

# ***THE FLIGHT***

HMS SOUTHAMPTON'S Lynx helicopter flight formed on May 26th, 1981. Before joining the ship later that year the flight took part in various trials of new Anti-Submarine equipment. Together with all other Lynx flights, that of " HMS Southampton " is parented by 815 Naval Air Squadron and is based at the Air Station at Portland when not embarked. This parenting organisation ensures that the flight receives the necessary support for its operational state on board or ashore and for any periods of deep maintenance

The flight consists of a helicopter (known as " Monty "), one Pilot, one Observer and seven Maintainers. The Maintainers are led by a Senior Maintenance Rating (SMR) and they reflect a cross-section of all the skills and specialisations necessary to keep the aircraft operational while at sea.

The Lynx has two primary roles. The first is as a surface surveillance and anti-ship strike helicopter carrying the new Sea Skua missile system. The second is as an anti-submarine weapon carrier in which it carries up to two torpedoes or two depth charges or a mixture of both. Other roles include Search and Rescue, troop lifting and vertrep — the transfer of stores between ships. Powered by two Rolls-Royce Gem engines, the aircraft has a top speed of 150 knots and an endurance of up to 2½ hours.

The flight's first involvement with the ship was at the Commissioning Ceremony on 31st October, 1981, when permission was given to land " Monty " on the flight deck for the first time. This was followed by the first embarkation at sea on the 16th of November, 1981. Since joining the ship, the majority of the flight's embarked time has been spent in the South Atlantic where the major task has been to patrol the sea areas around the Falkland Islands out to a limit of the 150 mile Protection Zone.

## **SHIP'S FLIGHT -**

Lt. Cdr. David Goodall (Pilot) — Flight Commander.  
Lt. Mark Llewellyn-Jones (Observer).  
CPO AEA (R) T. Winter, (SMR).  
CPO AEA (M) R. Vickery (M1).  
PO AEA (L) R. Shipley (L1) — Weapons Supervisor.  
PO AEM (R) D. Evans (R1).  
LAEM (M) N. Austin (M2).  
AEM (R)<sup>1</sup> G. Guillemot (R2).  
AEM (M)<sup>1</sup> D. Winser (M3).

"Monty" with H.M.S. Southampton  
in the background.





" Monty " and Crew.

**CREW DETAILS —**

Left to Right:

Lt. Mark Llewellyn-Jones (OBS).

LAEM (M) Neill Austen.

POAEA (L) Russ Shipley.

CPO 'AEA (R) "Fred" Winter (SMR).

Lt. Cdr. David Goodall (Flt. Cdr.).

AEM (M) Dave Winser.

CPO AEA (M) Richard Vickery.

AEM (R) " Gilly " Guillemot.

PO AEM (R) Des Evans (Missing -  
ashore on expedition).

# ***OPERATIONS BRANCH***

THE PRINCIPAL function of the Operations Department is to operate the ship's weapons, sensors, navigation and communications equipment.

Of course in this modern age of computers the Operations Department cannot "fight" the ship alone as in the days of Nelson. In particular, close co-operation with the Weapon Engineering Department, who maintain and even man some of the equipment, is absolutely vital.

The traditional skills of the seaman are still required and the Operations Department is responsible for the smart outward appearance of the ship, her boats and seamanship evolutions.

The department is organised into sub-departments, with each responsible for a facet of warfare, namely radar men, communicators, missile men, sonar men and EW. These sub-departments must be able to work together in order to produce a tactical picture of what is happening around the ship. The Captain can then make his decisions and fight the ship in the most effective manner.



Navigating Officer at work.

# COMMUNICATIONS

THE COMMUNICATIONS Group normally consists of 15 Junior Rates and two Senior Rates. The general sub-group consists of a Radio Supervisor, two LRO(G)'s and nine RO1/RO2(G)'s. The tactical sub-group of a Communications Yeoman, one LRO(T) and five RO(T)'s making up the balance. The Divisional Officer and Signal Communications Officer was originally one of the officers borne for Bridge Watch keeping duties but the duty has latterly passed onto the Principal Warfare Officer (Above Water Warfare).

This relatively small staff is responsible for strategic and tactical communications to and from " HMS Southampton ". The normal equipment fit being nine high frequency transmitters and 13 receivers; nine UHF transceivers and one VHF transceiver; add to that list a multitude of coloured signal flags, national and international flags and ensigns and all the portable radios and visual signalling lanterns, all to enable us to communicate quickly and with security over any distance.



The single most valuable piece of equipment fitted as an " extra " is the satellite communications equipment (SCOT). This equipment has ensured instantaneous communications with the UK throughout our deployments. SCOT and its associated shoreside station can have a signal into the office of C in C Fleet within 30 seconds of transmission. This facility has enabled the department to relay signals for other ships and to provide a communications link 24 hours a day for the deployment group.

On average the department handles 300 incoming signals a day, many through routed to other ships, and at peak times as many as 900 per day. The amount of paper consumed in this process is incredible. During each deployment a stack of paper over 12 feet high has been consumed together with some 15 miles of teleprinter roll and over 20 miles of paper tape.

" Southampton's " programme has enabled all the Communications Department to experience all forms of modern Naval Communications both intra RN and NATO. The department has coped well with a constant two watch system, telegrams, radphone calls, a daily news-sheet and frequent NAVCOMEX's. The department has been kept busy but has achieved good results and we all look forward to being the mouthpiece for " Southampton " on the next deployment.

## COMMUNICATIONS DEPARTMENT, 22nd AUGUST, 1983

Lieutenant Bridgewater

RS Iles (Cliff)

LRO(G) Davies (Taff)

LRO(G) Turner (Topsey)

LRO(G) Keen (Dipper)

RO McGillivray (Mac)

**RO** Craise (Jim)

RO Buddo (Kelv)

RO Thomas (Tommo)

RO Colley (Ibitsoomy)

RO Farrell (Zap) RO

Steward (Gonzo) CY

Nute (Super Yeo)

LRO(T) Davis (Pete)

RO Bevan (Taff 2)

RO Jones (Wee Eck)

RO Martin (Pincher)

RO Davies (Taff 3)

RO Sneddon (Roddy)

# ***RADAR DIVISION***

THE RADAR Division is the largest sub-branch of the Ops department with some 26 ratings and four senior rates. Because it is so large they are split into two divisions and this is done by their watches, Port and Starboard.

Both divisions have Divisional Officers, Port watch started off with Lt. Potheary and he had the job from first joining the ship until the end of 1982 when he left and Lt. Wood took over.

The Starboard watch have changed Divisional Officers more frequently but the main holder of the job was Lt. Davies, he also left us at the end of 1982, and since then Sub/Lt. Copley has taken over.

All the Division work in the Ops room at one job or another, whether it be on the Air Team compiling an air picture to enable the ship to carry



Port Watch: PO(R) Scott, PO(R) Kerr, LS(R) Simister, LS(R) Driscoll, LS(R) Bradstock, AB(R) Tolley, AB(R) Alder, AB(R) O'Callaghan, AB(R) Somerville, AB(R) Rimmer, AB(R) Allen, AB(R) Iles, S(R) Pell and S(R) Fridd.

out its primary role of long range air defence, or on the Surface Team helping with ship's safety and navigation.

On top of their many other duties such as seamanship evolutions and general maintenance there are a few with sub skills like ship's diver or navigator's yeoman.

Most of the lads have managed to pass for promotion to their next highest rate whether it be from AB(R) to LS(R) or to PO(R). So far, two LS(R)'s have been rated PO(R) and three AB(R)'s to LS(R). The rest are waiting for their promotions to come through.

The ship's programme has been dominated by the events down south and so far the ship has done two tours of duty which has not left a lot of room for any other trips or visits but when we went on exercise in the North Sea we did manage visits to Hamburg, Stavanger and Rosyth, which everyone enjoyed.



Starboard Watch: PO(R) Scargill, LS(R) Winstanley, LS(R) Whitlam, LS(R) Anderson, LS(R) Mullen, AB(R) Drake, AB(R) Davies, AB(R) Richards, AB(R) Jones, AB(R) Pearce, AB(R) Wingate, AB(R) Armitage and S(R) Fitzgerald.

# ***SONAR DIVISION***

THE SONAR Division contains quite a mixed bag of talent. Amongst our relatively small crew we have one Ship's Diver and two Bosun's Yeomen, the latter being responsible for the majority of the practical seamanship tasks on board.

Since the ship commissioned all but four of the division have passed for the next higher rate. This fairly high success rate probably reflects a ship's programme that has allowed ample opportunity for study!

## **Port Watch —**

PO(S) Woody Woodham  
L/S(S) Stan Mathews L/S(  
S) Simon Vokes AB(S)  
Willy Willetts AB(S)  
Brigham Young AB(S)  
Topsy Turner AB(S) Tim  
Pryor

## **Starboard Watch —**

PO(S) Shina Light L/S(  
S) George Maneely  
AB(S) Buster Brown  
AB(S) Jake Lake AB(  
S) Bill Perry AB(S)  
Buck Rodgers S(S)  
Peddler Palmer

## **Divisional Officers —**

8/81 — 4/83 Lt. Cdr. B. Cuming  
4/83 — 8/83 Lt. Cdr. M. Browning  
8/83 — Lt. D. Lee  
4/83 — Sub. Lt. T. Spratt (Assistant D.O.)

Our present Divisional Officer, Lt. Lee, is our third since the ship was commissioned. Lt. Cdr. Cuming was Divisional Officer from commissioning until shortly before the ship sailed for our second deployment to the South Atlantic, when he was relieved by Lt. Cdr. Browning.

Although the Falklands conflict has dictated the ship's programme, the division has managed to enjoy " runs ashore " in Southampton (our adopted City), Hamburg, Stavanger, Gibraltar and Madeira. Hopefully, we can look forward to further visits in the not too distant future.



# ***ELECTRONIC WARFARE DEPARTMENT***

SINCE THE Department was formed on board there have been a few changes; of the original crew there are just three of us left.

The first change to occur was the boss. Lt. Cdr. T. J. Forster was the first Divisional Officer, he was appointed Operations Officer and was relieved by our current Divisional Officer, Lt. N. D. Carter.

The next change occurred when two of the original AB(EW)'s were drafted to pastures new and were relieved by AB(EW) " Jan " Rowe and AB(EW) " Bill " Bailey. That, with AB(EW) Steve Hicken, brought our complement up to the standard required for a Type 42.

Promotions to higher rate have occurred throughout the department. The three AB's have all passed for Leading Hand and the two Leading Hands have passed for PO(EW). As it stands at the moment, the original PO(EW), " Smudge " Smith, has flown home to see his new baby and LS(EW) Chris Mackett has been rated up to take over duties as the Divisional PO.

Last, but by no means least, there's Tony Dagens, who has just been rated PO. When PO(EW) Ian Stevens joins shortly we will have what could possibly be a unique situation with three PO's and three AB's; quite different from the normal complement for a Type 42.

On the personal side of life two of us have fallen into the matrimonial trap since the ship commissioned. Tony Dagens last year and Steve Hicken about a week before we sailed south for another winter in the Falklands this year. Chris Mackett walks down the aisle on our return to Portsmouth.

When the ship returns to Portsmouth all of us, apart from " Jan " Rowe and " Bill " Bailey, are leaving for various courses and other drafts. Who knows, we all may meet up again somewhere around the Fleet so we are going to have our final, farewell run ashore in Madeira, and swop sea stories in the good old traditional way.



Lt. N. D. Carter

PO(EW) I. J. Stevens

A/PO(EW) C. Mackett

A /PO(EW) T. Dagens

AB(EW) S. Hicken

AB(EW) J. Rowe

AB(EW) M. Bailey

# MISSILE DIVISION

THE MISSILE Division has, in the main, remained unchanged since April, 1981. It would be nice to be able to recall divisional " runs ashore " in exotic, far-off places but, alas, the overriding memory of the last 21 years is one of defence watches and cold days and nights on the GDP! Throughout the prolonged periods in defence watches the division has managed to remain relatively cheerful. As one officer was heard to say: " Things cannot be all bad if ' Chuckles ' Liddell is still smiling!".

For many of the division the outstanding memory of their time in HMS Southampton will be the period prior to acceptance when the ship was

called upon to provide a Royal Guard. Not only did we provide the Royal Guard for the Royal Tournament, 1981, but we were also privileged to provide the Royal Navy detachment in the Tri-Service Guard at the Wedding of the Prince and Princess of Wales. Few ships, if any, have been called upon for such duties and, thanks to the expert drilling by CGI Ron Belcher, HMS "Southampton " provided a guard of which every member can be justly proud.

Now, sadly (although some may not think so!), the draft orders are beginning to arrive and we prepare to go our separate ways. My memories of the first Missile Division of the sixth HMS " Southampton " will always be that, when the chips were down they came up trumps and normally with a smile on their faces.



## THE DIVISION —

SLT Geoff Bowen PO(	CGI Ron Belcher
M) "Shiner" Wright	PO(M) "Mickey" Rooney
PO(M) "Nobby" Clarke	LS(M) Les Murrell LS(
AB(M) Dave Handy	M) Danny Colloff AB(
AB(M) "Fred" Perry	M) Sean Grimley AB(M)
AB(M) "Mac" Macleod	"Scotty" Scott AB(M) "
AB(M) Steve Liddell	Smudge" Smith AB(M) "
AB(M) Pete Hone	Mac" McDonald AB(M)
	Dave Finnemore

# ***SHIP'S DIVING TEAM***

THE COMPLETION of the Diving Handover to the new Diving Officer and the arrival of a new Ship's Diver Rating on 30th March, 1983, meant that HMS "Southampton" was equipped with a full diving team for her forthcoming deployment to the South Atlantic.

The new diving team were given a brief 20 minutes in the water together before carrying out a Half Necklace night search on the "Hull" under the auspices of the Portland Staff on 23rd April. The resultant "satisfactory with some good aspects" from Flag Officer Sea Training's Diving Officer boosted the team's morale and undoubtedly stood us in good stead for our South Atlantic trip.

Good weather off the coast of Gibraltar enabled us to carry out a recreational dive with HMS "Birmingham's" team on 1st May. Warm water, unlimited visibility and exceptional underwater scenery accounted for a very enjoyable dive. The ship's programme and the presence of sharks prevented us from diving on our way south and the next dive, off Port Stanley on 21st May, was operational. From late May to late June much diving took place at Port William Stanley and in San Carlos Water. Although the water was cold, the weather unfavourable and the visibility poor; it was generally agreed that conditions were better than those in Portsmouth Dockyard! Amongst the many operational dives, two recreational dives were accomplished during this early period and by 18th June all of the team had managed a dive to maximum depth in San Carlos Water. Minutes, unsurprisingly, were no problem.

HMS "Southampton's" visit to South Georgia during late June granted the team an opportunity to join a Clearance Diving Team and a Royal Engineer's Diving Team for four days of much varied and exceptionally interesting diving. We were comfortably accommodated and generously hosted at Shackleton House, King Edward Point, by the Royal Irish Rangers from 22 — 25th June. During this busy period we surveyed the sea bed off King Edward Point, the slipways, dolphins and jetties at King Edward Point and Grytviken, and we also located, marked, and inspected the sunken Argentinian Submarine "Santa Fe". Although the sea was mostly covered by a thin layer of ice, the visibility beneath the surface was good and the interesting nature of these dives distracted most of us from our very cold surroundings!

Tools new to us were used underwater and some of us were given the opportunity to try our skill at underwater photography. The dive on the

"Santa Fe" was undoubtedly the most exciting dive of all. After the submarine had been located a team of two Army divers and three ship's divers attached buoys to the hull. We found the top of the submarine's mast extended at about 8 metres below the surface and after a brief inspection of the bridge area we proceeded down the fin and onto the casing. Our inspection continued in increasingly murky conditions as our movements stirred up the fine layer of silt covering the submarine. We completed our task at a depth of about 21 metres with the use of torches.

Since our return to the Falkland Islands on 30th June we have completed many operational dives at Port William Stanley, San Carlos Water, Saunders Island and Fox Bay (West Falkland). Recreational dives have also been plentiful and the team have easily acquired their "minutes" for the June — October diving period. In sum, I can conclude that sea-life off the Falklands in winter is generally limited to baby crabs!



## **THE TEAM-**

AB(S) Young, Lt. Cdr. D. Goodall, Sub. Lt. Clarke, MEM(L) Batsch and AB(R) Wingate.

# *SHIP'S R.A.S. TEAMS*

REPLENISHMENT AT SEA enables ships to operate for long periods away from shore bases. This means more effective use of the ships which are available.

Using various different rigs, food, beer, fuel, ammunition, lube oil and all the other general requirements needed to keep a ship at sea, can be transferred using specially equipped store ships and tankers.

So that the ship can remain at a high alert state with weapons and sensors manned during replenishment, the RAS teams are drawn from all departments of the ship. This leaves the Operations Department (the traditional seamen) free to fight the ship.

The photograph shows the ME party connecting up the hose so that fuel can be transferred.

Working in the RAS party can be wet, cold, smelly and dirty but at least it offers a chance of fresh air! In the tropics, on the other hand, it can be very pleasant in the sun.

Without the RAS teams, ships biscuits and corned beef would soon become the norm, and the ship would soon run short of fuel.



R.A.S. — " Connecting the Hose ".