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FEDERATION OF NIGERIA

ANNUAL REPORT
OF THE
NIGERIA NAVAL FORCE
FOR THE YEAR 1957-58

NINEPENCE NET

1958

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Annual Report of the Nigeria Naval Force for the Year 1957-58

CHAPTER I

GENERAL

The Department has made good progress during the year, with the limited funds at its disposal, towards the physical clearing of the site and settling down in its administrative Organisation. Talks were held by the Defence Branch of the Governor-General's office with the Ministry of Transport and the Nigerian Ports Authority towards reaching a settlement on the terms for the conveyance of the site of the Naval Base from the Nigerian Ports Authority back to Government. A sum of £15,000 was agreed upon as compensation and the site was formally transferred back to Government with effect, 1st April, 1957.

During the early part of the year a Base Development Plan was drawn indicating the sites for the proposed jetty, slipways, workshops, stores and including buildings already converted, or in the progress of being converted. Provision was also made for the planned expansion which will be necessary as the Navy develops. The plan was favourably commented upon by the Commander-in-Chief, South Atlantic and South America in whose 'parish' Nigeria lies, and was accepted by the Council of Ministers. The first instalment of funds was voted for its inception and the plan was passed to The Consulting Engineers, Messrs Coode and Partners, London, to prepare the detailed drawings and estimates of costs within the funds available.

The plan makes provision for a jetty capable of berthing a vessel of 2,500 tons with 20 feet of water at low water alongside, with refuelling, freshwater and battery charging facilities and provides sheltered moorings in the camber for smaller craft. Provision in the plan also exists for two slipways, one of 700-ton capacity and one 250-ton which can be built as and when required. All workshops will be of the "Arcon" type of construction, which can be extended, as required, in accordance with a pre-arranged siting on the Development Plan.

The details for the fitting of a new water main and complete fresh water supply system have been worked out with the Public Works Department, and it is hoped that the first steps to implement this will shortly be taken with the funds already available as at the moment little or no fresh water is available.

The buildings known as "Quorra I", "Quorra III", and the Training Office Block, all of which form part of H.M.N.S. "Quorra", the Naval Training Establishment, were completed and occupied in November. Two large areas were cleared, levelled and planted out with grass to form a parade ground, and a large flagstaff erected in the site.

The Posts and Telegraphs completed the installation of the wireless station which provides communication between Headquarters and ships either by radio telephone or wireless telegraphy.

Considerable progress has been made by the Public Works Department in the erection of the security fence and gates which were 75 per cent completed by the end of the year.

A canteen for use of the Staff was completed towards the end of the year, which will provide much-needed facilities for personnel serving in the Base.

Minor works include the erection of a garage and the re-roofing of a small building which will be converted into a First Aid Post, and an Engineer's Store.

(h) *Burutu*.—A complete resurvey, including re-triangulation of the Port of Burutu and the approach channel from Forcados was taken in hand on 23rd November. It was broken off for a few days in mid-December to carry out a re-sounding of Escravos Bar, and again later in the month to allow the Surveying ship to return to Lagos for Christmas. She sailed again on 30th December and the Survey was completed on 13th January. Results showed no change in either the approach channel or the port itself.

(i) *Benin River*.—An examination of Young Town Crossing carried out at the end of March showed that a least depth of 16 feet exists on the transits leading from Benin River to Nana Creek and 12 feet in those from Nana Creek to Benin River. It has therefore been recommended that the transits on the North bank of the Benin River should be moved eastward until they are in line with those in the South bank.

(ii) *The Shell D'Arcy Petroleum Development Company*.

(a) *Bonny and New Calabar Rivers*.—This was not a Hydrographic Survey in its true sense, but a series of oceanographical and meteorological observations carried out over three months, with a view to finding out how and why the Bar at the entrance to the Bonny River is formed and the weather that can be expected in this vicinity under the worst conditions which occur during the rains.

For the Surveying Personnel this meant long hours at sea, often up to fourteen hours a day for seven days a week, in small craft which gave them little shelter from the elements and in which it was often impossible to prepare hot meals due to heavy rolling and pitching. It is noteworthy, however, that they overcame all these trials and tribulations and the required programme of obtaining Tidal Stream, Wind, Sea and Swell observations and samples of the bottom was completed on time to the satisfaction of all concerned.

4. The surveys of Benin River and Forcados Bar although carried out in April, have been included in this Report for the sake of continuity, as these were the last surveys to be carried out during the 1957-58 season.

5. *Training*.—A comprehensive training scheme has been drawn up whereby candidates can enter as trainee Surveying Recorders and be eligible for promotion to Commissioned Rank in the Hydrographic Branch. Unfortunately the response to Advertisements in *Official Gazette* Numbers 37 and 59 of 1957 was most disappointing, and so far only one recruit has joined up.

In view of this, consideration is now being given to training selected candidates from the Seaman Branch. If this is successful it is hoped that it will provide another avenue of promotion from the lower deck to commissioned rank.

CHAPTER 3

TRAINING

On 1st November, 1957, after many delays and frustrations it was at last possible to reopen the Nigeria Marine Seaman Training Establishment "Quorra" under its new name of the Nigeria Navy Training Establishment H.M.N.S. "Quorra" and in its new surroundings. The original "Quorra" buildings, were in Apapa Dockyard, and were therefore vested in the Nigerian Ports Authority. In consequence, it was necessary to move to what was known as the Old Port Depot and convert and adapt buildings there to re-establish the Training Establishment.

On opening day the large building known as "Quorra I" and which has been converted to form the accommodation block was fully completed and provided sleeping, messing, eating and toilet facilities for 100 Junior Ratings. "Quorra III" which comprises a Library/Reading Room and three lecture rooms, one of which is being used as cinema and strip film projection room, was completed. The Training Block, a new building which houses the Commanding Officer, the Assistant Training Officer and the Instructors was finally completed and occupied on 16th December.

Although the Training Establishment can accommodate 100 Junior Ratings, the first intake was limited to 60 to ease the strain on the administration, as both the Officers and four out of the 6 Instructors were new; also this was the first time that full sleeping and messing had been arranged for the trainees and a shaking down period was considered to be both desirable and prudent. This proved a wise decision as despite the fact that nearly all the staff were new, there have been no hitches and both the instruction routine and the messing have gone according to plan and with no complaints.

The first intake was equally divided between the three organisations—the Nigeria Naval Force, the Inland Waterways Department and the Nigerian Ports Authority.

Included in the Nigerian Ports Authority entry were four prospective Engineer Cadets and four prospective Deck Cadets all destined for service with the Merchant Navy under the auspices of the joint scheme sponsored by the Nigerian Ports Authority and the leading Shipping Companies.

With the exception of the prospective Merchant Navy Cadets who only serve for three months, the basic course for all other Junior Ratings is six months. At the end of this period the Junior Ratings destined for the Inland Waterways Department and Nigerian Ports Authority will return to their respective sponsors while the Naval Junior Ratings will be required to undergo a further three months training in purely naval subjects. It is opportune to note that all future entries to the Nigerian Navy will take the basic six months' course in "Quorra" irrespective of which branch of the Navy they will ultimately enter.

The basic course provides elementary training in Seamanship, all forms of visual signalling, boatwork under oars, sail and power and parade training. In addition to the instruction which is given ashore, H.M.N.S. "Challenger" has been converted to act as a seagoing tender to "Quorra" and can take up to twenty Junior Ratings away for short cruises along the Nigerian Coast. Normally only half a watch (10 men) will be sent at a time however to allow more individual attention to be given to the men under training.

In addition to "Challenger" the Training Establishment has two 27 ft. sailing whalers, two gigs, two 17 ft. sailing dinghies and the 16 ft. motor boat "Nymph", all attached for training purposes.

The Establishment is equipped with a 16 m.m. sound projector which is used both for instructional and recreative films. Instructional and various recreation films are loaned by the United Kingdom and the Federal Information Services.

It has been found that films, no matter whether instructional or recreation are very popular with the men under training and every effort will be made to follow up this most excellent form of up-to-date tuition.

In addition to the new entry training refresher courses were organised for Able Seamen to enable them to sit for their advancement examination for Leading Seaman (Quartermaster). This proved very successful and only one failure to pass was recorded.

On 30th November the Establishment was visited by photographers of the Federal Information Service and Nigerian Ports Authority and photographs were taken of the Ceremony of Colours, and classes under instruction.

On 17th December "Quorra" was honoured by a visit of H.E. the Governor-General. His Excellency arrived in his Barge, and after being greeted by the Director of Naval Services, and introduced to other officers, he was accorded a Royal Salute by a Guard of Honour made up from the Junior Seamen under training. After inspecting the Guard he visited the Establishment, where he inspected all the buildings and saw classes at Instruction. On completion of the inspection, His Excellency granted "Quorra" a "make and mend".

During the Christmas period, a Bay Class Frigate of the Royal Navy, H.M.S. "Bigbury Bay", visited Lagos, and a party of thirty men from the school was taken round the ship.

An area in the Base has been cleared of rubble and long grass, and is utilised by the school for recreation. Although not large enough to provide a full size football pitch, the ground gives the trainees the opportunity for exercise and recreation. They also have table tennis equipment, boxing gloves and other items of sports gear.

In conclusion, it may be said that the trainees have settled down to a new life and strange routine remarkably easily and quickly and there has been no sickness of a serious nature. The experience gained from the initial intake has been of great value to the staff of the school, and it is hoped that it will stand them in good stead when the ultimate goal of one hundred men under training is reached.

CHAPTER 4

FINANCE

On the 1st April, 1957, the Department became self-accounting. The full benefit of this system is now being realised. Regular reconciliations of the General Ledger Account with the Treasury continued in a satisfactory manner and no outstanding items remained uncleared. The financial position of the Department is being finalised especially with regard to the details of the accounts held by the Nigerian Ports Authority. The revenue position has greatly improved as compared with last year as a total sum of approximately £45,000 is expected to be collected. The size of the Department's finance can be gauged from Appendix 2 (b).

STORES

The Stores Branch is extending rapidly and improvements have been made both to stores space and staff. Two daily paid clerks were engaged to cope with the daily increase of stores from Crown Agents and local purchases. A Store Cost Section was created during the year.

CHAPTER 5

THE FLEET

<i>Name</i>	<i>Tonnage</i>	<i>Type</i>	<i>Proposed Armament</i>	<i>Duties</i>
<i>Pathfinder</i>	543	Seagoing	One 40 m.m. Bofors	Surveying
<i>Petrel</i>	43	Seagoing	—	Surveying
<i>Challenger</i>	114	Seagoing	One 40 m.m. Bofors	Training ship.
<i>Chaser</i>	64	Seagoing	Hotchkiss 3 pdr	Preventive Service
<i>Valiant</i>	230	River Vessel,	Hotchkiss 2 pdr (for saluting purposes)	H.E. The Governor- General.
<i>Frances</i>	—	Launch	—	H.E. The Governor- General.
<i>Trojan</i>	—	Tug	—	Base
<i>Beecroft</i>	—	Pinnace	—	Base
<i>Jade</i>	—	Pinnace	—	Base
<i>Nymph</i>	—	Motor Dinghy	—	Tender to "Quorra"
<i>Penelope</i> (Building)	—	Seagoing	One 40 m.m Bofors	Survey/Examination Service.

THE FLEET

Valiant.—This fine vessel was completed by her builders, Messrs Yarrow & Co., Glasgow and was towed out, arriving safely on 8th July, 1957.

She was specially designed for use by the Governor-General for official tours of inspection on the rivers and her design was somewhat restricted by two major deciding factors :

(a) the requirement to be able to pass under Carter Bridge where the clearance is only 24 feet, and

(b) that her draft should not exceed 4 ft. 6 inches to enable her to navigate the various flats and shoals which exist in the inland waters.

She is fitted with two Hotchkiss 3 pdr. guns, for saluting purposes, and is powered by two sets of Lobnitz triple expansion oil fired steam engines with her propellers in tunnels. She has a maximum speed of 9 knots with an endurance of 7 days but is usually accompanied by a specially fitted barge for carrying the official motor cars and 60 tons furnace oil as additional bunkers. She is fitted with a fresh water distilling plant which is capable of making up to 10 tons of fresh water a day, modern "Thermotank" ventilation system throughout and adequate refrigerators together with special refrigerated water coolers for the supply of cold drinking water, ex tap, for her officers and crew.

The upper deck has been specially designed for official receptions and is capable of carrying 200 persons with complete safety. At other times it can be used as a sports deck and for recreation purposes by the Governor-General and his staff.

She has already seen considerable service having been used to accommodate Her Royal Highness, the Princess Royal during her visit to Onitsha, to convey His Excellency the Governor-General from Yola down the rivers Benue and Niger to Asaba and has also embarked His Excellency the Governor of Western Region for two tours of the rivers and creeks in the Delta and adjoining areas.

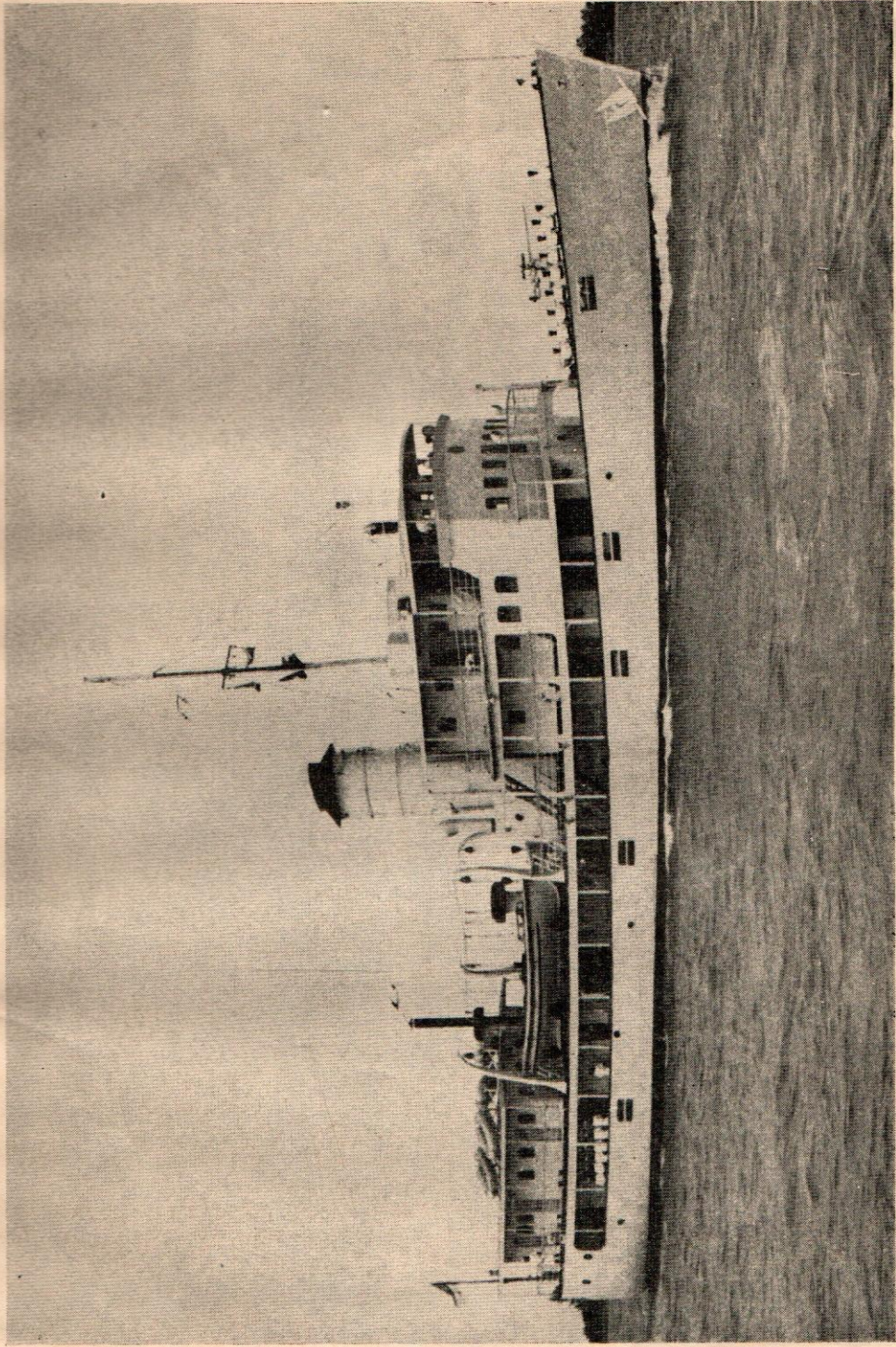
The vessel is commanded by a Warrant Officer and has a crew of 23 all of whom are Nigerians.

Pathfinder.—(a) The necessary structural alterations to enable "Pathfinder" to receive her armament, a 40 m.m. Bofors, and to make additional accommodation available for her crew, were completed during the refit carried out between April and August. These, in addition to providing more comfort and living space for Officers and Ratings, made it possible to re-design and enlarge the Bridge, and thus improve her appearance, stability and general efficiency.

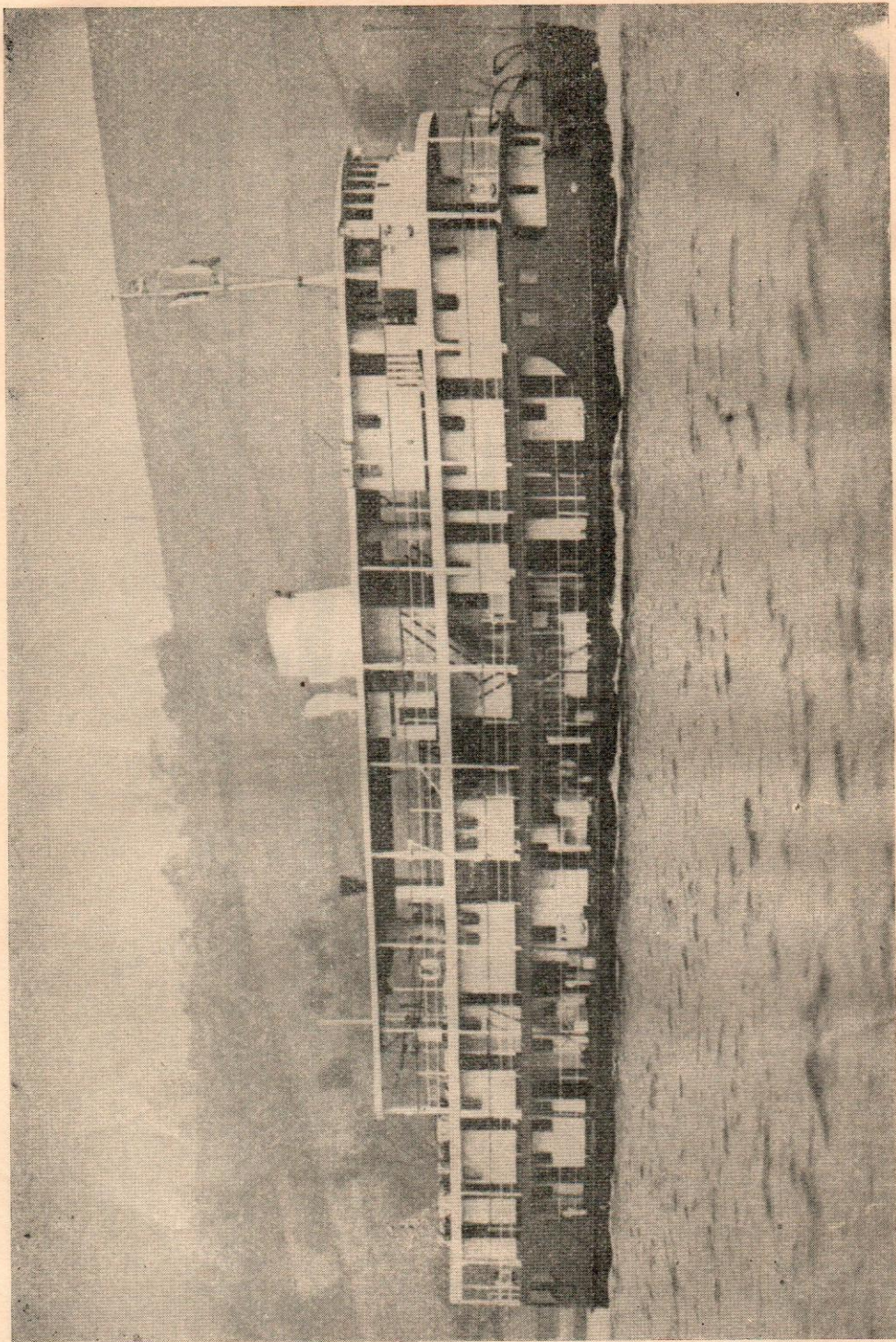
(b) *Penelope* (building).—Construction on the new twin screw diesel survey 79 ft. motor launch "Penelope" now being built by Messrs Aldus Successors Ltd. Brightlingsea, England is reported by the Crown Agents to be progressing favourably and should be delivered towards the end of 1958 and in time for the 1958-59 Surveying Season.

This vessel, which is designed as a seagoing vessel, will be capable of working independently from the parent vessel "Pathfinder" for periods of 7 to 10 days at a stretch. She has accommodation for two surveying officers and 4 recorders in addition to the ship's complement. She is stiffened forwards to carry a 40 m.m. Bofors gun and is strengthened and suitably fendered to be used as an armed boarding vessel in connection with the Port Examination Service in time of war. Provision exists for the vessel to be degaussed as a protection against magnetic mines and for the fitting of a radar set when required. She is being fitted with a radio telephone and wireless telegraphy and will be in touch with both Headquarters and her parent vessel "Pathfinder". Despite the fact that the vessel is primarily a seagoing vessel her draft has been restricted to 4 ft. 6ins to enable her to use the inland waterways if necessary.

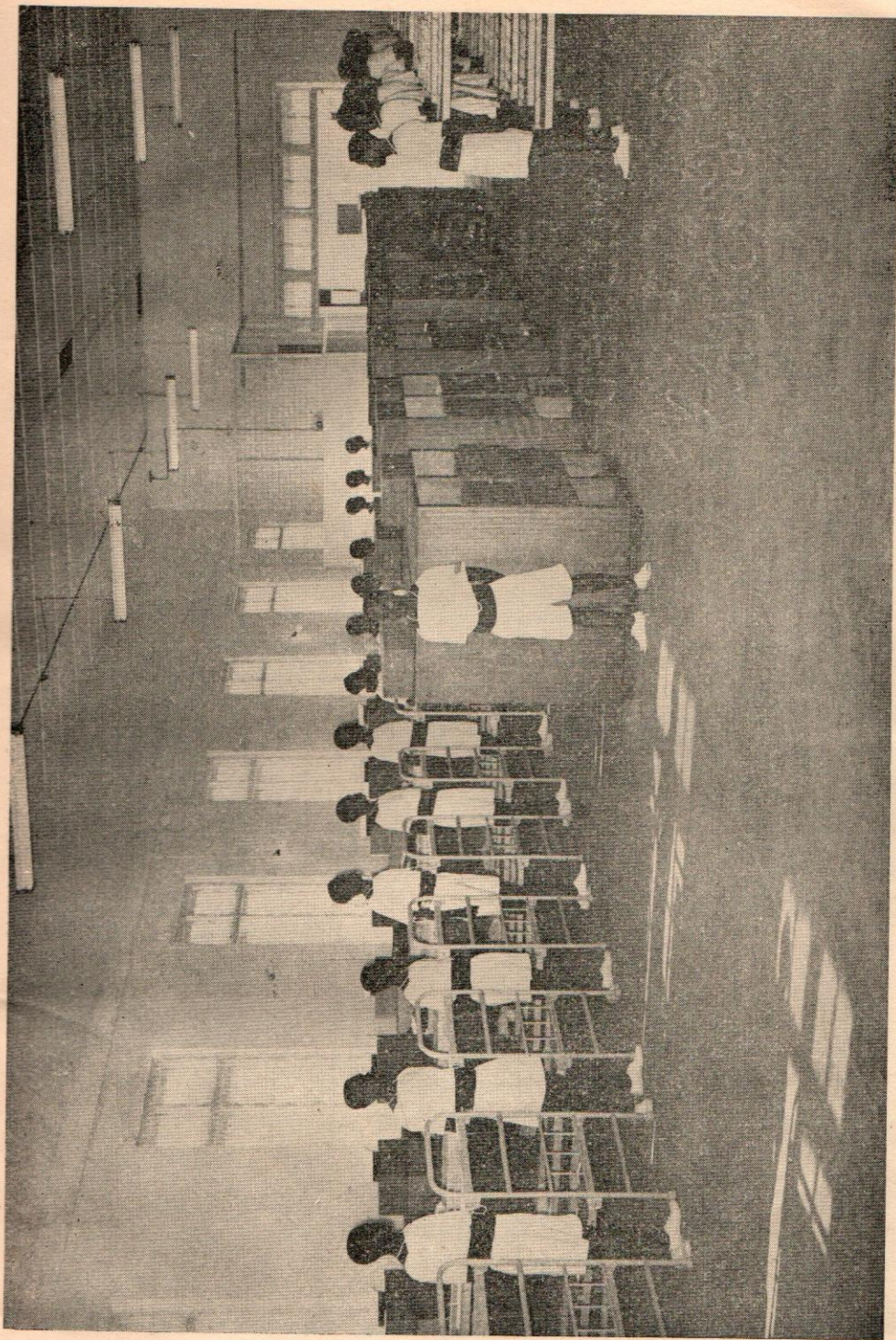
(c) *Chaser*.—This vessel had a major refit in the Nigerian Ports Authority Dockyard, Apapa, during the year under review. She was partially re-plated, and her main engines were lifted out to enable them to be completely overhauled. As this entailed stripping the upper deck, the opportunity was taken to re-design and improve the crew's accommodation. Two



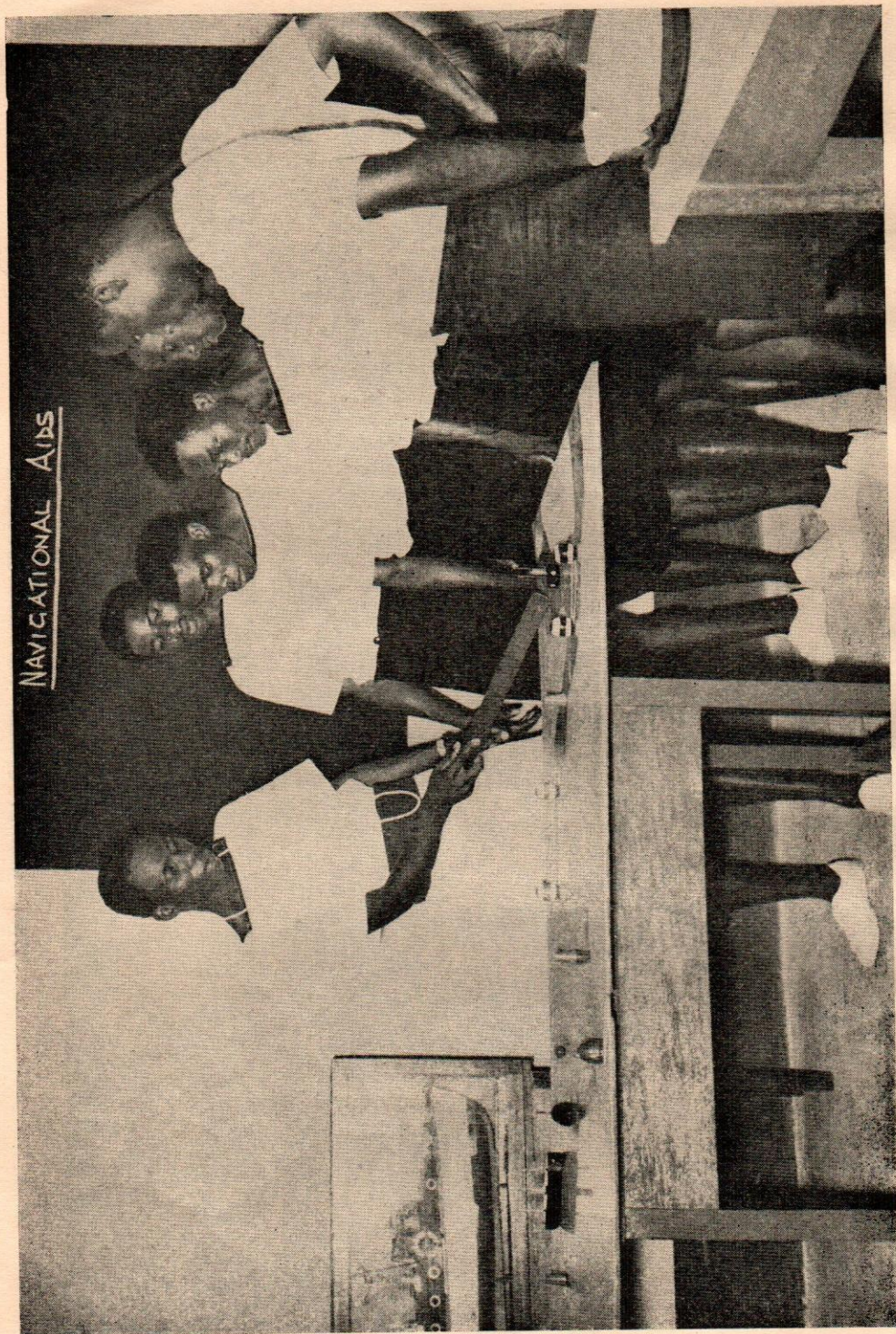
16844 H.M.N. SURVEY VESSEL "PATHFINDER"



18174 H.M.N.S. "VALIANT" USED AS THE GOVERNOR-GENERAL'S YACHT



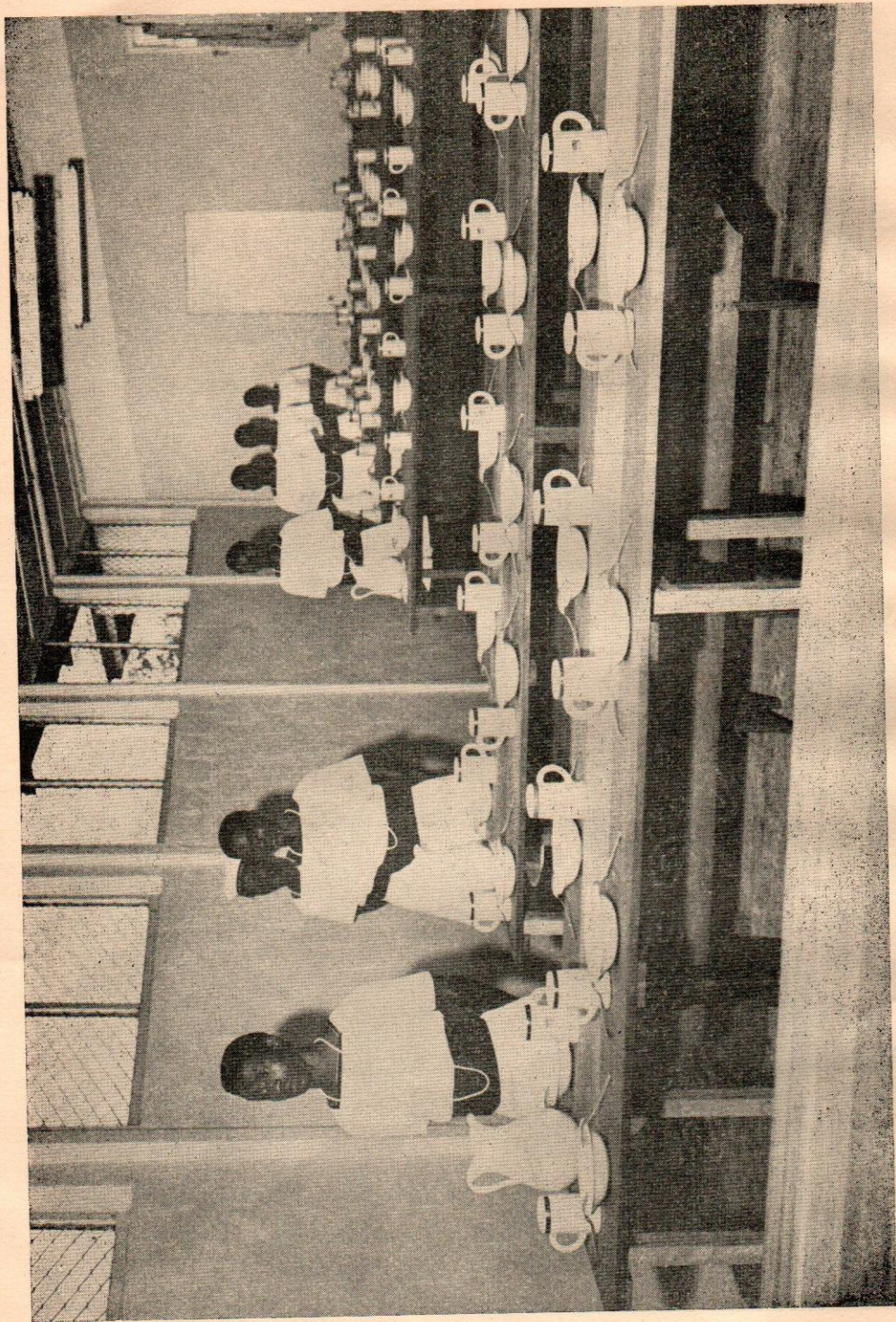
17331 H.M.N.S. "QUORRA" THE DORMITORY BLOCK



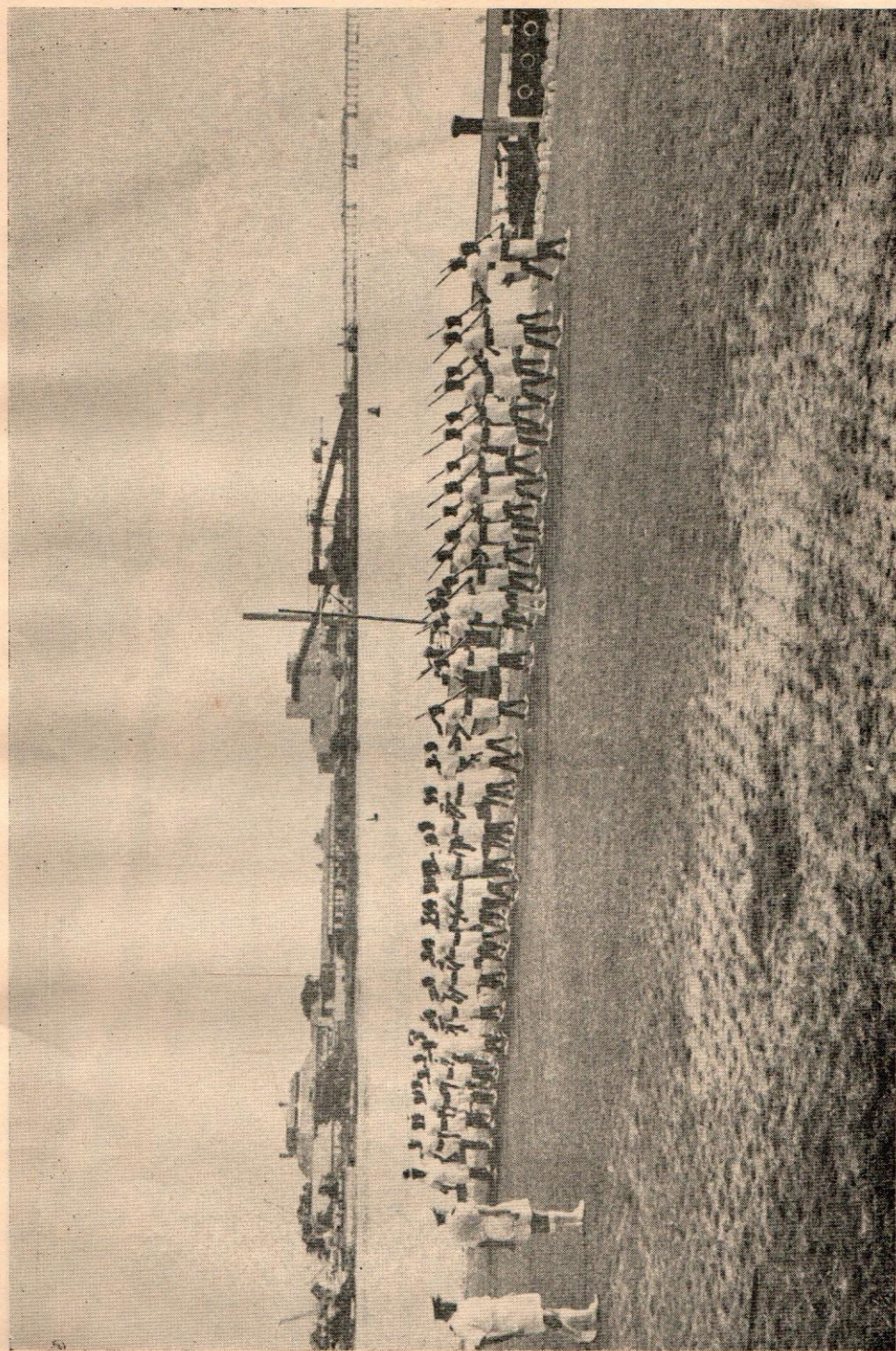
17339 H.M.N.S. "QUORRA" SEAMANSHIP CLASS



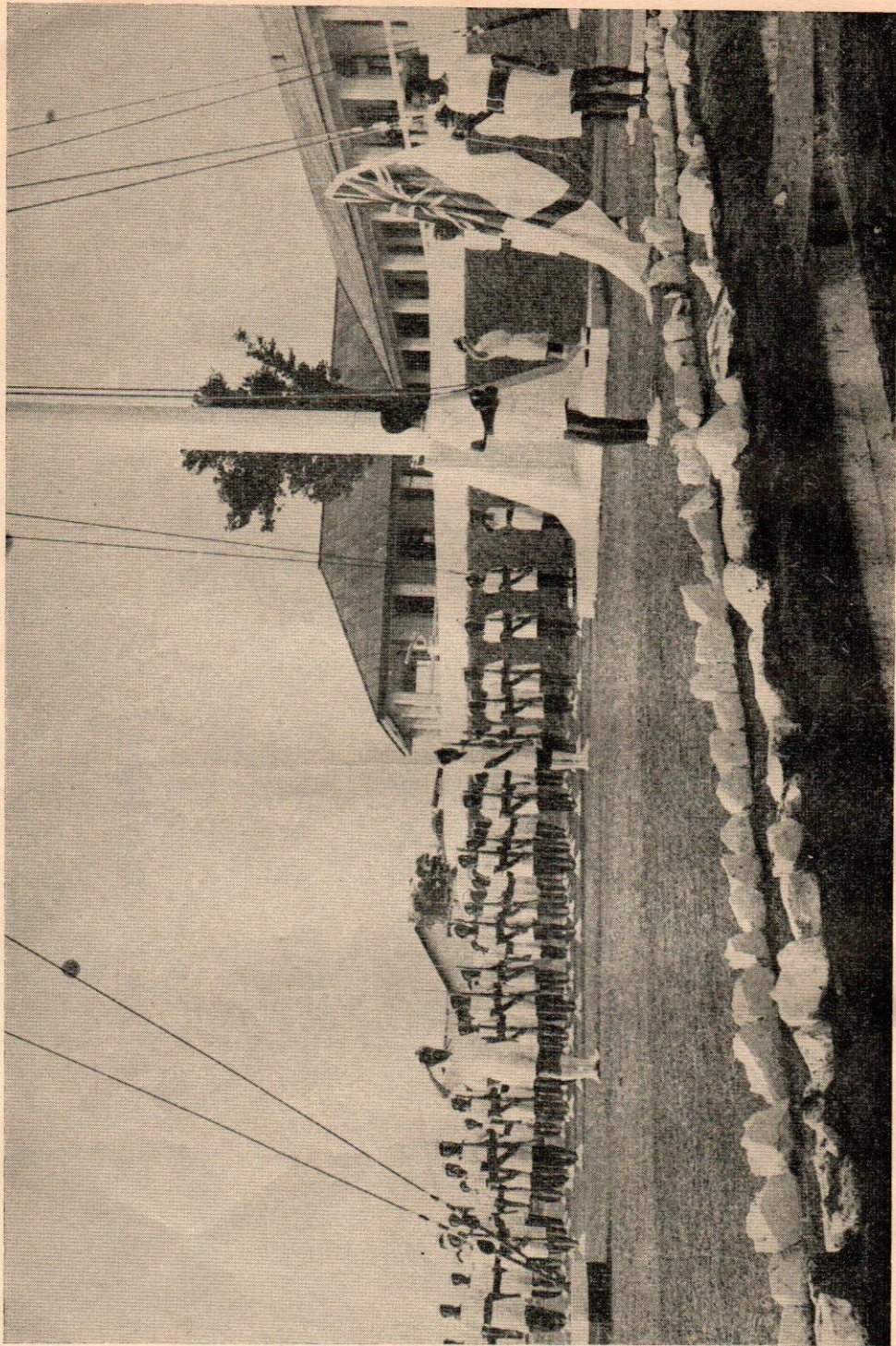
17351 H.M.N.S. "QUORRA" PRACTICAL INSTRUCTION



17335 H.M.N.S. "QUORRA" A CORNER OF THE JUNIOR RATINGS' MESS



17326 H.M.N.S. "QUORRA" PARADE TRAINING—A MARCH PAST



17325 NAVAL HEADQUARTERS—THE CEREMONY OF COLOURS

extra sleeping cabins were also built on the upper deck, one for the Commanding Officer and the other for the Senior Petty Officer. These cabins have through ventilation, and are a great improvement on the below-decks accommodation.

(d) *Challenger*.—This vessel underwent extensive refit during the months of November/February and certain modifications were made to adapt her for her new role as a seagoing tender to the Training Establishment "Quorra". She was stiffened for armament when she was built and the final structural alterations necessary for her to receive her 40 m.m. Bofors, which is being supplied, on repayment, from Admiralty stocks, were completed.

(e) *Jade*.—This motor pinnace has been slightly modified and fitted with echo-sounding equipment in order that she may be used for surveying when necessary.

GENERAL REVIEW

The year has been one of consolidation and steady progress towards an organisation which must be capable of taking the expansion which will be inevitable when the Nigerian Navy comes into being.

The work of both the Senior and Junior Service officers has been that of willing co-operation as without this little could have been accomplished and I would wish to place on record my sincere appreciation for what has been done so willingly and so well.

As this will be my last year in office may I take the opportunity to wish the Nigerian Navy every good wish for the future.

F. W. SKUTIL,
Director (Designate) of Naval Services

31st March, 1958.

APPENDIX I

CRAFT STATISTICS UP TO 31ST DECEMBER, 1957

Name of Craft	General Duty Days	In Dockyard Hands Days	Total Days
<i>Pathfinder</i>	154	211	365
* <i>Valiant</i>	183	94	277
<i>Jade</i>	304	61	365
<i>Frances</i>	248	117	365
<i>Trojan</i>	363	2	365
<i>Petrel</i>	225	140	365
<i>Chaser</i>	227	138	365
<i>Challenger</i>	203	162	365
<i>Nymph</i>	309	56	365
<i>Beecroft</i>	316	49	365

*"Valiant" arrived in July.

APPENDIX II

PERSONNEL

1.—STAFF—SENIOR SERVICE

The Establishment of the Senior Service Staff during the year in review is given in the following table:—

<i>Pensionable Establishment</i>	<i>Authorised</i>	<i>Actual</i>	<i>Ratio per cent</i>
Director of Naval Services	1	1	100
Deputy Director of Naval Services	1	1	100
Principal Marine Officer	1	1	100
Senior Marine Officers	2	2	100
Senior Marine Instructor	1	—	—
Senior Marine Engineer	1	—	—
Senior Executive Officer (Accounts).. .. .	1	1	100
Marine Officers	8	8	100
Marine Instructor	1	—	—
Assistant Marine Instructor	1	1	100
Marine Engineers	3	3	100
Assistant Hydrographic Surveyors	3	3	100
Executive Officer (Accounts)	1	1	100
Total	25	22	88

- (a) New Appointment 3
- (b) Retirement —

2.—STAFF—JUNIOR SERVICE

The Establishment of the Junior Service Staff during the year in review is given in the following table :—

(a) <i>Floating</i>						<i>Authorised</i>	<i>Actual</i>
Chief Master	..	..	..	..	..	1	1
Masters	..	..	..	..	..	3	3
Boatswains	..	..	..	..	..	8	6
Quartermasters	..	..	..	..	..	21	19
Ableseamen and Ordinary Seamen	..	..	..	..	..	85	74
1st Class Signalman	..	..	..	..	..	1	1
Signalmen, Grades I and II	..	..	..	..	..	2	—
Signalman, Grade III	..	..	..	..	..	1	1
Chief Marine Drivers	..	..	..	..	..	3	2
Marine Drivers, Grades I, II, III	..	..	..	..	..	18	13
Donkeymen	..	..	..	..	..	2	1
Greasers and Firemen	..	..	..	..	..	21	21
Craftsmen	..	..	..	..	..	13	11
Total	..	..	..	..	..	<u>177</u>	<u>153</u>

(b) *Clerical*

Assistant Executive Officer	..	..	..	..	..	1	1
Chief Clerk	..	..	..	..	..	1	1
Assistant Chief Clerk	..	..	..	..	..	1	1
1st Class Clerks	..	..	..	..	..	7	6
2nd and 3rd Class Clerks	..	..	..	..	..	5	4
Messengers	..	..	..	..	..	5	5
Telephone Attendant	..	..	..	..	..	1	1
Stenographer, Grade II	..	..	..	..	..	1	1
Storekeeper, Grades II and III	..	..	..	..	..	1	—
Total	..	..	..	..	..	<u>23</u>	<u>20</u>

(c) *Shore*

Chief Patrolman	..	..	..	..	..	1	1
Leading Patrolmen	..	..	..	..	..	3	3
Patrolmen	..	..	..	..	..	13	12
Total	..	..	..	..	..	<u>17</u>	<u>16</u>

APPENDIX II—continued

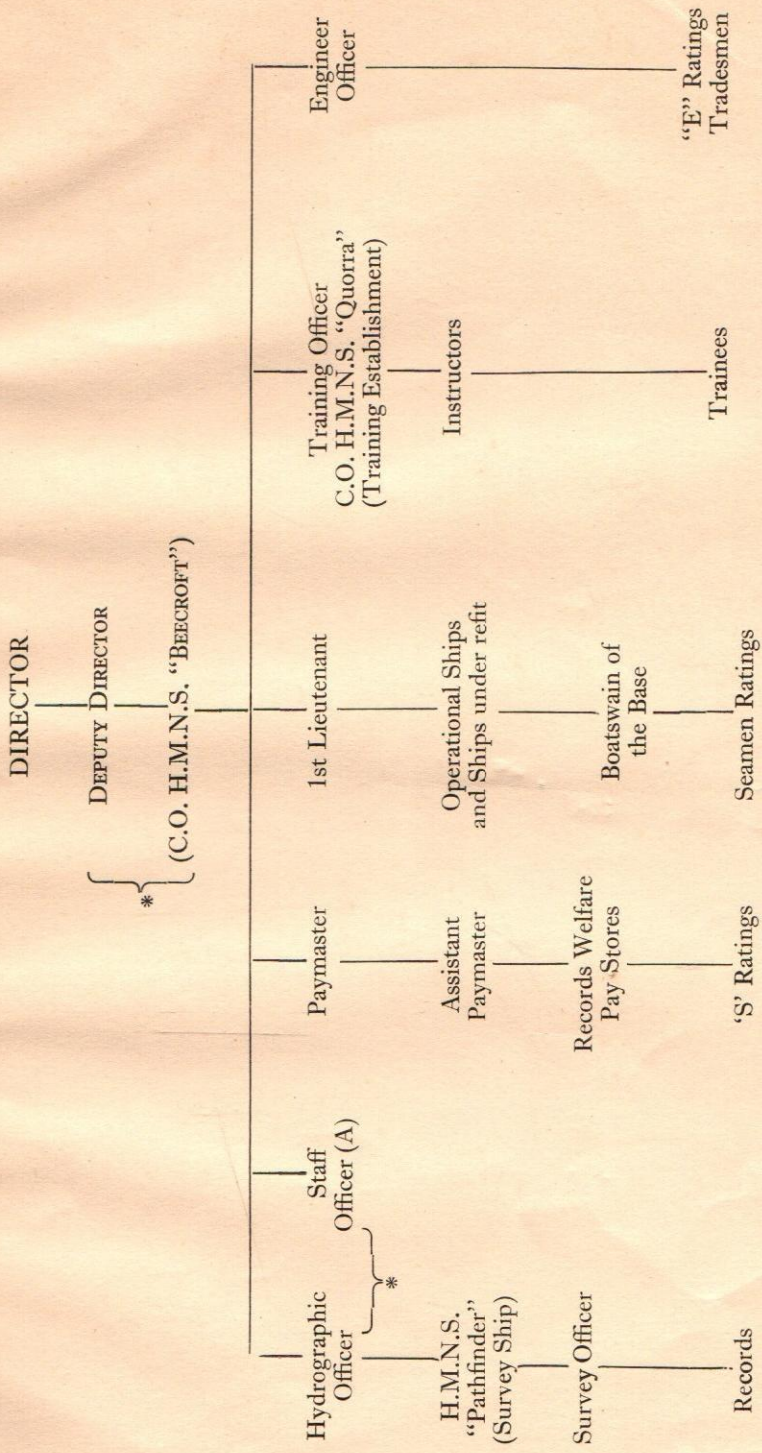
<i>(d) Technical Staff</i>							<i>Authorised</i>	<i>Actual</i>
Hydrographic Recorders	..	..	..	..	..	14	8
Total	..	..	..	..	..	<u>14</u>	<u>8</u>
 <i>(e) Cooks</i>								
Cooks	..	..	..	..	..	4	1
Chief Stewards	..	..	..	..	..	3	2
Stewards	..	..	..	..	..	6	1
						<u>13</u>	<u>4</u>	

SUMMARY

<i>Established Staff</i>							<i>Authorised</i>	<i>Actual</i>
<i>(a) Floating</i>	..	..	..	..	..	177	153
<i>(b) Clerical</i>	..	..	..	..	..	23	20
<i>(c) Shore</i>	..	..	..	..	..	17	17
<i>(d) Technicians</i>	..	..	..	..	..	14	8
<i>(e) Cooks and Stewards</i>	..	..	..	..	..	13	4
Total	..	..	..	..	..	<u>244</u>	<u>202</u>

Establishment Section was created during the year under the supervision of an Assistant Chief Clerk.

NIGERIA NAVAL FORCE, 1957-58



* Both duties carried out by one officer

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