



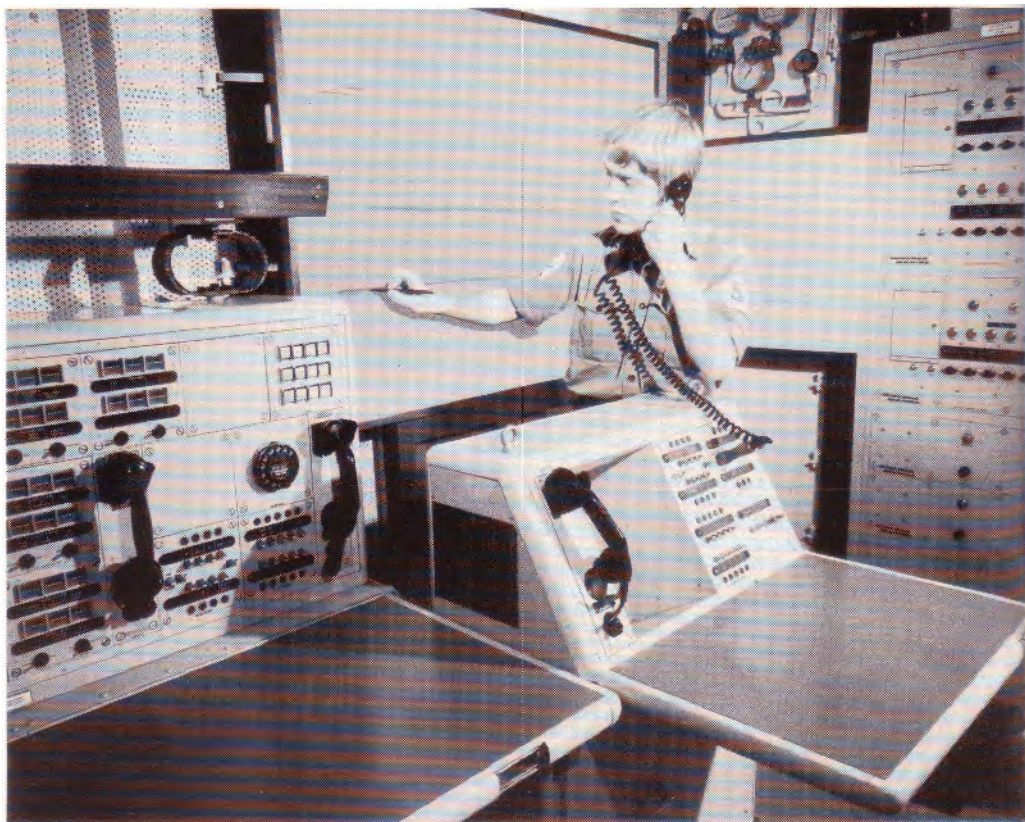
Her Majesty Queen Elizabeth accompanied by Prince Philip, launching the Royal Navy's first Type 42 guided missile destroyer at 12.30 p.m. on Thursday 10th June 1971.

"I name this ship Sheffield"



It was a truly memorable day, both for the royal couple who celebrated Prince Philip's birthday, and for Vickers who received the news from Lord Balniel that they had been awarded the contract to build Cardiff a sister ship to the SHEFFIELD.

A floating tribute British skills



HMS SHEFFIELD is the first of the new Type 42 design of Guided Missile Destroyers to commission for service. She is also the first of a series of six such ships which are intended primarily to deploy the SeaDart Missile System for area air defence by the Royal Navy.

The Type 42s will have secondary roles such as the hunting and destruction of hostile submarines and surface craft, and shore bombardment. In preparing the overall design, both the Royal Navy and the design staff have kept in mind the traditional peace-time roles of the Navy - policing the seas, undertaking ocean patrols, and mounting disaster relief operations. One new feature is that machinery and other equipment requiring overhaul can be repaired-by-replacement, which effectively means that time required in dockyards is reduced to a minimum.

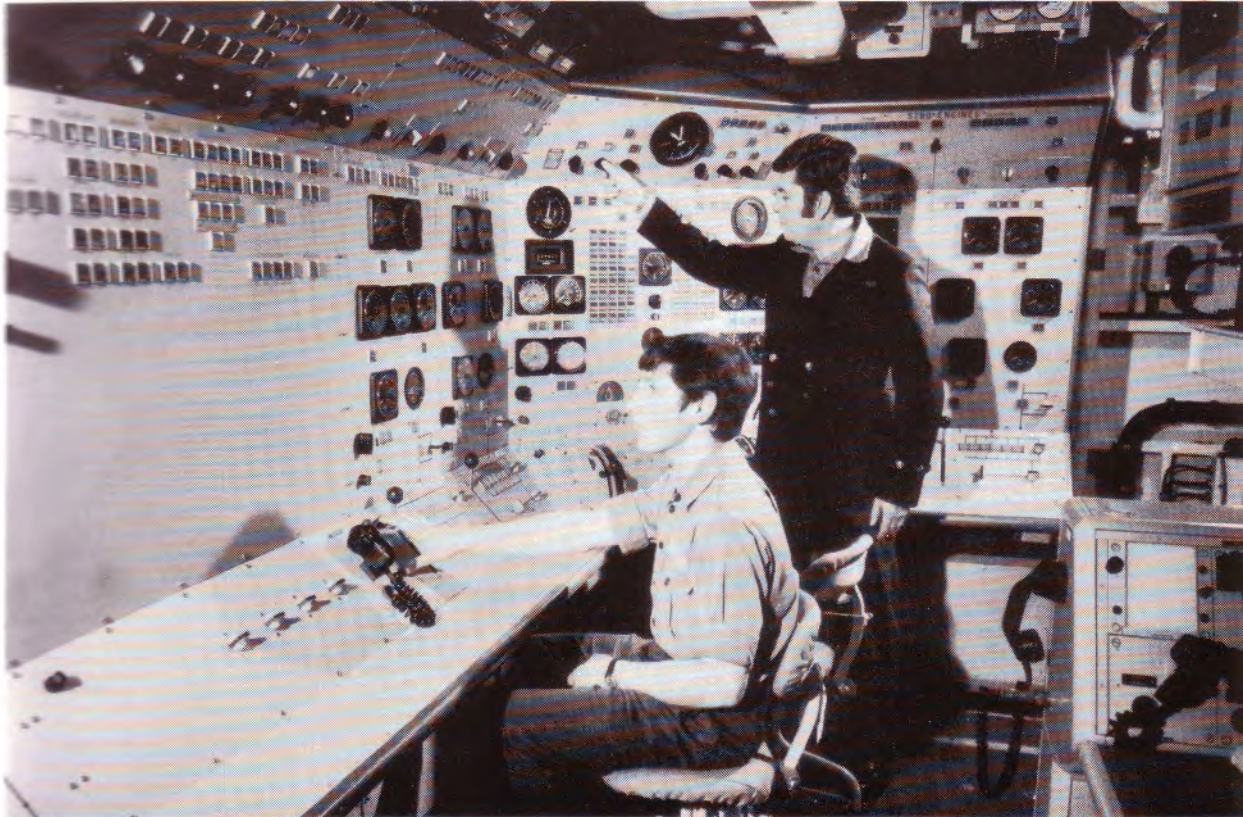
HMS SHEFFIELD is the first destroyer in the Royal Navy to be propelled by gas turbine alone. The ship has two sets of marine version Rolls-Royce Tyne and Olympus turbines. The Olympus turbines each develop 25 200 bhp driving twin propellers through gearboxes to give the

ship a maximum speed in excess of 28 knots. The Tyne installation is intended for cruising, each turbine developing 4 100 bhp.

Missiles have replaced the gun as main armament, and SHEFFIELD carries SeaDart, a new missile designed with the benefits of modern technology and possessing greater capability than any other comparable missile in the world. For anti-aircraft and surface and shore bombardment roles the ship has a single Mk 8 4.5 in. gun mounted on the fore-deck. This gun has a fast rate of fire and is extremely accurate.

A hangar situated aft accommodates the ship's Westland Lynx helicopter, a new aircraft of advanced design and capable of many roles, including those of seeking and attacking hostile submarines. The sea-borne helicopter is now regarded as a necessary additional arm for a modern fighting ship, having offensive and defensive capabilities as well as the additional capacity for search and reconnaissance, rescue, and efficient transportation over short distances.

Modern warship design no longer incorporates rows of portholes, so long a



familiar feature of British warships. This is an acknowledgement of the risk of nuclear attack and the dangers of a consequent "fall-out", and the new SHEFFIELD incorporates all of the features which modern safety technology has produced in this respect.

To deal with the complexities and speed of modern warfare, the ship has two high-capacity computers, with inputs from all sensors, including sonar and radar. The computers produce an accurate, up-to-the-minute visual picture for the Operations Room thus ensuring the most effective employment of the weapons carried by the ship. By using comprehensive and modern communications systems, the ship is able to provide information to other ships and aircraft, and to maintain the necessary flow of information to shore bases and Commands.

Each member of the ship's company aboard Sheffield has an important job, with specialists in each branch – Operations, Supply and Secretariat, Engineering, Electrical, Air, and Medical – who sail the ship; operate, maintain and repair the complex equipment and machinery

aboard; feed and pay the ship's company over extended periods, and cater for health and recreational needs. Stocks of fuel, ammunition and stores are replenished at sea.

The modern Navy attaches considerable importance to welfare facilities onboard and ashore. Aboard HMS SHEFFIELD, messing and sleeping arrangements make the best of the compromise always found in a fighting ship, where space is required for weapons, machinery and stores. All ship's officers have single berth cabins and there are multi-berth cabins for senior ratings and officers under training. Junior ratings have bunks built as a multi-berth system to ensure optimum use of available space. Air conditioning is fitted throughout the ship and there are full laundry facilities plus a sewage treatment plant which protects both environment and health.

One galley serves both the Wardroom and the ratings' dining halls. The galley, fully equipped to the most modern catering standards, is conveniently situated in that it can handle meals both for the Wardroom, senior ratings' mess and the junior

ratings' dining hall.

The ship has an enclosed bridge with streamlined console control positions. Machinery control is effected from a machinery control position over the after engine room.

The forward and after capstans, boat davits and winches, the retractable mast used for replenishment at sea, and the lift used for handling stores are all hydraulically operated.

From the point of view of the shipbuilders and sub-contractors, so complex a warship with such advanced equipment has presented a great many problems, but at all stages there has been immediate and direct communications, something which has helped ease the complicated and unenviable task of building, equipping and arming ready for sea a type of warship such as Her Majesty's Navy has never known. Not only is the new SHEFFIELD a compliment to the Royal Navy of the 1970's; she is a floating tribute to British skills.





The Commissioning

The commissioning of ships for service with the Royal Navy has roots dating back to the time when all ships sailing under the English flag were liable to be called up for service under the King to pursue some military object. Prior to the reign of Henry VIII, there was no permanent Naval 'presence' and the King relied upon the commitment of ships by private shipowners in the event of a national emergency.

The term 'Commission' implied that a ship, crew or particular officer was under orders from the King for some purpose. Henry VIII acquired a large, permanent Fleet which was administered by a 'Navy' Board, who were responsible for the provision of ships, their stores and personnel as and when required by the King. There were 'Standing Officers' attached to each ship-keeper, and these included the Master, Boatswain, Carpenter and Cook, appointed 'by warrant' and analogous to ship fittings in their permanency. The rest of the crew were hired for the period of a particular venture and dismissed when the ship was laid up, or 'put in ordinary', which, as they termed it later, meant being 'taken out of commission'.

Originally, the preparation of a ship for service was initiated by the appointment of King's Officers with the King's Commission to direct the military preparation of the ship, while the navigation and administration of the individual ship was the responsibility of the Master and the Standing Officers.

Today, the Commissioning ceremony marks the climax of all the varied aspects of completion, fitting out, the drafting and training of the crew and the appointment of the officers. The Commissioning Warrant is the authority for the Captain to commission the ship, and command her and the Ship's company. The ceremony itself has evolved over many years and consists of a non-denominational religious service which includes the Gaelic blessing and responses of 1589, followed by the reading of the Commissioning warrant by the Captain to the Ship's company, the hoisting of the White Ensign for the first time, and, finally, the traditional cutting of a cake by the Captain's wife and the youngest member of the Ship's company.

Captain Robin John Pashley Heath, Royal Navy, who commands HMS SHEFFIELD, was born at Gibbet Hill, Coventry in March 1929 and entered the Royal Naval College at Dartmouth in October 1942. He went to sea as a Cadet in HMS Frobisher in April 1946, and, in 1947-48 served as a Midshipman in HM ships Liverpool and Newcastle.

Between 1948 and 1950 he attended the Royal Naval College, Greenwich, completed Sub-Lieutenants' courses and served for three months in HM submarine Auriga. In May 1950 he joined submarines and, after promotion to Lieutenant in November of the same year, served in a number of submarine appointments, including HMS Totem, as Third or Fourth Hand'. Between 1954 and 1957 he held various appointments as First Lieutenant, including those in HM submarines Alderney and Andrew, and assumed command of Seascout in September 1957.

Promoted Lieutenant Commander in November 1958, he was appointed to the Royal Naval College, Dartmouth, serving as Head of Seamanship, River Officer and as the Submariner on the Staff. He left Dartmouth in 1961 to take temporary command of HM submarine Alcide, and later in the year assumed command of HM submarine Acheron.

In 1963-64 he served as Flotilla Tactical Officer on the staff of the Flag Officer Submarines, being promoted Commander in December 1963. Assistance with the United Kingdom's Polaris programme was part of his duty when he served as Staff Officer (Submarines) to the Commander, British Navy Staff Washington DC between 1964 and 1966 and concurrently on the staff of Special Projects, Royal Navy.

He returned to the United Kingdom in mid 1966 to assume command of the



The Ship's Company

RE FOSTER	Master at Arms	BOTTOM SF	Radio Electrical Mechanic Second Class
GG GREEN	Fleet Chief Radio Electrical Artificer	BRADSHAW CN	Leading Seaman
PJ MAY	Fleet Chief Ordnance Electrical Artificer	BRADSHAW WJ	Control Electrical Mechanic Second Class
JA POPPLEWELL	Fleet Chief Petty Officer	BROWN SP	Radio Operator First Class (General)
PG TUCK	Fleet Chief Marine Engineering Artificer	BROWN CS	Leading Radio Operator (Tactical)
FJ WRIGHT	Fleet Chief Control Electrician	BROWNSTONE RJ	Chief Radio Supervisor
ABLEY KM	Leading Marine Engineering Mechanic	BUCKLAND R	Able Seaman
ALEXANDER J	Leading Ordnance Electrical Mechanic	BUCKLEY ME	Able Seaman
ANDERSON DG	Cook	BURNS J	Communications Yeoman
ANDREWS RH	Radio Electrical Mechanic First Class	BUTLER CW	Leading Seaman
APPLEBY PA	Marine Engineering Mechanic First Class	BYRON M	Able Seaman
ASHTON CO	Leading Seaman	CARBUTT RP	Marine Engineering Mechanic First Class
ATHERTON JA	Marine Engineering Artificer (Propulsion) First Class	CHADWICK AT	Marine Engineering Artificer (Propulsion) First Class
AWATT EB	Ordnance Electrical Mechanic First Class	CHALLENGE CP	Junior Seaman
BABB AM	Control Electrical Artificer First Class	CHURCHILL D	Marine Engineering Mechanic First Class
BAILEY R	Control Electrical Artificer First Class	CLAYTON R	Ordnance Electrical Mechanic First Class
BAKEWELL CW	Leading Radio Electrical Mechanic	COLLINS AC	Radio Electrical Artificer First Class
BARLOW T	Leading Ordnance Electrical Mechanic	COLLINS J	Radio Electrical Artificer First Class
BARRETT RD	Junior Radio Operator (General)	COLLINS JE	Radio Operator First Class (General)
BARRON JA	Able Seaman	COOK PA	Able Seaman
BAXTER J	Chief Petty Officer	COMFORT EA	Leading Marine Engineering Mechanic
BEAUMONT K	Leading Ordnance Electrical Mechanic	CORCORAN KW	Junior Seaman
BELL RJ	Leading Seaman	COTTLE IPR	Leading Radio Operator (General)
BEZANI RC	Mechanician Third Class	COX IN	Petty Officer Radio Electrician
BIRD F	Leading Radio Electrical Mechanic	CRAMB D	Radio Operator First Class (Tactical)
BOND SA	Leading Ordnance Electrical Mechanic	CRANE M	Leading Ordnance Electrical Mechanic
BOOTH RJP	Chief Marine Engineering Artificer (Propulsion)	CROMARTY WRE	Ordnance Electrical Mechanician First Class
BORROWDALE R	Leading Seaman	CROOK AG	Leading Marine Engineering Mechanic
		CURRELL ML	Marine Engineering Mechanic First Class
		CUTLER MD	Leading Radio Electrical Mechanic

Polaris submarine HMS Renown, then building at Cammell Laird's Birkenhead shipyard and commanded the Port crew of Renown until 1970. Promoted Captain in that year, he served as Deputy Director of Naval Equipment on the Staff of Director General Ships at Bath. He attended a course at the Royal College of Defence Studies, London during 1973, and in December of that year was appointed as Commanding Officer (Designate) to stand by HMS SHEFFIELD, then building at Barrow.

Captain Heath married Miss Joan Elizabeth Priestley in August 1951. They have a daughter aged 20, and a son aged 18 who plays in the National Youth Orchestra. The family home is now in Wiltshire.

HMS SHEFFIELD is Captain Heath's fifth sea-going command.

COMMANDER	GAF HITCHENS	Weapons and Electrical Officer
COMMANDER	GF LASLETT	Marine Engineer Officer
LIEUTENANT COMMANDER DJ CARVER		Executive Officer
LIEUTENANT COMMANDER CT AISBITT		Supply Officer
LIEUTENANT COMMANDER MGW WYKEHAM		Operations Officer
LIEUTENANT COMMANDER S TAYLOR		Gunnery Officer
LIEUTENANT COMMANDER CDD COLBY		Deputy Weapons and Electrical Officer
LIEUTENANT COMMANDER DA LORD		Instructor Officer
LI EUTENANT JR MITCHELL		Master Gunner
LIEUTENANT CH DONNITHORNE		TAS Officer
LIEUTENANT RA ROWLEY		Marine Engineering Trials Officer
LI EUTENANT T BLAKELEY		Deputy Marine Engineer Officer
LI EUTENANT AJS TAYLOR		Navigating Officer
LIEUTENANT PMD WEVILL		Signal Communication Officer
LI EUTENANT JH UNWIN		Principal Warfare Officer
LIEUTENANT PC CHAPMAN-ANDREWS		Fighter Control Officer
LIEUTENANT PJ MOORE		Weapons System Officer
LIEUTENANT PRC ASHLEY		Action Data Systems Officer
LI EUTENANT TDS ILES		Officer of the Watch
SUB-LIEUTENANT CWMcD STUART		Captain's Secretary

DAWLEY JJ	Junior Ordnance Electrical Mechanic	GREY RW	Petty Officer Steward
DAVEY VJ	Leading Stores Accountant	GROOM D	Junior Seaman
DAVIES FA	Marine Engineering Artificer (Propulsion) Second Class	HAGGETT IW	Ordnance Electrical Mechanician First Class
DESMOND DJ	Chief Marine Engineering Mechanic	HAGUE SE	Ordinary Seaman
DUFFY J G	Cook	HALL JA	Able Seaman
DUMMER AD	Radio Electrical Artificer First Class	HAVENHAND IS	Marine Engineering Mechanic First Class
DUNN B	Able Seaman	HEAZELTON AJ	Able Seaman
EADY DG	Radio Operator Second Class (Tactical)	HICKEN J A	Control Electrical Mechanic First Class
EDWARDS KT	Junior Seaman	HILL LS	Able Seaman
ELLIOTT SH	Ordnance Electrical Mechanic First Class	HOBBS R	Leading Ordnance Electrical Mechanic
ELLIS CG	Ordnance Electrical Mechanic First Class	HOLDCROFT JA	Petty Officer Ordnance Electrician
ELLIS PC	Marine Engineering Mechanic Second Class	HOLLAND D	Radio Operator Second Class (General)
ENSOR D	Control Electrical Mechanic Second Class	HOLLAND PE	Ordnance Electrical Mechanician First Class
ETHERINGTON D	Able Seaman	HOLLAND R	Radio Operator Second Class (General)
EVANS CG	Stores Accountant	HOLLAND SJ	Ordinary Seaman
EVANS JJ	Leading Seaman	HOLLANDS RA	Petty Officer Control Electrician
EVERETT M J	Leading Radio Electrical Mechanic	HOLTBY PA	Petty Officer
FIELD M D	Leading Marine Engineering Mechanic	HOUGHTON RA	Able Seaman
FIGG DJ	Junior Seaman	HOYLAND K	Stores Accountant
FITZPATRICK JA	Radio Operator Second Class (Tactical)	HUBBARD CJ	Leading Cook
FOSTER JMR	Control Electrical Mechanic Second Class	HUGHES GD	Leading Cook
FRAVIGAR IG	Marine Engineering Mechanic First Class	HUMPHRIS CJ	Able Seaman
GARFORD A	Leading Seaman	HUNT TM	Petty Officer Caterer
GILL C	Chief Radio Electrician	HURST CI	Able Seaman
GILL GE	Able Seaman	JOHNSON DJ	Leading Marine Engineering Mechanic
GILL SJ	Able Seaman	JOHNSTONE D	Ordnance Electrical Mechanic Second Class
GODDARD PJ	Petty Officer Writer	KEAR RL	Marine Engineering Mechanic Second Class
GODFREY PM	Petty Officer Steward	KELLY BD	Petty Officer Radio Electrician
GOODALL IT	Marine Engineering Mechanic First Class	KEWLEY D	Petty Officer Control Electrician
GOODMAN DL	Radio Operator Second Class (General)	KIDD DC	Radio Electrical Mechanic Second Class
GOUGH MJ	Ordinary Seaman	KILPATRICK D	Ordnance Electrical Mechanic Second Class
GREEN SP	Stores Accountant	KINGSTON J	Leading Marine Engineering Mechanic
GREEN SD	Junior Assistant Steward	KIRKHAM D	Petty Officer Marine Engineering Mechanic

LAKE KO	Petty Officer	ROBSON A	Leading Seaman
LAMBERT GG	Radio Supervisor (Warfare)	ROGERS TM	Leading Cook
LANGE KN	Leading Radio Electrical Mechanic	ROSS MA	Radio Electrical Mechanic Second Class
LAVER DR	Control Electrical Mechanic Second Class	RYAN AW	Leading Control Electrical Mechanic
LAWTON PJ	Petty Officer Cook		
LEADER HF	Radio Electrical Mechanician First Class	SCOTTON JM	Ordnance Electrical Artificer First Class
LEAMY RA	Petty Officer Medical Assistant	SCOTT LE	Marine Engineering Mechanic First Class
LING CA	Junior Radio Operator (Tactical)	SEWARD D	Ordnance Electrical Artificer First Class
LITTLEWOOD SJ	Able Seaman	SHARPLES KB	Control Electrical Mechanic Second Class
LOUND J	Junior Marine Engineering Mechanic	SHEPPARD DJ	Marine Engineering Artificer (Hull) Second Class
LUND J	Junior Ordnance Electrical Mechanic	SHORTER JF	Marine Engineering Mechanic First Class
		SINCLAIR AJ	Able Seaman
		SLATER AA	Chief Control Electrical Artificer
MANN RD	Ordinary Seaman	SMALE CG	Petty Officer Marine Engineering Mechanic
MARSHALL DW	Marine Engineering Artificer (Hull) First Class	SMALLER DW	Radio Operator Second Class (Tactical)
MARSLAND A	Ordnance Electrical Mechanic Second Class	SMILES OM	Junior Marine Engineering Mechanic
MARSTON S	Marine Engineering Mechanic First Class	SMITH AD	Petty Officer Radio Electrician
MCCONVILLE PA	Control Electrical Mechanic Second Class	SMITH IT	Leading Stores Accountant
MCDONALD HE	Junior Seaman	SMITH J	Petty Officer Ordnance Electrician
MCLEOD IC	Able Seaman	SMITH TR	Leading Seaman
MCMILLAN A	Cook	SPICER KP	Cook
MCPHEE IT	Radio Electrical Artificer Apprentice	STODDART	Ordnance Electrical Mechanic First Class
MEARNS JF	Marine Engineering Mechanic Second Class	STOKES RW	Leading Seaman
MELLON TH	Junior Assistant Cook	STREET A	Control Electrical Mechanician First Class
MEYER DH	Leading Stores Accountant		
MILLS S	Junior Seaman	TATE I	Able Seaman
MITCHARD AA	Able Seaman	TAYLOR KB	Marine Engineering Mechanic First Class
MITCHELL AJS	Junior Seaman	THOMAS FR	Able Seaman
MOONEY OA	Radio Electrical Artificer First Class	THOMS KJ	Chief Petty Officer
MOORE JR	Marine Engineering Mechanic First Class	THORNTON LH	Junior Seaman
MORGAN KL	Radio Operator Third Class (Tactical)	THORP A	Petty Officer Marine Engineering Mechanic
MORRISH SA	Radio Electrical Mechanic Second Class	TOMLINSON CJ	Mechanician First Class
MULLEN D	Radio Electrical Mechanic Second Class	TUCKER GA	Petty Officer
MUSGROVE PL	Steward	TURNER FA	Marine Engineering Mechanic First Class
NAGHI P	Leading Cook	VARDY K	Petty Officer
NEWELL AGW	Leading Radio Electrical Mechanic	VINT S	Junior Assistant Steward
NEWNHAM MG	Chief Petty Officer Stores Accountant		
NICHOLSON D	Leading Seaman	WALLACE DS	Junior Assistant Cook
		WALLIS PH	Petty Officer Control Electrician
OATES MT	Radio Operator Third Class (Tactical)	WARD I	Able Seaman
		WARD GE	Able Seaman
PAGE RJ	Leading Steward	WATSON BD	Mechanician Third Class
PARKINSON G	Leading Marine Engineering Mechanic	WEELDON P	Steward
PEEL KR	Junior Seaman	WELLS SJ	Leading Regulator
PEOPLES SEA	Ordinary Seaman	WESTLAKE JL	Radio Electrical Mechanic Second Class
PERRISS BR	Writer	WHEATON SR	Petty Officer Control Electrician
PIPER KS	Ordnance Electrical Mechanic Second Class	WHITE DJ	Radio Electrical Mechanic First Class
POCOCK M	Able Seaman	WIGHT B	Radio Operator Second Class (General)
POUNDER KR	Ordnance Electrical Mechanic First Class	WILCOX SJ	Marine Engineering Mechanic First Class
POWELL DC	Petty Officer Physical Training Instructor	WILES I	Radio Operator First Class (General)
PRIOR TP	Ordinary Seaman	WILLIAMS MD	Radio Operator Third Class (General)
		WILLIAMS PF	Radio Electrical Mechanic Second Class
RAWLINGS GE	Able Seaman	WILLIAMS R	Leading Radio Electrical Mechanic
RAWSTHORN HJ	Leading Seaman	WILLS	Junior Radio Operator
REID M	Leading Radio Electrical Mechanic	WILSON M	Mechanician First Class
RIGGS MJ	Junior Ordnance Electrical Mechanic	WINTLE F	Petty Officer
ROBERTS T	Petty Officer Marine Engineering Mechanic	WOODMAN MP	Leading Steward
ROBERTS D	Able Seaman		
ROBERTS GI	Marine Engineering Mechanic First Class	YOUNGMAN J	Leading Seaman
ROBINSON JW	Junior Marine Engineering Mechanic		

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