



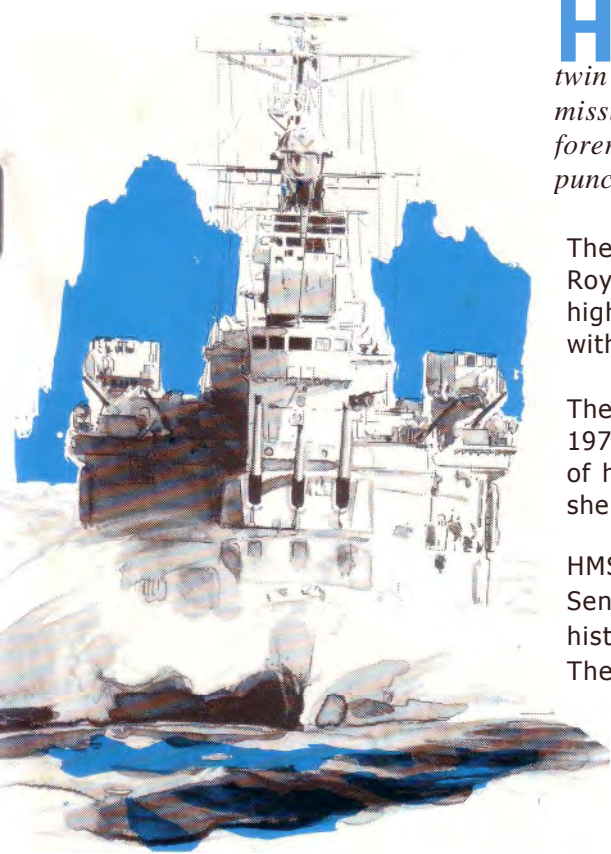
*Commissioning  
Souvenir 1975*

# HMS Sheffield





# What's in a name



**H**MS SHEFFIELD is the first of the Royal Navy's Type 42 Destroyers and is the second warship to be named after the city of Sheffield. Powered by twin Olympus and twin Tyne gas turbines, armed with a SeaDart guided missile system and carrying a multi-purpose armed helicopter, she is the forerunner of a class of ships with very high performance and a power-packed punch.

The city of Sheffield thus renews its long-standing association with the Royal Navy, an association dating back to the early 'dreadnoughts' and highlighted by the adoption of the first HMS Sheffield, a cruiser that served with distinction for twenty-seven years, from 1937 to 1964.

The latest SHEFFIELD was launched by Her Majesty the Queen in June 1971. With a displacement of 3600 tons she does not approach half the size of her predecessor but, equipped as she is with a truly scientific armoury, she is potentially more effective than a World War II battleship.

HMS SHEFFIELD of 1975 is proud of the tradition behind her name. The Senior Service has, times without number, written glorious pages in the history of Great Britain, and the first Sheffield played her part to the full. The story of the new SHEFFIELD has only just begun.



# Sheffield

*S*HEFFIELD has been the industrial hub of the United Kingdom for over a century, and earned an unfortunate reputation as a place to be avoided, owing to the forges and furnaces which belched out smoke and fumes...a sort of fiery heart of England feeding the hungry body of industry with steel.

Modern Sheffield is a far cry from those days. Gone is the polluted atmosphere and, in its place, is the cleanest air of any industrial city in Europe. Gone are most of the unsightly rows of terraced houses, replaced by new and exciting developments including a rebuilt City Centre and one of the largest shopping centres north of London.

international importance.

It has made cutlery since the 14th Century and, whilst that is still the industry for which Sheffield is best known, the city now enjoys a diversity in its industries. There are new names, new firms, **and** new products. Sheffield **today is an** exciting centre where more than 500 **000** people share the atmosphere of a city moving with the times.



Modern highways have placed Sheffield within easy reach of almost all the major ports and industrial areas; the city is only a few hours drive from London and motorways have greatly enhanced road communications along the length of England and across the Pennines. In addition, Sheffield is also served by several important railway routes and is within convenient distance of three airports.

Being a major centre for the production of special steels, Sheffield is a city of

Naturally, **the closest links have been forged and will continue between the city and the warships that have borne its name. The Ensign and Jack worn by the warships were gifts from the ladies of Sheffield. Wardroom silver; the ship's bell and numerous other 'trophy' are gifts from the city. Throughout the building of the present HMS SHEFFIELD and her predecessor the city has taken a close interest in the ships and their companies. That could be a portent for, it is said, 'Sheffield breeds success'.**



a city moving with the times

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Sheffield's majestic Town Hall still commands respect in its modern surroundings.



# Barrow•in•Furness

A trick of politics and legislation has given to HMS SHEFFIELD the distinction of being the first surface warship to complete for commissioning in the new county of Cumbria. Yorkshiremen, remembering the rivalry stemming from the Wars of the Roses, might note with some satisfaction that while a ship with so famous a name was begun in Lancashire, Lancashire, in the strictest sense of the term, never completed her!

For something like 900 years the Furness peninsula, on which Barrow stands, was part of the County Palatine of Lancaster. Before that, it seems, it had been part of the tiny Kingdom of Cumbria. For rather more than 100 years Barrow-in-Furness was a County Borough in Lancashire and then, on 1st April, 1974, all associations with the County Palatine ceased. Barrow entered Cumbria as a constituent and principal part of a new County District which combined the Barrow-in-Furness County Borough and the neighbouring Dalton-in-Furness Urban District.

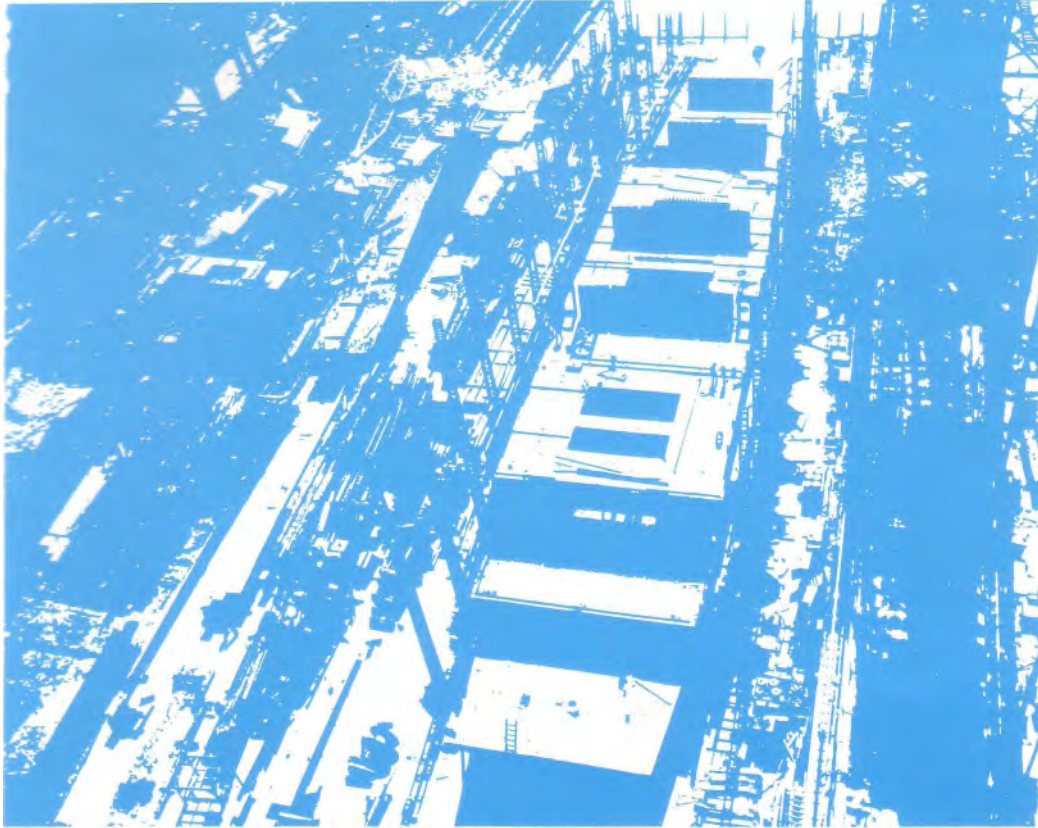
Barrow itself is a town of 65 000 inhabitants. It soared to prominence between 1847 and 1867, built on the smelting of iron ore and owed a lot of its early development to the Furness Railway, a tiny independent company whose General Manager, James Ramsden, became the town's first Mayor.

The town is well known to the Royal Navy, particularly the crews of its submarines. In the 1880's, Barrow craftsmen were building two submarines which were ultimately sold to Turkey and Russia and in 1901 they built the first 'Hollands' for the Royal Navy. The 'A' class boats followed and Barrow has been building submarines ever since. So far

the grand total is 307, of which 287 have been for Britain. From Barrow too have come countless surface warships, passenger liners, cargo ships and tankers.

Barrow's industries apart from shipbuilding and engineering, include paper making, footwear and clothing, chemical manufacture, micro-electronics, and textiles. Set against the majestic backcloth of the Cumbrian mountains, Barrow enjoys the ideal combination of countryside and seaside environment and is on the doorstep of the Lake District. It is a pleasant place in which to live, work or play and, contrary to popular belief, enjoys an extremely mild climate, partly due to the effects of the Gulf Stream.





## the town that built Sheffield

Shipbuilding has been a traditional activity in Furness since Elizabethan times. Vickers, having started life as a family steel business in Sheffield during the 1820's and become a public company in 1867, developed a leading role in British industry during the next half century. Having survived the 1887 trade depression period, they branched out on a new venture, making guns and armour. About this time, the transition from wooden to steel-clad ships was under way and the Admiralty, being accomplished only in wooden shipbuilding and having an urgent need for steel-clad ships, turned to those shipyards which were already skilled in working with iron and steel. The Naval Construction and Armaments Company, formed from the Barrow Shipbuilding Company on Barrow Island in 1871, received its first naval vessel order in 1877, and Vickers having excelled in the production of guns and armour, and anticipating the Admiralty's needs, acquired the shipyard in 1897. This action rendered Vickers capable of

producing the complete ship — steel, guns and equipment.

Vickers launched their first naval vessel, the battleship HMS VENGEANCE, in 1889. The close association between Vickers and the Royal Navy has continued ever since. In 1927 Vickers amalgamated with their long-standing rivals Armstrong-Whitworth and became Vickers Armstrong Ltd, a shipbuilding giant with Barrow Shipyard on the west coast, and the Walker Naval Yard on the east at Tyneside. At the close of the Second World War, these yards had produced such famous warships as the Sheffield, Newcastle, Cossack, Illustrious, Indomitable, Victorious, Ajax, Swiftsure, Jamaica, Spartan, Tally-ho, Unbroken, Undaunted and Seraph, and many more.

Over the years Vickers became successful in many fields of industry, and to assist administration were divided into separate 'product groups' in 1965. This action had the effect of splitting the company at Barrow: the Shipbuilding Works came under the Shipbuilding Group and the Engineering Works joined the Engineering Group. In 1968, a smaller administrative reorganisation returned the Engineering Works to Shipbuilding control with Barrow as the headquarters of the Shipbuilding Group.

Vickers as shipbuilders now employs over 14 000 people at Barrow and is the largest single employer in the new County of Cumbria. The Shipbuilding and Engineering Works of Vickers occupy 150 acres and the shipyard cranes are a familiar Furness landmark. The company is one of only three nominated warship builders in the UK and the sole builder of nuclear powered submarines for the Royal Navy. The substantial order book includes HMS CARDIFF, sister ship of HMS SHEFFIELD, and HMS INVINCIBLE — the Royal Navy's first command cruiser. There are important contracts for ships, submarines, armaments and heavy engineering products and, in 1973, the Group gained the Queen's Award to Industry for export achievement.





Length overall 591½ ft (558 ft between perpendiculars).

Breadth 61 ft  
Depth 33 ft  
Mean draught 17 ft

Displacement 9,025 tons

Speed 32 knots

Armaments 12.6 in; 8.4 in. AA;  
8.2 pdr AA, 8.05 in.  
machine guns; 8.21  
in. torpedo tubes.  
Three aircraft

Propelling  
machinery

Parsons geared  
turbines driving  
four shafts and  
75,000 shaft  
horsepower



# 1936 The launch of HMS Sheffield



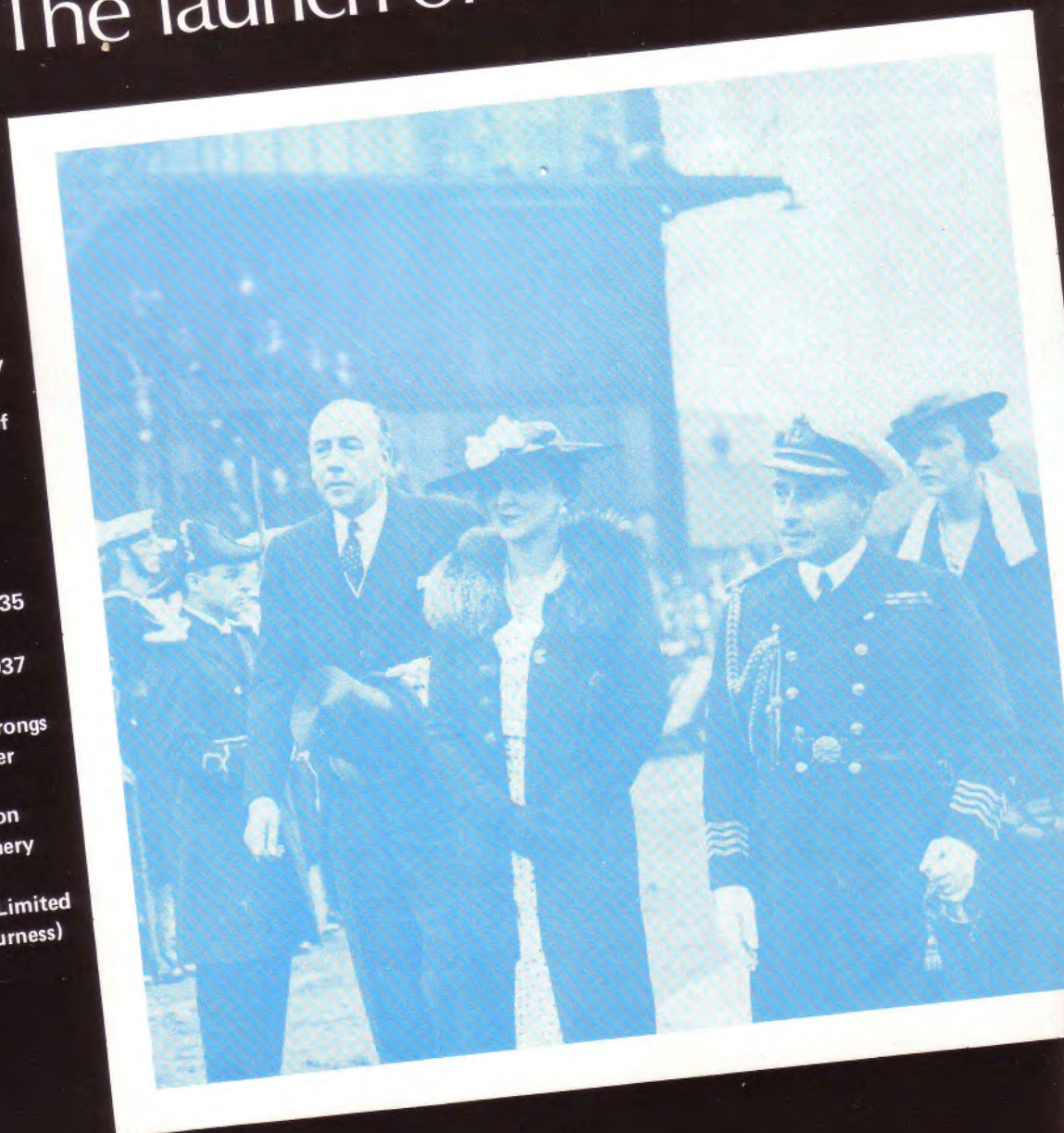
**Launched** 23rd July, 1936 by  
HRH the Princess  
Marina, Duchess of  
Kent

**Contract placed** 17th December,  
1934

**Ship laid down** 31st January, 1935

**Completed** 25th August 1937

**Builders** Vickers Armstrongs  
Limited, Walker  
Naval Yard,  
Newcastle upon  
Tyne (Machinery  
by Vickers  
Armstrongs Limited  
Barrow-in-Furness)



*Any significant association between ships and the city of Sheffield is less than 100 years old and began when Vickers and another Sheffield firm, right at the beginning of the era of the ironclads, began to make rolled armour plate to replace the hammered kind first used. Sheffield steel 'went to sea' in hulls and guns, but not until 1934 did the famous city give its name to a warship. Almost as though recognising the signal honour, the ship carved a special name for herself in British naval history of the 1939-45 war.*

# First and famous

Britain was just awakening to the threat of Nazi Germany and stirring from the slump of 1929-30 when H.M. Ships NEWCASTLE and SHEFFIELD were ordered. They were two of the first group of five ships of the Southampton Class and, as subsequent events proved, they were well equipped for the war which followed.

The whole of Tyneside welcomed the orders and those for smaller ships which came around the same period. Walker Naval Yard in particular rejoiced, for that yard had been re-opened to build the passenger liner Monarch of Bermuda and closed when she was completed. Walker re-opened again to build the NEWCASTLE and SHEFFIELD, and HMS SHEFFIELD was named and launched by HRH the Princess Marina on the evening of Thursday, 23rd July, 1936.

It was the first time that the Duchess had performed a launch and, furthermore, the first ship launch she had seen. She confessed to Commander Sir Charles Craven, then head of Vickers-Armstrong Limited, that the launch had 'thrilled her immensely'.

The ship herself cost £4 million. She was described by the publicists of the day as 'an exceptionally fine ship with beautiful lines, an impressive appearance, and remarkably heavy armament for her size'. Her main armament was an innovation — the first 6-inch guns to be mounted in triple turrets, two forward and two aft. She was capable of maintaining a succession of 23-gun broadsides with a total output of 96 rounds per minute. The Southampton Class cruisers came to be regarded as ships with excellent endurance and exceptionally good sea keeping qualities. HMS SHEFFIELD was, in every respect, admirably suited for the varied war service she was to face. When she commissioned, that war was only two years away.

It was in 1941 that the ship was formally adopted by the city of SHEFFIELD, but when she commissioned in 1937 the city don-

ated many gifts, including numerous stainless steel deck fittings which earned her the name of the 'The Shiny Sheff' or, alternatively, 'Old Shiner'. The ladies of Sheffield presented her with an outsize White Ensign and it was this which was used as the ship's battle ensign, being hoisted at the peak on every occasion of engaging the enemy. That ensign, together with the ship's bell, her badge, and the plate recording her battle honours were ceremonially laid up in Sheffield Cathedral when HMS SHEFFIELD'S active life came to an end.

The first commission was with the Home Fleet, and it was with that fleet that the ship saw service in the early months of the 1939-45 war. During the ill-starred campaign in Norway her Marines served ashore in Namsos in April 1939, and it was the Norwegian campaign which led to the subsequent close association between the ship and the York and Lancaster Regiment. The Hallamshire Battalion of that Regiment was mobilised at Sheffield, its peacetime headquarters, at the outbreak of war, and in 1940 was landed in Norway, where it took part in the campaign and fought in the Namsos area. It was HMS SHEFFIELD which took off the remnants of the Battalion, saving them to serve in Iceland and then in the Normandy landings, subsequently to earn a VC during the fighting through France, Belgium and Holland.

The collapse of France and the entry of Italy into the war led to the transfer of HMS SHEFFIELD to the Mediterranean to join the newly formed Force 'H'. In 1939, together with HMS RODNEY, she had been fitted with air warning radar — then known as RDF, and it was this equipment, limited and elementary by modern standards, which made the SHEFFIELD such a valuable adjunct to the aircraft carrier ARK ROYAL.

As a unit of Force 'H', HMS SHEFFIELD assisted in a concentrated bombardment of military targets in and around Genoa at dawn on 9th February, 1941.

