



The Commissioning of  
Her Majesty's Ship

**SOUTHAMPTON**

at Southampton



Saturday, 31 st October, 1981

**Guest of Honour**

**Lady Cameron**

**Service Conducted by**

**Reverend B.R. Beasley, OBE, MA, Royal Navy (Rtd)  
(Church of England)**

**Reverend A.I. Hulse, MBE, Royal Navy  
(Roman Catholic)**

**Reverend D. Huie, MA, BD, Royal Navy  
(Church of Scotland and Free Churches)**

**The Band of the 1st Battalion Royal Hampshire Regiment  
(by kind permission of Lieutenant Colonel M.J. Martin)**

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## 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 thus implied that a ship, crew or particular officer was under orders from the King for a specific purpose.

Commissioning today is a symbolic occasion, when we of the sixth HMS SOUTHAMPTON, supported by our sponsor Lady Cameron, our families and our guests are witnesses to the dedication of our ship and of those who will serve in her in the years ahead.

The commissioning service reminds us of our proud heritage and, in the presence of representatives of the fourth and fifth HMS SOUTHAMPTON, of those who have served before us "Pro Justitia Pro Rege". We remember especially those of their ships companies who lost their lives on active service.

We welcome heartily Lady Cameron, our families and all our guests, gratefully acknowledging the close links and associations they represent and the encouragement they give us.

On these sure foundations we look forward and commit ourselves, with faith, to our task.

A handwritten signature in black ink, appearing to read 'H.G. de Courcy-Ireland', written in a cursive style.

H.G. de Courcy-Ireland  
Captain, Royal Navy



The First HMS SOUTHAMPTON

The first HMS SOUTHAMPTON was a 48 gun frigate of about 600 tons, and was launched just outside the walls of the city of Southampton in 1693 'by Chapel Mill'. This was on the opposite bank of the River Itchen to the modern Vosper Thornycroft's shipyard and about five hundred yards further north.

She was rebuilt at Deptford only six years after her launch, which is much earlier than would be expected for a ship of that time. It is possible that John Winter, her builder, used poor materials for her as he had for the CORNWALL which he had built previously. It was said of him in the House of Lords that 'the builder should have been hanged for that ship'.

Little is known of the exploits of the first bearer of this famous warship's name. In January 1695 she assisted at the capture of the French CONTENT and TRIDENT in the Mediterranean in Captain Killigrew's squadron. She was involved in various merchantman protection duties throughout the 1690s, both in the West Indies and in home waters under the command of Captain Kirkby.

Captain Kirkby is better remembered for his infamy. Whilst in command of the RUBY in 1702 in the West Indies under the flag of Admiral Benbow he and some other captains failed to engage the enemy. The incident led to his court martial and he was subsequently shot.

SOUTHAMPTON herself saw no remarkable action and was hulked in Jamaica in 1728 before being broken up there in 1735.



### The Second HMS SOUTHAMPTON

The second HMS SOUTHAMPTON was built at Rotherhithe in 1757 and was in size similar to her predecessor. Carrying 32 guns, she is said to have been the first of the 'true frigates', and her career started immediately after she was launched when she was on her way, under Captain Gilchrist, to Plymouth with money to pay the dockyard. Off St. Alban's Head she was attacked by two French 36-gun frigates, the MARECHAL DE BELLE ISLE and the CHAUVELIN, with two sloops. Gilchrist fought them bravely for two hours and a half before they broke away, badly damaged, leaving the SOUTHAMPTON a wounded victor.

Two months later under Admiral Hawke, SOUTHAMPTON was ordered into Brest. On 21 September 1757, Gilchrist saw a ship in chase of him, and promptly made sail towards her. The enemy opened fire, and Gilchrist did not reply until he got within twenty yards. When the ships closed the enemy attempted to board, but, vigorously repulsed, she struck in a quarter of an hour. She was the EMERAUDE, a French frigate of 28 guns. As the EMERALD, the French ship was added to the Royal Navy.

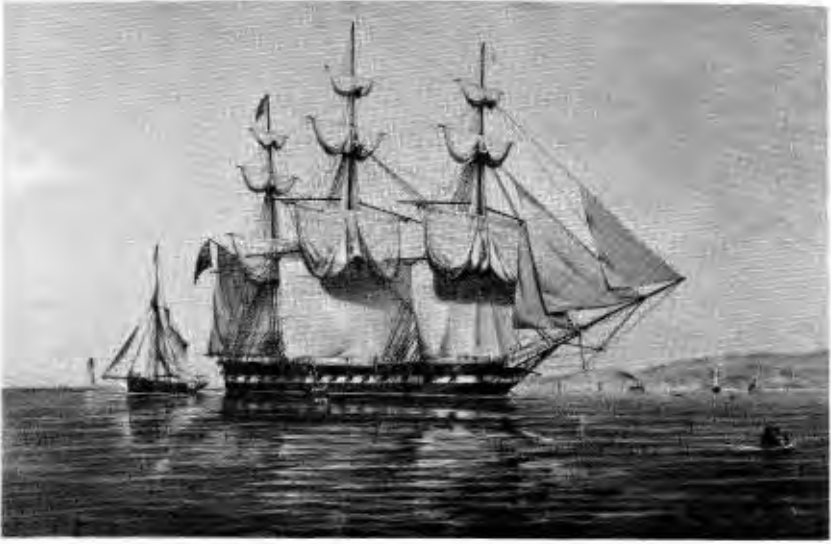
Captain Gilchrist served a further two years with his ship until a fierce action in the North Sea, with two French frigates. The outcome was the capture of the DANAE, which was added to the Navy, but Captain Gilchrist was severely wounded and had to retire.

The next episode in 1780 is one which the Navy would wish forgotten, but which at the time caused a public outcry. SOUTHAMPTON was one of three ships escorting 63 valuable merchantmen. They were only two weeks out of England when Captain Moutray, in the RAMILLIES, signalled the convoy to alter course and follow him close to the wind. They paid no attention to his order, and by daylight on 9 August found themselves close to the combined fleets of France and Spain. Eight of the convoy, with the three British warships, were all that escaped. Fifty-five merchantmen, 2865 prisoners, and a cargo worth £15 million fell to the enemy.

SOUTHAMPTON was present at the action known as the Glorious First of June in 1794, and then followed an incident in 1796 to set against the debacle of 1780. In that year, the Mediterranean fleet was cruising off Toulon when a French corvette was noticed. Captain Macnamara, now in command, stood in under easy sail, passed the French batteries which took him for a neutral, and ran his ship athwart the hawse of the UTILE (24 guns): A boarding party, under Lieutenant Lydiard, swarmed onto the corvette's decks and she was carried after a brief resistance. Sir John Jervis promoted Lydiard on the spot and gave him command of the UTILE. Captain Macnamara remained in command of the ship until after the battle of Cape St. Vincent in 1797.

In 1810 SOUTHAMPTON assisted with the enforcement of the trade blockade of Napoleonic Europe, and was subsequently busily employed in the war of 1812 in the United States of America. While there, she became involved in a revolution in Haiti, and in particular when privateers under the command of one Gaspard. Early on 3 February, SOUTHAMPTON, under Captain Sir James Yeo, encountered three vessels. Getting unsatisfactory answers he ordered Gaspard to accompany him to Port Royal in Jamaica. Gaspard said he would rather sink. SOUTHAMPTON fired a warning gun across his bows and followed it with a broadside. Gaspard's ship AMETHYST replied, and Gaspard made several unsuccessful efforts to board. In less than half an hour the enemy's main and mizzen masts fell, but a further three quarters of an hour went by before it was ascertained that she had struck. The AMETHYST also suffered heavy damage and she and Gaspard were taken to Jamaica.

SOUTHAMPTON remained in the Caribbean, but after capturing the small USS VIXEN in November 1812, the ship was wrecked on an uncharted reef in darkness, together with her prize, although there was no loss of life. The court martial, which exonerated Captain Yeo, was a sad end to the fifty-five year career of the second SOUTHAMPTON.



The Third HMS SOUTHAMPTON

The third SOUTHAMPTON, a 50 gun frigate of 1500 tons, laid down at Deptford in 1805, was not completed until 1820 for want of seasoned oak.

Spanning the period from the end of the Napoleonic era through the social reforms of the nineteenth century and not being scrapped until 1912, her total lifetime saw great change. However, her active service was during a period of peace and of significant change in ship building techniques. Perhaps she was obsolete before she was launched, as the first merchant steamer crossed the Atlantic in 1818. She was laid up from her launching until 1829 when she was active for three years including a period in East Indies: the furthest east any ship of the name has been.

She assisted at a blockade of Dutch ports in 1832, and in 1842 forced the entrance to Port Natal to enable troops of the 25th and 27th Regiments to land and defeat the Boers during the annexation of Natal. From 1848 to 1851 she was flag ship on the south east coast of South America, but the periods 1833-40, and 1842-48 were spent in reserve, a common condition for 19th century 'wooden walls'.

A brief period of naval service from 1854 was the last she saw before becoming first a coastguard ship at Harwich, and then in 1867 a training ship at Hull until she was finally broken up in 1912.

BATTLE OF JUTLAND. (copy of Lieutenant d'Argville's letter).

Presented by Lieutenant Commander R.F. Linsell, RNR

You see I am home again. I was in the last engagement, and am pleased to say I came out all right, and that we won, as we expected to.

The 'Southampton' is Flagship of the 2nd Light Cruiser Squadron (Commodore Goodenough & Commander E.A. Rushton). The 2nd L.C.S. belongs to the Battle Cruiser Fleet, with Admiral Beatty on the Flagship 'Lion'.

At about 3 p.m. on Wednesday, May 31st, we went to general quarters, or action stations, the ship had been cleared for action a few minutes before. All the hoses and firemains rigged, all watertight compartments, that were not necessary thoroughfares during the action, were closed, boats provisioned, and everything in the way of buckets, tubs, and kettles filled with water, and fresh water put in the boats. All mess tables and stools unhooked and put flat on the mess deck, ports closed and iron deadlights screwed over them.

I was operator of the after-range-finder, and saw our part of the action better than the people on the guns, below me. At about 4 p.m. the Battle Cruisers started firing their 13i" guns and 12" guns at the German. The 'Lion' leading ship of the B.Cs was about 5 miles astern of us, but we could only see the flashes of the German guns for the first half hour or so, as they were below the sky-line, but our large ships could see them. The 'Lion' got hit, but not much damage done. Then a German salvo burst all round the 'Indefatigable', and there was a great sheet of flame from amidships, and up she went. Bits of black things, and clouds of black **and yellow smoke and steam went** up thousands of feet. She was about 7 miles from us, and yet they appeared to go into the clouds. Then the 'Queen Mary' went up in the same manner. Soon we could see the Germans about 10 or 12 miles away, and we started firing. I could get no ranges as the light was so bad, and there was so much smoke in the air, as we aft were getting the full benefit of our four funnels. Our shells were bursting around the Germans, making things a bit hot, no doubt. Theirs were bursting on the water all round us, throwing up splashes of black and white as big as large poplar trees, but we always altered our range too soon for them, and all the damage done during the day was a few splinters scratching the deck, not even making holes, and a few people had their clothes torn in places, like a nail or hook would do. My oilskin was just torn in the shoulders by a splinter, and there was a graze by my shoulder blade that I did not know was there till a few days after, when someone pointed it out to me, and said they thought it better not to tell me at the time. We were certainly hitting the Germans, as there were great sheets of flame every now and then, and two of their ships blew up with sparks and clouds of different coloured smoke, like fireworks. But our Battle Cruiser Fleet could not keep on against all the German Navy; our job was to act as a decoy, and engage them till our Battle Fleet came up, (and we did it well too). The B.C.F. are the faster, and sacrifice some armour **for it**, the B.F. are the slower but heavier ships.

Presently the Battle Cruisers were seen, or appeared to me to be making a lot of smoke, it must have been to hide the faster ships of the B.F. who were coming **up**; they were the 'Barham', 'Warspite', 'Malaya'. and 'Valiant', 8 15" guns each, sisters



to the 'Lizzie'. We ceased firing then, and let them have a go; and the Battle Cruisers went out of it for a while, probably they went in action out of sight somewhere else.

It must have been about 7 p.m. by now, and we had corned beef and biscuit brought round, and there was some tea, where it came from I do not know, as all fires were out in the ship's galleys.

It was a grand sight to see the big 15" guns firing. Presently we saw some German Light Cruisers, on our starboard quarter, about 10 or 12 miles away; they were quite plain for about 30 seconds; but when they had come up rather closer, I got a very rough range of 14,000 yards, but could not get it accurate, as they soon became indistinct, anyhow, my ranges were not required, as the foremost range-finder is the principal one. We started firing, and so did the 'Birmingham', 'Nottingham', and 'Dublin', (all our squadron). Presently there was an explosion, we could not hear it of course, as our guns and their shells made so much noise; and one of their ships blew up, amid showers of sparks, and sheets of flame, that seemed to crown the volumes of smoke; then another one went up soon after; they were ships of the 'Rostock' class, much the same as the 'Southampton'. Of course, there was great cheering on board, and everyone had a satisfied kind of feeling. Then we had more corned beef and biscuit. Soon the sun set. and it grew dark, and little **did** we know of what was in store for us during the night.

We went to our night defence, or action stations for the night; there is not much difference from the day stations except that the searchlights are manned and ready for use, and range-finders are not required, so I went to my night defence station (Commodore's messenger) on the fore-bridge, where the Commodore is. We were allowed to sleep in turns, but it was no good, as we wanted to watch the firing and searchlights, and explosions on the horizon; they were extra grand as it was an extra black night, and was starting to blow a bit. At about 11.35 p.m. we saw three or four large ships a few hundred yards away, steaming in the same direction that we were; we made them out to be German, and thought they were Light Cruisers. We switched on our searchlights, and they switched theirs into the 'Birmingham', to see if she was the Flagship, then they found out that we were, and there was a great din, as we were only 500 yards away. We soon found out that she was either a large Cruiser or Battleship, probably the 'Pommern' or one of her class, as there were 11" shells bursting, and one or two went right through the ship, without exploding. Then 5.9 shells were bursting in all directions; and our shells were getting home too, as we could see by the sparks. The chap standing next to me, he was a voice pipe man, passing orders, was shot through the spine, and was bleeding from his mouth, he died shortly afterwards. Then we were on fire round all three ammunition hoists, and down below as well, where shells had burst; we expected the magazines to explode at any minute. The next order was Starboard Tube - Fire. Away went a tin fish at 40 knots, and a moment of stillness for us on the bridge, and up went the German Battleship. But I only found out afterwards that she was blown up; as soon as the torpedo was fired, the searchlights were ordered to switch off, but the voice pipes and telephones were all shot away, so I climbed down off the bridge (by the rope ladder) and went to deliver my message. I will never forget what I saw then. There were big pools of blood, and lumps of flesh, and bits of clothing on them, lying about the deck. Dead men with arms or legs or heads blown off, some cut in halves, most of them all

black and blistered with burns, some were all puffed up with gas shells.

A few men were trying to repair the midship searchlights, so I told them not to switch them on again when they had finished: then I went up to the after-platform, where the range-finder is. The searchlights used to be there, so I went to see the damage. One was a twisted mass of thin sheet iron, tangled up with the remains of one of the crew: the other was just a hollow barrel, the glass and mirror and carbons had been blown away. Here too was just the same state of affairs, the people unrecognizable, or practically so. Then I went back to the bridge again, picking my steps as much as possible, but managed to get several bootfuls of water in the dents in the deck. Then I found out that besides the ship that we had torpedoed, another with her was torpedoed, probably by a Destroyer; and that the action only lasted 3½ minutes: what would it have been like if that torpedo had missed, we knew only too well from the example of the 'Queen Mary'.

The rest of the night was spent in getting the ship ready for immediate action again: taking the wounded down below to the Stoker's wash-place, where temporary operating theatres had been rigged. People were having legs and arms off, and other operations as well. There is a Surgeon and a Staff-Surgeon on board, and several sick-berth Stewards, and then there were special stretcher parties. The dead were put over the side at once, so were the men who died of wounds, while we were still expecting more engagements. The night went on slowly, as we could hear plenty of distant gun fire. As soon as it grew light, the decks were cleared of wreckage as much as possible, and remains of our ship-mates.

The funnels were all riddled with pieces of shell, and the deck torn, and there were several large holes in the ship's side above the water-line. There were patches of yellow where the lyddite had exploded, and patches of black, where other shells had burst: in several places the paint was scorched off the iron.

We were still at action stations till about 3 p.m. on June 1st, when the B.C.F. returned to port, and left the B.F. to finish off the remainder of the Germans who had not escaped.

At 6 p.m. we had a Burial Service.

We were all glad of a few hours sleep: it was rather rough, and we expected the upper masts to come down at any moment, as most of the rigging had been shot away. The next morning there was a Funeral Service, and all men who had died during the night were passed over the side.

Then there was not much work done that fore-noon, as everyone was going to see their friends who had been wounded. We had over 30 killed, and over 50 wounded (that was the majority of the people on the upper deck). I was very lucky, I only got a little scratch, which has disappeared now. Then most of us were looking for curios. I have got several pieces of iron, and other metals that they put in their shrapnel shells, and a piece of steel from our ship's side.

We arrived at Rosyth at mid-day, and went into the new naval dock-yard in the evening, (Friday, June 2nd). They are patching us up very quickly now.



### The Fifth HMS SOUTHAMPTON

The fifth SOUTHAMPTON originally to have been called POLYPHEMUS gave her name to a class of cruisers authorised in 1933. She was laid down in 1934 by John Brown & Co. at Clydebank and completed in 1937. Between then and the outbreak of war in 1939, she was employed in the North Atlantic and around the British Isles. She was to be found escorting and assisting refugees from the Spanish Civil War as they made their way by sea to France in 1938 and she visited Canada during the Royal Tour of 1939.

When war broke out in 1939 she was flagship of the 2nd Cruiser Squadron, Home Fleet. She was allocated for duty with the Humber Force (two cruisers, five destroyers), the primary duty of which was to protect shipping on the East Coast of England, but also to prosecute offensive operations against the enemy as opportunity offered.

On 16 October 1939, SOUTHAMPTON was at anchor off Rosyth when German aircraft attacked that base. Twenty bombs were dropped around her, and one 500Kg bomb passed through three decks before coming out **just above the waterline, where it exploded**, sinking the Admiral's barge. Damage was not extensive and was **repaired** in three days. In the last week of October she patrolled in the Denmark Strait, and later supported the Northern Patrol.

She was back with the Humber Force in November, when it was expected that Germany might invade Holland by sea, but went north again later that month **when the sinking of the RAWALPINDI showed that German commerce raiders were at large in the Atlantic.**

When Germany invaded Norway on 8th April, SOUTHAMPTON was at sea covering and escorting Convoy ON 25. She was ordered with other ships to attack enemy forces reported in Bergen.

On 25th May, still in Norwegian waters, she was again slightly damaged by near misses from enemy bombs. On 26th and 28th she was attacked once more; on the latter occasion sustaining damage which needed 10 days to put right. The 28th May was the day Narvik was captured, and SOUTHAMPTON took part in the final evacuation from Norway on 8th June.

At the end of June 1940, when the threat of a German invasion began to be apparent, SOUTHAMPTON was sent to Sheerness, but on 16th August, during the Battle of Britain, with the Thames area under heavy air attack, she and BIRMINGHAM were moved back to Rosyth. In September she returned to Sheerness, and remained there as part of the anti-invasion forces until October.

On 15th November, SOUTHAMPTON left Belfast for the Mediterranean with other reinforcements, arriving in Gibraltar on the 22nd. On her passage eastwards, she took part in the action with the Italian battle fleet off Cape Spartivento, on 27th November, but arrived safely at Alexandria on the 30th. Next day she was ordered to the East Indies to meet the troop convoy WS4B for the Middle East, as far south as possible.

On 10th December, she attacked enemy shipping in Kismayu. Her presence there illustrated the ubiquity of the Fleet, for in exactly one month she had travelled from Iceland to the Equator. On 17th December she met convoy WS4B coming up from the Cape, at 22° South, and accompanied it to Suez, arriving on 28th December.

On 1st January, 1941, the SOUTHAMPTON was ordered to form part of the 3rd Cruiser Squadron, Mediterranean Fleet. On 6th January, she left Alexandria with a convoy for Malta, landing troops there on the 8th. After meeting another Malta-bound convoy, she was detached with GLOUCESTER and DIAMOND on 10th, to proceed to Suda Bay. She was subsequently directed, but was attacked, with GLOUCESTER, by a force of dive-bombers during the 11th. She was hit immediately at about 1520 in two places by 250Kg. bombs and caught fire. The damage caused, and the ensuing fire which eventually raged unchecked below decks in the after part of the ship and finally amidships as well, caused her to be abandoned at about 1900. All of the survivors of the action were taken off by DIAMOND and as one of them has since remarked "not one of us got our feet wet". The fifth SOUTHAMPTON did not sink however, and had to be torpedoed first by GLOUCESTER and then by ORION, whose torpedoes caused a massive explosion, signalling her end. Eighty-one of her ship's company had been lost, and 87 wounded.



### The Sixth HMS SOUTHAMPTON

The sixth HMS SOUTHAMPTON is the Royal Navy's newest warship, having been accepted from the shipbuilders on 17th August of this year. She is the eighth Type 42 destroyer to be completed and is the second of the second "batch", which has a slightly different equipment fit to that of the first six ships of the Class.

The ship was built by Vosper Thornycroft (UK) Ltd. at Woolston, and was laid down on Trafalgar Day (21 October) 1976. She was named by Lady Cameron, wife of the then Chief of the Defence Staff, Marshal of the Royal Air Force, Sir Neil Cameron, on 29 January 1979, and launched later that day.

The latest SOUTHAMPTON is powered by 4 Rolls-Royce gas turbines; two 'Olympus' giving a maximum speed of approximately 30 knots, and two 'Tyne' engines for cruising. The ship's primary role is to provide area defence for a group of ships, for which the main armament is the Seadart missile system. A single 4.5" Mk 8 automatic gun mounting is also fitted.

A Lynx helicopter is carried for anti-submarine work, and the ship is fitted with a full range of sonar detection equipment and two triple torpedo tubes. The helicopter can also launch air to surface missiles, thus providing the ship with a very long range anti-ship missile system. All weapon systems are controlled and directed by a computer based action information system. Fully air-conditioned, and with a complement of 20 officers and 260 ratings, HMS SOUTHAMPTON is capable of operating anywhere in the world.

The ship's motto is PRO JUSTITIA PRO REGE which means "For Justice and the King". The ship's crest depicts the figure of justice rising from a castle wall, carrying the sword of justice and the balance of equity.

## OFFICIAL GUEST LIST

### Sponsor

Lady Cameron

Old Southamptons

Vice Admiral E.W. Longley-Cook, CB, CBE, DSO - representing the fifth SOUTHAMPTON

Mr. P. Chase - representing the fourth SOUTHAMPTON - and Mrs. Chase

### Officiating Clergy

Reverend B.R. Beasley, OBE, MA, Royal Navy Rtd. - representing the Chaplain of the Fleet, and the surviving Chaplain of the fifth SOUTHAMPTON - and Mrs. Beasley

Reverend A.I. Hulse, MBE, Royal Navy - representing the Principal Roman Catholic Chaplain

Reverend .D Huie, MA, BD, Royal Navy - representing the Principal Chaplain for the Church of Scotland and Free Church - and Mrs. Huie

The Right Worshipful The Mayor of Southampton

Councillor J. Deacon and Mrs. Deacon

### Principal Guests

Marshal of the Royal Air Force, Sir Neil Cameron, GCB, CBE, DSO, DSC

Admiral Sir John Fieldhouse, KCB, and Lady Fieldhouse

General Sir David Fraser, GCB, OBE - Colonel of the Royal Hampshire Regiment and Lady Fraser

Rear Admiral A.S. Tippet and Mrs. Tippet

Commodore J.A.B. Thomas and Mrs. Thomas

Mr. S.J. Hunter, RCNC - Principal Naval Overseer, Southampton - and Mrs. Hunter

Wing Commander M.B. Elsam, Royal Air Force- Commanding Officer  
111 Squadron RAF - and Mrs. Elsam

Mr. J.B. Williams - Southampton Port Director - and Mrs. Williams

Mr. D.E. Wilson, OBE - Group Managing Director, Vosper Thornycroft -  
and Mrs. Wilson

Mr. P.J. Usher - Managing Director, Vosper Thornycroft Woolston Shipbuilding and  
Mrs. Usher

OFFICERS

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Captain H.G. de Courcy-Ireland, Royal Navy

Executive Officer

Lieutenant Commander J.R. Melton, Royal Navy

**Marine Engineer Officer**

Commander R.L. Warren, Royal Navy

**Weapon Engineer Officer**

Commander A.P. Masterton-Smith, Royal Navy

**Supply Officer**

**Lieutenant Commander T.M.H. Turton**, Royal Navy

**Lieutenant Commander D.R. Fogden**

Lieutenant Commander A.B. Trentham

Lieutenant Commander **B.H.D. Cummg**

Lieutenant Commander J.R.G. Sexton

Lieutenant Commander T.J.A. Forster

**Lieutenant M.K. Brown**

**Lieutenant H.P.J. Deuxberry**

Lieutenant P.R. Wotton

Lieutenant N.J.G. Harland

**Lieutenant A.J. Cameron**

Lieutenant C. Davis

Sub Lieutenant G.P. Bowen **Sub**

**Lieutenant A.I. Camp Sub**

**Lieutenant S.R. Lister**

**Lieutenant R.E. Pothecary**

**Lieutenant R.G. Cooke**

**Lieutenant C.M. Shaw**

**Lieutenant D.C. Asby**

**Lieutenant A.C. Davies Sub**

**Lieutenant J.M. Slawson Sub**

**Lieutenant C.J. Carpenter Sub**

**Lieutenant G.E. Blake**

SENIOR RATINGS

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MAA L.D. Edwards

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 MEA(M)1 P. Ashford  
 CWEA A.M. Babb  
 WEA1 S.D. Beattie CPO(  
 OPS)(M) R.V. Belcher  
 WEMN1 G.D. Chadderton  
 CMEMN(L) M. Crofts  
 CPOSA T.J. Caner  
 CWEA A.P. Curtis CMEA(  
 P) D.W.E. Watson

CPO(SEA) D.I. Haldenby  
 CWEM(R) D.J. Hoyle  
 WEA1 T.W. Ireson  
 CWEM(0) G. Johnson  
 WEMN1 S.M. Lashmar  
 MEA(L)1 P.L. Miller  
 WEA1 S.R. Osborn CMEM(  
 M) N. Pearn WEMN1 J.D.  
 Pendry AEA(R)1 G.L.  
 Thomas

MEMN(M)1 R.D. Pratley  
 WEMN1 S.W. Rhodes  
 MEMN(M)1 E. Speak  
 WEMN1 D.J. Thompson  
 MEMN(L)1 P. Thornber  
 MEA(M)1 K.M. Vause  
 MEA(M)1 P.O. Webb  
 WEA1 R.H.J. Wyness MEA(  
 M)1 D.L. Waterman AEMN(  
 M)1 P.E. James

Petty Officers

POWEM(R) W. Ansell  
 WEA2 P. Armes  
 MEA(M)2 L. Bilton RS  
 T.M. Bruton-Gibney  
 WEMN2 R.L. Burridge  
 POMEM(L) F. Carey  
 POWEM(0) S.J. Clarke  
 PO(M) R.J. Curtis  
 POMEM(M) G.R. Davis  
 POW R. Docherty  
 POSTD N.A. Foulds CY  
 A.P. Gaskell  
 POCK H.F. Gratton

POCA M.P. Hickman  
 POWEM(R) D.G. Holmes  
 MEMN(M)3 L.G. Hopkins  
 MEA2 G.J. Loades  
 POWTR P.T.C. Magill  
 POCK P. Nelson POMEM(  
 L) W.R. Ord PO(R) P.L.  
 Orchard MEMN(M)2 D.R.  
 Pace POMEM(M) R.  
 Peatman POMA R.W. Pike  
 WEA2 D. Robinson  
 POMEM(M) R. Green

PO(R) G.J. Robinson  
 P0(R) S.P. Scott  
 POSTD H.M. Sharp PO(  
 EW) J.L.Smith POWEM(  
 R) G.J. Stevens  
 POMEM(M) C.G. Smale  
 MEMN(M)2 M.C. Smith  
 PO(M) J.A. Rooney PO(  
 S) A.G. Rushbrook  
 MEA(EL)2 M.K. Morley  
 WEA2 D.K. Sage  
 AEA(L)2 R.J. Shipley  
 POAEM(R) M.A.P. Bennett



## JUNIOR RATINGS

### Operations Branch

AB(R) D. Alder JS(R)  
S.N. Allen AB(R)  
R.R. Anderson S(R)  
S.A. Armitage AB(S)  
R. Bardsley AEM(M)  
S.A.M. Birrell AB(R)  
P.J. Bradstock AB(R)  
R.M. Bridge RO S.P.  
Briggs AB(S) C.A.  
Brown LS(M) M.  
Clarke AB(M) D.T.  
Colloff R01(G) S.  
Craig LS(EW)  
Dagens LRO(G) A.  
W. Davies AB(R) P.  
S. Davies LRO(T) P.  
Davis LS(M) R.A.  
Davis JS(M) D.  
Finnemore AB(M) K.  
J. Garner R02(G) S.  
T. Gaskell LS(R) P.  
L. Gill AB(M) S.P.  
Grimley AB(M) D.A.  
Handy S(S) S.  
Headley S(S) B.  
Healey

AB(R) G. Helliwell  
R02(G) K.J.S.  
Henderson AB(EW) S.  
W. Hicken JS(M) P.D.  
Hone AB (M) M.R.  
Howes RO(G) D. Hynes  
S(R) K. Iles  
A/R01(T) G.P.  
Johnston R02(G) I.G.  
Johnston AB(R) H.M.  
Jones R01(G) A.D.  
Keen AB(M) R.P.  
Kennell LAEM(M) S J.  
Knight AB(S) A.R.  
Lake S(M) S.D. Liddell  
LREG J.C. Lindsay  
AEM(M) M.C. Loizou  
LS(EW) C.J. Mackett  
LS(S) G.J. Maneely  
AB(R) G. Martin LS(S)  
A. Matthews S(M) M.  
McDonald LPT P.  
McKenna JRO(T) A.  
McQuillan JMA S.D.  
Mutton S(R) P.M.O'  
Callaghan

AB(M) I. Perry AB(M)  
C.A. Prior AB(R)  
M.O. Pearce AB(R)  
P. Rimmer AB(R) M.  
A. Richards R01(G)  
V. Roberts RO I.  
Rowe  
LS(R) G.K. Scargill  
AB(M) I.R. Scott LS(R)  
J. Simister JS(S) N.  
M. Sheen AB(R) B.A.  
Somerville S(M) G.A.  
Smith JS(S) I.B.  
Stretton JS(EW) M.D.  
Tanner LRO(G) L.  
Thomas AB(R) N.T.  
Tolley LS(S) S.J. Vokes  
R02(T) D.J. Watkins  
AB(EW) M.S. White  
LS(R) J. Whitlam AB(S)  
G.K. Willetts AB (R)  
M. Wingate AB(R)  
G.I. Winstanley AB(S)  
M.G. Young AB(R) K.  
A.J. Young

### Marine Engineering Branch

MEM(M)1 P.D. Armstrong  
MEM(M)2 R.M.  
Ashdowne MEM(M)2 D.  
Boshel MEM(M)2 M.J.  
Buckland MEM(M)2 P.C.  
Butler MEM(L)1 G.  
Campbell MEM(M)2 A.J.  
Chinnick MEM(M)2 A.S.  
Clennett MEM(M)1 M.V.  
Cotton LMEM (M) D.P.J.  
Day LMEM(L) D.M. Dent  
MEM(L)2 S.A. Farmer  
MEM(M)1 M.P. Frain

MEM(M)2 K.P. Gollop  
MEM(M)1 R.T. Green  
LMEM(M) P.A. Halliday  
MEM(M)1 R.J. Harris  
MEM(M)1 A.M. Harvey  
LMEM(M) S. Hurst  
MEM(M)1 M.J. Kemp  
MEM(M)1 N.M. Keitley  
MEM(M)2 J. King  
MEM(M)2 A.M. Kirby  
LMEM(M) C.B. Mason  
LMEM(M) R.E. Moorey

MEM(M)1 K.F. Mullin  
MEM(M)1 T.M. O'Rourke  
MEM(L)1 D. Reed MEM(M)  
M)1 D.R. Roberts MEM(M)  
M)1 A. Saltonstall MEM(L)  
L)1 W. Shannon MEM(L)1  
G.J. Thomas LMEM(M) N.  
Thompson MEM(M)1 G.S.  
Thompson LMEM(M) G.  
Walker MEM(L)2 K.C.  
Tacey JMEM S. Jones

### Weapon Engineering

WEM(0) D.M. Ashcroft  
LWEM(0) D. Baldly  
LWEM(R) P. Battersby  
WEM(R) J. Bell LWEM(0)  
G.S. Blackburn  
LWEM(R) R.J. Bracey  
LWEM(0) D.N. Carter  
WEM(R) R.G. Denham  
WEM(0) A.J. Feather  
WEM(0) C.R. Forbes  
LWEM(R) M.J. Galer  
LWEM(0) G. Harrison  
WEM(R) I. Higgins  
WEM(0) Wiltshire

WEM(R) D S. Hurst  
LWEM(R) J.C. Johnstone  
LWEM(R) M.B. Kemp  
WEM(R) M. Kenworthy  
WEM(R) S. Laxton WEM(0)  
R) S. Lyness LWEM(0) M.  
McCarty WEM(R) N.  
McMillan LWEM(0) J.D.  
McWhirter WEM(0) R.G.  
Neil WEM(R) T.J. O'Neil  
LWEM(0) M.J. Peck  
WEM(0) I.M. Radforth  
WEM(R) C.J. Harris

WEM(0) D.E. Scobie  
WEM(R) K.J. Smith  
WEM(0) G.T. Sobol  
LWEM(0) C.E. Suffolk  
WEM(0) B. Tarrant WEM(0)  
S.R. Taylor WEM(R) J.  
Woodward LWEM(R) S.  
W. Williams WEA/App A.  
N. Dalrymple WEA/App C.  
J. Punnett WEA/App K.H.  
Stubbs WEA/App P.P.M.  
Willa JWEM(0) C.R.  
Laffey

### S&S Branch

WTR M.C. Beale  
SA G.R. Bishop  
LCK K.B. Boyce  
ACA P. Caddy CK  
M.J. Cotterill WTR  
D.J. Crampsie  
CK A.M. Gard  
CK I. Goodchild  
CK N.P. Goodey  
CK S.P. Roper

LSTD S.D. Green  
STD T.B. Hampton  
LCK L.J. Hanwell  
LCA R.A. Harris  
LSA P.R. Hogben  
LCK J.K. Home  
ACK P.J. Humble  
STD S.D. Kear CK  
S.M.Le Ber LSA T.  
C. Knight

LCK R.J. O'Smotherly  
STD M. Pennington  
LSTD S.J. Petford SA  
M. Richer  
LCK N.J. Tomlinson  
LSA L.E. Waldron  
STD R.M. Warren  
STD S. Wellbeloved

### NAAFI Staff

Mr. N.P. Sampson (Manager)  
Mr. G. Cole (Assistant Manager)

### Laundry Crew

Yip Ng Yee Yok Man  
(No. 1) (No. 2)

## PROGRAMME OF EVENTS

- 1030 Guard march on
- 1035 All guests seated
- 1040 Arrival of Principal Guests
- 1045 Parade reported to the Captain
- 1048 Arrival of Commander-in-Chief Fleet
- 1053 Arrival of Lady Cameron  
General Salute  
Inspection of Guard
- 1100 Ceremony commences  
The Captain reads the Commissioning Warrant  
National Anthem - White Ensign, Union Jack and Commissioning Pendant  
hoisted  
Act of Dedication
- o/c Commissioning cake will be cut by Mrs. H.G. de Courcy-Ireland and the  
youngest member of the ship's company o/c
- Fly past by 111 Squadron RAF (weather permitting)
- o/c Captain and Principal Guests piped onboard  
Parade dismissed  
Guests are requested to remain in their seats until the official party have  
boarded the ship and the ship's company have been dismissed