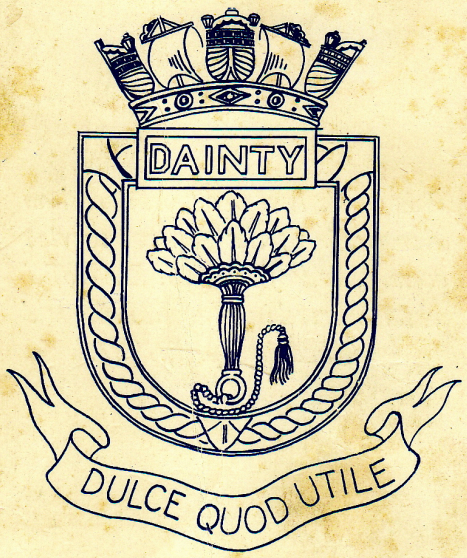


H.M.S. DAINTY

GENERAL SERVICE COMMISSION

1965 – 1967

This book has been produced as a souvenir of the general service commission of H.M.S. DAINTY which started in March, 1965 and finished in April, 1967.

Printed by Gale and Polden Ltd., Portsmouth.

Foreword

IT would be a great pity if the ship's company of *H.M.S. Dainty* did not take away more than a memory of happy times, and as we need the ship's fittings for the next commission, we offer this book as a souvenir.

In the dim distant days of early 1965, *Dainty* was lying comfortably in reserve at Portsmouth, unaware of the violent assault about to be made on her peace. *H.M.S. Cavendish* trembled under the blows of chipping hammers, dreading the start of a new commission, when, quite suddenly, she succumbed. Someone said "Let's take *Dainty* instead" so that's how it all started.

After many setbacks she reached Portland and swept all before her, emerging triumphant (if not gas-tight) and fully operational.

In the pages that follow, you may read of our travels, and share some of the memories. We have not covered every aspect of the commission, but have taken a broad view. We hope that you like the result.

Before we let you turn over, we must offer our thanks to:

(*a*) The Ship's Company for making the commission swing·

(*b*) The ship for holding out so well;

(*c*) Everyone who has helped, maintained and entertained us;

(*d*) The team who gave us the material for this book;

(*e*) The publishers for producing it;

(*f*) YOU for buying, borrowing, or stealing it—pass it on.

WE ARE THE *DAINTY.*

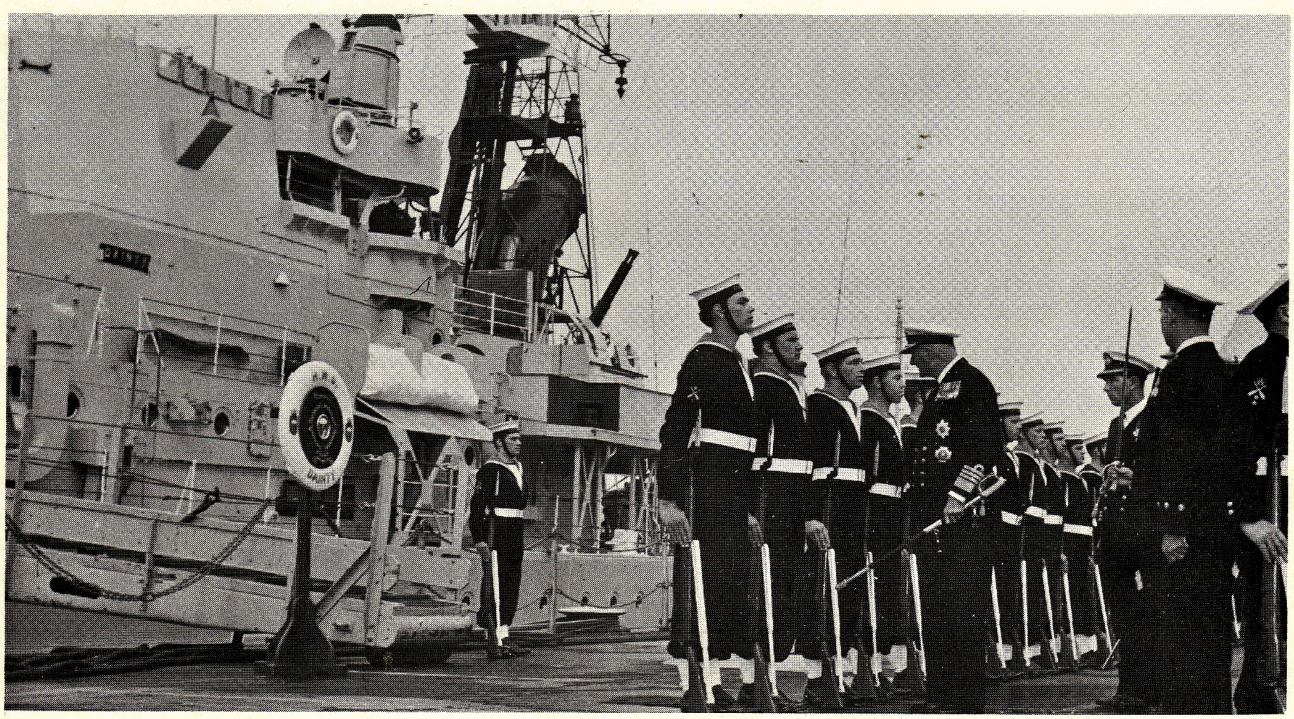
The Commissioning Ceremony 9th April, 1965

Three Denominational Service

H.M.S. Dainty was commissioned for General Service on 17th March, 1965, under the command of Commander Peter Maslen, M.V.O., Royal Navy. The ceremony was held at South Railway Jetty, H.M. Dockyard, Portsmouth, on 9th April, 1965, where the senior officer present was The Commander - in - Chief, Portsmouth, Admiral Sir Wilfrid J. W. Woods, G.B.E., K.C.B., D.S.O.*

Chaplains of three denominations shared the religious service before the address by the Commander-in-Chief, and the Ship's Company marched on board with their families and friends for luncheon.

Among the guests were two previous Captains of *Dainty*, Rear Admiral D. C. E. F. Gibson, C.B., D.S.C., and Captain H. J. F. Lane, Royal Navy (Retd.), her first C.O.



Admiral Sir Wilfrid J. W. Woods, G.B.E., K.C.B., D.S.O., inspects the guard*

There's a Famous Seaside Resort called Portland . . .

"First put the bullet in there . . . ."

"Then point the rifle at the target"

"Take aim ,"

"Who said fire?"

"All were slack to varying degrees"

(*Some memories of those days spent WORKING UP*)

From the Archives
(Inspection Report)

"A temporary repair was carried out using an Araldite bandage."

('Twas ever thus.)

"During the Work Up a slight oil leak was discovered . . ."
(Stop pumping!)

"Instability was found to be caused by a cross . . ."

(Chaplain to advise.)

"When attempting to fire a salvo, only No. 1 Barrel fired."

(Key Rating also.)

"*Unacceptable Jitter . . .*"

"*The C.O.A. was drafted . . .*"

". . . it would appear that the blind performance is deteriorating, producing a lumpy follow . . ."

(S.M.O. diagnoses "Excessive Feedback.")

"A keen and enthusiastic team . . . which has achieved above average results."

(Staff comment: "Where do they get all the birds from?")

Verdict:

"It was most encouraging to see a ship of *H.M.S. Dainty's* age complete such a good Work Up. She is ready to join the Fleet having reached a good overall standard."

(F.O.S.T. 13 August, 1965.)

NOW READ ON . . . .

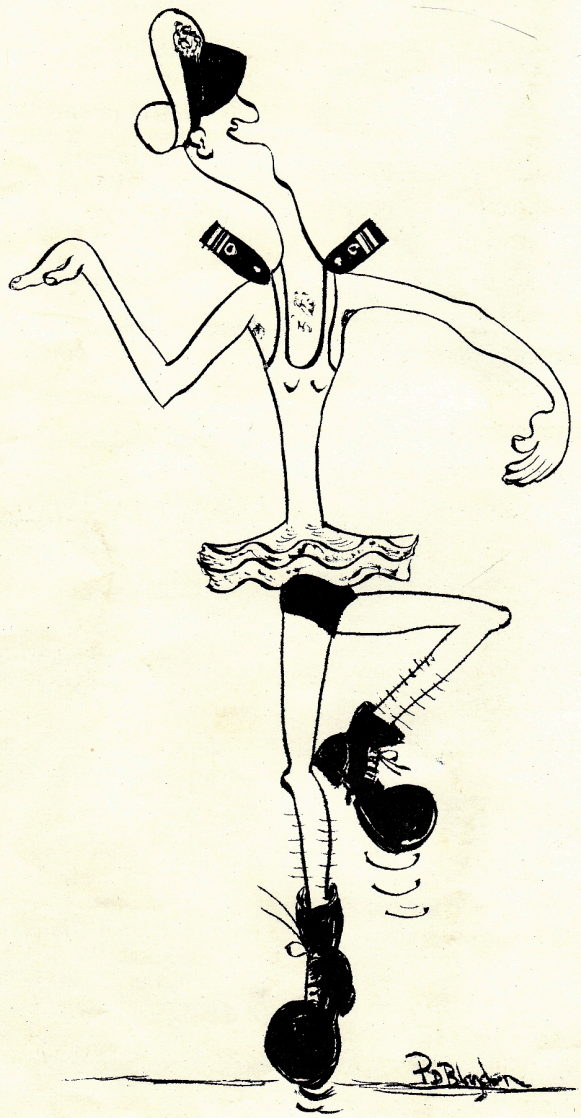
Why Dainty?
The Question Answered

The first *Dainty* was a ship of about 350 tons built on the River Thames during 1588-89 for Sir Richard Hawkins, who was planning a voyage of discovery in the South Seas.

He writes thus:

"With the Counsel's consent, and helpe of my father, Sir John Hawkins, Knight, I resolved a Voyage to be made for the Islands of Japan, of the Phillipinas, and Molucas, the Kingdoms of China, and East Indies, by way of the Straites of Magelan, and the South Sea.

The principall end of our designements, was, to make a perfect discovery of all those parts, where I should arrive, as well knowne as unknowne, with their longitudes and latitudes: the lying of their coasts: their headlands their ports and bayes; their cities townes and peoplings; their manner of Government with the commodities which the Countries yielded and of which they have want and are in necessitie. For this purpose in the end of Anno 1558 returning from the journey against the Spanish Armada, I caused a ship to be builded in the River of Thames betwixt three and foure hundred tunnes, which was finished in that perfection as could be required for shee was pleasing to the eye, profitable for stowage, good of sale and well conditioned. The day of her lanching being appoynted, the Lady Hawkins (my Mother in Law) craved the naming of the ship, which was easily granted her who knowing what voyage was pretended to be undertaken, named her the *Repentance*. What her thoughts were, was kept secret to herselfe. And although many times I expostulated with her to declare the reason for giving her that uncouth name, I could never have any other satisfaction than that *Repentance* was the safest ship we could sayle in, to purchase the haven of Heaven. Well. I know, shee was no prophetesse, though a religious and most virtuous lady, and of a good understanding. . . .



The *Repentance* being put in perfection, and riding at Detford, the Queenes Maiestie passing by her, to her pallace of Greenwich, commanded her Bargemen to row round about her, and viewing her from Post to Stemme, disliked nothing but her Name, and said that she would Christen her anew, and that thence forth shee should be called the *Daintie* which name shee brooked of well for her proportion and grace as for many happie Voyages she made in her Maiesties Services."

The ship's badge is derived from a fan on a portrait of Queen Elizabeth I.

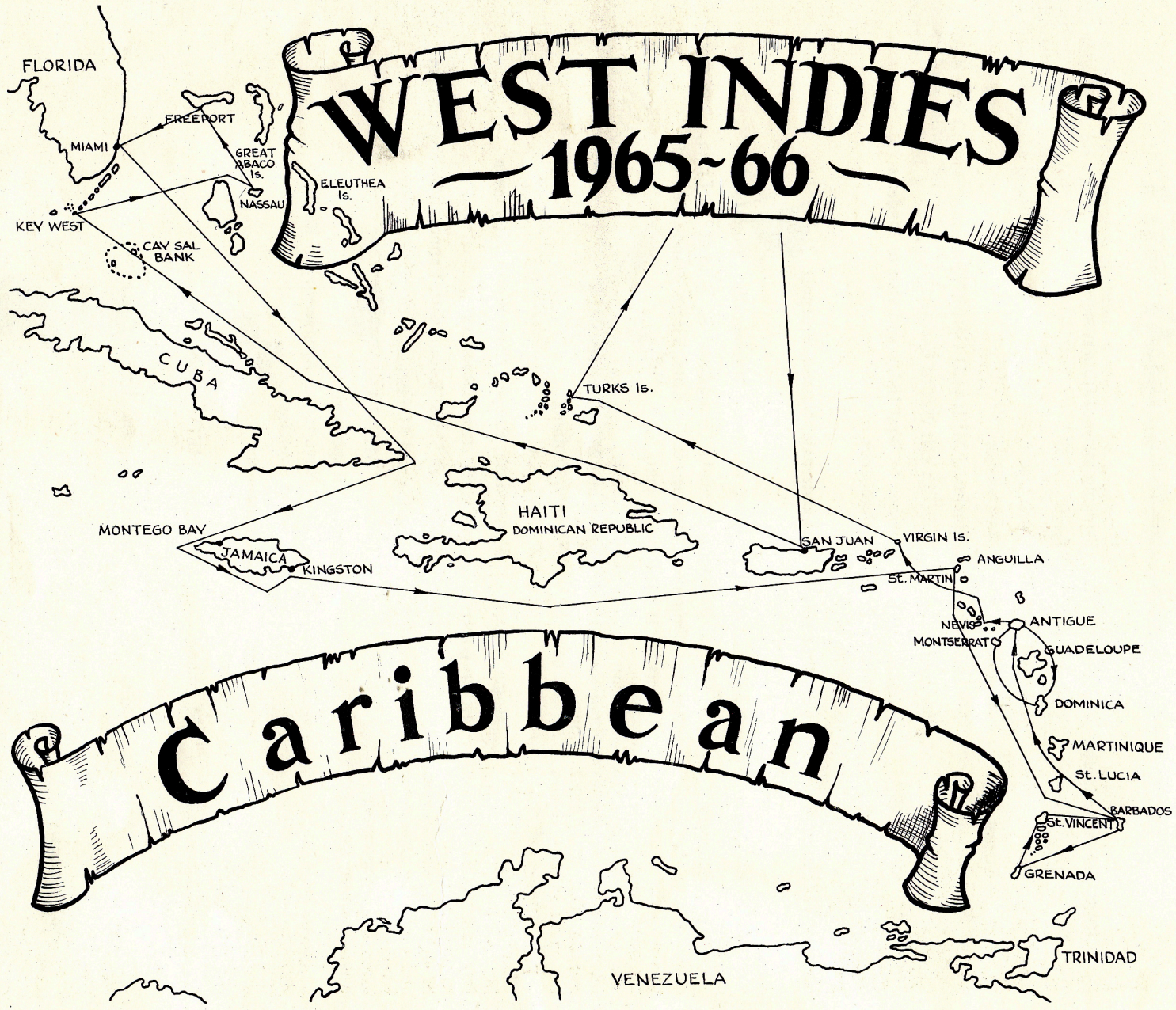
The ship's motto is "DULCE QUOD UTILE", freely translated as "Dainty but Deadly".

(Candidates for NAMET are not advised to copy the spelling of some of the words above as they have changed their form during the past 400 years.)

SO NOW YOU KNOW!

Where Have We Been?

1965	January-March	Portsmouth	Bringing forward from reserve
	April-June	Portsmouth	Trials
	July	Portland	Work Up
	August	Portsmouth	Maintenance
	September	Mediterranean	Exercise "EMERALD GREEN"
	October	Mediterranean	Exercises and visit to Bari (Italy)
	November	Atlantic	Passage to West Indies and visit to Madeira
		Bermuda	Maintenance
		San Juan	
	December	Key West (Fla), Fort Lauderdale, Nassau, Freeport	
1966	January	Fort Lauderdale, Freeport, Bermuda, Montego Bay, Kingston	
	February	St. Martin, Barbados, Grenada, Grenadines, St. Vincent, St. Lucia, Antigua, Dominica, Montserrat, St. Kitts, Virgin Islands, Bermuda (escort for H.M. Royal Yacht)	
	March	Return to U.K. via the Azores	
		Portsmouth	Leave and Maintenance
	April	Portland	Weapon Training
		Baltic	Visits to Kiel and Oslo
	May	Home Waters	Portsmouth, Rosyth, Cape Wrath, Newhaven
	June	Home Waters	Sea Days, Clyde, Devonport
	July	Home Waters	Clyde, Tall Ships' Race escort, Falmouth to Copenhagen
	August	Portsmouth	Docking and Maintenance
	September	Mediterranean	Exercise "MEDTACEX 6"
	October	Malta	Annual Inspection
			Visit to Navarinon—Anniversary of Battle
			Landing Exercise
	November	Gibraltar	Maintenance
		Istanbul	
	December	Marmaris	Exercise "MEDTACEX 7"
		Haifa	
		Malta	Maintenance and Station Leave
1967	January	Malta	Exercises
		Nice	
	February	Malta	Long Gunnery Course Firings
	March	Mediterranean	Return to Portsmouth via Gibraltar
	April	Portsmouth	Re-commission for G.S.C.


WEST INDIES
1965~66
Caribbean
FLORIDA
MIAMI
FREEPORT
GREAT ABACO Is.
NASSAU
ELEUTHEA Is.
KEY WEST
CAY SAL BANK
CUBA
TURKS Is.
HAITI
DOMINICAN REPUBLIC
MONTEGO BAY
JAMAICA
KINGSTON
SAN JUAN
VIRGIN Is.
ANGUILLA
St. MARTIN
NEVIS
MONTSERRAT
ANTIGUE
GUADELOUPE
DOMINICA
MARTINIQUE
St. LUCIA
BARBADOS
St. VINCENT
GRENADA
TRINIDAD
VENEZUELA

Islands in the Sun . . .

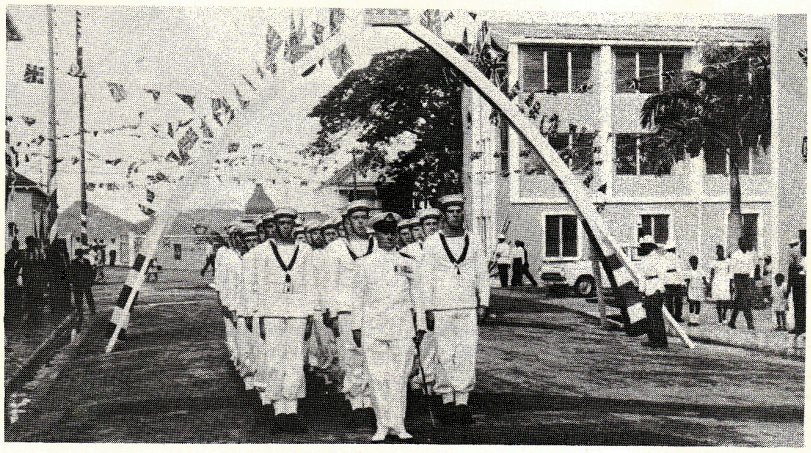
With H.M. Royal Yacht "Britannia" at Castries, St. Lucia

H.M.S. Dainty sailed from Malta on passage to the West Indies in early November, 1965, calling at Gibraltar and Madeira on the way. Bermuda was reached by a very salt-caked destroyer after a rough crossing.

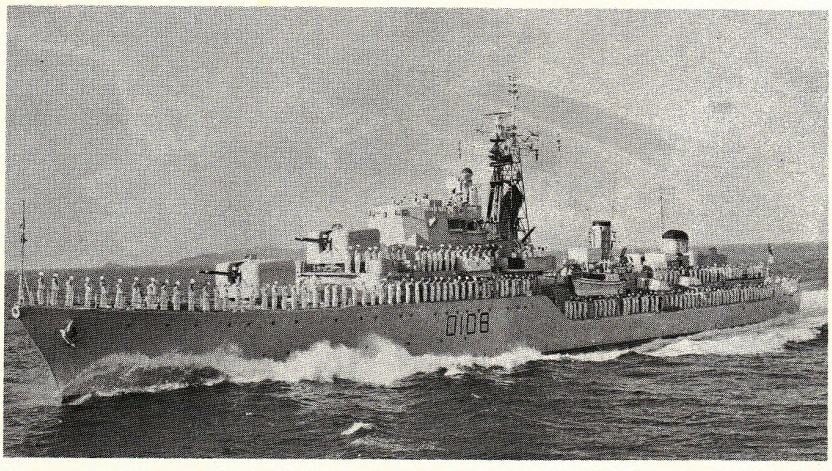
On 29th November *Dainty* relieved *Whirlwind* as Bahamas Guardship at San Juan, Puerto Rico. During the four weeks of patrol that followed the ship spent most of the time patrolling in the area of the Cay Sal bank. Brief visits were also made to Fort Lauderdale, Florida, U.S.A., Nassau and Key West to meet the local authorities. The patrol was almost uneventful, except for the recovery of three Cuban refugees at the lighthouse station of Cay Lobos. Christmas and New Year were celebrated in traditional Naval style at Freeport, Grand Bahama; the ship's choir was very popular both at Key West and Freeport and collected over £55 on Christmas Eve for Naval charities.

H.M.S. Rothesay relieved *Dainty* as Guardship at the end of December; two weeks' maintenance at Bermuda provided relaxation after the patrol. On the 18th January the ship sailed for a six-day visit to Fort Lauderdale, Florida. This was greatly enjoyed by the whole ship's company.

Proceeding through the Old Bahama Channel and rounding Cuba without incident brought *Dainty* to Montego Bay, Jamaica, for a six-day visit. Unfortunately a series of northerly gales brought this visit to a sudden close, and whilst the ship steamed round to Kingston, those stranded ashore enjoyed a pleasant trip overland. This was followed by a visit to Saint Marten, Netherlands Antilles, "The Beach Island of the Caribbean".



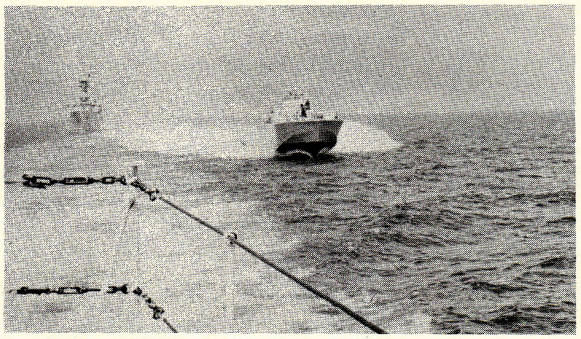
Street Lining Party at Antigua



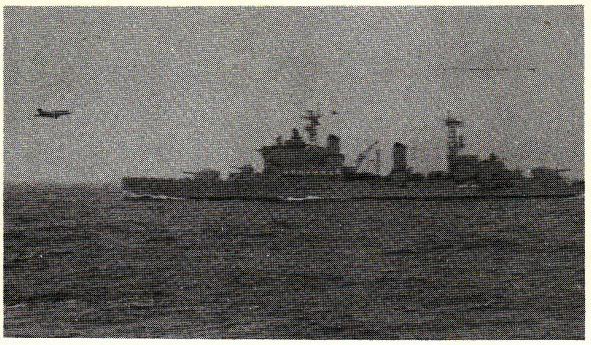
"Man and Cheer Ship"

After a brief visit to Barbados for fuel, *Dainty* met the Royal Yacht *Britannia* off the island of Tobago on 11th February. Escort duties lasted for over two weeks and Her Majesty The Queen visited Grenada, St. Vincent, Barbados, St. Lucia, Dominica, Antigua, Nevis, St. Kitts, and four of the British Virgin Islands during this part of her cruise. On completion of Royal escort duties *Dainty* Manned and Cheered Ship for Her Majesty, and then steamed north to Bermuda for a final nostalgic farewell to the West Indies Station before returning to the United Kingdom via the Azores. We eventually reached Portsmouth on March 11th, 1966.

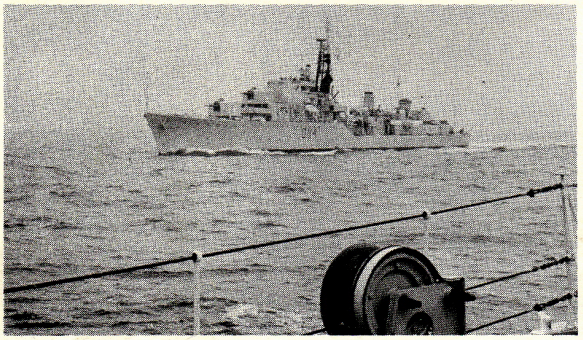
"Sea Days" and Days at Sea



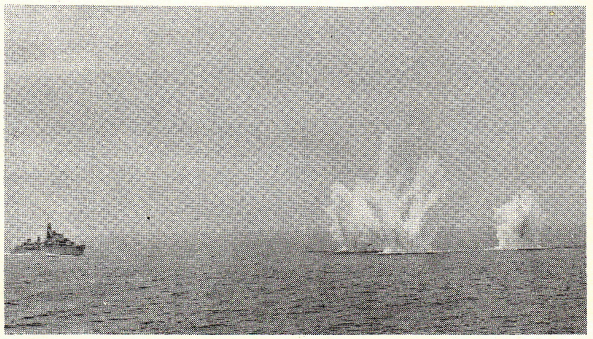
Passing (Brave Swordsman)



Buccaneer v. Tiger



Snap ! (Defender)

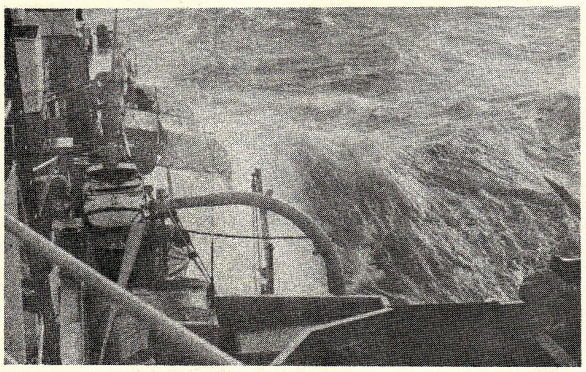


Bombs Away

During the commission we have steamed 71,723 miles, spent 4,574 hours at sea, burned 17,246 tons of FFO and 260 tons DIESO. The boilers have consumed 9,108 tons of feed water and the ship's company used 13,533 tons of fresh water for domestic purposes!

AND SHE

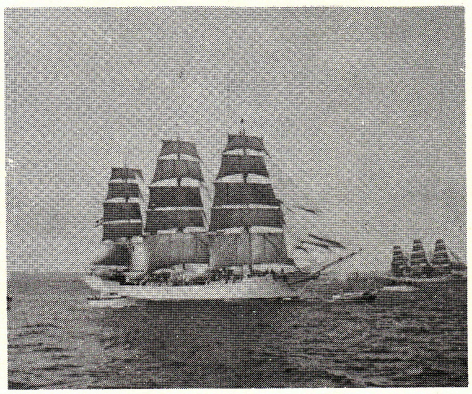
STILL GOES !



A Good Wash Down

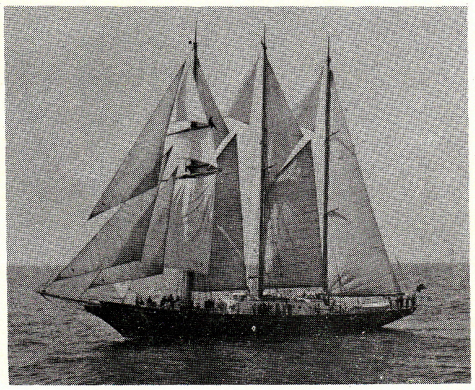
"There goes another Gash Shute !"

Among Our Duties

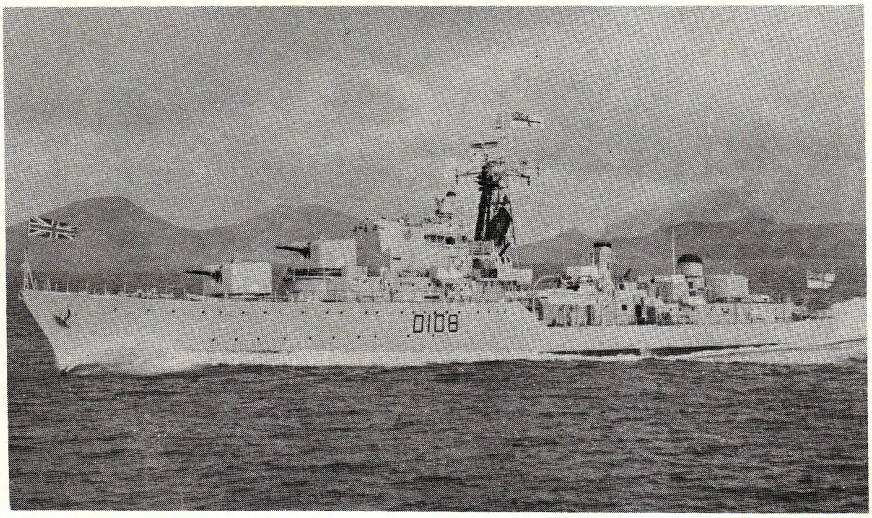


'Tall Ships' Race

Falmouth to Copenhagen

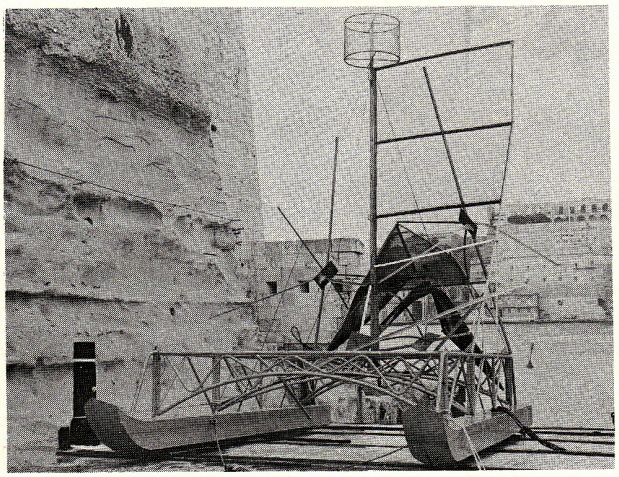


We escorted the Royal Yacht

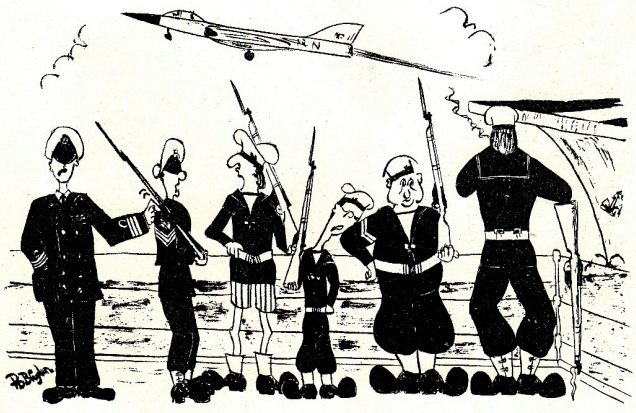


In 10 days The Long Gunnery Course fired 1,252 rounds of 4.5 and 2,477 rounds of 40/60

Some of them fell here

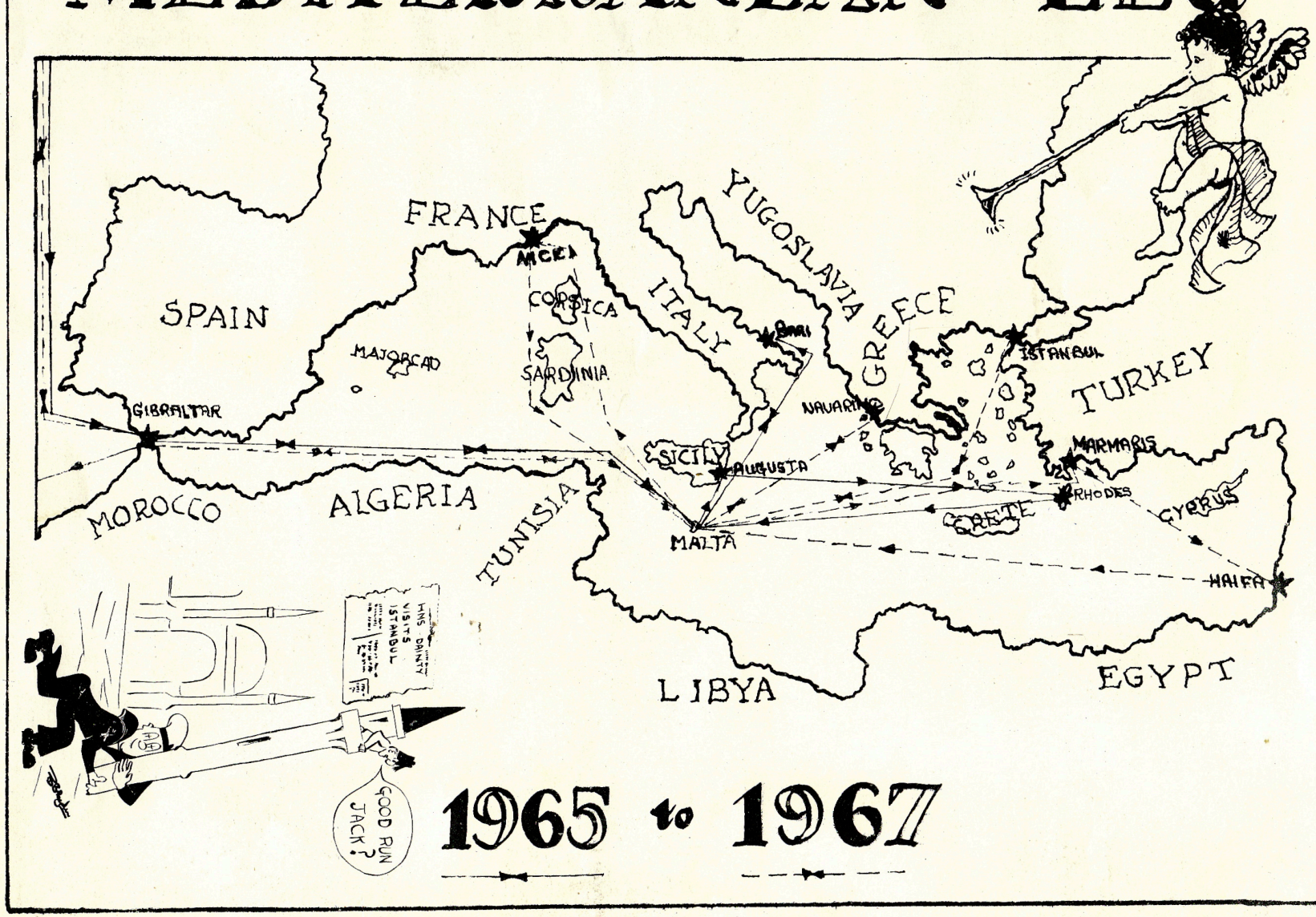


and also chased H.M.S. Hermes



"G.I.! When I said we were Planeguard!!!"

MEDITERRANEAN LEG

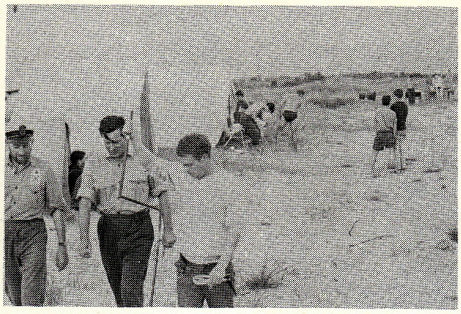


1965 to 1967

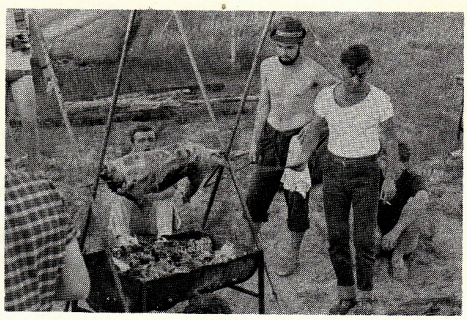
(*Sorry, but it won't fit the other way round*)

NAVARINON—We landed

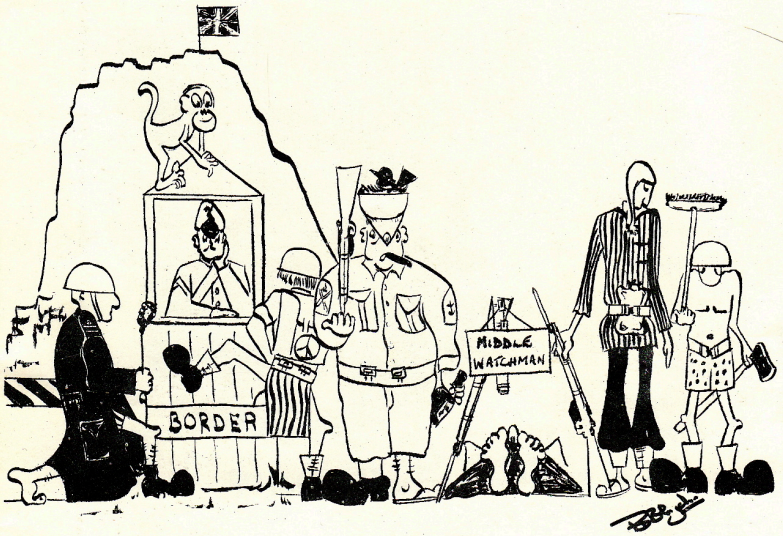
Set up Camp



and ate ! (Oct. '66)



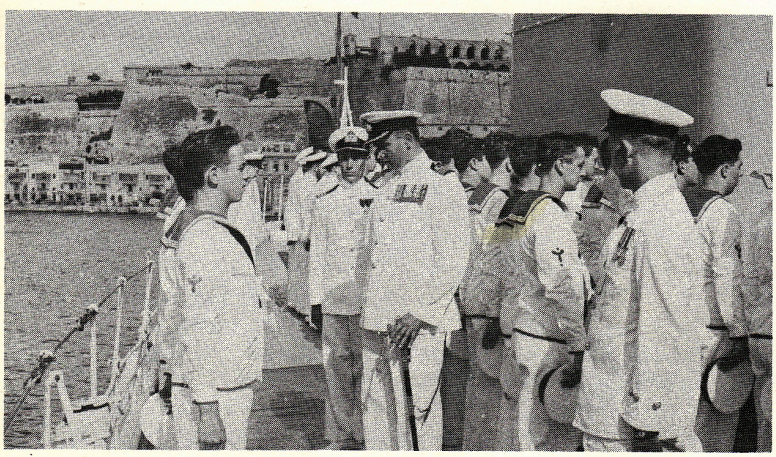
Dainty's Aid to Gibraltar—(Nov. '66)



We toured Israel from Haifa—(Nov. '66)

and met the Navel Contingent in Istanbul—(Nov. '66)

Captain (D) inspected Divisions at Malta—(Oct. '66)



AND WE TOOK CHARLIE'S DGHAISH TO NAVARINON AND ISTANBUL

Keeping the Flag Flying

We have given Children's Parties in Oslo, Freeport, Haifa, Malta, Nice

We have taken families to sea from Portsmouth and Malta

We opened to Visitors in:

Copenhagen
Oslo
Istanbul
Haifa
Nice
Freeport
Fort Lauderdale
Newhaven

The greatest single factor . . . .

During the latter part of the commission a new word emerged which aptly described the more ardent shore-going members of the ship's company. This word is "THROBBING". The exact meaning is, and here we quote the Pocket Oxford Dictionary: "to pulsate with abnormal force", and it was not surprising that a stranger was heard to remark, on passing a certain Sliema night spot and catching the full force of "JERUSALEM" through the open doorway—"Eureka! They certainly have it!"

The word THROB was demonstrated to its greatest power during the festive season when *Dainty's* own Jet Set took Kingsway by storm. Luckily, this was before the days of R.A. protest marches and no ill-feeling was aroused. In fact, the THROBBERS were received with open arms. Clad in rugby jerseys and "ratters", they made it their duty to ensure that the name of *Dainty* was firmly imprinted in the minds of the Maltese!

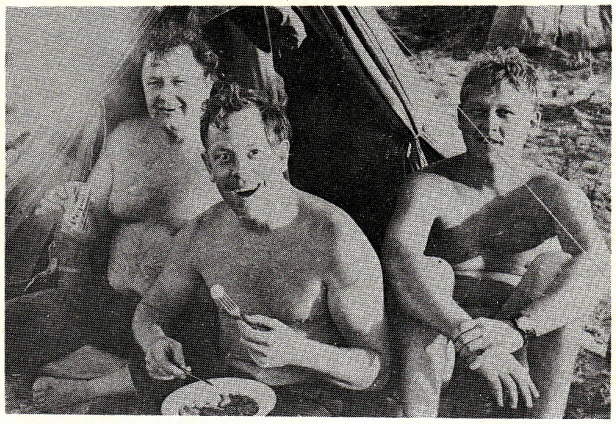
Don't think they were allowed to forget this either. "THROBBING WE ARE, THROBBING WE STAY" has been the cry for many a day now, and more than one P.O.S.B. has felt the full impact of the "age of the THROB". One would find it hard to believe that B.T. (*i.e.*, Before Throb) these were such sober, righteous young men who wouldn't dream of making a spectacle of themselves. But, as someone remarked recently, "It's funny what Marsovin can do!"

"Not My Part of Ship"

SEAMEN

The main tasks of the seamen (all 107 of them) are:—

1. To sweep up the soot chucked out by the Engine Room Department.
2. To hump stores for the Supply Department.
3. Cause enough damage to the Weaponry to make the W & R Department really necessary.
4. To provide enough drafting and welfare problems to keep the communicators working overtime.
5. Paint the flats out at night, so that everyone except the painters (who are turned in) has to negotiate an obstacle course the following forenoon.
6. Keep that ultra-Confidential little book which discloses the time of return of the Officers from shore leave.
7. Call the hands (or try to).
8. Provide employment for the staff of the Corradino Canteen, and usually the Shore Patrol as well.
9. Keep "Ben Marl's" and "The Lucky Wheel" solvent.
10. THROB (see p. 12).
    And they still say we have a quiet number!



"Sure—I'll sign on!"

THE GREEN EMPIRE

As a comprehensive, highly trained team of skilled maintainers, the Weapons and Radio Department has done extremely well at sport. At least 8 members of this department have played regularly in the 1st XI. We won the inter-part Soccer Cup on two occasions and ran up in the Hockey Championship. Our prowess in the Darts Saloon is renowned, and we have supported all the other sports indulged in during the commission.

Our noble leaders have spent long hours in order that the Wardroom Wine Accounts and Social Programme ran smoothly. It is with pride that we note the impending promotion of Lieutenant-Commander Stafford to Commander, and with sorrow that we console Lieutenant Edyvane on his reversion to Engineer.

In handicrafts, too, we have not been idle. A radio-controlled model of the ship, a bomber that bombs, and a de luxe dolls' house permanently on view in the workshops, bear witness to the labours of our constituents.

We wish to protest about the state of the deckhead in our mess. At frequent intervals, following explosions from some gadget up top, lumps of lagging fall on our heads. Can something be done to stop this, please?

Since we do not know what to call each other since all our titles were changed recently, we prefer to be known by our nicknames, and these are displayed in large print on our overalls.

"There will be interrupti....."

We worked hard

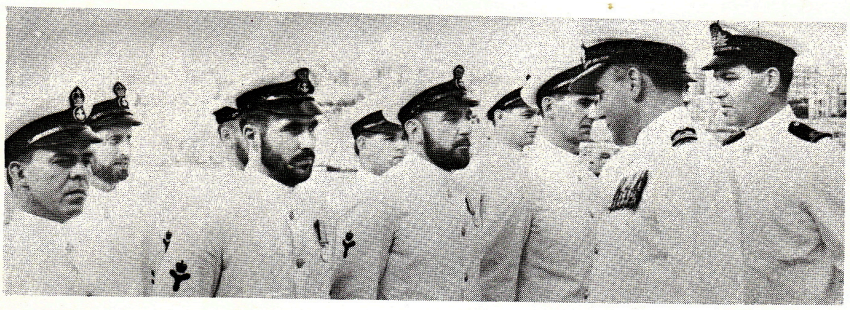
and played hard

ENGINE ROOM DEPARTMENT

As always the Engine Room Department has been conspicuous by its absence, mainly hidden below 2 deck. The ship has managed by the combined hard work of the department, to leave harbour on time and often get back a little earlier than the Navigator had worked out.

We have managed to represent the ship in most sports. POM(E) Hocknull became the rock upon which an excellent football team was built. Also, LM(E) Lindley and ERA Uren made 1st XI appearances. The 2nd XI saw the faces (and feet) of ERA Hughes and M(E)s Watt and Wing. S/Lt White, ERAs Sheridan and Summerfield, POM(E) Taylor and M(E) Wing played in the Rugby XV. At one time it was even thought that an Engine Room rugby team was on the field.

Boxing was indulged in by M(E)s Suthers, Wing and Whitworth. Ship's Divers POM(E) Libby, ERA Sheridan and M(E)s Barker and Brock were not the only ones to take the water. Backward swimming was exercised at the most odd times by ERAs Hammock, Uren and Tattersall, POM(E)s Taylor and Scannell, LM(E) Holmes and M(E)s Watt, Nixon, Anderson and Palmer. The POM(E)s mess took to the hills on more than one occasion, and although they could not persuade Chief M(E) French to join them, he managed to reduce his girth by a few inches with some whaler pulling, accompanied by Shipt Sutton.



"They are for cleaning sprayers, sir"

CERA Ringer was nominated as the best person to stir the Christmas puddings, as his stirring ability is well known in many spheres.

M(E) Hughff offered his name as a bus driver during the Malta strikes.

Despite all this, both our "Chiefs", Lieutenant-Commanders Jermyn and Woods have been promoted to Commander and Senior was allowed his Charge Certificate.

THE SUPPLY DEPARTMENT

"The Supply Officer is a leader, a man of resource and good judgement, responsible and trusted. He leads a life of variety, adventure and interest at sea or on shore throughout the world. He performs a duty vital to the well-being and fighting efficiency of the Royal Navy"—or so the recruiting poster says!

Looking back over the commission one really wonders what all the fuss was about at Portland. Memories of Portland are now few and dim but helicopter Naval Store Service and the excellent pot mess after the Distex seem to stand out. In the West Indies we seemed to spend a large amount of time changing money from one currency to another and at one stage the main safe held over £20,000 in six different currencies. Generally speaking, we've managed to pay every fortnight, feed every day, issue stores most days and occasionally type the Daily Orders.

Questions often heard around our part of ship:—

Captain's Office: "Is my draft chit in yet Jan?"

Pay Office: "When's he selling postal orders again PO?"

Victualling Office: "*!***!***!**" (censored).

Naval Stores Office: "Any teepol Chief?"

Main Galley: "Wot—chicken again?"

From Daily Orders, 16th June, 1966:—

"In the absence of the Supply Officer (sick) the following changes will take place as from a.m. Friday:—

Victualling Officer:
Lt-Cdr Mucklow
Naval Storekeeping Officer:
Lt-Cdr Stafford
Cash Officer:
Lt-Cdr Hoare
Welfare Fund Treasurer:
Mid Green
Wardroom Fund Treasurer:
Mid Green

Which just goes to show that 1 in no. Supply Officers equals 1×Lt-Cdr (Eng(E) (WE(M)), 2×Lt-Cdr (X), and 2×Mid. (Incidentally, this note has never been cancelled!)

"OK Issac, if you say it works"

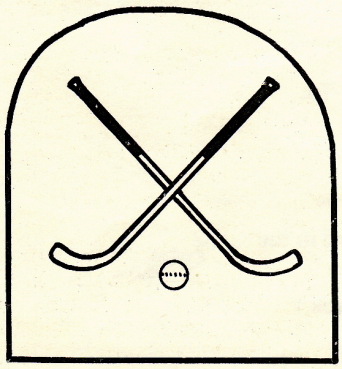
Sports Report

SOCCER

Perhaps our finest ambassadors during the commission have been the footballers. The 1st XI, who have played 53 times in the well-known blue and white strip, have maintained a high standard of fair, attractive football throughout. Their record of 33 wins, 11 draws and 9 defeats, involving 174 goals for and 75 against, is surely among the finest for a "small ship". The team captain, PO El Harris, who has played in 50 games, deserves a special thanks for all the hard work put into the game and for the fine team spirit which he has upheld. It would require a separate book to do justice to all the games played, but two matches towards the end of the commission spring to mind as memorable. In November 1966, *Dainty* took the field at Gibraltar against *H.M.S. Rooke* 1st XI, a formidable team who claimed to have been unbeaten by a ship for over 3 years. In one of the finest displays which would not have disgraced a first-class amateur cup tie, *Dainty* held command of the game and won 1—0. Over 300 spectators enjoyed a good afternoon's sport. The other match of note was the final defeat of *H.M.S. Rhyl* in January 1967. The two teams have formed many Squadron XIs so they knew what was in store for them. In a straight match, *Dainty* emerged 4—1 up, and put the lid on the Squadron Soccer Championship.

1st IX and Noisemakers

Not only the 1st XI have played football. Over 150 inter-part matches have taken place, and an exciting competition ended with victory for the W & R junior rates. Our thanks are due to our generous Heads of Departments, who have permitted the players to get away. Frequently we have had 80 men on the sports fields of an afternoon, and the fitness and morale of the ship's company has remained high as a result. PO Westwood as team manager and LS Shipp as organiser have worked hard and cheerfully, and the magnificent foghorn blowers led by Able Seaman Dedman and JS Mottershead have given our sportsmen all the encouragement and assistance needed to make this one of the best commissions of football.



HOCKEY

The game has never been the same since we played mixed hockey against the WRNS' team in Malta in January 1967. However, there has been keen support from all sides and we have played at least 20 1st XI matches (won 11, drawn 4 and lost 5) and have sustained numerous painful injuries. (We have averaged one Hurt Certificate a month.) A vigorous inter-part competition was won by the W & R Department, ably augmented by their footballers and rugby players, who managed to avoid kicking the ball too often. Good weather, and the purchase of sticks by courtesy of the A.G.W. Fund has ensured pleasant and invigorating hockey during the commission.

(P.S.—We all wish the Captain's wife a full and speedy recovery from her injury in the last Wardroom match.)

RUGBY

"Entente Cordiale"

We may not have made a startling contribution to the art of rugby football but we have certainly had an enjoyable and fairly successful two seasons. A very good liaison was struck up with the Police at Bermuda and we were the first ship's side to beat their 1st XV for many a year. We also had 3 most enjoyable games at Freeport and wore them down from a 20 point margin in the first to a 3 point margin in the last game. The highlight of our stay in the Med. was the two games in Nice against the local Army side—they won the first and we won the replay. After "refreshments" on board after the second game it was very heartwarming to see the French XV lined up on the jetty opposite the ship's XV on board singing "Auld Lang Syne". We have had four representatives in the Navy (Malta) team —Lewis, Ferrers-Guy, Davies and Stephens—and have provided half the squadron team on several occasions. Our main problem has been the old cry of too many forwards and not enough backs, but we have enjoyed our rugger and we like to think that our opponents have enjoyed playing against us. In these days of ear-biting, etc., it was pleasant to hear a French Colonel describe our forwards as "very hard but very, very fair".

A vote of thanks must be offered to the Laundry Crew, without whose efforts we should not have been able to continue.

For the record—1st XV played 25 games, won 13, drew 1, lost 11.

ROUND-UP

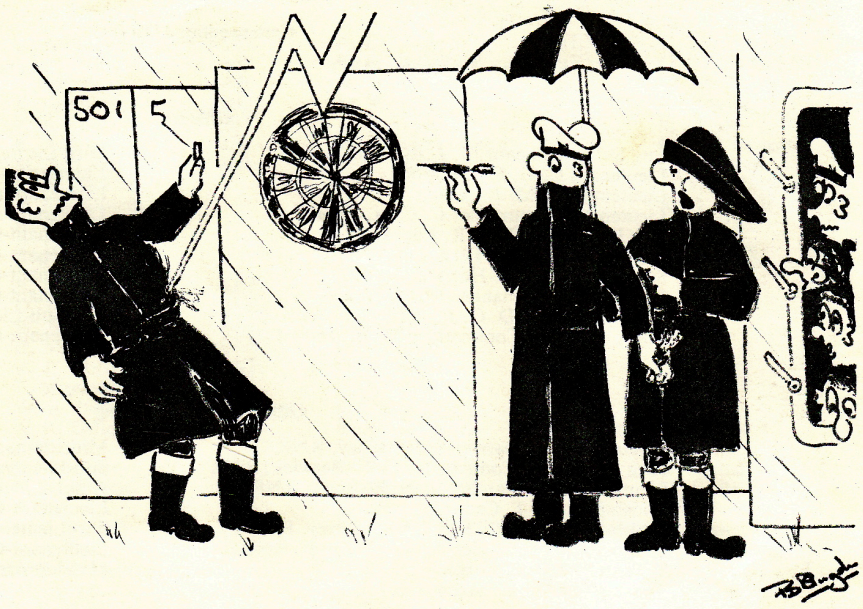
Space does not permit us to extol the skills of all our sportsmen, but the following details indicate the diversity of interests and what has been achieved.

Cricket	1st XI: Played 14, won 9, drawn 1, lost 4
Basketball	Played 5, won 3, lost 5
Volleyball	Played 5, won 2, lost 3
Fencing	Played (and lost) 1
Water Polo	Played 8, won 4, lost 4
Boxing	Boxed once and drew (we were seen off)
X-Country	AB Newman and LS Prictor placed 2nd and 3rd in the RN-in-Malta championships

(The Angling Society is not prepared to divulge its records.)

DARTS

Every week, the substantial form of Able Seaman Biggs could be seen leading a crowd of archers to their buses en route to a favourite hostelry. It is due to him that this game has been so popular among the ship's company. The complicated organisation of detailing the experts off so that if one bus gets stuck in a pub car park on the way to a match there are enough experts in the other bus to mount a competent team, is an unparallelled feat. The team has played 16 matches, won 10, drawn 1 and lost 5. 52 men, strong of arm (the one for the beer) have thrown. An intermess contest was arranged on board during a NATO Exercise at Marmaris (Turkey). Unfortunately, the inclemency of the weather (force 8 + rain) required the utmost skill and perseverence and a good line in oilskins. Nonetheless, we struggled on and the eventual winners (hardly distinguishable in woolly hats and duffle coats in the gloom) were the Animals (3P2) Mess.



"Can anybody else chalk?"

THEY ALSO SKI-ED

(Dainty Adrift on a Snow Slope)

They tell me the ski bus is now alongside
bound for the snowy slopes
Heading for Valberg by leaps and by
bounds
"Howz' about it you blokes".
There's many a Chief who is finishing
his time,
there's many a trog just signed on;
But all of them dither and look at the
weather
and say at first "THIS IS NOT ON".

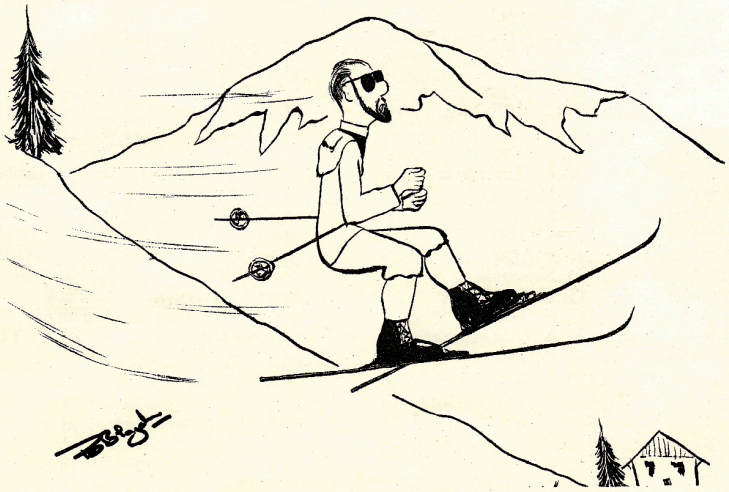
On Tuesday the brave few come out for
the run
the course it is worse than they
feared,
For apart from the ski sticks, and ski
boots and things
A pine tree is best to be cleared.

On Wednesday the weather entices
some more
to risk the race up from the coast
But Monaco's Rally has nothing on this
When Padre, as driver, is host.

On Thursday the Wardroom is catching
the bug
there's the Captain and Jimmy and
Guns,
But Ski lifts and snow slopes are harder
than ships
When there's ice at the end of the runs.

On Friday and Saturday the numbers
grow fast
the Ski lift it grinds to a halt.
As Sparkers and Stokers and AB's
and all
lose their skis in the final assault.

And so ends my story of danger and
thrill
in the mountains of Alps Maritime
While there may be some who say
"Never again"
I hope ther'l be many that will.



"From Greenland's Icy mountains"

Those who have served on board

Commanding Officers

Commander P. Maslen, MVO

Commander F. E. B. Brown

Officers

Eng Sub-Lieutenant M. J. Bicknell
Lieutenant C. G. H. Campbell
Lieutenant C. M. J. Carson
Lieutenant-Commander C. C. N. Davis
Eng Lieutenant B. R. R. Edyvane
Lieutenant J. McN. Ferguson
Surg Lieutenant R. Harland
Lieutenant-Commander M. H. Hoare
Surg Lieutenant D. G. F. Jeffreys
Eng Lieutenant-Commander M. B. Jermyn
Surg Lieutenant-Commander J. R. Johnson
Lieutenant R. P. Jones
Lieutenant (SD) (G) R. Martin
Lieutenant A. J. Morrice
Lieutenant-Commander H. Mucklow
Lieutenant-Commander D. Stone
Lieutenant-Commander M. R. Williams
Lieutenant-Commander A. J. Stafford
Eng Sub-Lieutenant G. H. White
Lieutenant-Commander D. B. Woods

Officers under Training

Lieutenant-Commander S. J. Barney, RNR
Surg Lieutenant-Commander C. C. Berwick, RNR
Lieutenant-Commander G. N. Burrows, RNR
Midshipman J. T. Carter
A/Sub-Lieutenant (SD) (C) P. J. Gerrey, RAN
Lieutenant-Commander A. L. G. Gosset, RNR
Midshipman P. E. Gibbs
Midshipman N. L. Green
Midshipman A. D. James
Sub-Lieutenant (SD) (TAS) G. J. McGeown
A/Sub-Lieutenant G. Mellor
Lieutenant-Commander W. M. Newman, RNR
Sub-Lieutenant P. M. T. Simpson
Lieutenant-Commander K. R. White, RNR
Midshipman J. T. C. Wiseman

Chief Petty Officers

CPO	B. A. Bates
CPO	P. J. Broad
CPO	F. D. Calverley
CPO	M. J. Wood
CPOSA(S)	D. H. Morgan
CPO Ck(S)	F. Mizzi
CPO Ck(S)	S. Vella
Mech	G. Blower
ERA	D. Bennet
Mech	J. E. Brewer
ERA	M. J. Beckett
ChM(E)	C. A. F. French
ERA	R. G. Foster
ERA	V. G. Norman
ERA	A. Petrie
CERA	D. Ringer
ERA	L. G. F. Sheridan
ERA	T. W. Summerfield
ERA	D. Watts
ERA	D. Hughes
ERA	G. Hudson
CAW	C. R. Bassett
OA	B. Coe
REA	A. W. Denham
OA	P. Fluck
ChCLMech(L)	J. V. Goldsmith
EA	J. Higgins
CAW	M. Jones
El Mech	J. W. M. Kingshott
CEA(O)	C. D. Maxwell
CEA	L. G. Priseman
REA	B. Riley
OA	R. T. Revell
Shpt	R. Shields
ChR El	D. E. Stacey
Shpt	R. Sutton
COA	F. P. Wynniatt
COA	J. B. Woodland
ChC El	C. Warmisham
OE Mech(L)	J. Woodward

Petty Officers

PO	M. A. Bowerman
PO	H. Brown
RS	R. C. Cowley
PO	B. E. Goff
PO	K. D. Gough
CY	T. N. Hulse
PO	L. D. U. Le Lerre
PO	C. S. Oakley
PO	R. J. Palmer
PO	L. F. Westwood
PO	E. Wackett
PO Std	A. Cassar
POSA(V)	T. A. P. Farrell
PO Ck(O)	J. G. O. Mizzi
PO Std	J. Magro
PO Wtr	J. E. Porter
PO Ck(O)	S. Pace
POMA	P. J. Short
POSA(V)	J. G. T. Teague
PO Wtr	E. G. Wildig
POM(E)	W. A. Browne
Mech	A. E. Hazeldine
ERA	R. Hammock
POM(E)	B. Kelly
POM(E)	J. F. Libby
POM(E)	J. Norman
POM(E)	D. Scannell
POM(E)	G. C. Spencer
POM(E)	E. A. Taylor
ERA	B. A. C. Tattersall
POM(E)	R. Willows
REA	D. L. Bradbury
POR El	J. M. J. Ellis
PO El	J. A. Forsdyke
POR El	C. J. Garnett
WM El	W. C. Glasbey
POR	R. Horger
POO El	R. W. Hubball
POO El	R. G. Harris
REA	B. M. Harcourt
POR El	M. W. Lister
REA	A. B. McGuinness
POO El	N. Newton
CEA(O)	E. Peck
PO El	J. Tierney
PO El	G. W. F. Young

during the Commission

Seamen and Communications

AB	M. Ayles
AB	J. L. Austin
AB	M. Alderson
AB	M. Alston
L/S	R. K. Arnold
AB	B. P. Blackford
Ord	A. G. Brown
L/S	H. R. Bullard
AB	J. P. Bridgeman
RO	M. R. Burford
AB	P. D. Blagden
AB	D. J. Bartlett
JRO	R. Brawn
RO	P. R. Booth
AB	A. C. Bassett
AB	P. Betts
AB	J. A. Biggs
RO	A. Butler
LRO	E. W. Bond
JS	E. Brigham
RO	E. Barclay
AB	S. Chambers
AB	R. Carr
L/S	J. W. Cooper
AB	M. T. Cornwall
L/S	D. B. Cooper
AB	J. A. Clarke
RO	R. J. Cullen
RO	P. Clark
Ord	M. J. Costema
JRO	W. Coley
AB	J. H. Davis
L/S	L. Davies
AB	A. J. Davies
AB	A. V. Donnelly
AB	M. J. Doel
AB	F. Ditchburn
RO	D. Dyer
AB	P. Dedman
AB	J. T. Enticknap
AB	I. A. Eaves
AB	B. R. Evenson
RO	D. Erwin
Ord	T. Elton
L/S	R. Ellis
AB	A. J. Foster
AB	P. Furlong
RO	C. P. Frith
AB	A. P. Ferrers-Guy
Ord	G. R. Gamble
AB	A. C. Graham
AB	G. Graham
AB	J. Graham
AB	R. Gamble
AB	B. Gale
AB	D. C. Gibbons
RO	C. T. Griffiths
AB	A. W. Hatton
AB	T. S. Howlett
AB	W. G. Hopkins
AB	G. Hissey
AB	B. E. Howard
AB	P. F. Hambridge
JRO	M. Higgins
Ord	S. B. Harding
Ord	C. A. Henderson
AB	V. Harwood
AB	B. A. Hoyland
AB	A. I. C. Innes
AB	S. Johnson
AB	T. James
Ord	B. Jeffery
LS	E. L. P. Kirkwood
Ord	L. J. King
AB	R. Lovatt
RO	J. S. Little
AB	J. Lightheart
AB	B. Langford
RO	R. E. Lee
AB	R. A. Llewellyn
RO	M. A. Lister
AB	B. W. McCabe
JS	R. MacDonald
AB	B. W. Millington
LS	R. D. McGirr
AB	J. A. MacLeod
AB	B. J. Marsh
RO	D. J. Mayne
RO	W. McDonnell
RO	R. Midwood
JS	R. J. Mottershead
AB	F. McKeown
AB	W. A. Newman
RO	A. R. Ottley
LS	J. R. Prictor
AB	J. Passmore
AB	C. R. Pearce
AB	E. Pape
AB	B. A. Palmer
AB	P. A. Philp
AB	A. L. Pocock
LRO	M. Perkins
AB	J. D. Rich
AB	A. J. Roaf
AB	E. J. Robins
AB	W. Robertson
AB	J. A. Rees
LS	C. S. Ronalds
AB	M. W. Richards
RO	K. Richardson
JS	C. P. Randall
AB	E. B. Stubbs
RO	C. E. Spendley
AB	L. K. Summers
RO	J. A. Shepherd
AB	N. Sutton
AB	V. G. Stephens
AB	A. Smith
AB	F. J. Smith
Ord	D. R. Sanders
LS	M. Stanway
LS	B. I. Sampford
AB	C. T. Selby
AB	T. E. Stafford
AB	K. Summerfield
LS	R. M. Shipp
RO	P. Smith
AB	M. O. Sanderson
RO	E. Smith
AB	J. Sumner
AB	B. S. R. Timms
AB	T. F. Tennant
AB	M. Thorne
AB	K. D. Turner
AB	R. E. C. Turner
AB	L. M. Thompson
Ord	J. P. Tuffrey
RO	A. C. Thomas
RO	P. R. Thomas
JRO	G. Trenell
LRO	R. Vincent
AB	J. W. Watkinson
RO	G. Wallace
RO	W. Wallace
AB	A. E. Wright
LS	M. J. Wheeler
AB	R. A. Wood
AB	P. D. Welsh
AB	D. J. Williams
AB	J. Williams
LS	A. E. Watts
AB	K. R. G. White
AB	M. Walker
RO	M. R. Welch
JRO	L. D. Wright
JS	K. W. G. Yeomans
AB	J. K. Young

Engine Room

M(E)	R. Anderson
M(E)	A. Ashton
LM(E)	C. J. Browne
LM(E)	B. J. Brock
M(E)	D. A. Barker
M(E)	J. G. Burgess
M(E)	P. Crane
M(E)	R. A. Cardwell
LM(E)	J. Camenzuli
M(E)	D. Dewhurst
M(E)	J. Donnellan
M(E)	D. Deeming
LM(E)	P. E. Denham
M(E)	K. Evans
LM(E)	H. C. Edwards
M(E)	S. J. Farnell
M(E)	P. Fearn
M(E)	D. A. Ferrol
M(E)	P. R. Greenham
M(E)	L. H. Holmes
LM(E)	A. Hadfield
LM(E)	F. Horrell
LM(E)	J. J. Hocknull
M(E)	E. R. Hewitt
M(E)	L. Hughff
M(E)	B. Hibbert
M(E)	J. S. Himmens
LM(E)	E. Hollingsworth
M(E)	C. L. Havard
LM(E)	R. B. Jones
M(E)	A. G. Josey
M(E)	A. R. Joynes
M(E)	V. A. Kirwin
LM(E)	J. T. Kemp
M(E)	K. Lindley
M(E)	W. J. Latimer
M(E)	A. Law
M(E)	P. H. Laycock
CM(E)	J. Lavin
LM(E)	F. Myatt
LM(E)	R. McWilliams
M(E)	D. Marshall
M(E)	R. Melville
M(E)	A. J. Morton
LM(E)	E. Marsay
LM(E)	W. Marsh
M(E)	T. C. Nixon
LM(E)	E. Oglesby
M(E)	F. J. Offley
LM(E)	P. R. Proctor
M(E)	A. Palmer
LM(E)	G. Riste
LM(E)	E. M. Rushton
M(E)	M. Ramsden
LM(E)	R. G. Stacey
LM(E)	D. G. Spearman
M(E)	T. Suthers
M(E)	D. J. Stockton
M(E)	M. Stewart
M(E)	W. Spence
M(E)	P. Smith
M(E)	A. Scott
M(E)	M. Shaw
M(E)	D. J. Stanley
M(E)	C. Swainston
M(E)	G. T. Tomlinson
M(E)	G. W. Toomer
M(E)	M. Taylor
M(E)	S. Tingle
M(E)	O. A. Unsworth
ERA	E. M. Uren
M(E)	A. W. Whitworth
M(E)	R. G. Welsh
M(E)	H. J. Watt
M(E)	K. J. Wing
M(E)	A. Winnall

W & R

CEA App	S. J. Adams
LREM	K. Allen
REM	D. Bulmer
CEM	M. E. Brown
LOEM	J. R. Barnett
REl Mech	A. Bower
JOEM	D. J. Bedford
LREM	J. Chilvers
REM	R. J. Cammish
LEM	R. Cross
OEM	A. D. Clarke
REM	W. Fletcher
OEM	G. H. Gibson
Art App	C. E. Horton
EM	J. Hall
LEM	P. W. Harrison
LEM	R. C. Harris
LOEM	J. W. Hinton
Art App	B. Hall
LREM	D. M. Inglis
CEM	M. T. Jenkins
OEM	M. C. Liggins
CEA	A. Lewis
REM	A. G. Langford
REM	A. Middleton
EM	F. E. Mangan
REM	P. J. Montgomery
REM	J. Pilkington
CEM	D. M. Parker
Art App	D. M. Prideaux
LEM	K. J. Rashbrook
LCEM	A. D. Ralph
LREM	B. Somers
OEM	T. Taylor
OEM	J. W. Turner
REM	P. M. Tarrant
Rel Mech	D. Thompson
EM	G. A. Willington
LOEM	W. J. Willington
LOEM	P. J. Weavis
OEM	A. J. West

S & S (UK)

SA(S)	A. G. Brunsdon
SA(V)	A. L. Brooker
Wtr	C. J. Drysdale
Wtr	T. Hargreaves
SA(V)	D. H. Meyer
LSA(S)	T. Murphy
L/Wtr	W. J. Richards
SA(V)	M. O. Smith
LSA(S)	D. M. Sutton

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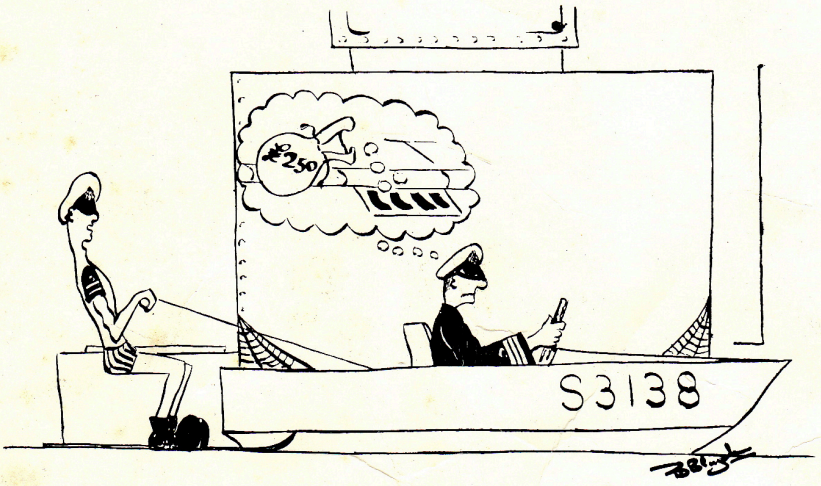


"He could always sell it to Charlie and pay for the Commission Book"

' Those who have served' *(continued from page 19)*

S & S (Maltese)

Ck(O)	G. C. Attard
Std	P. P. Aquilina
L/Ck(O)	J. Aguis
Ck(O)	E. A. Abela
Std	F. X. Aquilina
L/Std	P. Attard
Ck(O)	C. A. Borg
L/Ck(O)	W. Burlo
Ck(O)	E. M. Coleiro
Ck(O)	I. P. Cassar
Ck	C. Carabott
L/Ck(O)	J. A. Cutajar
L/Ck(O)	A. C. Cachia
A/Ck	F. L. Caruana
Ck(S)	A. V. Darmanin
L/Std	E. M. Ford
L/Std	S. Farrugia
Std	J. J. Grech
Ck(O)	D. Grech
L/Std	F. Laus
L/Ck(O)	A. E. Lawrence
Ck(O)	J. Muscat
L/Ck(O)	C. Magri
L/Ck(O)	J. L. Muscat
Ck(O)	M. McLean
Std	C. E. Mugliett
Std	R. Purshouse
L/Ck(O)	A. L. Psaila
Std	P. Pisani
Ck(O)	J. W. Scerri
Ck(O)	J. Spiteri
L/Std	V. Sultana
Ck(O)	R. Spiteri
L/Ck(O)	C. V. Sciberras
Std	C. J. Vella
L/Ck(S)	C. Vella
Ck(O)	L. A. Xiberras
Ck(O)	A. Xuereb

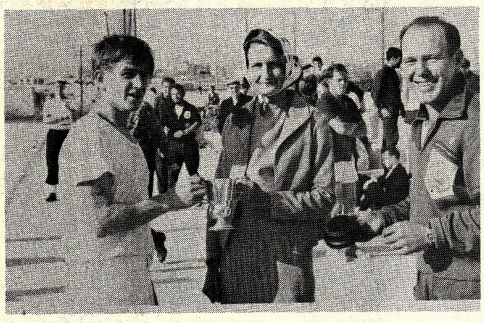
Canteen Staff

Mr. J. Bonnet
Mr. S. Casha
Mr. J. Zammitt

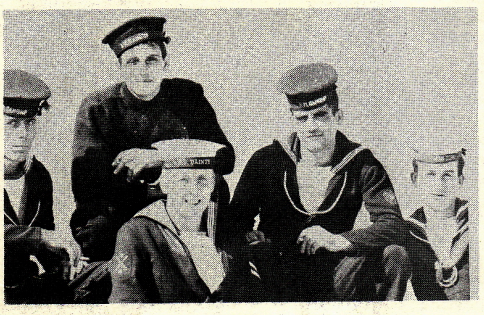
Ship's Dghaisa

Charlie Abela and Sons

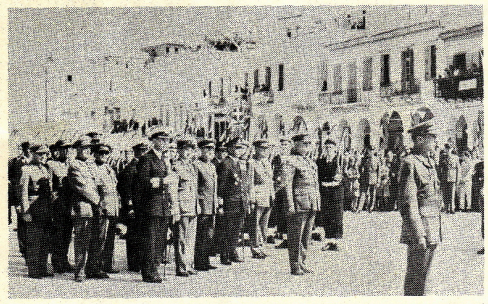
Some People



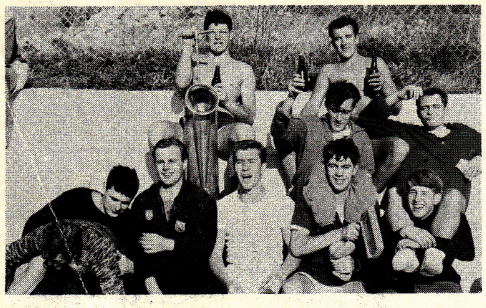
. . . won a cup



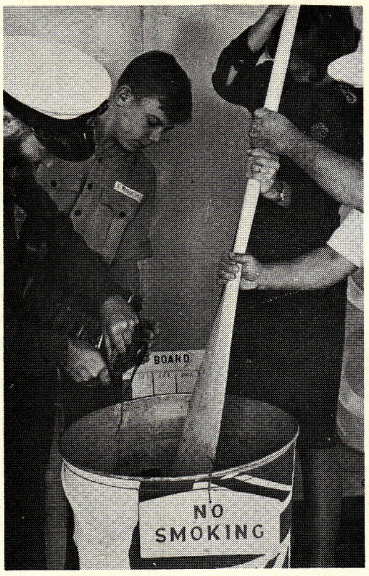
. . . caught the wrong liberty boat



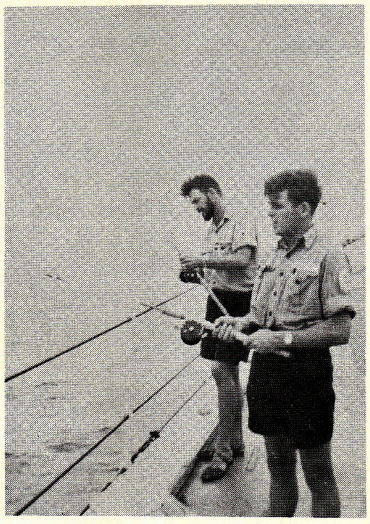
. . . paraded



. . . thought they were the people



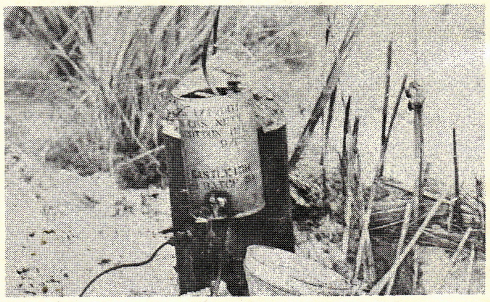
. . . stirred it up



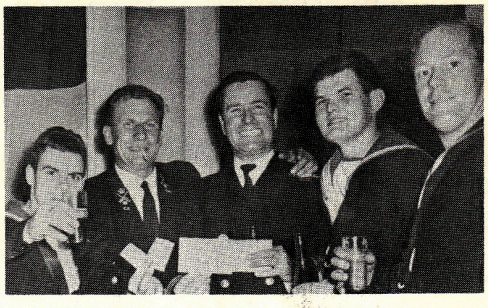
. . . tried to catch their own dinner

. . . went on a rabbit run

. . . peeled spuds



. . . made water ? !



. . . got a pink ticket

. . . enjoyed this Commission