



'EASTWARD'

The newsletter of the
RAF Butterworth & Penang Association



Chairman: Tony Parrini Treasurer: Len Wood Secretary: Rowly Christopher
(Formed: 30th August 1996 at the Casuarina Hotel, Batu Ferringhi, Penang Island)

EASTER 2010

Aims of the Association

The Association aims to establish and maintain contact with personnel and their dependants who served at Butterworth or Penang by means of annual reunions in the UK and the circulation of a membership list. The Association may also arrange holidays in Malaysia from time to time.



Laurie Bean LIMA 2009

Issue 26



'EASTWARD'

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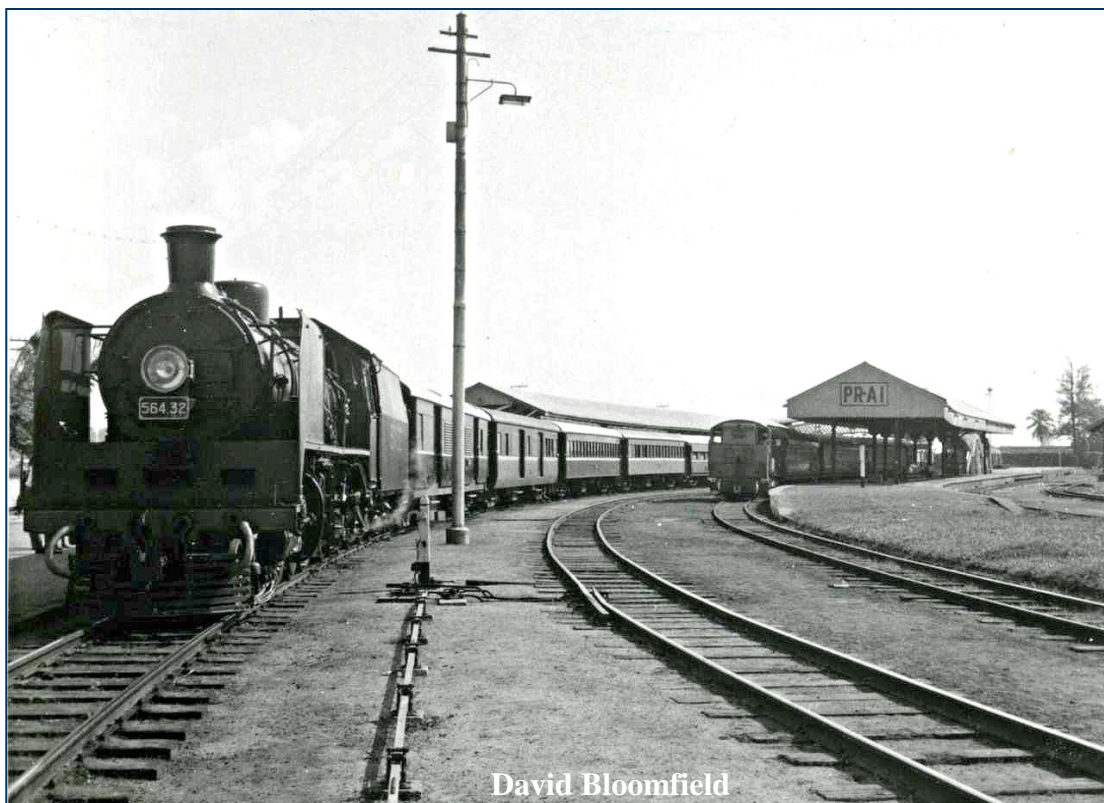
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David Bloomfield

CHAIRMAN'S CORNER



The winter here in Cumbria has kept many of us tucked up safe indoors finding things to keep us occupied. We had the floods in Keswick, Cockermouth and Workington, the length of the Derwent Valley from Thirlmere to the coast in late November; then we had snow on the ground from around the 17th December until mid January.

Anne and I embarked on a trip into the loft to sort out boxes of documents, old photos and 35mm slides. Amongst it all were Handover/Takeover certificates and other documents relating to the vast quantities of equipment being shipped home in 1970/71, particularly from No 33 (Bloodhound) Sqn, with lists of personnel and their escort duties assigned to them as we convoyed consignments from Butterworth to Prai Docks. We also set about a genealogy task to find our roots, many of which, on my mother's side originate in Malaya and the Straits Settlements at Penang and Malacca.

We have discovered that my uncle, John Brookfield Gould, left his job as a Planter in 1941 and joined the Johore Volunteer Engineers; he was captured in Singapore in 1942 and spent nearly 4 years as a Japanese POW. He returned to Malacca and died there in August 1948. Another relative, my mother's cousin, was George Herald Denholm who gained a DFC in 1943 with No 236 Squadron; he reached the rank of Squadron Leader and in 1952 left the RAF to join the RCAF. On Anne's side, her maternal grandfather was in the Navy before WW1, moved to the Royal Artillery and was recruited into the Royal Flying Corps and flew with Billy Bishop VC, who later became the Chief of the Canadian Armed Forces.

Until recently I never realised the military history that existed within our family ranks. All this spells out just how important it is to tell our successors of our own achievements and lives of service in the Armed Forces. How often have we said "If only I had got Dad or Mum to tell me all about it before it was too late!"

And that's why it is so important that we have an Association that is gathering the history of the RAF in Butterworth and Penang so that future generations can see what we were all up to in the Far East.

I look forward to seeing another good turnout for the Reunion in June and I wish all those embarking on the forthcoming trip to Malaysia "Bon Voyage" and a safe return.

Tony Parrini

Chairman, RAF BPA

The Handbook to British Malaya Volunteer Engineers are composed of Europeans only. It Major with a regular R. E. Officer as Adjutant and a regular Company Sergeant-Major and Instructor. Headquarters are at Johore Bahru.'



(1938) states 'The Johore organised as a Field Company and is commanded by a Volunteer

From the Editor

Francis Allen ‘Ginge’ Blackman, RAF Butterworth 1947 to 1948.



Francis Allen Blackman died on the 10th October 2009. He joined the RAFVR in April 1945 on reaching the age of 18 and trained as a wireless operator/telegraphist at Compton Bassett before being posted to 12 Group, Fighter Command. His posting to Malaya was from 1947 to 1948, travelling out on the troopship *Empress of Scotland* and returning via the *Dilwara*, where he met a member of the WAAF who became his future wife.

Allen (through his family) kindly submitted copies of his photographs taken during his time at Butterworth, providing a wealth of invaluable photographic information relating to the station in those post war years. It is interesting to note that the 1945 Monitor crash tender (photographed at Butterworth) is now at the Fire School, Catterick, immaculately restored! Also his photograph of the entrance of

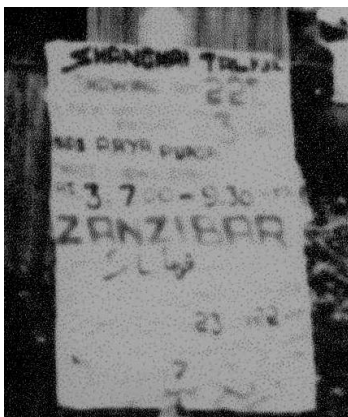


the camp has revealed a basha style 'sentry box' that appears to be the same one to that shown in the 1941 photograph sent in by Don Brereton for the Spring 2005 issue of the newsletter. The 1947 photograph revived interest in the picture taken of LAC Fred Freeman (later a POW of the Japanese) standing outside the 'sentry box' and it would seem that the 'sentry box' appears to have withstood the war years and was still looking good when Allen photographed it during his post-war tour.



It was nice to know he enjoyed being a member of the RAF Butterworth and Penang Association and looked forward to receiving his copies of *'Eastward'*.

Following on from above, investigation of the 'Zanzibar' information on the 'sentry box' board has revealed that it refers to the 1940 film *Zanzibar*, starring Lola Lane and James Craig (below), where *'a beautiful young woman organizes an expedition to Africa to search for a sacred skull that is worshipped by the locals. Whoever possesses the skull will have total control over the native population, which is why several sinister gentlemen with Teutonic accents also covet the skull.'* Shanghai possibly refers to the trailer, a 1935 film starring Loretta Young and Charles Boyer.



New members

Robert Barrett (Honky), SAC: MT. 487 SU, RAF Butterworth. 1957 to 1959.

David Boxall, SAC Armourer, Station Armory, RAF Butterworth. 1953 to 1956.

Roger Gannaway-Pitts, Cpl Tech Armourer, Bomb Dump, RAF Butterworth. 1966 to 1968.

Keith Martin, Cpl/Sgt Ground Elec, 33 Squadron (SAM) RAF Butterworth. 1965 to 1967.

(Appeared in a limited number of copies of issue 25).

John Stockwell Syred, LAC Org. Clk. 45 Squadron & F/W Ord. Room, RAF Butterworth. May 1955 to May 1957.

Bernard Howlett (Barney), Sgt L Fitt. AC, RAF Butterworth. 1965 to 1968

Dave Croft

Letters etc

From: **Richard Harcourt**...due to illness within the family Richard has informed the Association that he will be unable to attend the 2010 Reunion and also not be in a position to deal with the electronic copy side of the newsletter.

Richard also wishes to pass on Daphne's and his thanks for the e-mails and cards of support from members. Each one has given both comfort and lift to them in these difficult times.

In respect of converting the word document copy of the newsletter to PDF for electronic distribution to members, George Gault has agreed to do the PDF side (thank you, George) and I will send out the PDF copies to those members who have elected to receive the digital copy. With this in mind errors with the e-distribution might (almost certainly) occur. Therefore, could members please check with friends that they have received their 'computer' copy and let me know of anyone 'missing out!' I did a test run of e-mail addresses prior to Christmas and had some returns...unrecognised e-addresses, which usually means a change of address without informing us of the change.

From: **Arthur Mace**...this is the first aircraft type that I flew in. As a young lad of 18 years of age we took off from RAF Fort Grange at Gosport with torpedoes attached. Off we went towards Falmouth and the Scilly Isles where we dropped our stores which were later to be recovered and all info analysed.



Later we moved down to RAF Culdrose where we carried out similar tasks from the airfield of HMS Seahawk. One of the highlights of being at Cul 'D' was going off in the torpedo recovery choppers and lowering baskets to the fishing boats (with money) and recovering the baskets with lovely fresh fish.

From: **Tony Parrini**...briefly to mention that the repairs required to the FEAF memorial at the Arboretum have now been completed. *The recent severe winter weather (at the time of writing) should test the work...*

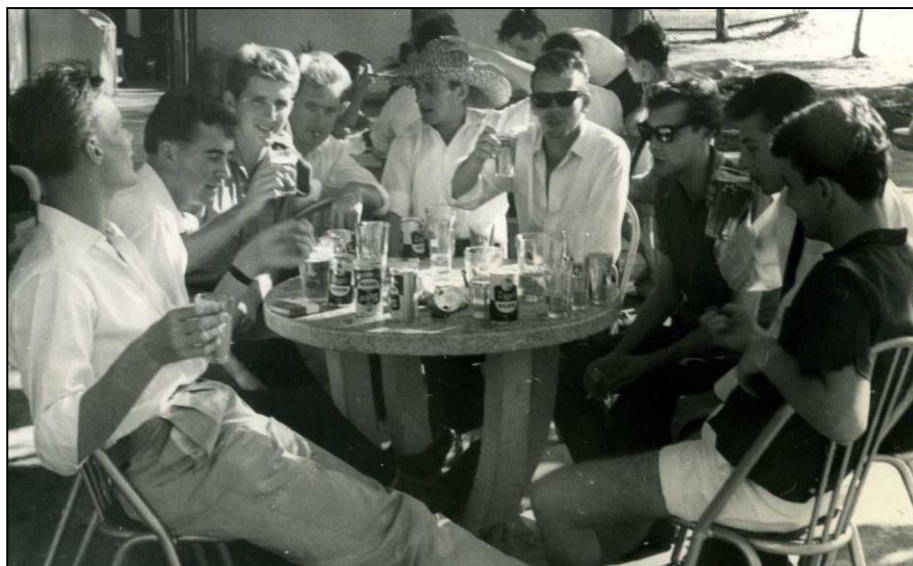


Brian Lloyd (RAF Changi Association) writes: 'A note to thank your organization (RAF BPA) for a new Changi member who heard about us through you.' Thank you, Brian.

Peter Munson requested an e-mail copy of a 2009 issue of '*Eastward*' that was duly dispatched. Peter also adds, '52 Squadron are supposed to have dropped 'Gurkha' live chickens to Kiwi's and 'Kiwi rum' to the Gurkha's with interesting results. I hasten to add that I heard this in the NAAFI during a tops v straight competition so it may not be true!'

Interestingly some time ago a member told me of the time live chickens were released (uncrated) from low height to a Gurkha platoon in the jungle and then the fun began with the Gurkha's chasing the birds through the clearing etc. Perhaps the member can contact the editor again and it can then be written down with details, either for the newsletter or archives, or both...ed.

Also from previous correspondence with Peter were a set of copies of photographs, one in which he identified member **John Stevens**, or as he put it 'the person who did an article for you on 52 Squadron'. An enquiry to John helped confirm himself on the photograph with Peter supplying the names of others.



From left facing:
 1. Woody, radar mech
 2. Paddy Moran
 3. Pinky the postman?
 4. John Stevens
 5. Al Pearson
 6. Geordie Swinney
 7. Roger Buckett
 8. John Gardener
 9. Des Delaney

An e-mail from **Rob Lewis** (just missing the Christmas 2009 issue) thanks to all involved 'for producing another fine newsletter (*Summer 2009*)'. Messages of similar content have also been received concerning the Christmas 2009 issue and thank you to the members of the Association. In his e-mail Rob says 'One or two items caught my attention particularly. I was delighted to see Dave (David) Porter has become a member. As he stated, he and I served together from basic training at No.2 Radio School, Compton Bassett, through to Changi and Butterworth via RAF Innsworth. We had a mixed set of duties with 487 SU including every so often having to paint all the ops vehicles and aerials. I wonder if he remembers starting work (painting) at 6am with 5 gallon drums of slate grey paint and yard brooms. Often we had to compete with spiders and snakes residing in the aerial arrays. The type 13's and type 14's were particularly awkward to paint. The spiders either ran or got painted in and the snakes abandoned a skin to make a getaway'.

'I refer you to page 27 of the Summer 2009 copy of '*Eastward*'. This concerns the RAF Butterworth Theatre production of 'The Spiders Web', produced by B. E. W. C. I. Booth. Would this be the Corporal Booth, Radar Supervisor with 487 SU?'

I look forward to hearing from you.

From **John Rogers** RAFSA: 'I enjoyed the story of the Empire Fowey troopship. I left Southampton (my birthplace) on the Empire Fowey early in 1957. The Suez Canal was closed at the time so it was Las Palmas, Cape Town, Durban, Gan (in the distance), Colombo to Singapore. A day ashore in Cape Town, Durban and Colombo en route (not bad for a National Serviceman eh?)

The return from Singapore in 1958 was on the Oxfordshire via Colombo again, Aden, Port Suez, Gibraltar to Southampton. A day ashore in Colombo and Aden this time! Passing through the canal we were confined to below deck because they said the Egyptians hated the British so much at that time. So a view through the porthole was all we could achieve of this passage through the 'sand' so to speak.

Via e-mail **Bob Margolis** writes 'Laurie Bean has more or less convinced me that I should get to the 2010 reunion. If I do, I'd really like to take a lot of photographs. Do you think that it is likely to be acceptable to members? If it is, I could supply you with stuff ready to distribute on CD if you wanted (as a web style gallery)'. *I have replied to Bob saying I think it would be a great idea...ed.* Bob continues 'An oddity turned up in conversation with my mother the other day. A number of local (colonial) government officials were members of the officers' mess when we were out there (1947-1952). One of them was the hangman! Apparently his wife was absolutely charming but he was decidedly odd and getting steadily odder. I note that, sadly, there are very few people who served that early on as members of the Association though I also see that Howard Stirling is remembered by several. I remember him too, partly for his fondness for building Heath Robinson devices and partly for teaching me to shoot at a very tender age.

I appreciate that my perspective is very different from most who served there (at Butterworth), particularly in the early days. We were civvies, lived off base and had a more family-centred existence, though my parents were involved with the drama group/society/whatever, my father on the technical side and my mother acting. (And yes, the only play I actually remember them doing was "Flare Path"!)' *Bob's father was a civilian meteorological officer at Butterworth...ed.*

A few photographs sent in by Bob for the archives.



A package of materials relating to the shipping back to the UK of 33 Squadron 'hardware' has been received from **Tony Parrini** for filing in the Association archives. In his accompanying letter Tony says: '(I) was having a bit of a clear out of the loft to get at the Christmas decorations and came across a folder of 'stuff' that might be of interest to you and the Association. (In the folder) please find enclosed a number of Op Orders and materials in relation to the disbandment and disposal of the assets of No 33 (Bloodhound) Squadron. I've also sent the mid-flight report circulated on the Andover when Anne and I travelled from Singapore to Butterworth after we were married in the UK in 1969'.

Well it was just like winning the jackpot, except I've never won the jackpot! The paperwork sent by Tony was very detailed and names of involved 33 Squadron staff included with some of today's ex-33 Sqn (RAFBPA) members appearing in the lists...ed.

Some details of the administration are as follows:

'Administrative Order 2/69 which deals with the general organization of withdrawal of 33 Squadron's equipment from RAAF Base Butterworth where 'the use of large special-to-contents containers (STC's) are required. Port facilities for RFA Stromness (left and below), arriving Butterworth on 25 April 69 are required. A consignment of STC's totaling approx 1,400 shipping tons are loaded on this vessel and require to be offloaded at Butterworth Wharf.'

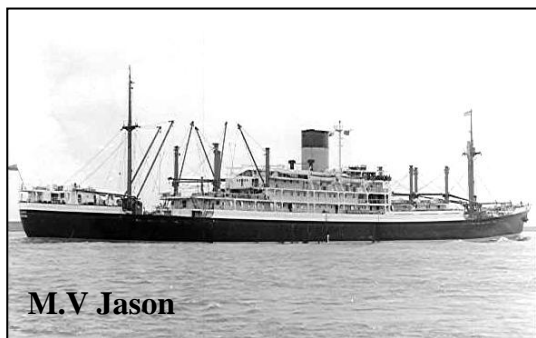


'Administrative Order 1/69 dated for 25/26 April 1969 makes reference to Administrative Order 2/69 where a consignment of STC's will be off-loaded at Butterworth Deep water Wharves from RFA Stromness (for movement to

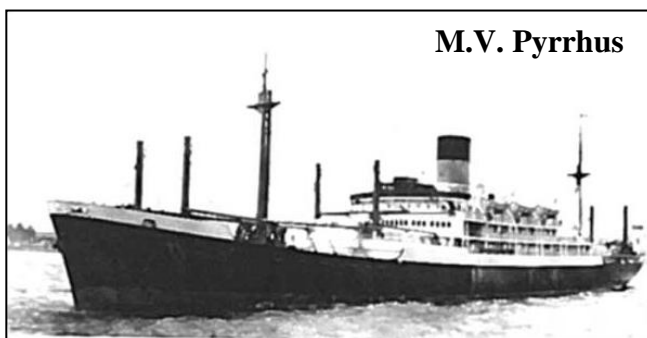
No 33 Sqn by road). Due to other commitments, the vessel will berth, discharge cargo and set sail within a period of eight hours. Among RAFBPA personnel named on the order are Fg Off Parrini (O i/c Party-Butterworth Deep Water Wharf) and Sgt Donovan (*Don Donovan*). Party No1 (33 Squadron) has Cpl Bates (*Colin Bates*) on the list whilst Missile Flight Party 1 has Cpl Morris (*Geoff Morris*) as a member of the team.'



'Administrative Order 4/69 for cargo to be shipped on M.V. Jason, sailing Penang 22nd June 1969 relates to 'the rundown of 33 Sqn (where) it is necessary to move 208 (1184 shipping tons) tons of equipment from 33 Sqn to the Port of Penang for shipment to the UK. The equipment includes unclassified, classified, explosive and non-explosive items and is being moved in two phases.'



M.V Jason



M.V. Pyrrhus

Explosives were shipped on the M.V. Pyrrhus, sailing from Penang on the 30th June 1969.

RFA Stromness was a fleet store ship that was sold to the United States Military Sealift Command in 1983. The ship was launched in September 1966, seeing service in the Falklands during 1982 with 45 Commando Royal Marines. *Stromness* was renamed *Saturn* when

purchased by the US Military for use as a combat stores ship and was still in active service in 2009.

Through a number of telephone calls and e-mails a generous donation of memorabilia for the archives has been received from **Sam Mold**. Sam writes: ‘...with the postal strike, the delay has given me extra time to sort through some of my memorabilia and add it to the envelope I posted off to you today. There’s an envelope full of Singapore/FEAF/Changi bits and pieces, but the main bulk of it is about Tengah, including some really good photos of the station taken from atop the very high water tower the camp boasted, and there’s also an excellent booklet on the history of Tengah, all waiting to find a new home!’ Not wishing to burden you with further memorabilia; after all you are preoccupied and devote time looking after the B/PA [and Seletar histories], but should you have any interest, or know someone who would like to have them, I will gladly post them on. Otherwise all of it will end up in the dustbin of history’.

I am pleased to say, without any hesitation, a good home for the memorabilia was offered through the RAF BPA archives. In time CD copies will be made of the Tengah resources to ensure the images are never lost to the ‘dustbin of history!’ Thank you Sam, another ‘jackpot’ day for me.

Rowly, our Secretary, received an e-mail from new member, ‘Barney’ Howlett, (*which he kindly forwarded to me*) in response to receiving an e-copy of the Christmas 2009 issue of ‘**Eastward**’ from Rowly. *Thank you to both Barney and Rowly, I won’t repeat what Barney said as I want to be able to get my head through the doorway..ed.* Barney goes on to say he was SNCO i/c the air wireless bay at Butterworth during his ‘holiday’ out there, and what a lovely place it was, probably his most enjoyable posting (in the RAF).

From **Gerry White** (RAFSA). Gerry writes in with a story that has relevance to the distribution date of this newsletter: ‘I was recently remembering that the Royal Air Force was formed on the 1st April (All Fools Day) 1918. During the 1970’s RAF Coltishall F4 Phantom aircraft (of 41 Sqn) were being replaced by the Anglo French Sepecat Jaguar...Big Cats! On the morning of the first day, where the first pair of Jaguars were parked on the flightline a saucer of milk had been mysteriously placed at the nose of each ‘cat’ and a litter tray under each tail...the (RAF) humour continues...’



IN GENERAL

Backroom Boys, Boffins and Chocolates.

In the Christmas edition of ‘Eastward’ Don Brereton, in his article ***The Army at Butterworth in 1957*** refers to ‘[Flt Lt] Lawrence being a bit of a Boffin.’ Interestingly the origin of this WWII word is controversial. The Oxford Reference Dictionary describes a ‘boffin’ as a person engaged in (secret) scientific research whereas Brewer’s Dictionary of Phrase and Fable says it is a nickname given by the RAF in World war II to research scientists or backroom boys, the backroom boys being the unpublicized scientists and technicians who contributed so much to the development of scientific warfare. Several reference sources attribute it’s RAF origin to the team of scientists working on the development of radar at Bawdsey. In “Bawdsey – Birth of the Beam”, mention is made of L. H. Bainbridge-Bell, ‘one of the original Bawdsey “Boffins” (who) was sent to investigate the radio location type aerials [*Seetakt radar*] with which the *Admiral Graf Spee* was reported to have been fitted.’ *The Admiral Graf Spee was scuttled in December 1939!* In the book, “Britain’s Shield-Radar and the Defeat of the Luftwaffe”, it

states ‘Sometime after the Battle of Britain air force officers would coin the term boffin’ That dates the term to 1940 at least.



Going further Don's mention of the term 'Boffin', brought to mind a recent article (April 2009) in Radio Times concerning the career of Nigel Balchin who, in the 1930's, was an industrial scientist at Rowntree's chocolate factory in York. He was responsible for redesigning the packaging of Aero and Black Magic chocolates in a style that we in the RAFBPA may be familiar with? During WWII he became a civil servant (and a writer) working as a psychologist for the War office before

transferring to the Army as a Deputy Scientific Advisor (boffin?) finishing the war as a brigadier-general. As a wartime writer his book, "The Small Back Room", published in 1943 is credited with coining the terms 'boffin' and 'back-room boy'! However having read through my copy of the book there seems to be no reference to 'boffins' although the 'back room' is mentioned a few times.

Recent issues of '*Eastward*' have made mention of scientific advisors (boffins) in the Far East. The August 2009 issue tells of the investigations made by Bernal and Kendrew into using depth charges as a substitute for bombs, and the Christmas 2009 issue article by Laurie Bean, Jet provost trials Unit (Far East), relates the role of the research scientist involved with the trials.

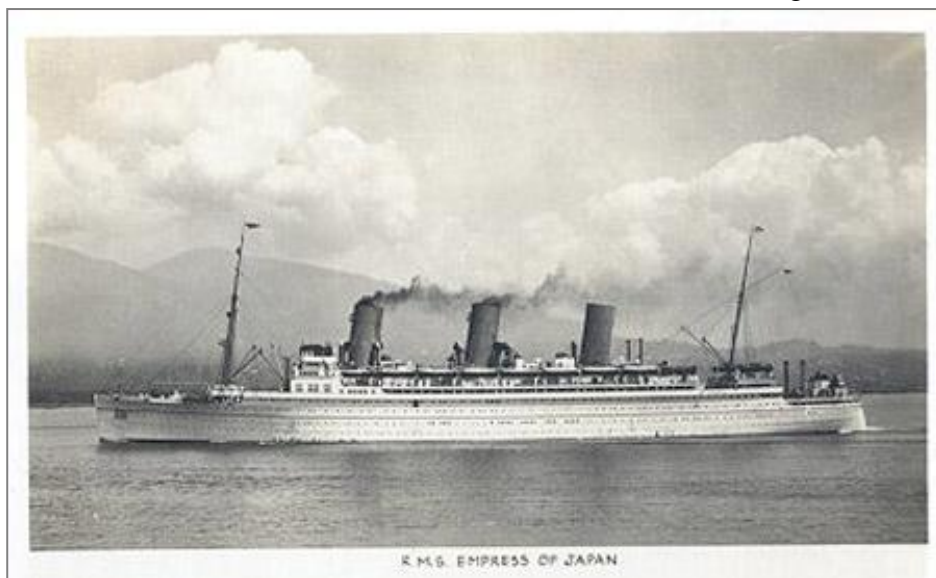
From the archives

Throughout 2009 (and before) there have been a number of requests for copies of badges, pictures and other archive materials, some of which have appeared in '*Eastward*'. Where possible all requests have been met with, something we in the Association pride ourselves on. It's what the archives are for! Please keep contributing materials to the archives but remember also the archives are there to serve you

This issue of '*Eastward*' has seen a focus on shipping in relation to serving the RAF so the theme is continued with the histories of two troopships mentioned in previous newsletters.

Empress of Scotland

This is the ship that Allen Blackman (p4) travelled to the Far East on in 1947 ('*Eastward*' Christmas issue 2008), and is also the vessel that Alan Turing of Bletchley Park fame returned

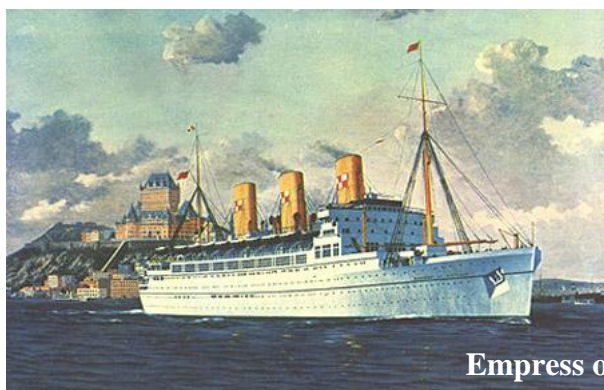


on from New York to England in 1943. The ship was built by Fairfield Shipbuilding and Engineering of Glasgow for Canadian Pacific Railways and launched in December 1929 as the *Empress of Japan*. She left Liverpool on her maiden voyage bound for Quebec

and then Vancouver in June 1930. Following Vancouver the *Empress of Japan* broke the Pacific speed record on her voyage to Yokohama during August 1930.

On the 26th November 1939 the ship was requisitioned for trooping duties. The 7th December 1941 Japanese attack on Pearl Harbor caused unease on the use of an enemy related name for a troopship so on the 10th October 1942 she was renamed the *Empress of Scotland*.

At the end of the war she was retained for repatriation duties and finally released from trooping duties on the 3rd May 1948. Following a refit the *Empress of Scotland* sailed from Liverpool to Quebec in May 1950, sporting the new Canadian Pacific Railways livery adopted in 1946. Throughout the 1950's she ran the Liverpool-Greenock-Quebec route in the summer months and went cruising in the West Indies in the winters. However her age was beginning to tell so *Empress of Scotland* was laid up at Liverpool in November 1957 and later went to Belfast for sale. She was sold to the Hamburg-Atlantic line in 1958 and was extensively modernized which included a streamlined hull and replacing the three funnels with two. *The Empress of Scotland* was now named the *Hanseatic*.



Empress of Scotland

In 1966 the *Hanseatic* was damaged beyond repair by an engine room fire and the ship was sold for breaking up.



Hanseatic

Georgic

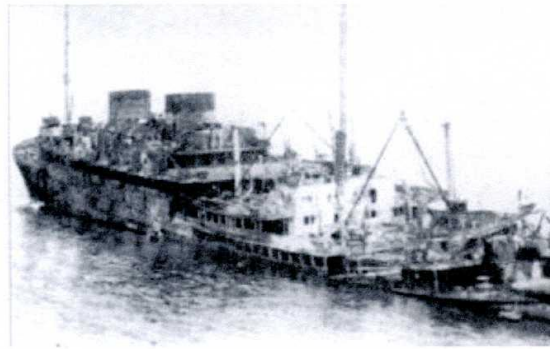
Jim Roberts described his voyage to the Far East aboard the troopship *Georgic* in the April 2009 issue of '*Eastward*'. The *Georgic* was built at the Harland and Wolff shipyard in Belfast for the Liverpool to New York route, being launched in 1931 and sailing on her maiden voyage in June 1932. *Georgic* was powered by a diesel unit that in turn powered electric motors driving the propellers. The forward funnel of the vessel was a dummy unit, used as a radio room and engineers' smoke room.

In 1933 *Georgic* replaced the RMS *Olympic*, which was undergoing a major overhaul, on the Southampton to New York route returning to the Liverpool to New York route in 1939 before being requisitioned and converted for WW II trooping duties in early 1940.

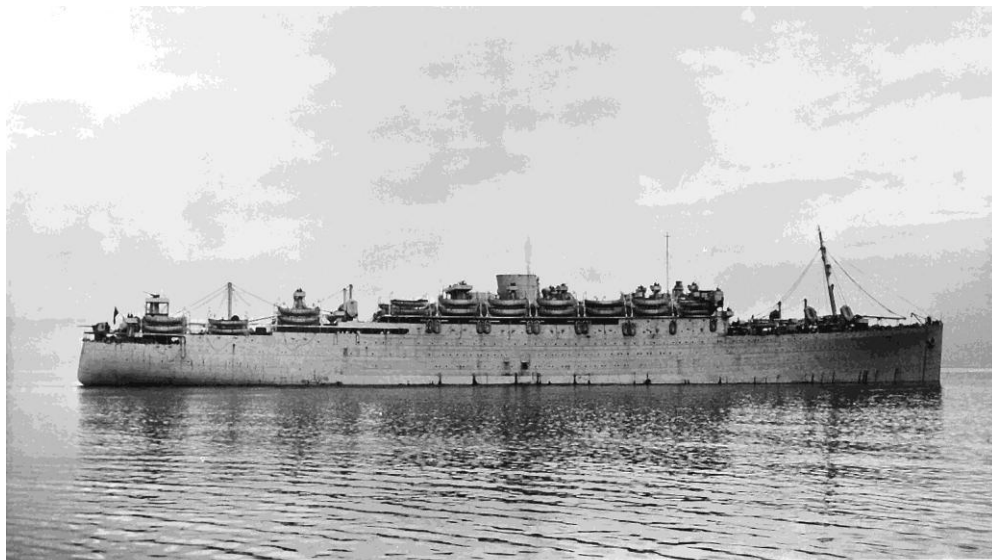
Georgic was involved in the evacuation of British troops from Norway, followed immediately by the withdrawal of troops from Brest and St Nazaire.



During May 1941 *Georgic* was part of a convoy bound for Port Tewfik in the Gulf of Suez. A week after arrival she was bombed by German aircraft whilst at anchor, her fuel caught fire and ammunition stored in the stern exploded. The vessel was beached half submerged and nearly burnt out! In September 1941 it was decided to salvage her. She was raised and temporary repairs were carried out before being towed to Port Sudan where she was made seaworthy.



The *Georgic* left Port Sudan in March 1942, being towed to Bombay for full repair. Unfortunately gale force winds interrupted the tow and after the loss of a tug, the *Georgic* eventually made it to Karachi for further temporary repairs. She then sailed to Bombay for even further repairs, was loaded with 5000 tons of pig iron as ballast and then sailed to Liverpool under her own power. She then sailed to Belfast for a full 17 month restoration, emerging in December 1944 with only one funnel and shortened foremast.



HIS MAJESTY'S TRANSPORT "GEORGIC."

During 1945 *Georgic* performed troop carrying duties to Italy, the Middle East, India and the Far East and repatriating 5000 Italian POW's in early 1946.

In 1948 the ship was refitted to Cunard-White Star standards and used for the immigrant service between Liverpool, Australia and New Zealand with (in addition) summer charters to New York between 1950 and 1954. During this time the ship was also used for occasional trooping duties, one of which was Jim Robert's journey to paradise!

Interestingly the *Georgic* carried Australian troops of the AIF to Penang, bound for Butterworth, in



1955 then proceeded to Singapore to await orders for sailing to Cape St Jacques at the entrance to the Mekong River to collect the surviving French Legionnaires from the Battle of Dien Bien Phu.

Georgic was scrapped at Faslane in 1956.

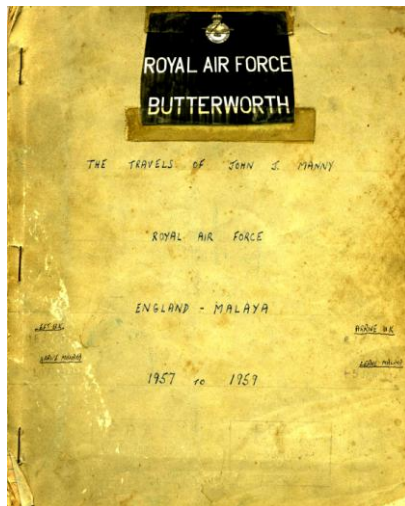
Members' Stories

THE TRAVELS OF JOHN J. MANNY

ROYAL AIR FORCE
ENGLAND – MALAYA
1957 TO 1959

Voyage of the *Empire Fowey* from Southampton to Singapore
July 18th to August 10th

During 2009 John Manny would be interested in the travelling to the Far East in jumped at the chance to of what is probably the only airman onboard a troopship. pleasure of reading the diary warm summer days with a the time I realised the diary the voyage day by day as of the many thousands of troopship to the Far East. As thought it should be shared



asked if the Association daily diary he kept whilst the 1950's via troopship. I accept and also make a copy daily record of the life of an Subsequently I had the when comfortably seated on refreshing drink at hand. At was unique in that it detailed seen through the eyes of one airmen who travelled by both archivist and editor I with members via

'Eastward', so over the course of a few issues we will feature the 'Travels of John J. Manny'.

Thursday, July 18th

1.00pm Arrived at Southampton docks by train after 5 hour journey from No. 5 R.D.U. RAF Innsworth. We were then mustered on the dock side by Movements Clerks and issued with berth cards and given a few preliminary instructions.

1.30pm Boarded *Empire Fowey* and directed to our troop-deck by members of the ship's crew. Had first meal on board then proceeded to draw bedding and stow kit away for the voyage.

4.00pm Up on deck to watch crew making ready to leave dock and to obtain a good vantage point for last goodbyes etc.

5.00pm Commenced voyage. No ceremony for us. A few people waving and we slipped out into the channel. Watched coast for a while.

6.00pm Ordered below decks. Deck commander gave us a lecture on the rules and regulations aboard the troopship and showed us how to make our beds.

7.00pm Decided to explore ship so had a good mooch round. Lost several times. Quite a big vessel.

9.00pm Sea a bit rough and I didn't feel too well so had an early night.

Conclusions Should be an interesting voyage. Seems to be a good ship with plenty to keep us occupied.

Friday, July 19th

Every day Occurrences are given here to avoid unnecessary repetition on later pages. Also general information.

Every airman, soldier and sailor had a specific job assigned to him for the voyage such as troop deck cleaning, man overboard lookouts, police duties, cookhouse duties and orderly room runners. I received the job of troop deck cleaner which was finished by 10.00a.m. and the rest of the day I was free, not like some of the other jobs which were shift work for 14 hours a day.

The ships tannoy system woke us up at 6.30a.m. and by 7.00a.m. we were expected to have washed, shaved and made up our bed roll. Breakfast was at 7.00a.m. and I could go on deck after breakfast until 8.00a.m. when I went below to commence my duty. At that time only the deck cleaner party should be below deck, the rest being on deck doing their own duties. The 10 in the deck party cleaned up and at 10.00a.m. the ships Commandant carried out his daily inspection and we were free to go up on deck.

Every day from 11.45a.m. until 12.30p.m. we had Fowey's Family Favourites in which a member of the crew played records requested by passengers. Each day we had a daily mileage tote and for 6d you could guess the miles covered from noon one day to noon the next. If correct you received £5. The record programme was interrupted at about 12.15p.m. every day to allow the navigator to read out the mileage. At the same time he informed us of interesting places for points to look for in the next 24 hours.

Midday meal was at 12.30 in two sittings. Green Card first, yellow card second on alternate days.

Between two and four in the afternoon was the quiet period and no games were allowed.

Games available were deck tennis, quoits, table tennis, darts, billiards.

There was also a reading room and writing room. A bar, NAAFI and tuck shop were also open during the day.

Tea was at 4.00p.m. and supper at 6.00p.m. every day.

A film show was available on "C" deck aft every evening at 8.30p.m.

Two members of the deck cleaning party had to give the troopdeck a rough clean up every evening about 8.30p.m. so we got that once every five days.

Every evening all personnel had a shower as laid down in ships regulations.

6.50am Attack of sea-sickness soon after waking up and finding ourselves in a choppy sea in Bay of Biscay. Spent most of day being ill or lying on the bunk below deck so I didn't see much to report.

4.00pm Over worst sea-sickness and quite enjoyed tea and supper. Today's run up to then was 255 miles. Spent the evening on deck to get some fresh air. No land in sight.

9.00pm Retired to Bed. Temperature 65°.



Saturday, 20th July

7.00am Out of Bay of Biscay with the Portuguese coast line in sight. Noticed a big town to the north of our position and concluded it was Corunna. Walking round quite steadily so I appear to have found my sea-legs and lost my sea-sickness.

10.30am Passed a large group of Portugese fishing vessels. We waved to each frantically but I don't suppose anyone knew what the others were shouting. Their little ships were bobbing up and down alarmingly.

12.00pm Covered 399 miles since noon yesterday. The temperature is 72° despite stiff breeze.

1.00pm Suddenly struck me that we were in the Atlantic Ocean. Very mild and exceedingly blue sea. Feeling very warm in blues but not allowed to change yet.

2.00pm All portholes locked open and scoops put out to draw in fresh air. Breathing below deck is like leaning over a gas stove. Spent the afternoon lying in the sun on deck watching the coast line. We could see cars moving along the roads with sun glinting on their windscreens.

6.30pm Saw our first Flying Fish. They could leap long distances across the water without touching it.

7.00pm Observed a group of ships coming in from the west. Presumably from U.S.A.

7.15pm Passed close to a group of islands called "The Burlings". Didn't appear to be any life.

8.30pm Sea beginning to get rough but it didn't upset my stomach. Several of the boys were sea-sick again.

9.45pm Sighted mouth of the River Tagus and lights just upriver which were presumably Lisbon, the Portugese capital. Spent half-hour before going to bed with an orange drink, packet of biscuits and a cigarette on top deck watching the stars.

10.30pm Went below and turned in.

Sunday, July 21st

Just another day at sea despite being a Sunday.

10.00am Mass in the 1st Class passengers lounge held by an Army Chaplain.

11.00am Went to writing room and wrote to Father Ged and Auntie Queenie.

11.15am Ship now heading south east towards Gibraltar.

11.45am Sighted headland beyond which lies the Big Rock.

12.00pm Covered 415 miles since noon yesterday. The Temperature is 78°.

12.30pm Saw north west coast of Africa appearing out of the mist to our starboard. Stark looking precipices with very barren appearance. Probably deceptive with being such a big distance off.

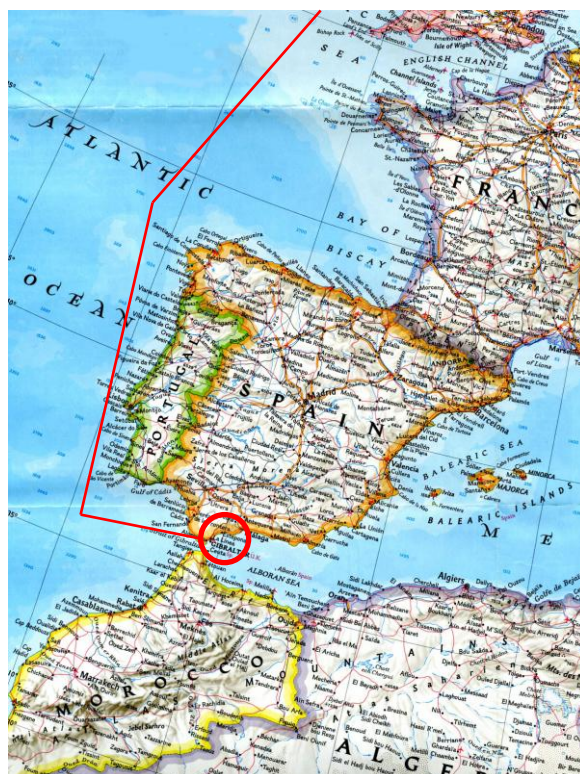
1.00pm Now following the Spanish coastline. Very nice colours even from out at sea.

1.30pm Opposite the town of Tarifa famous for its vineyards. The white buildings by the sea and the coloured vines with a blue sky above made a lovely picture.

2.30pm Entered Straits of Gibraltar and passed freighter and tanker also heading for the Med.

2.45pm Gibraltar appeared out of the mist with startling suddenness. Although still a few miles away it looked as impregnable as it is reputed to be. It towers above the surrounding area.

3.30pm Due east of Gibraltar and we



continued on as though docking at Gib. However the captain took us right round the Bay of Gibraltar. The Spanish frontier town of Algeciras at the end of the bay looked quiet and peaceful in the heat of the afternoon sun. Very nice sight.

Two naval oil tankers were at anchor off Gibraltar harbour but there didn't appear to be anyone aboard. We had steamed 61 miles since noon making Gibraltar 1130 miles from Southampton. Exchanged greetings with Gib by means of Aldis lamps.

4.30pm Left Gib. and headed eastwards through the Med.

Plenty of dolphins, porpoises and flying fish playing around the boat.

Med, just as on cinema and in books. Lovely blue and sky to match. Could see golden sands on Spanish coast. Sea like a mill-pond.

5.00pm Sierra Nevada (Southern Spain) came into view and the snow capped mountains stretched into the East.

5.30pm Could see town on North African Coast which was probably Tangiers.

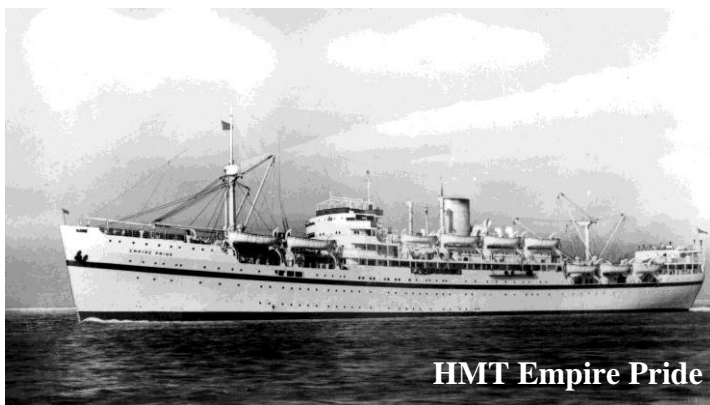
6.30pm Retired to writing room and wrote to five people.

10.00pm Rather tired so after performing evening custom I went to bed.

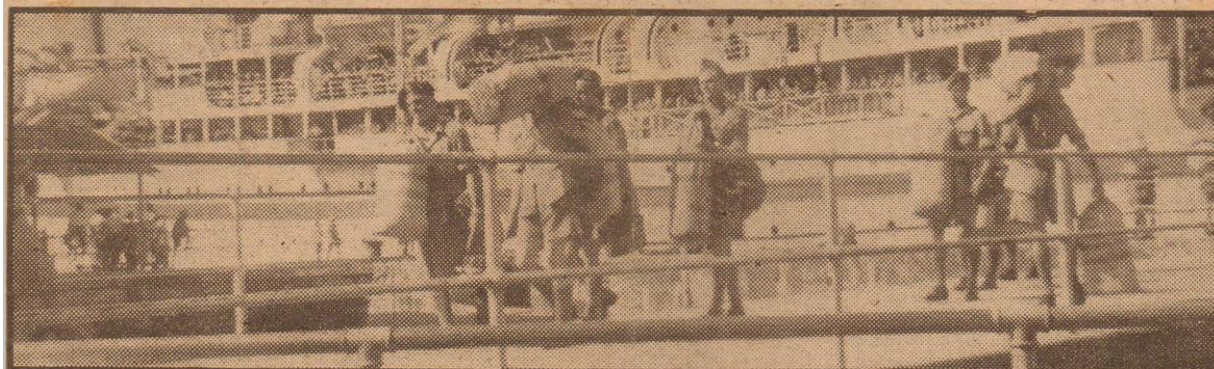
Conclusions Very impressed by Gibraltar, Mediterranean and 'Sierra Nevada'. All just as I imagined. Sea so smooth one hardly knew one was at sea. Vineyards along Portuguese and Spanish coasts were very colourful. Looking forward to seeing Malta now.

We continue with part 2 of Sam Mold's (Butterworth 1953-54 **Far East Reminiscences**

To continue: Looking at the newspaper clipping I'm sending on, you can see the guys disembarking from HMT "Empire Pride" are recognizable as RAF personnel by their headgear and the RAF kitbags marked with the standard double blue bands. Kitbags with these markings were only issued to airmen on overseas postings. It is possible that some RAFBPA members disembarked from that ship on 26th April, 1952, clutching a destination card marked **Butterworth**, and on their way via RAF Changi to collect railway warrants to their journey's end. Not having a clue as to what lay in store, an airman's first shock would be arriving at Singapore's Keppel railway station and being handed a loaded Enfield .303 rifle for the purpose of protecting the train and its civilian passengers for the first leg of the trip up to KL.



Empire Pride Brings 1,400 Troops



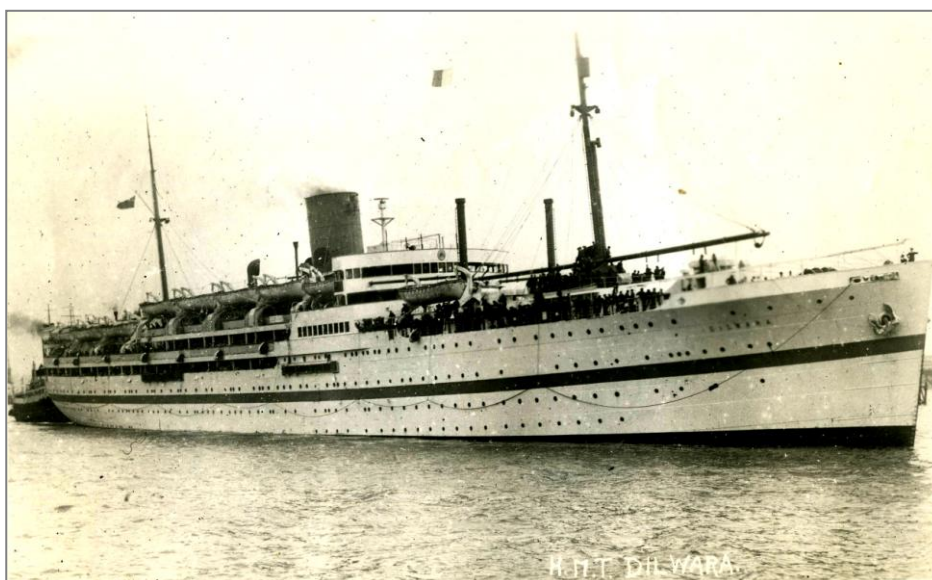
A TOTAL of 1,400 soldiers and airmen disembarked when the trooper Empire Pride arrived in Singapore yesterday. Nearly half the number was made up of Royal Air Force personnel. Picture shows some of the airmen coming ashore.
— Standard photo.

Every evening at 1930 hrs there was a scheduled train service departing on a 22 hour journey to cover the 500 miles to Prai. (See photograph on page 2). On the night run to KL the train was liable to attack by CT insurgents (hence the guards), and provided there were no attacks to cause a delay, would arrive at Prai

terminus, adjacent to the Penang ferry terminal, at around 1700 hrs the next day. Halfway along the route the train would have a long stop of an hour or so at KL. It was unsafe for CT's to make train attacks in daylight, which meant train guards could hand the rifles back to the military at KL when the train arrived there at around 0600 hrs. There was also a NAAFI refreshment kiosk at the station that proved very handy for servicemen passing through.

My interest in the troopship photos I'm sending is simply because I have travelled on two of them. It was some 15 years after its launch in 1937, that I boarded HMT "Dunera" at Southampton on 28th September 1951 to sail to Singapore. For my eventual return to the UK on 5th April 1954, I travelled aboard HMT "Empire Fowey". All troopships prefixed "Empire" were taken from Germany as wartime reparations. The "Empire Fowey", a WW2 reparation, had previously been named "Potsdam" and was originally used as a cruise liner for the Nazi hierarchy and their families. What a blessing it must have been for British servicemen in 1946 when it was taken over and converted into an extremely comfortable troopship. Rumour had it that Hitler had planned to use the ship to sail round his conquered territories, but something seriously interrupted his plans! All I remember is visiting the bridge and being told it was the only ship in the world without a steering wheel. It had two press buttons to keep it on course; one for port and the other for starboard. At the time, it was by far the best and fastest troopship on the high seas. Whereas most troopships took four weeks to reach Singapore, the "Empire Fowey" took only three weeks. Indeed, a lovely "Fowey" three weeks "tour-ex cruise" got me back to Blighty.

Never thought I would get clobbered for the "Dunera" again, but that was my lot when I sailed to Aden at the end of December 1960 (see attached Berthing Card). This was the "Dunera's" last round voyage as a troopship, for after returning from Hong Kong in 1961, her troopship contract was terminated and she was converted for use as a Schools' Cruise Ship. Her sister ship, HMT "Dilwara", when delivered in 1936 was the first purpose-built British troopship since 1867. At the time, compared to other troopships, both of them were considered far too luxurious for troops of that era, so much so that questions were raised in Parliament about the spending costs incurred. One of "Dilwara's" fame to claim was in August 1945, when it became the HQ ship for the signing of the Japanese surrender terms at the end of hostilities in the regional area. I believe it was the C in C of SEAC (Lord Louis Mountbatten) who accepted the surrender on behalf of the British Government.



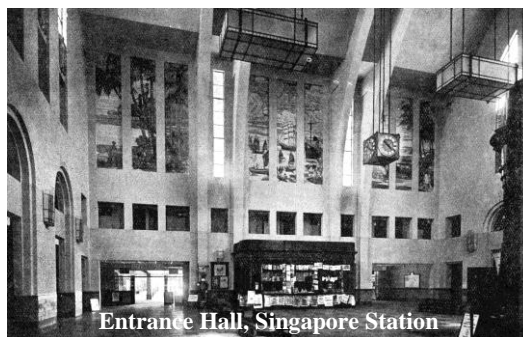
As for the cartoon depicting some good RAF humour, what better caption could there be than: *And have you been stationed out here long?* Rather reminds me of Butterworth in the early 50s, but without an officer present it would be more akin to the boys serving at Car Nicobar, or for those based on the firing range at No.25 APC (Armanent Practice Camp) in the Bidan/Song Song/Telur island group. One other island in this cluster of four, namely Pulau Bunting, has been transformed into a holiday resort after having been connected to the mainland at Kedah by a very long bridge. Not that I've been to these islands, but I've seen them at a distance from the 25th floor of the "Paradise Sandy Beach Resort", located next to the old Army leave centre - now a school named: Dalat.

On my last visit to Penang in 2008, I saw the first sign of building activity on the vacant plot of land, adjacent to the "Cophorne" hotel, where the RAF leave complex was situated. Since I first returned to Tanjong Bungah in 1992 the site has stood empty, so goodness knows how long it has been in this state



of non-development. When I saw builders moving onto the land I made enquiries and heard that a new country club was planned for the site. Not all that much difference from its original RAF purpose - is it? The new club may be completed before my return next April when I shall be visiting the area once again. As I always call in to see an old friend, Jeff de Zilva, the "Paradise Sandy Beach's" manager. Jeff was the manager at the "Casuarina" in 1994, so Tony Parrini and others who have stayed there may well remember him.

Many airmen stationed in Singapore spent their leave at the Tanjong Bungah RAF Leave Centre, that being its official title whilst I was stationed at Butterworth. I did hear it was later given a name (?), bringing it into line with the Army's leave centre "Sandycroft", sited just a short distance from the RAF leave centre and divided by some land and a road that ran down to a lovely seaside home built next to the RAF leave centre's beach. That house still stands to this day, likewise, so does the modernized "Sandycroft" complex with many of the original huts still in situ. After converting the buildings into air-conditioned class and accommodation rooms, the premises became an educational establishment (Dalat International School) - a public school intended for educating children from the local and far afield expatriate community. Conversely, some of us at Butterworth took our leave in Singapore and stayed at either the Union Jack Club or the Sandes' Soldiers' Home; at least, I did - and stayed at the latter. On 25th Nov.'52 my fortnight's leave ended on a sour note (yes, you've guessed it!). For my return to Butterworth, I arrived at Keppel station and reported to the Rail Traffic Officer (an Army captain), who promptly handed me an armed .303, and as I was the only senior NCO travelling, he also detailed me as train guard commander (see my orders chit). I especially liked Order No.7.



25/11/53: Train Guard Orders – Singapore to K.L.

Orders for NCO i/c Details.

To :-

No....2291..... Rank ...Sgt... Name ...M.C.D.....

1. You are appointed NCO i/c Details on Train No. 12 Up on (Date 25/11/53) to Kuala Lumpur.
2. You will contact the OC Troops as soon as possible after being appointed.
3. You will ensure that sentries are posted at each end of the coach or coaches in which Service personnel are travelling. You will prepare a duty roster for sentries.
4. You will contact the S.P.O. in charge of the Police escort on arrival at Johore Bahru.
5. You will check all arms and amm at 0600 hrs, reporting any deficiencies to OC Train.
6. In the event of any firing at the train you will, in conjunction with the sentries, alert all Service personnel.
7. You will ensure that Service personnel do not "take over" the 2nd Class Buffet Car to the exclusion of 2nd Class Civilian Passengers.
8. Your tour of duty will cease on arrival at your destination.

Date : 25/11/53.....

G. H. Carter Balf
Capt RE,
RTO SINGAPORE,
HQ SINGAPORE Base District,
(G.H. CARTER).

Last Christmas, the front cover of "*Eastward*" showed a Butterworth Xmas card that's left me wondering what year it was from. The copy I'm sending you is taken from the 1953 card which showed the RAF crest, and as the inside was blank I pasted a photo of an aerial view of the Sgts' Mess. To keep in step with the occasion, there's also a photo of me pouring gravy over a scrumptious Christmas dinner. One soon learnt to forget that food in the UK was still rationed, though sending food parcels back home took away some of the guilt complex and replaced it with the feel good factor.



RAF BUTTERWORTH: Sgts' Mess Christmas Dinner - 1953



This superb photograph of a RAAF Lincoln from David Wilson (Butterworth 1956-59) shows the newly introduced 1956 'kangeroo' insignia on the fuselage.

In the Christmas 2009 issue of 'Eastward' Tom Harrison (the spelling of the surname is correct!), a curator of the Sarawak Museum, played a key role in assisting British Forces during the Brunei revolt and the initial stages of Confrontation with Indonesia. The following is about his life and involvement with Borneo during WWII and later, the Brunei revolt.

The man who reintroduced head hunting into Borneo

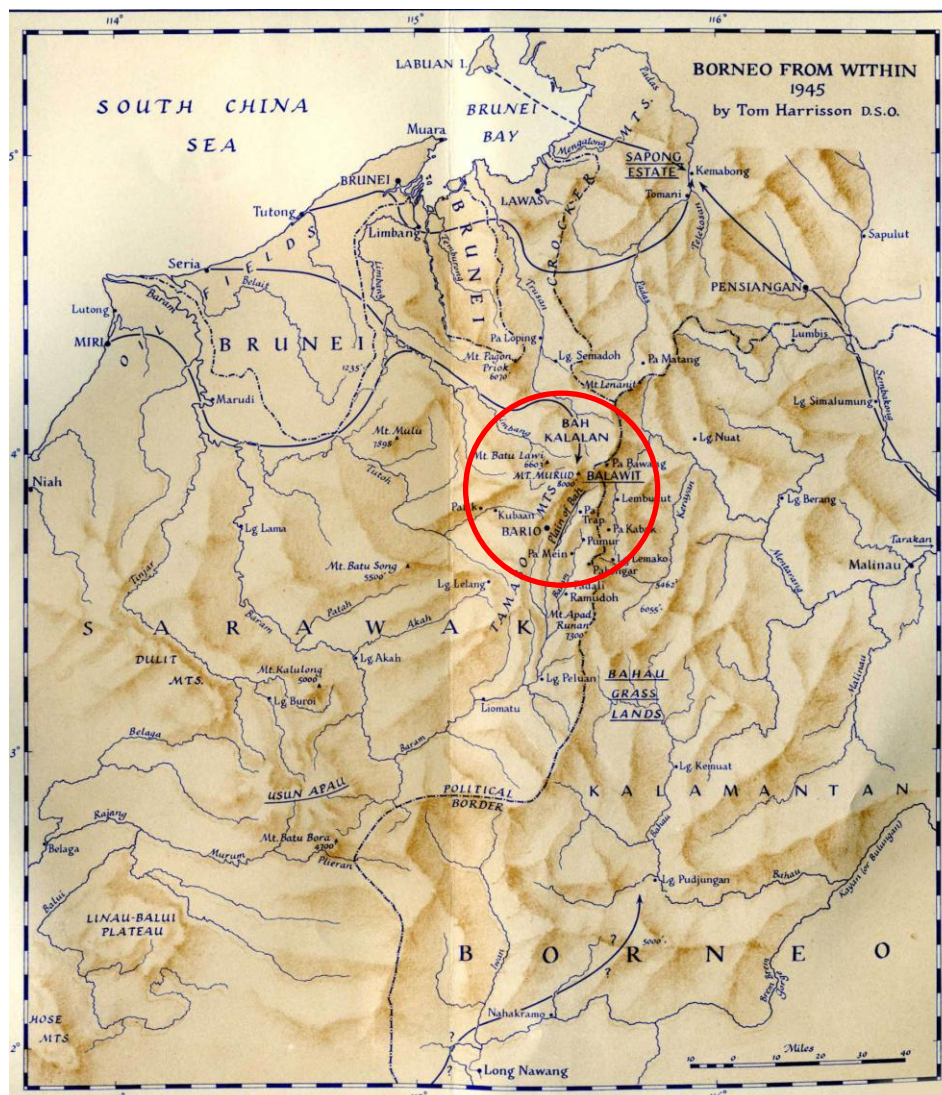
Tom Harrison DSO

Tom Harnett Harrison was born in Argentina in 1911 and was a member of various expeditions to St Kilda, Norwegian Lapland, Borneo and the New Hebrides. With the poet Charles Madge he founded Mass Observation, a social investigation where the lives and views of ordinary people were recorded. This still continues today with surveys being conducted on citizens shopping habits etc, the roots of which go back to the Mass Observation techniques developed prior to WW II. Towards the end of the war Tom Harrison lead expeditions behind enemy lines in Borneo and was awarded the DSO. He also upset a lot of people! After the Japanese surrender he stayed in Borneo, becoming a District Officer until 1947 when he became the curator of the Sarawak Museum. He died in a road accident in Bangkok in 1976.

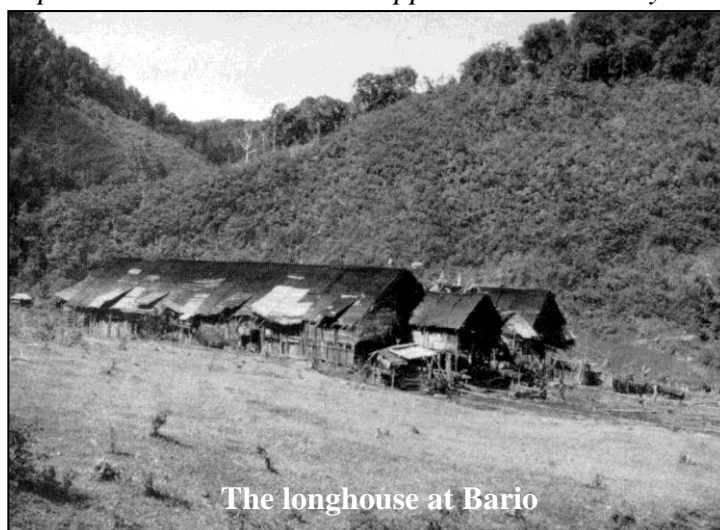


Our story starts with him leaving Cambridge University without taking a degree as he preferred drinking and rowdy behaviour to the cost of his studies. However his recognition by Oxford University naturalists as a future ornithologist (from his bird censuses of 1930-31 whilst still at school and on the St Kilda expedition) led to him being invited to be a member of that university's Norwegian and Borneo expeditions in 1931 and 1932 respectively. His fourth expedition of 1933 to 1935 was to the New Hebrides (*now Vanuatu*) in the Pacific. On his return to England he joined up with the poet Charles Madge to found Mass Observation, a social study of the English working-class. This went on into the war. However Tom Harrison was not averse to rubbing others up the wrong way and was severely critical of the government which in itself was not a good move at the time as all involved with Mass Observation were called up for military service! But yet once again he was to find himself in a position that was to his liking, his experiences in Borneo were useful to the military and he was later invited to join the Special Operations Executive. His task in Borneo was to help the Australians obtain intelligence in advance of the Allied invasion. On 25th March 1945, the now Major Harrison, with one New Zealand and six Australian operatives, parachuted (from a Liberator) onto a plateau of the Plain of Bah in central north Borneo where they provided

behind-the-enemy lines intelligence to the Australian forces and also recruited a thousand blow-pipe experienced head hunters...the stage was set for a return to head hunting for the locals!



On landing they met representatives of a longhouse spotted in the distance during the parachute descent. This was the Bario longhouse, their intended 'target' which later became their headquarters. Of the *Kelabit* tribe they stayed with '*most of the men had elongated earlobes, with ornaments such as leopards teeth stuck in the upper ear and heavy brass earrings extending the lower lobes almost to the shoulder. Almost all the men had a machete-like parang hanging from a belt at the waist, some girls had spidery designs tattooed from their toes up to the top of their thighs that looked from a distance like black lace stockings. In a rack hung above the veranda lay several old skeletal heads from the last head-hunting raids decades earlier.*' The visitors received an enthusiastic reception to the ideas



that food and labour for the Japanese occupation forces should cease immediately and further more Major Harrison raised the idea of a volunteer force of guerilla fighters being formed among the Kelabit and other tribesmen of the *Orang Ulu*. * This was also enthusiastically taken 'on board'.

The longhouse elders told of the Japanese attack on the north coast in 1941 where the white



missionaries and officers of the Brooke Rajah (Colonial Administration where Charles Vyner Brooke, eldest son of Rajah Charles Brooke ruled until the Japanese occupation) were rounded up. They told of the government of the 'White Rajah Brooke' that had banned headhunting but also protected them against exploitation, and missionaries, and also allowed free access to trade goods. This fortuitous action of the past made the Orang Ulu tribes welcome white people.

The arrival

of Tom Harrison's operatives opened the way to an active return to headhunting, but only of the common enemy, the Japanese (and collaborators). The day after the group landed the chief of the south Kelabits visited and suggested, as a goodwill gesture, that the groups medic tour the longhouses of the Plain of Bah and treat ailments such as yaws, boils and dysentery, collecting at the same time information about the Japanese. For discreet jungle warfare the guerilla groups had the ideal weapon, the blowpipe and poisoned darts! Even a hit by the dart on a finger or toe was deadly! The 'volunteers' would position themselves at ideal ambush points along the trail and pick off the Japanese one by one. Using this technique the different tribesmen of the *Orang Ulu* wiped out every Japanese patrol that ventured upriver.



Perhaps a piece about how the poisoned darts work? The poison is prepared from the latex of the Antiaris toxicaria tree, a plentiful tree in South East Asia that has many social uses as well as being used for hunting for food. The latex contains a variety of toxic compounds. The principal one used for killing being prepared by dehydrating the milky latex into a paste. It is very heat sensitive so dehydration of the latex is carried out using a young leaf from a species of palm. The leaf, which is fireproof and durable, is folded to hold the latex in position over a small flame for several days in order that the toxicity of the dehydrated latex is not lost. When the blowpipe is fired at the intended victim, the dart leaves with a high velocity, the trajectory is flat up to around 90 feet and can strike an animal (or Japanese soldier) even when a small part is visible...hence an ideal weapon in dense jungle cover. On striking the intended victim the poison, which is soluble in water and blood, spreads rapidly throughout the body and death is by cardiac failure!

If not heated the poison remains effective for many years and if it hardens it can be made pliable by adding the sap of derris roots, which contains both a neurotoxin (nervous system) and haematotoxin (blood). Which means that whatever gets 'pricked' by a dart dipped in this concoction has had it!

On April 5th 1945, Tom Harrison started walking eastwards over the mountains into 'Dutch' territory with the intention to visit cousins of the Kelabit who were acting as a link for information about the whereabouts of downed American airmen. This started with the quest that was to eventually meet up with the airmen and get them out of Borneo.

At this period in the war the airfield at Taraken on north east Borneo was under Australian control and the Australians had Austers! So under the direction of one of the 'operatives' a bamboo landing strip at Belawit, on the Bawang Plain, was prepared (with difficulty) using a volunteer workforce of Ibans and *Orang Ulu* people from both sides of the border. When completed a Catalina, with two Auster pilots on board, flew over the landing strip to assess it. They weren't very happy with the idea of a bamboo strip, the predictable cloud cover and the distance from Tarakan, but on 7th June two Austers landed on the strip, and immediately ran off the end into a mud bath. They were pulled out of the mud by the volunteer work force. The landing strip was lengthened.



Whilst all this was going on one of Major Harrison's team had returned to Belawit with three American airmen and eventually arrangements were made to fly them out. The first Auster was to fly Major Harrison to Taraken so he could pass on intelligence to the Australians prior to them invading Borneo. The second aircraft was to fly out a sick US Navy seaman. The aircraft with Tom Harrison onboard didn't make it. It flopped back on the strip and tipped forward breaking part of its back! The Auster looked like a complete write off, but the next day, after the other Auster had flown Major Harrison out, a Catalina flew over and dropped fabric and dope for the pilot. The pilot and some 'Murut' tribesmen managed to repair the damaged fuselage with the labour force 'airframe fitters' inserting bamboo struts into the fuselage and using thin bamboo strips to fasten them in place. The pilot fitted the fabric and applied the dope.

Major Harrison left for Tarakan on the other Auster the morning following the accident after the volunteer work force had worked all night to lengthen the runway still further. On June 10th, the US Navy seaman was flown to Taraken to be followed by other Americans, one at a time over the next few weeks.



Major Harrison, the 'Mad Major' at Belawit.

* *Orang Ulu*: the name given to the inland peoples of Borneo such as the longhouse groups of Kayan, Kelabit, Kenyah and Murut tribes and nomads such as the Punan. The term 'Dayak', used correctly, refers to the sub-coastal longhouse peoples such as the Bidayuh and Iban.

Part 2 of this story, when the Borneo tribesmen go headhunting in earnest, will appear in the Summer issue of '*Eastward*'.

Lloyd Line Passenger Ship 'Potsdam'

Looking through *The Straits Times Annual* for 1937 this advert for passenger sea travel between Singapore and Southampton caught my eye. The name Potsdam seemed familiar! In

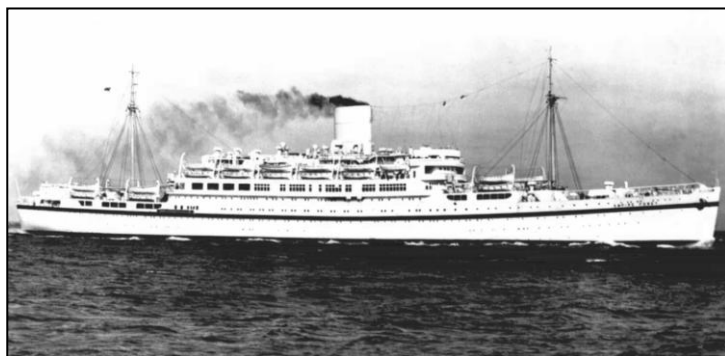
1930 the Hamburg-America Line and North German Lloyd merged under the new name of Hapag-Lloyd. Three years later the two firms decided to build three 'East Asia Express Steamers', ships that were to represent the new German nation and its shipping industry.

Scharnhorst and Gneisanau were contracted directly by Hapag-Lloyd, with the Potsdam being ordered through the government-subsidized firm of Hanseatic Shipping and Operating Co.

Following construction of the Potsdam, ownership was transferred to Hamburg-America and then in 1934 Potsdam was sold to Lloyd. The company was now solely operating the Far East routes.

At the outbreak of war Potsdam was under German control and served as an accommodation ship for the German Navy. In 1942 Blohm & Voss submitted

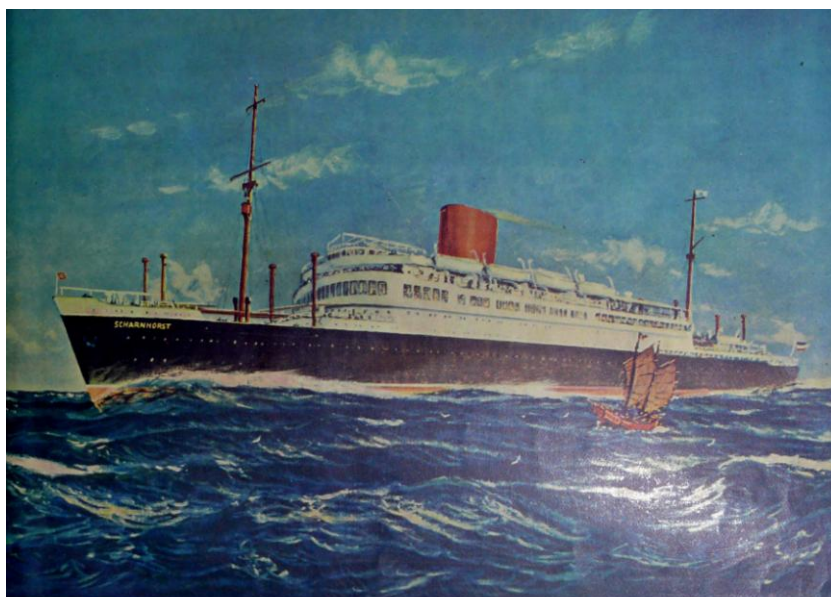
plans for the ship to be converted to an aircraft carrier, but nothing came of it. In 1945 the ship



was used to evacuate German refugees escaping from the advancing Russians. She survived the war to become a British war prize and was named Empire Jewel and converted to troopship specification.

She was later named Empire Fowey, and was taken out of service from 1947 to 1950 for refitting, resuming

trooping duties from 1950 to 1960. Empire Fowey was sold in 1960 and was used to carry pilgrims until 1966. She was scrapped in 1976 after being laid up for ten years.



Norddeutscher Lloyd Bremen

*Travel with the most modern Express
Liners on the Far Eastern Run*

SCHARNHORST

POTSDAM • GNEISENAU

SINGAPORE — GENOA in 14 days

SINGAPORE — SOUTHAMPTON in 22 days

For full particulars apply to:

LOHMANN and CO., LTD.

PASSAGE AGENTS NORDDEUTSCHER LLOYD BREMEN

124, ROBINSON ROAD, SINGAPORE.

From Laurie Bean, a couple of fine photographs of the Cunard liner, *RMS Queen Mary 2*, berthed at Swettenham Pier International Cruise Terminal (Penang) on 4th February 2010. Laurie writes ‘The QM2 was berthed at the newly restored and re-opened Swettenham Jetty for around 12 hours. She sailed that evening for Port Klang, the old Port Swettenham’. Laurie continues ‘The departure was magic and brought back a few memories for me. As a child I was taken to Southampton’s Ocean terminal to watch the original Queen Mary sail for the US. Just as she slipped her moorings and started to move she sounded her foghorns. What a sound! I had seen the foghorns on the new ship and knew one came from the original Queen Mary and was hoping that I might hear that sound again. I was not disappointed. Three blasts of those great horns, repeated twice more as she moved out to the shipping channel. You could hear the echoes coming back off the hills in the centre of the island!’



From our Chairman, Tony Parrini, a message regarding the **PINGAT JASA MALAYSIA MEDAL** requesting that any member who has applied for the PJM, by any route, and has not yet received it to please contact him as soon as possible (contact details page 1) as efforts are now in progress to clear the backlog of applications.

ASSOCIATION TIES

These are for sale at £10.50 each. Cheques payable to RAF BPA with payees address sent to the Chairman (address on page 1). Also available at the Reunion Weekend.

Calling all ex RAF "erks" .

NOTICE FOR ALL EX RAF PERSONNEL. 1939 to the 60s.

There will be a re union parade taking place at the **RAF Museum at Cosford, Shropshire** on

Sunday 4th July 2010 organised by the **National**

Service (RAF) Association, *with the support of the
RAF Museum and DCAE Cosford.*

*All ex RAF Personnel (including ex WAAF and ex WRAF) who served
from 1939 to the 60s - be they National Service OR Regulars - are
invited to come along for the day.*

(NOTE: entry to the museum and all parking is free.)

Try and arrive by 09.30 am.

Displays start at 10.00 hrs.

*A parade and march past, with an RAF Band (yet to be allocated) will
take place at 11.00hrs - under the tender care of ex 1950s Drill
Instructors - true ! - and it will give you the opportunity to once
more march and salute the Ensign under which we once all
served.*

Reviewing Officer: CAS ! To be finalised.

Join us, **with your families**, for a FREE memorable day of nostalgia and all
things Royal Air Force, including input from the Battle of Britain Memorial
Flight at approx 13.00 hrs, **(subject to subject to weather / mechanical conditions).**
The Royal Air Force Presentation Team.

**The NEW Cold War Hangar will also be open at the Museum as well as 30
plus RAF related Stands.**

Information / Schedule / Accommodation etc:-

Pat Honey: Tel: 01782 516887. e-mail: pgh87@talktalk.net

See our website: www.nsrafa.org gallery/ Cosford 2006 / 2007 / 2008 etc

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RAF Butterworth/Penang Association

UK REUNION 2010

The Annual Reunion for 2010 will take place over the weekend of the 5th and 6th June at the
Holiday Inn Hotel Kenilworth
The cost for Dinner, Bed, Breakfast and Sunday Lunch, including a coffee service during the AGM,
is **£64** per person. Those arriving on Friday can have Dinner, Bed and Breakfast over
Friday /Saturday for **£70** per person, additional to the **£64** for the Reunion cost.

Arrival time at the **Holiday Inn** can be anytime from 12 noon onwards. The Annual Reunion
Dinner will be at 7.30pm.

**If you wish to attend the 2010 Reunion, please complete the form below and return with a
deposit of £10 per person to Len Wood, our Treasurer, at the address shown, by
Saturday 1st May 2010.**

Note: Members may invite guests, relatives or carers to accompany them to the reunion.

To: Len Wood. Treasurer RAF BPA. 3, Fairfield Avenue, Grimsby. DN33 3DS

REUNION 2010 BOOKING FORM

Name: Address:

Tel.No:
.....

No. of Places:..... Type of room(s) required: Single-Twin-Double
(Circle your Requirements) Smoking – Non-Smoking

Day of arrival at the Holiday Inn Hotel – Friday/Saturday

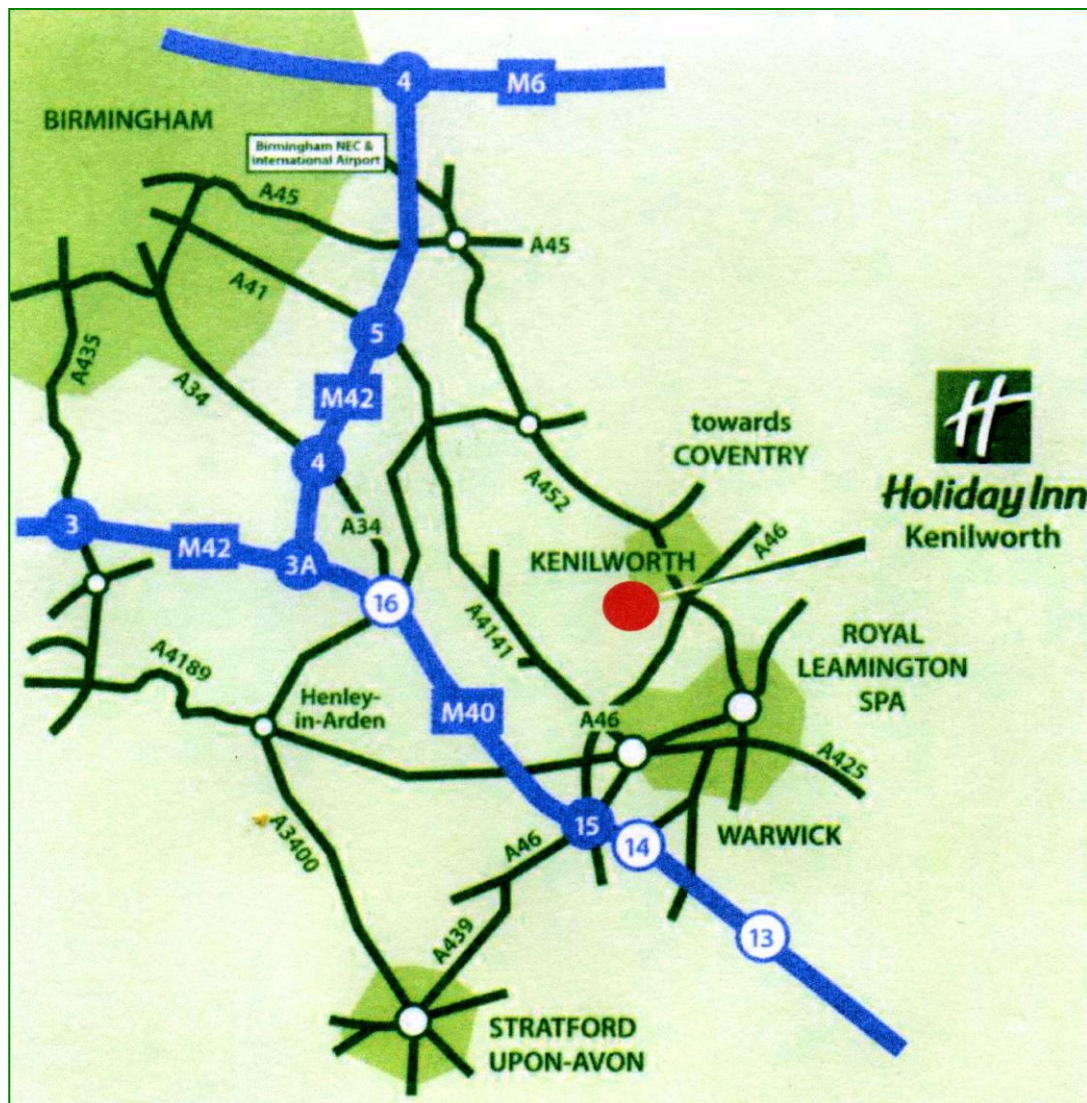
I/we will be attending for the Dinner only on the Saturday Night – Cost £22.50

Any Dietary or Special Requirements – e.g. Ground Floor Room etc.
.....

I enclose a deposit cheque for (£10 per person) made payable to:
RAF Butterworth/Penang Association

Signed: Date:

Finding your way to the RAF BPA 2010 Reunion, 5th and 6th June.



How to find the hotel

1. Leave the M40 at Junction 15, follow the A46 to Kenilworth/Warwick. Take the Kenilworth exit and follow the signs to the town centre. Drive through the town centre; when you reach the small roundabout with clock tower, the hotel is ahead of you. Take the 1st exit on the left and the entrance to the car park is on your right.
2. Leave the M6 at Junction 4 and follow the A446 signposted to Leamington Spa/Warwick for a short distance. At the roundabout take the 2nd exit onto the A452 to Kenilworth. Follow the signs for to the town centre; you will pass Kenilworth Castle on your right. Stay on the A452 and the hotel entrance is on the left.
3. Leave the M1 southbound and take the M69 at Junction 21. Follow the M69 until Junction 2 and join the A46 to Warwick. At the roundabout signposted for Leamington Spa take the right exit for Kenilworth. Follow the signs to the town centre.
4. Leave the M1 northbound and take the M45 at Junction 17 and follow onto the A45. Then take the A46 to Warwick. At the roundabout signposted for Leamington Spa, take the right exit for Kenilworth. Follow the signs for the town centre.