

H.M.S. SUPERB (CRUISER) ASSOCIATION

A MAGAZINE FOR THE MEMBERSHIP

Date January, 2017

Nº 2

Happy New Year



www.hmssuperb.co.uk and on Facebook

EDITORIAL

I hope the year started well for you and here we go with the second edition of the Mag. where you should find a few interesting articles that remind you of those days of long ago when our world was, indeed, a different place. Although there are some photographs included in this copy there are dozens more to be found on the website for your delectation and delight.

Also on the site there are some talking tapes from ex shipmates where people you may well have known speak about their memories and incidents which occurred on board the Superb. These coupled with written tales submitted by members of the Association are there and together they help build a lasting memory of the ship and those who sailed in her.

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 so they can be included in the distribution.

There is a "For Sale" section which you can find under "Scran Bag" in the index

Finally, it would be marvellous if you could 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.

Your views and comments are always welcome.

Brian Saunders

Email : bandl@cegetel.net or hmssuperb2u@sfr.fr

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Superb - Defending Britain Since 1710

ANDY BRIERLEY'S BLOG

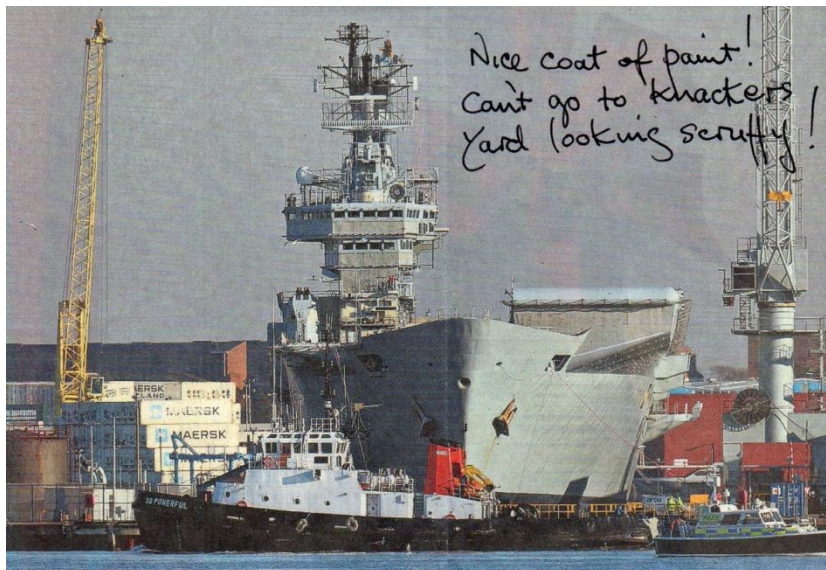
Hello Shipmates,

I was bemused by 'media frenzy' at the Russian carrier group's transit down the channel - all anxious to point out faults of age, chipped paint work, or lack of experience in their chosen art, Every newspaper carried a picture of some smoke issuing from the carrier's funnel. All reports so similar one could smell M.O>D.- P.R. department dishing out propaganda bulletins.

Junior school taught us that such remarks are, generally, made by people who, falsely, estimate their own worth.

That this 'carrier' has lost the bloom of youth is no secret. That it can operate at 50° below has been demonstrated - currently in the eastern Med. where the water is warm - with an air strike group of 10 x S.U.35s, 4 x Mig 29s, absolute brutes to operate off a 'short take off' - 'arrested deck landing' deck.

I cannot find a disparaging remark for this vessel or its escort. If it smokes they live upon lakes of oil and can afford it. Bear in mind reports of major R.N. vessels 18 months ago running on one engine as an economy measure to conserve fuel, and our Billion pound a copy destroyers, with engines unable to function in warm Med. seas, let alone at 50° below.



Final voyage A tug boat passes in front of the former Royal Navy aircraft carrier Illustrious, as she waits to be moved to dock before being towed to Turkey for scrap. The ship, which was in service from 1982 to 2014, helped to maintain no-zones over Bosnia and Iraq in the Nineties, and led the naval task force to Sierra Leone during the civil war there in 20

Our carrier Illustrious was also in the eastern Med. over Christmas, not a opportunity to rejoice, with a Turkish tug hauling it to their breakers, a site with much experience having broken both her sisters in recent times.

Just published is the cost of 'Ocean' refit at £65 million, then it was decommissioned, not unlike £316 million spent on 'Diligence' refit before it's decommissioning, - flippant waste of £81 million. But it's only money, yours!

A recent question in the House of Lords about constant cuts to the R.N. brought this response from Earl Howe; quote "I do not share the noble Lord's perception of the R.N suffering cuts, if anything, it is very much 'on the up' ". Perhaps the belted earl is referring to Shitcreek.

M.O.D.- R.Ns voracious appetite for inflated rhetoric extolling non-existent virtues, refusal to re-organise, managerial and political incompetence is cast in concrete. To expect change is 'howling at the moon'. The Daily Times 23rd of December says laptops, computers and data sticks containing sensitive information, go missing from that place at a rate of more than one per day. Since the election a reported 759 laptop/computers have been stolen, plus 328 CDs, D.V.Ds and U.S.Bs

The K.G.B. and Chinese equivalent must feel they're on an all-expenses paid holiday to visit a comic opera. I did ponder whether I had the M.O.D's true function wrong on learning they have 2,145 'major expensive works of art'. Imagine the security effort plus 'climate controlled' conditions to safeguard that lot in storage to prevent loss/theft. Far more important than expendable military personnel, who are prevented from giving their own evidence at hearings of the 'abuse gravy train' in Iraq and Afghanistan. Do you feel the House of Commons is in paralysis to allow such conduct to continue?

Short break then for a 'cuppa' and returned wondering if I've said all this before!



Above photos are of the Russian carrier in question, Kunetsov, taken about 5 miles from Murmansk in Kola Inlet five years ago, the naval memorial, in hill behind that town plus a memorial to the 'Great Patriotic War' nearby. The size lets you know how I feel about that! It faces towards northern Norway where the Germans were as little as ten miles away.

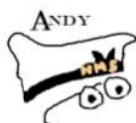


On a lighter note is me-self with those King Penguins we brought from the Falklands for the Miami zoo. They loved those round tins of Pusser's herrings in tomato sauce,

then Mess 8 (I think, memory lapse!), asdic and torpedo rates with Chief of Department, a lovely person whose service certificates I once got a look at, submarines all the way. How he survived WW2 must have been pure chance!



Tatty Bye Well!



NAVY NEWS

New ships for Royal Navy as Britain welcomes new era of maritime power

BRITAIN is set to enter a new era of maritime power, Defence Secretary Sir Michael Fallon said last night.

By **MARCO GIANNANGELI**

PUBLISHED in the SUNDAY EXPRESS: 00:01, Sun, Jan 1, 2017



New ships and aircraft would give us "an ability to project force globally that we haven't had for decades".

It comes as tensions with Russia mount, with a Royal Navy nuclear submarine forced once again to track two Russian spy subs as they prowled deep waters off Scotland.

The Sunday Express can reveal that hunter-killer submarine HMS Triumph was equipped with new tracking equipment that allows British submarines to shadow Russian predators like never before.

So secret is the new "non-acoustic detection" system that HMS Triumph took the unusual precaution of slipping home under the cover of night on Boxing Day, before the array was manually removed from her conning tower.

The move is a major coup for the fleet after criticisms by experts and boasts by Russian president Vladimir Putin's defence minister Sergei Shoigu that their submarines are impossible to track.

Ministry of Defence sources confirmed that cutting edge developments were placing Britain's submarines at the forefront of the Royal Navy's continuing efforts to detect and track Russian submarines.

Sir Michael last night laid out details of new vessels and surveillance helicopters that will make the Royal Navy the most balanced service in the world, and the only one capable of fulfilling every ask required of a maritime force.

Declaring 2017 as "the Year of the Royal Navy", Sir Michael said: "Britain's new carriers, frigates, aircraft and submarines begin a new era for the UK, providing unprecedented firepower."

He added: "We are investing billions in growing the Royal Navy for the first time in a generation - 2017 is the start of a new era of maritime power, projecting Britain's influence globally and delivering security at home."

At the forefront will be Britain's new aircraft carrier, HMS Queen Elizabeth, which will set sail from Rosyth this year and conduct sea trials from her new home in Portsmouth.

Though not fully operational for another three years, warm water trials in the



Mediterranean and possibly Florida will "project Britain's maritime punching power" to a global audience.

Her younger sister, HMS Prince of Wales, will enter the water for the first time in the summer as work on her continues.

The carriers will be protected by the multi-million pound Crowsnest

system, an early warning "eye in the sky" mounted on helicopters.

The summer will see steel cut on the first of eight Type 26 frigates in Glasgow.

A vital part of Britain's anti-submarine muscle, it will become the new backbone of the Royal Navy, though the original number of 13 was reduced by budget cuts.

Britain will see a fourth Astute Class submarine hit the water, while the keel for the seventh and final submarine of this class will be laid this year.

HMS Forth, the first of five revamped River Class patrol vessels equipped with 30mm main guns, a 16-tonne crane for two sea boats and an extended flight deck to operate Merlin or Wildcat helicopters, will also begin sea trials.

The latest Russian naval incursion was detected in September, shortly after a flotilla headed by the aircraft carrier Admiral Kuznetsov cut through the English Channel on its way to Syria.

In an attempt to mask their presence, Russian submarines attempt to change their sonar signatures, even copying those emitted by US submarines.

Last night Dr Andrew Foxall, director of the Russian Studies Centre at the Henry Jackson Society think-tank, warned: "Every time a Russian fighter jet or naval vessel approaches UK air space or waters, it's not just a projection of power. It's also about gaining a lot of useful intelligence in terms of how our chain of command works and reaction times.

"Submarines are also seeking the acoustic signature of the Vanguard submarines. This would let them track our nuclear deterrent and neutralise them."

A senior naval source said: "Despite making claims about new equipment which allows them to run silently, the Russian submarines had no idea that Triumph was tracking them for four days."

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

Jon Willshir has some bits and pieces for sale



The caps will be adorned with needlework and although it be simple exercise if the caps were of all the same colour, getting the final recipient to decide what colour he prefers might turn the exercise into a federal case. However I am content to leave the choice of colour to the purchaser (unlike Henry Ford).

Also folk might like to decide what adornment should be sewn into the cap. Similarly with tee shirts which would be printed.

The HMS Superb cap can be supplied with captions of your choice but Jon will need a pictorial example so that he knows what's required.

A photograph of Jon and family wearing the uniform of the Commodore Suksabai Navy in company with Her Serene Highness Samruan and his batman, Private Parts

For more details click [here to contact Jon](#) by email



at



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

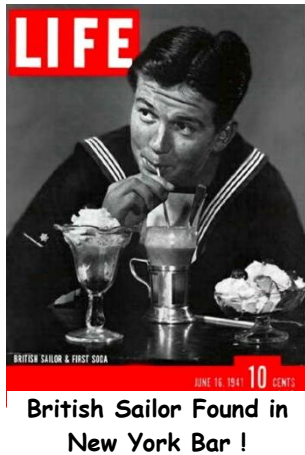
Follow the author as he joins HMS Superb at Chatham. Go with him as he begins the "Luxury Cruise" of 1954-55. Join him for Punta Arenas, at Vancouver and much in between. Learn of Guantanamo Bay and the Falklands before they became headline news.

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

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

A TRUE SAILOR

Of all the world's dwellers a sailor has perhaps the most widely discussed character of them all. He is one of a uniform classification and appearance, yet possesses a unique opinion of his own. He is ruled by QR's (Queens Regulations) and AFO's (Admiralty Fleet Orders)



A sailor can be any colour or creed, and yet he observes the same attitude of being in turn, a profound lawyer, a cynical pessimist, a buzz spreading optimist and a victim of countless green rubs.

He can be found in, out of, around, beneath, on top, and swarming on ships of every shape and size, above and below the sea, yet his appearance never changes, nor his face portray any appreciation of his worthy profession.

He has money invested in shares with handles on, has amazing passion for consuming liquids and a cast iron digestion that consumes things such as "Oggies" to a Pusser's "Banger".

A sailor will drip every minute of the day and twice as badly after "tot time". Talk of some strange "Dozen" that is the bane of his life, meanwhile venting his wrath on the Buffers, the messdeck, POs or Killicks ...depending on who happens to be furthest away at the time.

Ashore, a sailor is a paragon of good manners and virtue. He is sociable and genial. He will sing dubious songs and ditties at the top of his voice, reeling like a storm-tossed tug, yet the appearance of a white belted naval patrol seems to have the magical effect of subduing his voice and steadying his step.

He makes mental notes of pints consumed, old ladies who drink scrumpy and his best darts score, to relate during breakfast hour next day, much to the awe of his listeners.

A sailor dislikes Pusser's boots, hats and landyards, dhobeying overalls and blankets, efficiency tests, pay books, station cards, inspections, pulheems, mess bills, wakey-wakey, kit musters, crushers and returning from leave.

He likes very much, the rum call, uckers, quarterly settlements, lurid books, reserve fleet drafts, long leave, mail, hammock/bunk, make and mends, tickler, and the girlfriend he dreams of up the line.

G.I.'s find him maddening, his interpretation of rig of the day can resemble last week in a table cloth, while his apparently accidental footprints across the whiteness of the quarterdeck, can bring gray hairs to a raving buffer.

A Sailor is civility with a shabby cap tally, industry in the bilges, studiousness with a deck cloth, truth with fourteen days stoppage, initiative with a chipping hammer, and humour with a N.A.A.F.I pie.

There is none so true and loyal as he to the girl or wife, for whom he will save and behave, but should this better influence desert him, he becomes a man of little faith in human nature,

a hard hearted being whose activities are confined to catching the first liberty boat to meet another of those unfaithful females.

He is an accomplished mender, sewer, dish washer, cook and server. He is a connoisseur of all wines, beers and spirits, from Scapa Flow to Capetown and Granada to Hong Kong. He knows the name of every barmaid and every pub at every port he has been, while his recollection of the exact location of those houses is truly bewildering.

His locker consists of beer labels, Pusser's yarn, marlin spikes, photographs (some even properly attired), bars of soap, tickler tins, and old letters. Like a Midshipman's sea chest, everything on top and nothing handy.

He relies on "Oppos", sense of comradeship in borrowing collars, silks and shoes, to get ashore, nevertheless, he never seems to remember from whom they were borrowed.

He is a subtle combination of applied indifferences and patriotic concern.

The next time you see a sailor ashore, think of him as a human, then he will respect the fact that you know.

Buy him a pint and tell him a joke and remember, mine's a pint of real ale.

Ron Gray's ticket issued to the ship's company in Venice during 1946



One Gent & 2 Ladies !

PHOTO ALBUM

AN ANGLO AMERICAN CONNECTION

The photo below was taken by our Associate Member **George Messmer** a US Navy Photographer whilst the ship was in Guantanamo in November, 1954. George still lives in Florida and a couple of years ago he contacted Fred Kinsey sending him copies of several photos of the Ship's Company whom the US Navy entertained during that brief visit to Cuba.

George wrote "I spent two days aboard the HMS Superb, and had the honor of being designated "Honorary Rum Bosun" on the second day. The occasion took place in the Petty Officers' Quarters. I made a number of friends, although I had a tough time handling my photo assignment after having many sips of the British neat rum. It was also, as I recall, the Queen's birthday and double rations were passed out.



In the Petty Officer's quarters, the rum was given out straight. The day before, I had lunch in the regular mess hall and the rum ration was mixed with water. I handled that one OK.

My shipmates and I decided to have a party for the HMS Superb's Petty Officers and one evening we all met at the Gitmo Navy Petty Officers Club.

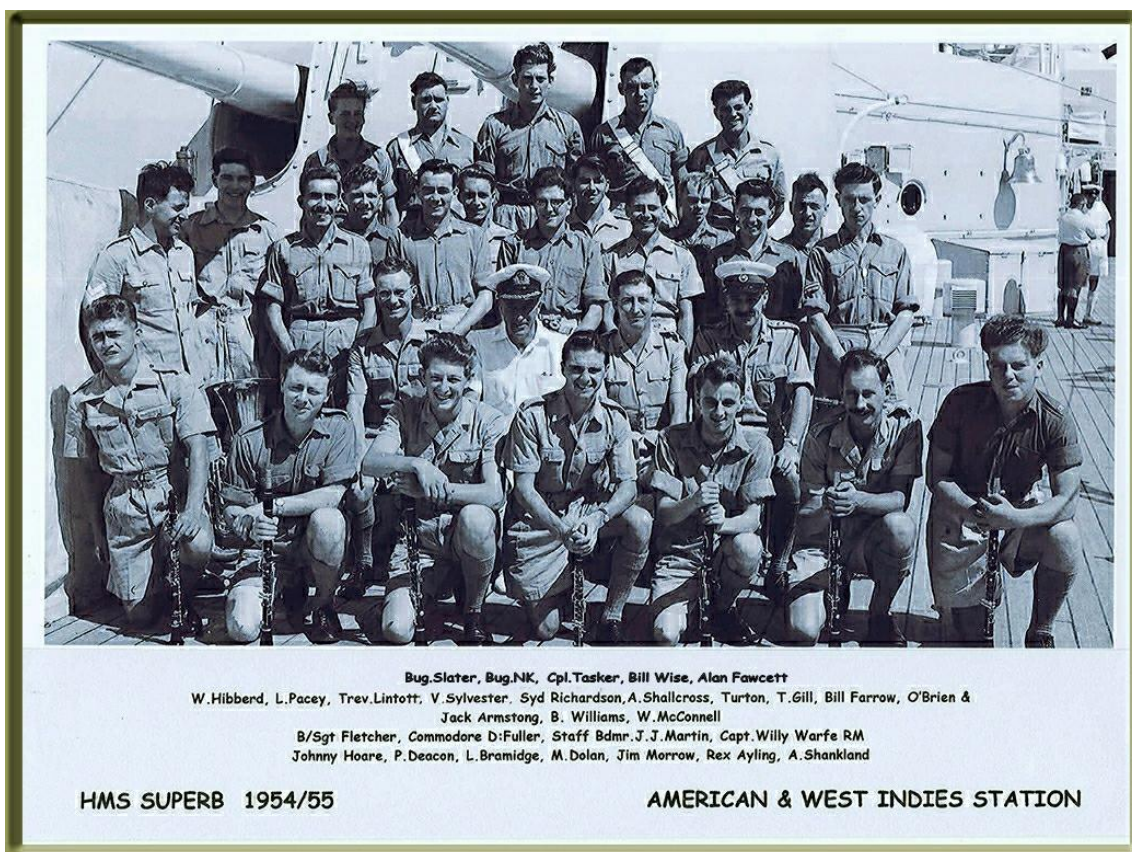
Well I will tell you "WE HAD A PARTY" ! I remember all of us standing shoulder to shoulder singing "Jesus Wants Me For A Sunbeam I won't finish the first line.

This was all accompanied by drinking scotch with beer chasers. Wow! As usually is the case, over the years time erases most of our memories and names get forgotten. However I do have a number of photos taken at the party (by someone who stayed sober, and it wasn't me)".

If you check out the "**Guantanamo Bay Album**" on the website you'll see plenty more of George's photos. Names were supplied by George & our late member Brian Keeler

A FINE BODY OF MEN

The photo of the Royal Marines Bandsmen below was found on the web and I bet there's one face you recognise.



SUNDAY DIVISIONS



Photo from Phil Grimson showing Sunday Divisions on HMS Superb. Phil is on far left, Master at Arms with back toward camera, Commodore and Commander in centre, Sub-Lieutenant Alsop facing right.

CRICKET IN MAINE - AUGUST 1953



BAR HARBOR BOUND -These members of the HMS Superb cricket team, known as the Electricals will show their wicket wares this week at Bar Harbor. The British light cruiser's next port of call on a goodwill tour. Kneeling, left to right, Capt. Thomas Hollowell, Keith Anthony, James Ferrigan, Hamilton Laureston and Thomas Hitchins. Standing. Norman Jameson, Raoul Coomber, Peter Chambers, James Forrest, Fred Mills and Charles Hacket. They played in Portland Tuesday.

The above photo was sent in by a lady who would like to trace a crew member on this cruise - see below in [People Looking for People](#)

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

Peter Kimm on 23.10.2016 served on board as a Sub-Lieutenant in 1948

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

■ **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 ([Click Here to see Photo above](#))

■ 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.

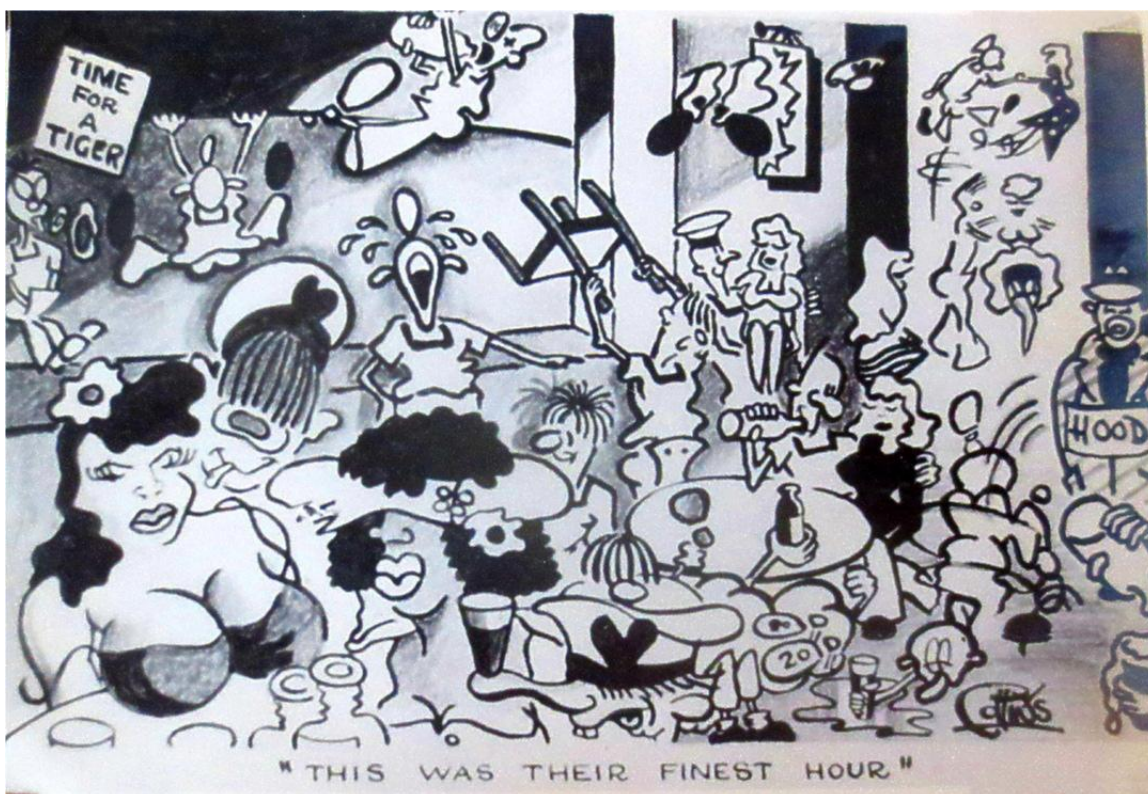
He was on HMS Vidal in 1955 and anyone with any information or anecdotes are invited to contact this site in the first instance in order to be put in touch with Jeff. There's a photograph of Jim and his wife Marie on the Crossed The Bar Page

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?



If you were on the 1956 - 1957 Cruise you'll understand this - Bill Cook does

MEMBERS WHO RECEIVE THIS MAGAZINE

Andy Brierley - Bill Cook - Jim Copus - Ted Davy - Phil Grimson - Tony Hacket - Alan Harmer - Joe Heaton - Charlie Kingston - - Ray Lambert - George Messmer (USA) - Malcolm Milham - Rob Smith - Brian Turner - John Ward - Jon Willshir (Thailand) - Brian Saunders (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



Being Towed in Rosyth circ 1950

THE END