

1	2 cms	The National Archives	ins	1	2
Ref. ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets					

CONFIDENTIAL

Although it had not been the intention to open craft to the public, because the minimum number of men were left as duty party, many "unofficial" visitors came and went during the day, and there were never less than 200 people alongside the bank standing "watching" - a favourite occupation it seems.

At 1715, the first reception for both officers and men commenced in the cellar of the Blue House, where Swiss wine was served with hors d'oeuvre. We were spared speeches but not the Press. Several important local luminaries joined the Party which continued to remain together throughout further functions. Doctor Tschokke, President of the Basle City Government, Doctor Schalter, National (Federal) Counsellor and Swiss delegate to the Rhine Central Commission, and Doctor N. Jacquet, National Counsellor, President of the Swiss Shipping Association attended.

During the reception the drums of Basle were 'played' to welcome the Squadron.

Thereafter officers and men were separated, the former being entertained to dinner at the Schutzenhaus and the latter at the Schiffenhaus, still as guests of the Basle City Government. Both entertainments lasted till nearly 2200. Speeches of welcome were made by Doctor Schalter, who spoke in French, German and English, to ensure that he was understood by all. My reply of thanks was followed by the Consul who added all that I had left out.

The men were most hospitably entertained privately as well as officially, but a large number returned on board after Dinner although all night leave had been granted. Basle after 2 A.M. is, however, a quiet city.

There was, as yet, no respite for the officers who attended a reception by the British Consul (held in the Three Kings Hotel) to return the hospitality given to us, and for the officers to meet the Diplomatic and local British communities. The press was again present.

Throughout the entire visit the Squadron was most hospitably entertained in the most friendly fashion. The Swiss people, both government officials and private citizens were obviously pleased to have the Squadron at Basle. In spite of the gloomier prognostications that the local Communists (20% of Basle voters) would attempt to make capital of the visit as a sign of Switzerland's traditional neutrality receding, these seem to have been unfounded. In spite of the fact that this was an official visit, the gay (for the Swiss) atmosphere of the functions lent an entirely different atmosphere to conversation and quickly dispersed any shyness.

A great deal was talked about the Rhine - 1954 is the 50th anniversary of Basle opening as a Rhine Port - which was more or less common ground. The Baslers still dream of extending the navigability of the Rhine to Lake Constance, although this would appear to be more of a federal project.

There is a considerable amount of bitterness at French plans to canalise the Rhine as far as Strasbourg, which would leave insufficient water in the Rhine itself for trade going to Basle to by-pass it. This clashes with Swiss ideas as to the internationality of the Rhine as a waterway. German restrictions on inter German port cargo carrying, and their present discussions with the Dutch on this subject, are also the ground for Nationalistic comment on Swiss international rights. They tend to distrust any international organisation outside the Rhine Central Commission and N.A.T.O. research into Inland Water Transport came under particularly heavy fire.

/The Basle

CONFIDENTIAL

1	2	cms	The National Archives	ins	1	1	2
Ref.		ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets							

CONFIDENTIAL

The Basle Rhine Port Authority supplied two German pilots to assist in the return passage from Ottenheim to Strasbourg.

Conclusion

There seems no doubt that the visit was a success from every point of view. The Swiss people had planned down to the last detail and were most generous and friendly in the dealings with both officers and men.

CONFIDENTIAL

1	2	cms	The National Archives	ins	1	2
Ref.: ADM 1/25565 RC1242806						
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets						

CONFIDENTIAL

Flag Officer, Germany

M

Ger. No. 515/376/66	Date 13 November, 1954
<u>Subject</u>	
<u>ROYAL NAVAL RHINE SQUADRON 1954 AUTUMN CRUISE - 1954</u> <u>REPORT OF PROCEEDINGS.</u>	
<u>Enclosures</u>	
<p>The Captain, R.N. Rhine Squadron's letter No. 4/5/7/3853 dated 31st October, 1954.</p>	

GENERAL MAIL OFFICE
 15 NOV 1954
 ADMIRALTY

Secretary of the Admiralty

Forwarded.

2. The first visit of units of H.M. Fleet to Switzerland has proved a great success which is particularly gratifying in view of the doubts in diplomatic circles when the visit was proposed in August last.

Royal Naval Headquarters,
 BENKHAUSEN,
 B.A.O.R. 42

R. S. Warne

(R.S. WARNE)
 Rear-Admiral

CONFIDENTIAL

1	2 cms	The National Archives	ins	1	2
Ref: ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets					

CONFIDENTIAL

Royal Naval Rhine Squadron,

B.A.O.R. 34.

No. 4/5/7/3853

31 October, 1954.

THE FLAG OFFICER, GERMANY.

ROYAL NAVAL RHINE SQUADRON 1954 AUTUMN CRUISE
- REPORT OF PROCEEDINGS.

I have the honour to submit the following report of proceedings of units of the Royal Naval Rhine Squadron during the 1954 Autumn Cruise.

2. The Cruise took the form of three separate serials as follows:-

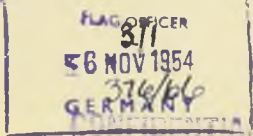
- Serial 1. L.C.T. 407 7th September - 28th September - Cruise down River RHINE to NETHERLANDS and North German Ports.
- Serial 2. Minor Landing Craft Division and Special Boat Sections. 7th September - 21st September - Cruise up River RHINE to SCHIERSTEIN and up River MOSEL.
- Serial 3. H.Q. M.L., M.L. Division, M.L.(F) 6012 and two Belgian Rhine Squadron Vedettes. 20th September - 6th October - Cruise up River RHINE and NECKAR including visits to BASEL and STRASBOURG.

3. Serial 1 is the subject of a separate report which will be forwarded on return of the Commanding Officer, L.C.T. 407, Captain G.A.M. RITSON, R.M., who is at present in United Kingdom on a Course.

4. Serial 2 proceeded according to plan, as far as SCHIERSTEIN. On the return trip when proceeding up the River MOSEL, the H.Q. craft M.L. 6018 grounded at KM 20 in spite of the height of the water. As a result the Officer in Tactical Command Captain M.A. MENY-GIBERT, R.M., decided to berth the Division at WINNINGEN KM 10 for 36 hours and to send the L.C.A. Sub Division up river independantly, returning the same night. This sub division reached COLHEM KM 50 before turning back. The whole Division then proceeded to St. GOAR for weekend 18th/19th September stopping the night at OBERLAHNSTEIN on route. The Division then returned to Base arriving A.M. 21st September in accordance with the programme. During the Cruise visits were made to the Belgian Rhine Squadron Base at NIEHL; the United States Patrol Base at SCHIERSTEIN and the French Rhine Squadron Base at BINGEN.

5. The Special Boat Sections accompanied the minor Landing Craft Division, partly in L.C.A. and partly in M.T., as far as OBERLAHNSTEIN, where they set up camp on the banks of the RHINE. On route they carried out a pre-arranged night attack on the R.A.F. Station at WAHNE. Whilst in camp they did a series of canoe and land exercises culminating in a 48 hour Cross Country Scheme. On completion the majority in 6 canoes paddled back to Base, a distance of 179 Kms in 2/3 days. Also accommodated in the Camp at OBERLAHNSTEIN was a Mobile Workshop Team and a Mobile Radio Relay Team, whose primary tasks were to support the Minor Landing Craft Division.

6. Serial 3 sailed from Base on 20th September and spent the first night in the Belgian Rhine Squadron Base at NIEHL, where the Squadron was joined by two Belgian Vedettes "YSER" and "MEUSE" (S.O. Aspirant LAURENT). An outline programme for this Cruise is contained in Appendix "A" and a Special Report on the Visit to BASEL in Appendix "B".



From the Outline Programme

1	2 cms	The National Archives	ins	1	2
Ref: ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets					

CONFIDENTIAL

2

7. From the Outline Programme it can be seen that all the Allied Bases up river were visited, with the exception of the French Base at BINGEN, which had already been visited by the Minor Landing Craft Division. Without wishing in any way to detract from the importance or hospitality received at these Bases, it is considered that the "highlights" of this Cruise were:-

- (a) The Cruise up the River NECKAR.
- (b) The Visit to BASEL.
- (c) The Visit to STRASBOURG.
- (d) The Visit to BONN.

8. As regards (a) the Squadron sailed up river NECKAR on 24th September and berthed for the night at EBBELACH (KM 57.7). This trip afforded a pleasant change from the RHINE in that there was very little commercial traffic and the scenery at least compared with anything to be seen on the RHINE. It is understood that the river is navigable for craft of the draught of the M.L. as far as HEILBRONN KM 114 and that work is now being carried out to extend the navigable channel as far as STUTTGART. On 25th September, the Squadron sailed down the River NECKAR to HEIDELBERG where berths for the weekend had been arranged by Commander, United States Naval Forces in Germany.

9. The Squadron arrived at STRASBOURG, P.M. 1st October and berthed at the Quai des Belges, with the French Naval Pilotage Ship "AMIRAL EXELMANS" in attendance. A.M. 2nd October I called on the British Consul General; the Belgian Consul; the Prefect and the Military Governor, all of whom returned my call later in the morning. In the evening the Squadron Officers gave a Cocktail Party for the dignitaries of STRASBOURG on board H.M.M.L. "PRINCE CHARLES". Afterwards all officers were invited to dinner by the Consul General; the Assistant Secretary General of the Council of Europe or the Belgian Consul. This was followed by a Ball given by L' Association de France/Grande Bretagne in honour of the Squadron's visit in the Headquarters of the Council of Europe.

The Commander of the French Naval Forces on the RHINE gave a Cocktail Party in honour of the Squadron's Visit on board "AMIRAL EXELMANS" on 3rd October.

On 2nd and 3rd October motor coach trips were arranged by the French Navy to the VOSGES and BLACK FOREST respectively for all ratings and other ranks not required for duty. These were very much appreciated. In spite of the few hands left on board the craft were open to visitors on both afternoons. This proved to be very popular with the local people and was without incident.

This was the first time that units of the Royal Naval Rhine Squadron or the Belgian Rhine Squadron had visited STRASBOURG and there is no doubt that the visit was a great success. I cannot speak too highly of the way the Squadron was treated and I am sure a return visit at a later date would be greatly appreciated.

10. The visit to BONN was of necessity very short and really only consisted of a night's stop. Nevertheless the Officers were entertained by the Staff of the Services Relations Advisor to the British High Commissioner and by the High Commissioner himself, where we had the opportunity of meeting those Germans in the Blank Office who will be responsible for the new German Navy. The latter was very much appreciated by my officers who realised how busy the High Commissioner must have been at that time.

11. From the Engineering point of view and communications, apart from defects, there were no troubles. In fact both worked excellently. It was, however, realised very early on in the Cruise that the small M.L., and in particular one which had a new engine, were holding back the remainder of the Squadron, particularly the Belgian Craft. This was overcome to a certain extent by sailing the Squadron in two Divisions, but I consider that because of this and the strength of the prevailing current, the programme was in fact too tight. This was borne out on the trip from KEHL to BASEL when the Squadron was forced to sail by night (see Appendix "B"). This will be borne in mind when planning future cruises.

12. This was the first time that the Cash Victualling System was used on a Cruise.

The system was tried out

CONFIDENTIAL

1	2	cms	The National Archives	ins	1	1	2
Ref:		ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets							

CONFIDENTIAL

2

The system was tried with each craft being responsible for its own victualling. This, however, proved to be unsatisfactory owing to lack of storage space in the craft, particularly the small M.L., and the shortage of time available for making purchases. This was aggravated by the fact that neither the Americans or the French could sell victuals owing to their system of messing. It is intended in future Cruises, to try out a modified General Mess System, using a representative of Base Supply Officer's Staff for buying victuals for all craft and for breaking bulk.

13. I cannot speak too highly of the hospitality extended by the various Allied Naval Bases to both the Officers and men of my Squadron and of the two Belgian craft. At all Bases the craft were made to appear most welcome and every facility requested, apart from the purchase of victuals, was provided.

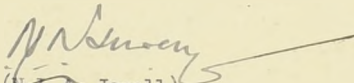
14. In addition to the Cocktail Party referred to in paragraph 9, the following parties took place on board H.M.M.L. "PRINCE CHARLES" with the object of repaying at least part of the hospitality afforded to the Squadron:-

- (a) At Schierstein on 22nd September - Party for all United States Naval Officers and their wives.
- (b) At Heidelberg on 26th September - Party for C.O.M.N.A.V.G.E.R. and Staff, plus wives.
- (c) At Strasbourg on 1st October. - Party for the French Naval Officers from Kehl and their wives.

15. As a memento of the Cruise I presented a small ship's crest (H.M.S. "ROYAL PRINCE") to the following officers and civilian authorities:

C.O.M.N.A.V.G.E.R.
 C.O.M.A.R.R.H.I.N.
 C.O.R.R.P.A.T.
 Commandant F.F.R. du NORD.
 Commandant Belgian Rhine Squadron.
 Le Commissaire 1st Classe GUIBAUD (Squadron Liaison Officer with the French Base at Kehl).
 Doctor SCHALLER (Swiss Federal Government).
 Doctor MANGOLD (Port Director at BASEL).

I intend to send a larger ship's crest suitably inscribed to the City Council of BASEL as a memento of our visit there.


 (H.L.A. Jewell)
 CAPTAIN.

CONFIDENTIAL

CONFIDENTIAL

Royal Naval Rhine Squadron,

B.A.O.R. 34.

October, 1954.

APPENDIX "A" TO REPORT OF PROCEEDINGS OF 1954 AUTUMN CRUISE.

			<u>DISTANCE</u>
20th September.	1000 1650	Sailed RHINEHAVEN. Arrived Belgian Rhine Squadron Base, NIEHL.	67 KMS
21st September.	0700) 0800)	Sailed NIEHL.	
	1730	Arrived French Naval Base at KOBLENZ.	104 KMS
22nd September.	0700) 0830)	Sailed KOBLENZ.	
	1615	Arrived United States Naval Base, SCHIERSTEIN.	87 KMS
23rd September.	0715) 0815)	Sailed SCHIERSTEIN	
	1330) 1530)	Refuelled at MANNHEIM.	
	1600	Arrived United States Naval Base, SANDHOFEN.	82 KMS
24th September.	0830	Sailed SANDHOFEN to entrance to River NECKAR thence up river.	
	1720	Arrived EBERACH (River NECKAR).	60.7 KMS
25th September.	0940 1425	Sailed EBERACH. Arrived HEIDELBERG.	32.3 KMS.
27th September.	0805 1820	Sailed HEIDELBERG. Arrived United States Naval Base, KARLSRUHE.	92 KMS
28th September.	1030 1840	Sailed KARLSRUHE (Delayed by fog). Arrived French Naval Base, KEHL.	62 KMS
29th September.	0805 1715 1850	Sailed KEHL. 1st Division arrived BREISACH (225.5). 2nd Division arrived SASBACH (240).	
30th September.	0130 0400 1120 1200	2nd Division sailed SASBACH. 1st Division sailed BREISACH. Squadron reformed in KEMBS CANAL. Arrived BASEL for "Steam Past".	196 KMS
1st October.	0900 1630	Sailed BASEL. Arrived STRASBOURG.	125 KMS
4th October.	0530) 0700) 0900)	Sailed STRASBOURG.	
	1725	Arrived SCHIERSTEIN, having refuelled at MANNHEIM.	209 KMS
5th October.	0900 1630	Sailed SCHIERSTEIN. Arrived BONN.	150 KMS
6th October.	0830 1330	Sailed BONN Arrived RHINEHAVEN	110 KMS

CONFIDENTIAL

Total Distance

1	2	cms	The National Archives	ins	1	2
Ref.: ADM 1/25565 RC1242806						
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets						

CONFIDENTIAL

PAGE 2 OF APPENDIX "A" TO REPORT OF PROCEEDINGS OF 1954 AUTUMN CRUISE.

Total Distance	=	1377 KMs.
Maximum Number of Hours Steaming.	=	120.5 KMs.
Average.	=	11.4 KMs.

CONFIDENTIAL

1	2 cms	The National Archives	ins	1	2
Ref. ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets					

CONFIDENTIAL

Royal Naval Rhine Squadron,

B.A.O.R. 34.

October, 1954.

visit to Basle
APPENDIX "B" TO REPORT OF PROCEEDINGS OF 1954 AUTUMN CRUISE.

The news that the visit was finally approved for R.N. craft was received on 26th September, 1954, but the question of the Belgian craft accompanying them was not finally resolved until nearly too late.

A liaison officer was sent to meet the British Consul and Doctor Kurt Waldner (Assistant to the Rhine Port Directors) to discuss details on 28th September, 1954. For the purpose of planning the Belgian craft were included in all arrangements, but as part of the Squadron and not as a separate official national visit. This was influenced largely by the fact that the Belgian Consul at Basle is Swiss (Herr Pobé), and that no Belgian diplomatic representative from Berne had been asked to attend any of the official functions which had already been arranged.

Late on 29th, I was visited at Alt Breisach by 3 members of the Basle Rhine Port Commission, who were concerned that the craft were not keeping to schedule and would be late in arriving. Also, during that day, the river at Basle had risen 70 centimetres and this necessitated a change of berth and other arrangements.]

It had been my intention to proceed at night, if possible, after waiting at Alt Breisach for the small M.L.s to catch up. However, at nightfall the French Naval pilot embarked in M.L. 6019 refused to go any further and the Division berthed at Sassbach (left bank KM 240.3).

The Swiss team were most indignant that the pilots would not proceed, assuring me that the river was so high as to preclude the small craft grounding unless they actually went more than 25 metres either side of the centre of the River. They proceeded to the craft at Sassbach to try and make the pilots change their attitude. In this, however, they were unsuccessful and accordingly I myself went to Sassbach arriving at 0030 and at 0100 the Division sailed. I remained in M.L. 6019 to direct operations.

The larger craft sailed at 0400 from Alt Breisach and the divisions rendezvoused at Ottmarsheim where I re-embarked in 6021. A certain amount of delay at the Southern lock was encountered and it was not until noon that the Squadron steamed over the junction of the three frontiers and up to Basle

Just prior to this, a reception committee embarked in M.L. 6021:-

Kreiscommandant Colonel Saladin.

Platzcommandant Colonel Rickenbacher.

Stadt Commandant Lieutenant Colonel Huber.

Doctor W. Mangold Director of Basle Rhine Port.

A.A.E. Franklin, Esq., H.B.M. Consul, Basle.

Herr Pobé, Belgian Consul, Basle.

Lieutenant Colonel S.N.S. Hutchins, British Military Attache,
 Berne.

Commander (E) G.A. Hewett, D.S.C., B.S.c. Royal Navy,
 British Naval Attache, Rome.

Doctor Kurt Waldner.

Doctor Breschbuhls, Chief of Basle City Police embarked later from a small launch, while the Squadron was still under way.

CONFIDENTIAL

Our late arrival

1	2 cms	The National Archives	ins	1	2
Ref: ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets					

CONFIDENTIAL

PAGE 2 OF APPENDIX "B" TO REPORT OF PROCEEDINGS OF 1954 AUTUMN CRUISE.

Our late arrival had been broadcast to the waiting crowds by police car, and the streets and bridges were still thronged with people.

Although the British Consul had been assured that no salute could be returned by the craft, the Squadron received a salute of 25 guns, a welcoming one gun salute from each Canton fired from an ancient field piece from the old Bridge which was the southerly limit of the Squadron's Steam Past.

The Squadron returned downstream to the port of Basle to berth and the reception committee were duly entertained. The Press came on board until about 1430 and took a large number of photographs, both of the craft and the men.

A boat tour of the port area and upstream of the middle bridge lasted from 1500 to 1600, the Press being embarked as well. A motor and coach tour of the city commenced immediately afterwards and lasted until the first reception at 1715.

Although it had not been the intention to open craft to the public, because the minimum number of men were left as duty part, many "unofficial" visitors came and went during the day, and there were never less than 200 people alongside the bank standing "watching" - a favourite occupation it seems.

At 1715, the first reception for both officers and men commenced in the cellar of the Blue House, where Swiss wine was served with hors d'oeuvre. We were spared speeches but not the Press. Several important local ~~citizens~~ joined the Party which continued to remain together throughout further functions. Doctor Tschokke, President of the Basle City Government, Doctor Schalter, National (Federal) Counsellor and Swiss delegate to the Rhine Central Commission, and Doctor N. Jacquet, National Counsellor, President of the Swiss Shipping Association attended.

During the reception the drums of Basle were 'played' to welcome the Squadron.

Thereafter officers and men were separated, the former being entertained to dinner at the Schutzenhaus and the latter at the Schifftenhaus, still as guests of the Basle City Government. Both entertainments lasted till nearly 2200. Speeches of welcome were made by Doctor Schalter, who spoke in French, German and English, to ensure that he was understood by all. My reply of thanks was followed by the Consul who added all that I had left out.

The men were most hospitably entertained privately as well as officially, but a large number returned on board after dinner although all night leave had been granted. Basle after 2 A.M. is, however, a quiet city.

There was, as yet, no respite for the officers who attended a reception by the by the British Consul (held in the Three Kings Hotel) to return the hospitality given to us, and for the officers to meet the Diplomatic and local British communities. The Press was again present.

Throughout the entire visit the Squadron was most hospitably entertained in the most friendly fashion. The Swiss people, both government officials and private citizens were obviously pleased to have the Squadron at Basle. In spite of the gloomier prognostications that the local Communists (20% of Basle voters) would attempt to make capital of the visit as a sign of Switzerland's traditional neutrality receding, these seem to have been unfounded. In spite of the fact that this was an official visit, the gay (for the Swiss) atmosphere of the functions lent an entirely different atmosphere to conversation and quickly dispersed any shyness.

A great deal was talked about the Rhine - 1954 is the 50th anniversary of Basle opening as a Rhine Port - which was more or less common ground. The Baslers still dream of extending the navigability of the Rhine to Lake Constance, although this would appear to be more of a federal project.

There is a considerable amount of bitterness at French plans to canalise the Rhine as far as Strassbourg, which would leave insufficient water in the Rhine itself for trade going to Basle to by-pass it. This clashes with Swiss ideas as to the internationality of the Rhine as a waterway.

German restrictions

CONFIDENTIAL

1	2	cms	The National Archives	ins	1	2
Ref.		ADM 1/25565		RC1242806		
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets						

CONFIDENTIAL

PAGE 3 TO APPENDIX "B" OF REPORT OF PROCEEDINGS TO 1954 AUTUMN CRUISE.

German restrictions on inter German port cargo carrying, and their present discussions with the Dutch on this subject, are also the ground for Nationalistic comment on Swiss international rights. They tend to distrust any international organisation outside the Rhine Central Commission and N.A.T.O. research into Inland Water Transport came under particularly heavy fire.

The Basle Rhine Port Authority supplied two German pilots to assist in the return passage from Ottenheim to Strassbourg.

Conclusion.

There seems no doubt that the visit was a success from every point of view. The Swiss people had planned down to the last detail and were most generous and friendly in the dealings with both officers and men.

[The visit was very short, but as the forerunner of others this will probably justify itself for the future.

It is known that considerable interest was taken in the visit by United States and French Rhine Squadrons.]

CONFIDENTIAL

1	2 cms	The National Archives	ins	1	2
Ref. ADM 1/25565		RC1242806			
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the Terms and conditions of supply of The National Archives' leaflets					

TRANSLATION

Photograph No. 1

25 Gun Salute for the Royal Navy in Basel

On the open Rhine and at full speed the Government Counsellor, Minister Brechbuhl Chief of the Basel City Police (without a hat), a keen huntsman, goes aboard the "Prince Charles" from a River Police Craft. She is at present the Flag Ship of the British Rhine Squadron. Formerly she was used by Goring the hunting minister of the "Reich", for wild duck shooting. The representatives from the Army and the Director of Navigation Doctor W. Mangold (at the railing with a black hat on) had gone on board in a more usual fashion.

Photograph No. 2

On the occasion of the visit of the British Fleet, the British Consul A.A.E. Franklin gave a reception in the hotel "Drei Konige". In the photograph the National Counsellor Doctor Jaquet, President of the Basel Union of Swiss Navigation is in conversation with the British Military Attache in Berne, Colonel Hutchins.

On the right - The Navy enters the "Blue House", to be welcomed in the cellar by the Basel City Government.

Photograph No. 3

At the landing stage, the Squadron is received with a gun salute on arrival. Owing to the high water the craft were forced to change berth and secure in the Kleinhiningen Rheinshafen.

Photograph No. 4

The wide seat is the one from which Goring once shot wild ducks. The craft was then "Carin II" (Carin I was Goring's first wife) and was fitted with a luxury saloon, bathroom and telephone. She now sails under the name of "Prince Charles".

Photograph No. 5

Captain Jewell, Captain of the Royal Naval Rhine Squadron, (left) and Lieutenant Commander Evans try to solve a difficult problem aboard a Basel Rhine craft, they are visiting the Rhine Harbours and the problem before them on the table is the Basel Town Plan.

With the British Squadron, Goring's yacht once used for hunting wild ducks, has come to Basel. She is the Flagship of the Royal Naval Rhine Squadron. YES SIR: the Royal Navy honoured Switzerland the country of the Horse Marines as the sailors used to sneer, with a courtesy visit on the so called social "PLACET" of the sea, and more than Royal was the reception.

X - A 7 gun salute was due to them in accordance with the "Marine-Knigge" (a German book containing general customs and rules of behaviour).

X - A 21 gun salute is only given for the Queen.

X - A 25 gun salute was fired by the Basel coast artillery. Surprising as the salute was the reception for the seamen was even more amazing. "Really wonderful" remarked C.F.O. Twomey from Northern Ireland, "never in all my years in the Navy, during which I have served in many seas on the Amazon, Mississippi, have I been entertained in a romantic cellar of a Government Palace. No-where else have I been shown the City by boat and car. Not every city, however, is as nice as Basel".

The voyage from Krefeld, the Base of the British Rhine Squadron in Germany, to the Central Bridge in Basel, which is the upper boundary of the International Rhine, was to say the least of it adventurous

By night and through fog

1	2	cms	The National Archives	ins	1	1	2
Ref. ADM 1/25565 RC1242806							
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets							

2

By night and through fog and high water, the Squadron was split up owing to a defective engine in one of the craft. The pilots of the French Navy refused to take the responsibility of carrying on in view of the dangerous high river level and the fact that visibility was almost nil. At this time, the Captain of the Squadron took over the navigation himself. From midnight until dawn Captain Jewell personally navigated his craft upstream through the Upper Reaches of the Rhine, which he had never navigated before. Those who know him as one of the youngest and most popular Captains in the Royal Navy, are not surprised at this action. During the war as the Skipper of a submarine on a "Secret Mission" he landed General Mark Clarke unobserved in German occupied North Africa; he also made it possible for the French General Jerome who had escaped from German captivity, to get out of occupied Europe.

Besides Great Britain, France, The Netherlands, U.S.A. and Belgium also have warships on the Rhine. Two brand new gun boats of the Belgian Rhine Squadron accompanied the British visitors. The Royal Navy even possesses its own English manuals on Rhine Navigation, which is almost more difficult than on the open sea. "In any case it is much more pleasant to be here, where we have the chance of going ashore each night". This remarks was made by Sergeant Dewhurst, proving himself to be half a landlubber.

Because the Royal Navy have never previously visited Switzerland, the occasion was a historic one, and was celebrated accordingly. There was a supper in the cellar of the "Blue House", and various parties ashore and afloat. In respect of this unexpected continuation of the celebrations, the Basel Police received the following special day, or maybe it was night order:-

"Be big hearted with the sailors, especially when they have been so thirsty".

1	2	cms	The National Archives	ins	1	1	f	2
Ref.:		ADM 1/25565		RC1242806				
Please note that this copy is supplied subject to the National Archives' terms and conditions and that your use of it may be subject to copyright restrictions. Further information is given in the 'Terms and conditions of supply of The National Archives' leaflets								

B A S E L.

The Royal Navy pays Basel a courtesy visit.

Thousands of spectators were crowding about the Schifflande and the Centre Rhine Bridge in the late forenoon on Thursday, waiting patiently for the arrival of nine control boats of the 'Royal Naval Rhine Squadron', which is based near Cologne in the British Zone of occupation. One passed the time by observing the huge dirty-yellow looking high tide waves forcing themselves through below the arch piers of the Centre Rhine Bridge with numerous tree branches and underwood swinging on their backs, giving proof that the Rhine or one of its branches had gone over the banks. One was also interested in the immense condensation lines left behind by a foreign jet fighter in the blue skies about 6,000 metres overhead, and enjoying at the same time the warm autumn sunshine which one had missed for days. Likewise the gunners of the "Artillery Union" were standing inactively around their gun which had been driven to the landing stage for the salute.

The patience of the waiting crowd was set a hard trial, the harder when occasionally it was broadcast by a police car that the arrival of the visitors would be delayed by one hour. The one hour, however, became two! Only when Councillor BRECHBUHL had entered the fast police boat and was going down the river in her, one knew that the craft were making their way to Basel. In the meantime it was learnt that they were making their way up the Rhine in two divisions, that the second division consisting of four craft had by error turned into the old Rhine bed at the lower end of Ottmarsheim and had had to turn round again. At 1145 the Rhine Squadron passed the Memsler sluice, going up the Rhine in excellent order. However it took the spectators another hour of waiting before they came in sight. Meanwhile Councillor Brechbuhl had embarked in the command craft from the police boat, going in the lead, and joining the other Swiss V.I.Ps.

Exactly at 1250 the "Prince Charles", the command craft, escorted by police and customs boats reached the international border by the Centre Rhine Bridge and at that moment there came the first gun salute, followed by the other 21. During this time the neat grey-blue boats were remaining motionless in excellent order stemming the river, the crews on the deck and the Commanders on their bridges standing to attention and saluting. When the last gun salute had died away, the flotilla turned round and went off in the opposite direction. The high tide made it impossible for them to go alongside the landing stage and therefore they had to anchor in the turning-around bay in the Kleinhuningen Rhinehaven.

The Rhine Squadron is commanded by Captain Jewell. In the Squadron are Lt. Cdr. Evans, Lt. Cdr. Harcourt-Smith, Lt. McCrae, Lt(S) Finch, Lt. Thompson and the two sub Lts. Power and Farley as well as S.C.C.O. Jones. Aboard the "Prince Charles" were also Lt. Col. Cliffe and the two Belgian Officers, Aspirant Larent and von Schoubroek.

For the welcome of the British and Belgian guests - (they had submitted their request to visit Switzerland first to the Confederate Political Department) - there had assembled the District Commandant, Colonel R. Saladin, the Garrison Commandant, Colonel R. Richenbacher, the Town Commandant, Lt. Col. F. Huber, the Director of the Rhine Shipping Office, Werner Mangold, his assistant Dr. K. Waldner, the Local British Consul Mr. A.A.E. Franklin and the British Military Attache in Bern, Colonel Hutches.

At 3 o'clock in the afternoon the guests visited the Basel Rhinehaven plant. One hour later they were guided around the town by experienced guides and at 1730 they were guests of the Basel Authorities in the cellar of the "Blue House".