering the water.

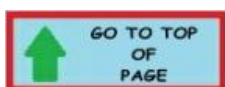
After all it had been determined that the resultant noise would frighten everything lurking near the ship away.

At this, he burst out laughing and for a couple of moments left us both staring at him wondering if he was having some sort of emotional attack. When he finally calmed down and was able to speak, he said 'Are you serious?' And ,of course, completely bewildered by this strange reaction, we nodded dumbly, which provoked another paroxysm of glee.

He finally recovered and when able to speak without breaking into intermittent giggles, remarked, 'Do you guys know anything about shark fishing?', which of course, we did not.

'Well, my friends you should know that when we go out to catch sharks, we have to attract them to us so we can have a chance to hook or spear them. And do you know how we do it? We both looked at each other and receiving a negative response, both looked at the old guy and shook our heads.

After another screech of laughter he finally put us out of our misery. 'WHY, WE BANG OUR PADDLES UP AND DOWN, UP AND DOWN HARD, AND SOONER OR LATER THEY WILL COME ALONG OUT OF CURIOSITY AND IF YOU ARE IN THE WATER AT THE TIME.....AT THIS POINT HE NEEDED TO SAY NO MORE .... and so does anyone reading this blame us for taking him down to the nearest plonk purveyor, rendering him inebriated ,and seeing him all the way home to his little shack and singing all the way?



### 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

## JOTTINGS OF A VERY ORDINARY SEAMAN

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(By Ray Lambert)

Although in 2014 England didn't quite do the business, commentators and scribes are forcing us to believe that 1966 was the best World Cup competition to date. But, for me at least, 1958 will always be the ultimate in footballing history. That year brings back memories of my own star-studded youth, which culminated in me playing at World Cup level.

It started innocently enough and came about like this.....

Soon after I left school I accepted an invitation from King George to join his Royal Navy. It didn't make any difference that I later changed my mind and the fact that the king died meanwhile made no difference either; I still had to go. So, stopping only long enough to pack my football boots, I said goodbye to my mum and headed for HMS Ganges.

I had always been a brilliant football player (no-one had actually told me so but one instinctively knows these things). But although I played a couple of games for my division, for some reason I was never accorded the star treatment that was so rightly mine: what do Ganges instructors know about football anyway.

I got out of that place as quickly as possible and a couple of years and a couple of ships later where wine, women and song (not necessarily in that order and forget the singing) took preference over my God given skill, I was lucky enough to be drafted to a Destroyer that seemed to have a roving commission and surprise, surprise, we 'just happened' to be in Sweden at the time of the 1958 World Cup.

By this time I had qualified as a referee so I wasn't playing much but as I watched England play Brazil and Austria my toes started to twitch again. I knew I was still as good as them, Billy Wright and Tom Finney may have just had the edge over me but the rest didn't look so hot.



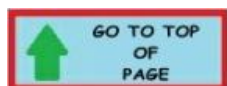
If my memory serves me correctly, 1958 was Israel's first crack at the World Cup; in any case they were not up to much and were soon sent packing back to Israel. My ship arrived in Tel Aviv soon after and, still full of World Cup fever, we challenged the Israeli squad to a match..... talk about pushover.

We had a pretty good ships team but we also had a secret weapon in our goalkeeper. This chap, I've forgotten his name, used to tell us that he had played for Mansfield Town. Naturally he had proved his worth in previous ships matches, he really was hot stuff and on the day of the Israeli match he even excelled himself. He was just like the proverbial cat, making saves from the most impossible of angles.

Local newspapers covered the match and our secret weapon stole the show.

**“Superb saves by the English goalkeeper,”** and **“Without the brilliant display by the navy’s goalkeeper, the score line would have been vastly different,”** were among the headlines.

We certainly showed them which country turns out the best football players.....and we only lost twenty-six - nil!



# BRITISH GUIANA 1953

(by Brian Saunders)

On Friday, 2nd October, 1953, with the gentle tinkling of pink gin glasses in the wardroom, *HMS Superb* wrenched herself from a comfortable berth in Bermuda where the ship's company had been enjoying a well deserved rest in the sun subsequent to an extremely tiring few months being wined and dined by the Canadians and Americans on North America's Eastern Seaboard.

The reason for this sudden & dramatic sortie was due to the antics of a rebellious Dentist and by now a Marxist politician in Georgetown, British Guiana (now Guyana) who headed a political party intent on separating their country from British Rule.



Riots had ensued and Her Britannic Majesty's Government sent *HMS Superb* together with the *Sheffield* and *Bigbury Bay* to sort things out.

This meant a trip down to Kingston, Jamaica and embarking British troops in the form of the 1st Battalion of the Royal Welch Fusiliers who really appreciated the cuisine on board the navy vessels.

NXP772-10/8-KINGSTON, JAMAICA: Fatigue parties (L, foreground) load stores and ammunition aboard the cruiser *HMS Superb*, as troops bound for British Guiana board the vessel. The *Superb* landed at Georgetown, British Guiana, 10/7 to guard against a threatened Red-led uprising against the government. UNITED PRESS TELEPHOTO

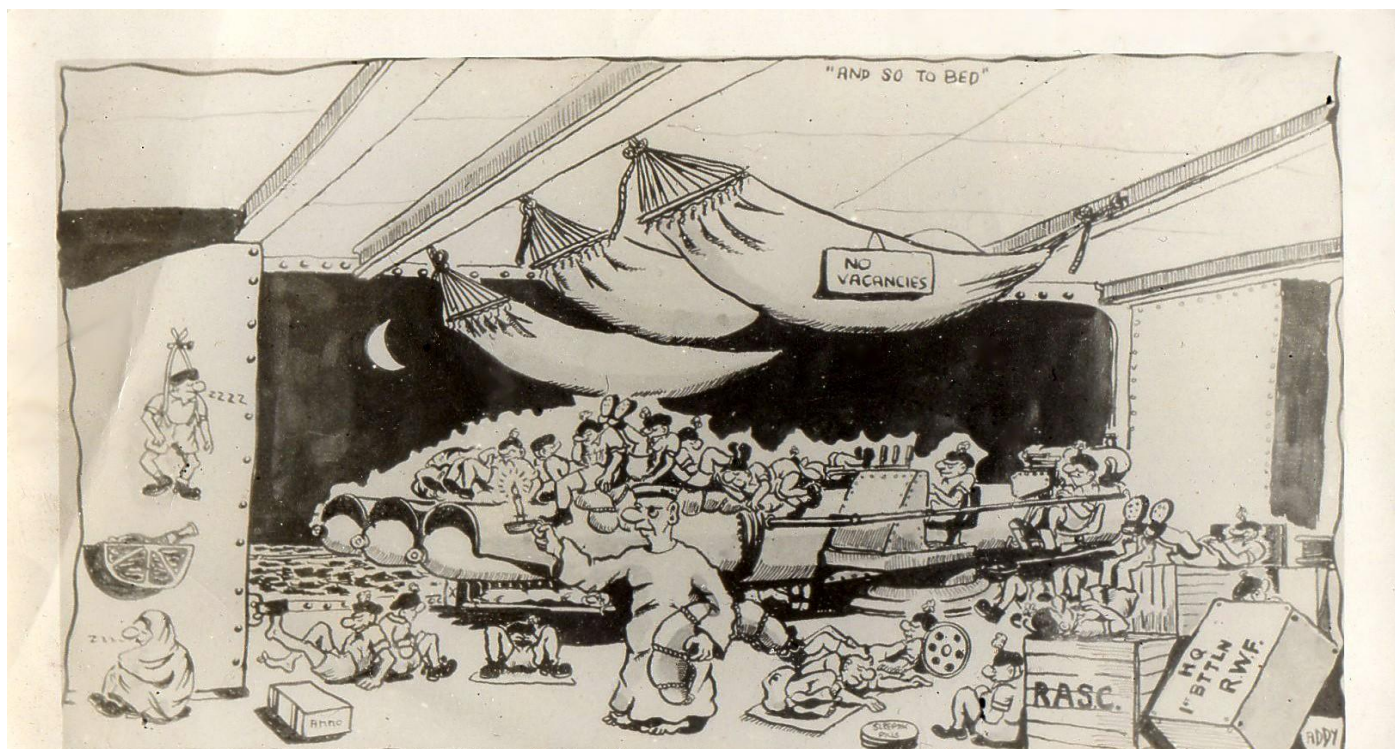


Bearing in mind that less than a week earlier the *Superb's* Captain, none other than Admiral Andrewes, himself, had been hard at it in New York, on the focsle, hauling up the anchor and showing the guys how to do it. Probably couldn't get the staff!

NXP941-9/22 - NEW YORK. Under the white ensign of the Royal Navy aboard H.M.S. *Superb*, five young passengers from Newport, R.I., handle a hawser under the eyes of Vice Admiral Sir William Andrewes. The youngsters were given a free ride as guests of the ship. L-R George Morris McDonald, 11, New York City, Joseph Strutt, 12, Newport, John W. Richmond, 10, Newport, John J. Slocum, Jr., 11, New York City, Thomas Achincloss, 14, Newport, and Admiral Andrewes. UNITED PRESS TELEPHOTO. -Teh-



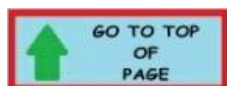
The sleeping arrangements on board were pushed to the limit. It is estimated that more than 300 soldiers embarked on each ship so the body count on the *Superb* alone must have easily topped 1100 bearing in mind that the normal compliment was 720.



"And So To Bed" - Contemporaneous cartoon - supplied by Tony Hackett.

One of our shipmates, Jon Willshir, remembers the incident thus "I was serving in HMS *Superb*, flagship of the American & West Indies Station, the cruiser involved in this incident. We were told that we were going to remove the Government since they were Communists and that if we did not do so, the US would intervene. We were also given a secondary reason, it being that the Jagans were of Indian extraction and the native population would not accept them. Shades of Idi Amin at a later time".

Luckily, however, the ship was safely back in Trinidad by the 12th of the month so managed to catch up with some sorely missed Calypso dancing prior to arriving in Sheerness on 4th November.





# SECURITY ISSUES

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## HOW TO AVOID SPAM

(by Brian Saunders)

### **A**re you always on your guard when you suddenly see emails in your inbox from someone purporting to be from your bank or insurance company?

As we are all aware email addresses are known to be bought, sold and shared amongst spammers and it can be a real pain in the proverbial when one is inundated by dozens, sometimes hundreds, of messages advertising things that you have no interest in and don't want.

**More importantly amongst that unwanted dross there are bound to be numerous phishers.**

From my personal enquiries with financial institutions I have ascertained that my banks, my insurance companies and other trustworthy establishments do not impart email addresses to an outside source without specific permission. In other words they don't sell them so the chances (note the word) are that when they send you a message - which is normally very rarely and assuming their vaults haven't been hacked by the Chinese or Russians! - you can feel more assured that it is from the person whose name appears on it.

I was never quite sure whether it's a genuine message or not so I thought of an idea which does its best to simplify matters for me - and it's free!

The idea was to set up different email accounts for different purposes as follows

- 1 An email address for all my friends and only my friends (that does include family but what the heck).
- 2 Another one for my financial institutions and service providers such as Banks and Insurance Companies. In fact anyone who has some control over my money.

The advantage of this is that if you receive an email purporting to come from a financial institution that is not sent to this email address you have a good idea that it's spam

- 3 And a third the details of which are further down.

As we know nothing is certain in life; so it is still important to be very careful when you open an email and hesitate twice before clicking on any link in an email unless you are sure that it comes from a trusted source such as your contacts in Number 1 above and even then be careful.

Now the next suggestion is quite important and may serve to separate the good from the bad.

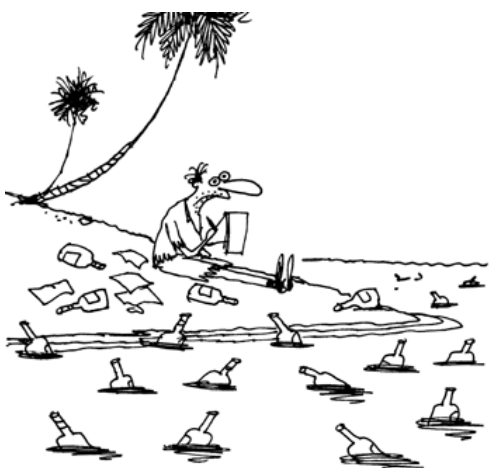
I set up a third email account which was just for general enquiries such as when I make an enquiry on a website that requires a mail address for purchases or for booking something on-line.

Basically these folk are usually the people most likely to share your address around the world which could result in an avalanche of spam.

I think that this is a good idea because if you start receiving too much spam you can merely close down the email address and open up another one.

This therefore, does not interfere with your personal contacts and so you don't have to go through the fuss of letting dozens of people know of a change of address.

If you do receive a message with a link, rather than clicking on that link think about independently going directly to the relevant website and see if there is a message on the site which you need to read. And it has no cost to you



In addition to the above, for the past 10 years I have been using a small email program called "Mailwasher Pro" (which can be bought quite cheaply) which filters all incoming mail and holds them all on the Mailwasher Pro website somewhere in cyber space so they can be examined and considered before actually downloading them on to my desktop or tablet.

In simple terms it is a barrier between your Internet Service Supplier and your computer

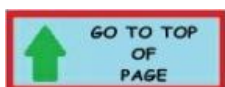
Therefore as unwanted mail can be selected and deleted there is less chance of your computer being infected.

Day 276: After sending out that message in the bottle stating my location, I've been bombarded with junk mail."

But, and there is always a "but", it is your responsibility to ensure that you download only the good stuff. But Mailwasher Pro is a help and I feel safer for using it.

If you are interested in Mailwasher you can see what I mean by clicking on this [link](#).

**And that particular link is perfectly safe !**



# PHOTO ALBUM



**1956**

An aerial view of ships of the Home Fleet steaming in formation after meeting the Royal Yacht off the East Coast of Scotland. In the foreground is the Royal Yacht BRITANNIA



Photo donated by Robin Smith

Left to right Brian Arnold, "Dodger" Long, Mick Kennedy & seated Gerry Hawtin

## FLY PAST IN SPECIAL FORMATION

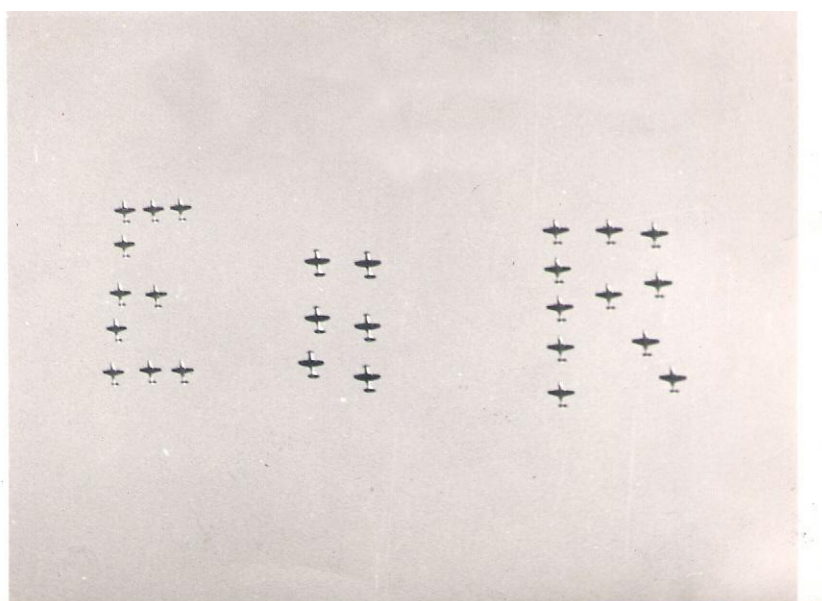
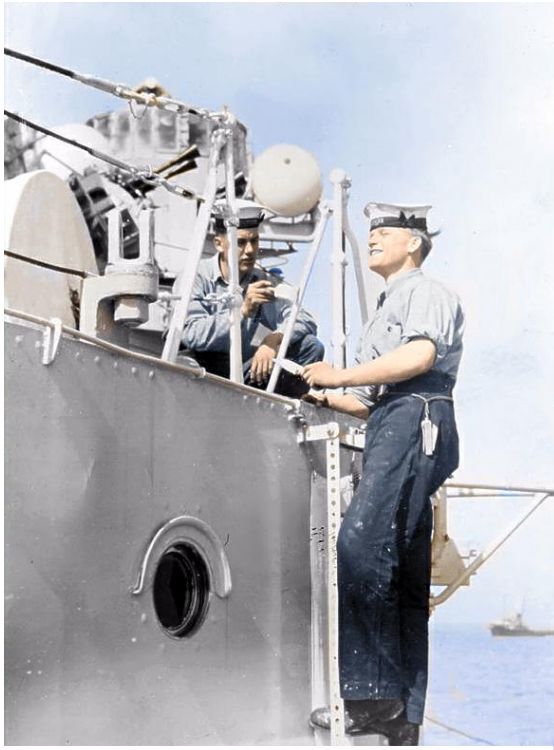
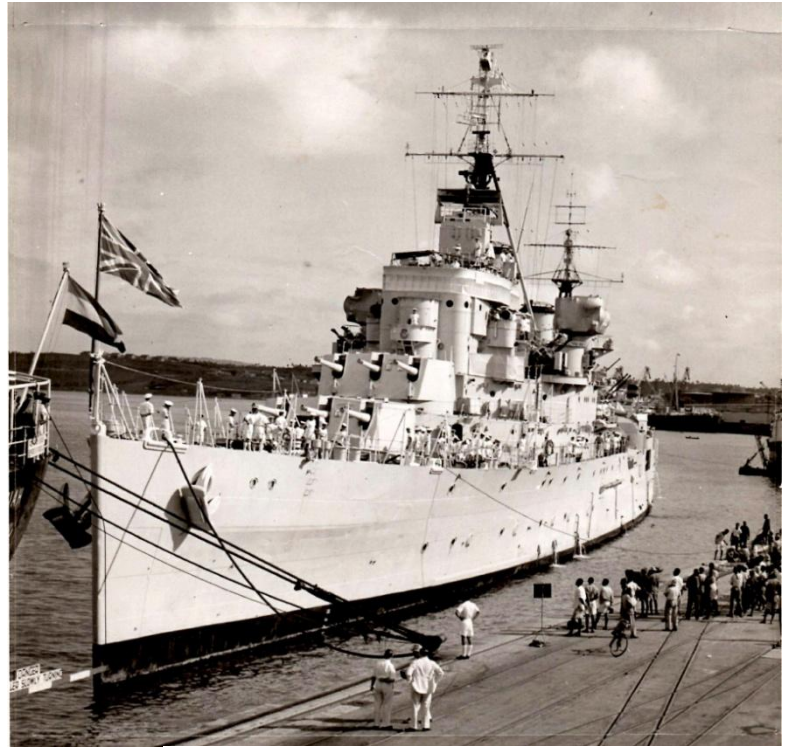


Photo donated by Joe Heaton



Coronation naval review preparations  
in June 1953 at Spithead



In Mombasa 1956 Photo donated by Joe Heaton



Recovery Crew, 1956 donated by Charlie Kingston



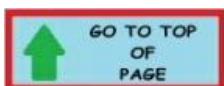
Charlie Kingston & Oppo

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



# CROSSED THE BAR

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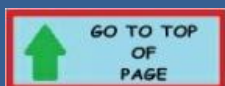
Further details of ex shipmates (but not necessarily members of the Association) who have crossed the bar can be found on the appropriate page our website.

To go there please click [HERE](#).

## Crossed the Bar (Recently Notified)

**Fred Cockbill on 31 January, 2017 (Stoker Mechanic 1950-52)**

**Fred was co-founder of the Association with Fred Kinsey**



# 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

**STOKER** Clive Godley would like to get in touch with old shipmates - I have his telephone number and email address so if you'd like it get back to me. (BS)

## STOKERS WANTED AGAIN !



The granddaughter of **John Eccleston** a Stoker is hoping to find some information about John. He was on board in the mid to late 1950s probably around 1955 to 1957. He also served on the *Whitby & Cumberland*. Any info would be gratefully received. John is approaching his 80th birthday and she wonders if anyone knows him as she's planning a surprise party.

John is on the right of the photo

(Following a Facebook post a Company called "Forever Jack" got in touch and have arranged to send a small gift to John to celebrate his "Coming of Age". Forever Jack's website can be visited by clicking [HERE](#) BS)

## FIELD GUN'S CREW ENQUIRY

Shipmate **Larry Boudier** who was in the **CHATHAM FIELD GUN'S CREW** in 1955 would like to know if anyone remembers him and wonders if anyone knows of others in that crew.( I believe that Shipmate **Andy Brierley** was in the 1951 crew - Editor)

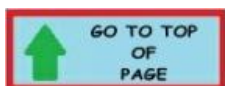
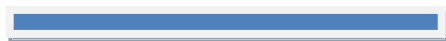
## From previous issues

◆ Eleanor Ingalls Fochesato from New Jersey, USA would like to contact **John Stevens**, from the 1953 cruise to Maine, USA.

◆ **Bob Butcher** known to many as "Butch" & who served on Superb between Nov 1950 to July 1951 wonders if **Curly Watson** is still around. He would like to make contact.

◇ Laura Kardo who is researching her grandfather, **Charles Harris**, who served on HMS Superb around 1951 & 1952. would like to know more about him.

◇ Jeff , the son of **Jim Stewart** who was on board as a Telegraphist between 1947 & 1951, would be happy to receive any information re his dad. Jim was also on HMS Vidal in 1955





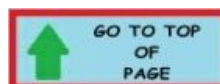
# REUNION REMINDER

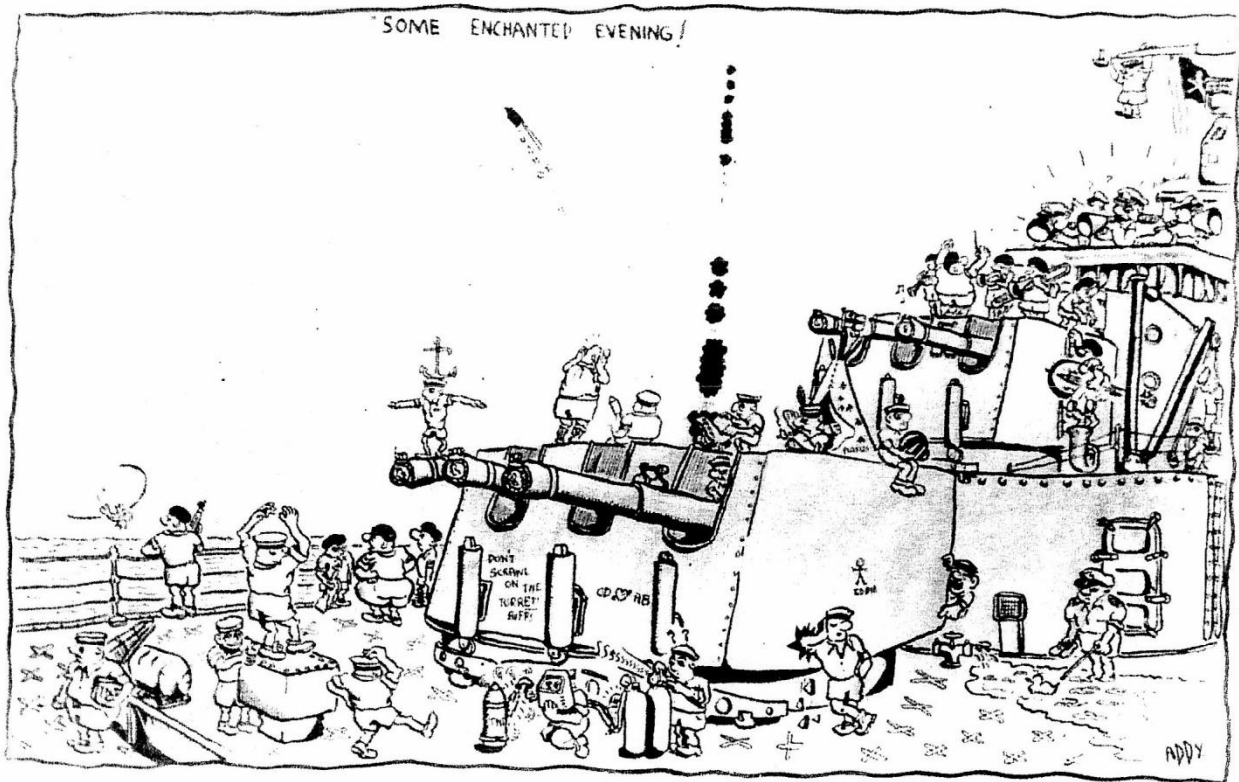
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A Note for Your Diary  
The next Reunion  
will be at  
The King Charles Hotel,  
Gillingham, Kent  
Friday, Saturday + Sunday  
6th to 8th October  
Be There or Be Square !

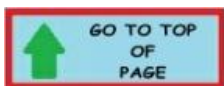
The main event i.e. The  
Dinner is held on the  
Saturday but it's also  
important to attend the  
AGM (which is informal &  
of short duration !) on the  
Friday evening if you can  
make it

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

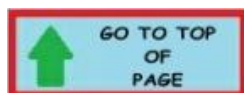
Andy **Brierley** (1954) - Derek **Baldry** (1956) - Alf **Brown** (1954) - Bob **Butcher** (1951) - Ron **Clay** (1956-57) - Bill **Cook** (1956) - Jim **Copus** (1954) - Ted **Davy** (1953 Canada) - John **Eccleston** (1956) - Mark **Field** (Son of Charlie **Field** 1946) - Clive **Godley** (1954) - Maureen Taylor (Daughter of Ron **Gray** 1946) - Phil **Grimson** (1953 & 1954) - Tony **Hacket** (1953) - Alan **Harmer** (1955 - 56) - Joe **Heaton** (1956) - Brian **Hill** (1954) - Emile [Coder] **Keane** (1954 - 55) - Rita Keeler (wife of Brian [Bryn] **Keeler** 1954) - Charlie **Kingston** (1956) - Sharon Goodall (daughter of Fred **Kinsey** Co-Founder 1950-52) - Ray **Lambert** (1955) - Don **Lawrence** (1954) - Peter **MacDonald** (1949-51) - Arthur **Maxted** (1951) - George **Messmer** (USN 1954 - USA) - Malcolm **Milham** (1953) - Margaret Norgan (wife of Jim **Norgan** 1946) - Frank **Nunn** (1956) - Debbie Richardson (Daughter of Terry **Richardson** 1952) - Brian **Saunders** (1954 - 55 France) - Will Sherwood (son of Bill **Sherwood** 1954) - Rob **Smith** (1956) - Jeff Stewart (son of Jim **Stewart** 1947 Australia) - Brian **Turner** (Associate) - John **Voak** - John **Ward** (1953) - Jon **Willshir** (1953 Thailand)

There are 22 current members shown above 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

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



# CHAIN OF COMMAND



## ADMIRAL

Leaps tall buildings with a single bound  
Is more powerful than a locomotive  
Is faster than a speeding bullet  
Walks on water  
GIVES POLICY TO GOD

## CAPTAIN

Leaps short buildings with a single bound  
Is more powerful than a shunting engine  
Is just as fast as a bullet  
Walks on water if sea is calm  
TALKS WITH GOD



## COMMANDER

Leaps tall buildings with a running start  
Is almost as powerful as a shunting engine  
Is slower than a speeding bullet  
Walks on water in indoor swimming pools  
TALKS WITH GOD IF SPECIAL CHIT IS PROVIDED



## LT. COMMANDER

Barely clears the huts  
Loses tug of war with shunting engine  
Can fire a speeding bullet  
Swims well  
IS OCCASIONALLY ADDRESSED BY GOD



## LIEUTENANT

Makes high marks when trying to leap tall buildings  
Is run over by shunting engines  
Can sometimes handle a gun without inflicting self injury  
Dog paddles  
TALKS TO ANIMALS



## SUB LIEUTENANT

Runs into buildings  
Recognises shunting engines 2 out of 3 times  
Is not issued with ammunition  
Can stay afloat, if instructed, in Mae West  
TALKS TO WALLS



## MID SHIPMAN

Falls over doorstep when entering buildings  
Says "Look at the Choo Choo"  
Not allowed elastic for his catapult  
Plays in mud puddles  
MUMBLES TO HIMSELF



## CHIEF PETTY OFFICER

Lifts buildings and walks under them  
Kicks locomotives off the track  
Catches speeding bullets in his teeth & eats them  
Freezes water with a single glance



**HE IS GOD**

# MEMBERSHIP

**WOULD YOU LIKE TO BECOME OF THE A MEMBER 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)

## ARCHIVED CONTENT

Past Copies of the Magazine can be accessed on-line by clicking on the appropriate month

[December, 2016](#)

[January, 2017](#)

[February, 2017](#)

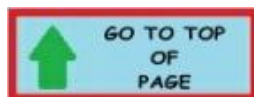
1954



2016



The Editor then and now !



**THE END**