

No man will be a sailor who has contrivance enough to get himself into a jail, with the chance of being drowned..... A man in a jail has more room, better food and commonly better company.

Samuel Johnson

# THE LAUGHING CAVALIERS

1970 -1972

'The horny handed sons of toil'

## Commanding Officers

Commander C. A. Snell

Commander P. M. Goddard

## Officers

Lt Cdr H. G. Ashton  
Lt. Cdr. M. J. Jones  
Lt. Cdr. J. R. Skelton  
Lt. Cdr. L. Haskett  
Lt. M. J. Crowley  
Lt. G. J. Smith

Lt. J. Holder  
Lt. A. H. Jones  
Lt. G. B. Webb  
Lt. C. J. Freeman  
Lt. W. J. Savage  
Lt. J. D. Plummer

Lt. A. K. Backus  
Lt. D. P. R. Hews  
Lt. G. D. Piggott  
S/Lt. R. A. Hawking  
S/Lt. C. A. Birch  
Mid. R. H. Mitchell

Mid. R. M. Jack  
Mid. T. C. Emms  
Mid. J. Miller  
Mid. R. W. W. Wilkey  
Mid. J. F. Easterbrook

## Chief Petty Officers

CPO F. Calverley (*Cox'n*)  
MEA(P) 1 A. Addison  
SHIPT 1 D. Brooker  
MEA(H) I C. Carter  
MECH 11. Embery  
MEA(H) I G. Wedge

CPOSA B. Stephens  
OEA(O) I B. Russel  
CCEMN(L) I C. Thomson  
CEA I G. Leech  
REA I D. Wise  
CPO T. McGhee

MEA(P) I J. Bond  
MECH I E. Daly  
CPO D. Davies  
CPO J. Fowler  
CHMEM G. Gooding  
CHREL K. Grocutt

CMEA(P) J. Lockwood  
REMN 1 J. Healey  
MECH I G. Pritchard  
CHOEL R. Slater  
CEA I D. Farrow  
OEA(O) 1 D. Thompson

COEA F. Wood  
OEMN(L) I E. Kennard  
CEMN 1 C. Partridge  
OEMN 1 D. Macey  
CMEA(P) J. Robinson

## Petty Officers

POMEM N. Allen  
POMEM E. Brookes  
POMEM S. Byrne  
POMEM B. Chapman  
POMEM M. Hazle  
POMEM A. Lauder  
POMEM K. Cartwright  
POMEM J. Havis  
POMEM M. Smith  
POMEM M. Seymour  
POMEM J. Samphire

MEA(P) 2 P. Wright  
MEA(P) 2 A. Thornhill  
MEA(P) 2 P. Colclough  
MECH(3) J. Roberts  
MECH(3) J. Wilson  
MEA(P) 2 D. Carter  
MEA(P) 2 M. Davies  
MEA(P) 2 P. Husband  
MECH(3) I. Hull  
MEA(P) 2 J. Silva  
RS R. Grimsey

CY A. Batten  
RS M. Bee  
PO J. Johnson  
PO W. Blake  
PO R. Senior  
PO R. Moody  
PO B. Crook  
PO N. Batley  
PO D. Griggs  
PO D. Marshall  
PO J. Picken

PO P. Price  
PO G. Rae  
PO F. Fleming  
POSTD. M. Deadman  
POCK D. Muskett,  
(*deceased*)  
POCA T. Neale  
POWTR C. Kay  
POCK K. Houghton  
POCK C. Hallett  
POSTD. G. Irvine

POOEL W. Blackhall  
CEA(2) L. Carrington  
POOEL F. Woods  
OEMN (3) K. Barber  
POOEL T. Corrigan  
REMN(2) D. Harty  
POOEL A. Irvine  
CEA(2) R. Rooney  
POOEL A. Williamson  
POOEL G. Rogers

## Seamen

AB M. Allen  
AB R. Ambler  
AB V. Adlem  
AB A. Allbut  
LS P. Back

AB P. Bailey  
AB A. Barnes  
JS C. Bate  
AB G. Beresford  
AB D. Bevan

AB R. J. Bliss  
LS R. V. Bliss  
OBD B. Brittain  
AB D. Buchanan  
AB E. Bushnall

AB R. Cooper  
AB P. Curley  
AB J. Clark  
AB M. Davies  
LS M. Dann

AB G. Downs  
AB J. Dunthorne  
AB R. Dixon  
ORD M. Douglas  
JS A. Doherty

AB D. Ellis  
AB J. Emmerson  
JS D. Evans  
AB P. Elliot  
ORD G. Fagg  
LS P. Fisher  
LS P. Franklin  
LS J. Gerrard  
LS W. Giles  
AB A. Grayson  
AB N. Green  
AB J. L Hall  
AB J. H. Hall  
AB K. Hart

AB N. Hinton  
AB L. Harrell  
AB M. Hutchings  
JS L. Harris  
AB D. Kilbride  
AB J. Kennedy  
AB W. Lace  
ORD J. Low  
AB J. Mason  
AB W. Moorley  
AB D. McIntosh  
ORD D. Kellegher  
JS C. McIntyre  
ORD J. McGuinness

ORD J. McCarthy  
ORD J. Mapp  
AB H. O'Donoghue  
AB C. O'Grady  
AB J. Pendlebury  
AB M. Pinn  
LS R. Powell  
AB D. Price  
JS G. Pink  
ORD R. Pickering  
AB M. Reid  
AB P. Reynolds  
LS P. Richardson  
LS P. Read

AB T. Riby  
LS J. Richards  
LS R. J. Reed  
LS E. Sanderson  
AB L. Sanderson  
AB D. Sutherland  
AB M. Spark  
AB M. Spiers  
AB P. Stanley  
AB P. Sewell  
AB J. Shaul  
ORD R. Stickley  
AB D. Stephens  
ORD D. Sprinks

JS P. Scott  
ORD M. Taylor  
AB R. Taylor  
LS G. Temple  
AB C. Tolman  
ORD P. Thornton  
LS M. Turner  
AB R. Warner  
AB G. Weston  
ORD P. Westlake  
JS L. Woods  
LS T. Williams  
ORD M. Shinkwin  
ABA. Mitchell

LMEM E. Bailey  
LMEM M. Barclay  
LMEM R. Bateman  
LMEM R. Broad  
LMEM I. Burton  
MEM I J. Cook  
JMEM S. Clayton  
MEM I A. Cohen  
MEM I R. Crawshaw  
MEM I C. Counihan  
MEM I J. Davison  
LMEM R. Degorgio

MEM 2 B. Dyball  
MEM 2 D. Deeming  
MEM I G. Dugmore  
JMEM M. Duffy  
MEM I G. Edwards  
LMEM F. Falzon  
MEM T. Fox  
MEM 1 I. Frogley  
MEM 1 G. Fredson  
JMEM R. Hayes  
MEM I C. Hodgson  
JMEM A. Hirst

### *Engineering Mechanics*

MEM 1 T. Harrington  
MEM I M. Henson  
MEM I G. Kilburn  
MEM I W. Lynn  
MEM I K. Mann  
MEM I M. McGooghan  
MEM I R. Newson  
MEM 2 P. O'Loughlin  
LMEM P. Oldham  
MEM I D. Owen  
MEM I T. Plummer  
LMEM A. Porter

JMEM M. Prior  
MEM I R. Quarney  
LMEM J. Ryder  
JMEM R. Rogers  
MEM I K. Shaw  
MEM I J. Slaughter  
LMEM A. P. Smith  
LMEM D. Silva  
LMEM N. Stanfield  
LMEM P. Swanston  
MEM I R. Tustin  
MEM 1 L. Webster

MEM 2 T. Winstanley  
JMEM F. Ware  
MEM 2 E. Williams  
MEM 2 N. Wilson  
MEM 1 P. Wright  
JMEM W. Wallace  
JMEM P. Willett  
MEM I P. Yarham

LREM T. Acred  
LREM D. Adams  
LOEM L. Brown  
OEM I P. Beard

CEM 1 R. Cooke  
LREM F. Connor  
CEM I M. Dicker  
REM I D. Johnson

### *Electrical Mechanics*

OEM I P. Leach  
LREM D. Ozbirn  
OEM I M. Scheel  
JCEM K. Short

CEM I A. Wyatt  
LOEM F. Wills  
LCEM J. A. Laws  
LOEM R. Spencer-Weare

LSA R. Bailey  
SA P. Cowling  
LSA P. Cox  
A/STWD D. Chappell  
JA/CK N. Carter  
JA/CK P. Cullen

LSA R. Dyson  
A/CK L. Dray  
LCK R. Fish  
CK D. Gymer  
LSTWD M. Hodson  
CK P. Hatton

### *Supply and Secretariat*

CK C. Ivens  
LSTWD C. Jones  
SA S. Littlefair  
LWTR M. Miln  
JA/CK B. Mason  
LMA A. Murdoch

STWD K. Noble  
STWD M. Pilkington  
CK I. Proctor  
CK S. Pogacic  
LSTWD T. Roberts  
LCK J. Russon

JA/STWD A. Rhodes  
CK K. Saunders  
CK V. Stephen  
LCK R. Stephenson  
CK o. Taylor  
LSTWD T. Whiffin  
CK J. White

R02(T) W. Abley  
R02(G) G. Baldwin  
R02(T) P. Bird  
LRO(T) S. Brown

LRO(G) W. Ethell  
R02(W) R. Fleming  
R02(T) B. Harris  
R02(G) P. Horton

### *Communicators*

R02(G) L. Jackson  
R03(T) P. Lennard  
R02(W) A. Matthews  
R02(T) G. Mellors

LRO(G) G. McConnell  
LRO(W) S. Payne  
RO1(G) P. Robinson  
R02(T) C. Rossi

R02(G) R. Sell  
R02(G) A. Stride  
R03(G) G. Bettesworth  
R03(G) M. Bowden  
LRO(T) G. Williams

CEMN App. P. Kirk  
MEA(H) App. G. McNally

MEA(H) App. C. Purrington  
OEA App. D. McIntosh

### *NAAFI*

Fred Huddestone  
Joe Gat

### *Apprentices*

CEMN App. B. Richardson  
REM N App. M. Pulford

Mech. App. S. Williams

### *Laundry*

Yeung Chun Man (No. 1) .  
Fong Kwok Wah

Lee Tung Shing  
Choi Chee Yee

## MEMORIES OF THE PAST

`I have read in today's Daily Telegraph your request for reminiscences of crews of Destroyers . . . one could talk for ever on such a subject.'

(H. L. Bailey, CPO *HMS Otter*, China Station 1911/13).

This was typical of the response to publicity in the National Press about the publication of this book. As Petty Officer E. L. Taylor said of *HMS Kelvin* in 1941: `There is no doubt there is always a strong spirit of comradeship aboard a Destroyer with 240 men crammed into a 2000 ton hull.'

This commission, and the extracts from some of the letters we received that are printed below, have underlined that comradeship.

### TIMES DO NOT CHANGE

It was part of their policy never to allow Destroyers to remain in harbour longer than 48 hours, less if possible, unless doing repairs or boiler clean, in order to maintain their efficiency. If there was no genuine alarm out we went for exercises and firing practice.

(E. L. Taylor)

### BLANK MEMORY

Unfortunately my memories of the short time I spent in *Cavalier* are not very interesting to anyone but myself and are certainly not fit for publication in a book such as you are preparing! Incidentally, I wonder if they ever did find a way of automatically trimming Destroyers to float upright? I can't ever remember a time when we did not have a list to Port or Starboard!

(J. O. Grohmann, EM5 *HMS Cavalier* 1944).

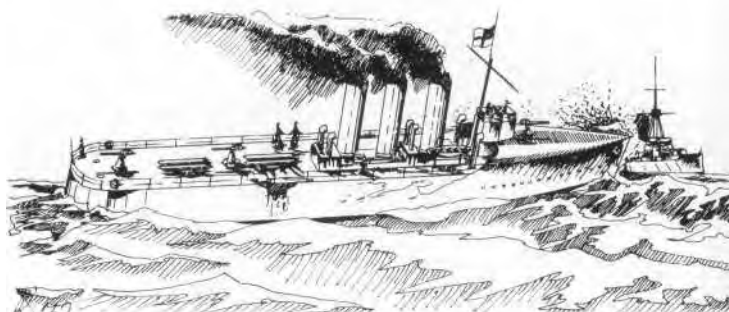
### ONCE A CAVALIER ALWAYS A CAVALIER

During the GSC September 1966 to March 1969 a marvellous team spirit existed both onboard and ashore. This was reflected by the success of the Rugby XV who carried off trophies far and wide, their most outstanding achievement being in the Fleet Olympiad at Malta in November '68 when they defeated two GMDs on the way to winning the trophy.

(David Gilland, CERA in *Cavalier* Aug. 1966 to Jan. 1970).

### DESTROYER MEN AT JUTLAND

The Germans opened fire first and it was not long before a huge pall of smoke shot up from amidships in the *Indefatigable*. When the smoke had cleared there was no sign of the great ship and just one Destroyer looking for survivors. Soon afterwards the *Queen Mary* suffered a similar fate: it still seems



HMS Morris at Jutland.

extraordinary that witnessing these losses did not make a greater impact on one's feelings. Our Engineer Officer had invited the CERA to come up and have a look round, to receive the reply

'No thank you Sir : what the hey don't see the 'eart don't grieve over!'

(Captain D. Cather Royal Navy, Retd. *HMS Morris* 19J4/17).

### A CAVALIER RUN ASHORE

The story is that this chap had broken out of the ship and had reached London where he met an Australian soldier who was also a deserter. Our AB got drunk and changed uniforms with the Aussie and then was arrested by the MPs and put up for Court Martial as an Army deserter! He then claimed that he was an AB from *HMS Skate*. Later at his request I went down to see him in custody and had a good laugh when I saw his rig-plumed slouch hat, riding breeches, leggings, brown boots and spurs-the lot!

(PO Stokes, *HMS Skate* 1914/17)

### SOV

One Sunday morning a Leading Seaman allowed some visitors onboard and in his exuberance swung the 21-in. torpedo tube out, pointing across the basin at the same time pressing the button saying 'This is how it goes'-and it went! just missing the stern of a Greek steamer and blowing up the dockside!

(A. G. Webber, *HMS Lookout* 1914/18)

### AND WE THINK CAVALIER ROLLS

Shortly after midnight she rolled to Port, then stopped, then carried on over. All the lights went out. There was a series of explosions and plenty of yelling. Suddenly she righted herself.

Apparently the ship had gone over nearly 80 degrees and water had gone up as far as the funnel markings. The explosions were the depth charges falling out of the throwers. One hand was washed off B gundeck and was picked up in a Carley Float that had been washed over with him.

(W. E. Wilmer L/SEA AA2 *HMS Javelin* 1942)

### DESTROYER PLANNED MAINTENANCE

One of the older ships with reciprocating engines developed a strange clanking noise from a low pressure cylinder as the ship was leaving harbour. Eventually the EO advised the Captain to return to harbour to prevent further damage to the engines. Privately he was convinced that someone had left something in the cylinder during repairs and he decided to turn to all the ER Hands at 0600 next morning to investigate.

The Hands decided that something must be done in the Middle Watch and in an Engine Room lit only by a tiny Kelly Lamp they had the top off and removed a large spanner before creeping back to their hammocks.

Promptly at 0600 the EO had them all at removing the cylinder top and, peering in, he exclaimed triumphantly

'What did I tell you! Somebody left a Kelly Lamp in there, and the damn thing is still burning!'

(W. Dowle ERA 1914/18)

# THE SALVAGE OF THE ST. BRANDON

or 'HOW WE ALL HOPE TO BE RICH'

Shortly after 2300 on Tuesday 8th September 1970 *Cavalier* received a life saving message from St Anne's Coast Guard Station, Pembrokeshire, referring to a fire in the Scottish coaster *St Brandon* which was in the Bristol Channel. *HMS Ark Royal* was ordered to co-ordinate naval participation by the Flag Officer Plymouth, and *Cavalier*, who had been acting as planeguard, was sent to *St Brandon's* position. Whilst proceeding there at the best speed possible in the rough seas it was learned that the vessel had been abandoned by her crew, who were now safe aboard the French trawler *Henri Callogh*.

*St Brandon* was finally located early the next morning 40 miles west of Lundy Island. The ship was still blazing furiously and explosions could be seen rocking the stern. *Cavalier* remained in the vicinity to warn shipping and to observe whether or not the ship sank.

By daybreak on Wednesday 9th with *Cavalier* still standing by, the fires in *St Brandon* had died down and the hull was observed to be apparently sound. For the first time the possibility of passing a tow was considered, but before long the wind reached storm force 10 and then increased to force 11 so this idea was temporarily abandoned and *Cavalier* sought shelter in the lee of Lundy Island. From the drift that had been observed it was estimated that *St Brandon* would pass north of Lundy Island that evening. A radar watch was set, and sure enough she appeared on track but a little behind time and drifting steadily eastwards up the Bristol Channel.



At 0600 on Thursday 10th September *Cavalier* left the shelter of Lundy Island to close the expected position of the derelict and to take her in tow. By 0730 we had found the *St Brandon* again, and prepared to transfer a boarding party. This was achieved by Gemini in force 10 winds and these intrepid heroes comprised the First Lieutenant, Bill Blake, 'Desperate' Dann, Eric Sanderson, 'Debbie' Reynolds, Tony Grayson, Keith Hart, Mungo Gerry and Mario Sanderson. Peter Price and Sandy Powell manned the Gemini. The boarding party experienced considerable difficulty in a very high swell and heavy

seas. *Cavalier's* upper deck was constantly being washed down by breakers and the derelict's movements were extremely violent.

After the hazardous operation of transferring the boarding party the next problem was to pass a tow, and this was achieved by 1030. All through this operation the sea was breaking over the members of the ship's company paying out the towing hawser. However, after a great effort slowly but surely both ships got under way for Milford Haven at about 3 knots in the still very high swell and rough seas.

All went well until mid afternoon when the tow parted, but it was recovered quickly, laid out again and passed back as *Cavalier* manoeuvred in the high seas. By this time the storm had moderated to gale force 8, but it was a great effort to achieve the evolution in the 18 minutes it took from first gun to starting towing again.

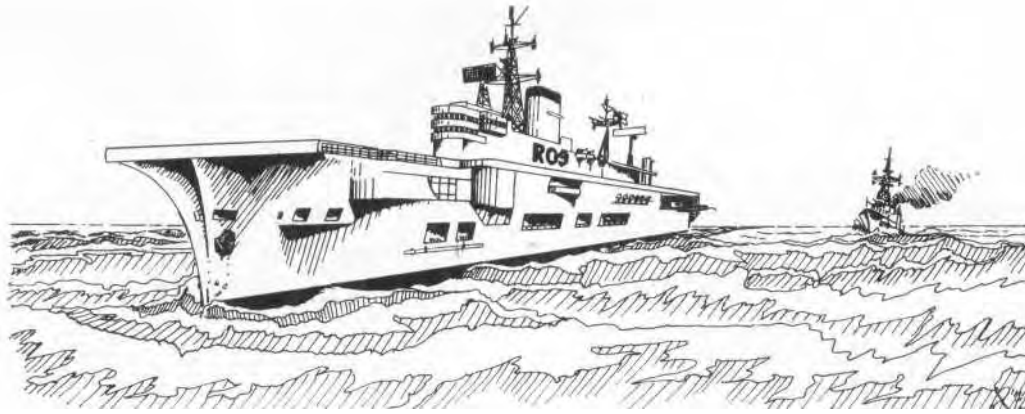
For fear of parting the tow again progress was now dead slow, but finally the unwieldy tow was manoeuvred into Milford Haven at 0400 on Friday 11th September and turned over to the custody of the Resident Naval Officer Pembroke Dock.

Since then litigation on our Salvage Claim has been winding its way through the Admiralty Courts. The value of the vessel itself was assessed as being £7,000 while the cargo, a copper boiler, has been valued at £160,000. The total value represents one of the biggest claims made on behalf of a naval vessel but our total share of the money will probably be a good deal less than £70,000.

For the record there will be a large number of shares distributed amongst those who were onboard at the time, These range from Commander Snell's 60 shares, to 10 for each Chief, 8 for each PO, 6 for



Leading Seamen and 5 for each AB. Ordinary Seamen get 3 shares. Successful claims are published in DCI's, so keep an eye out for our's in your next ship. See you in the Bahamas! (With those lucky Pools winners in 1 and 2 Mess!)



### Planeguard

There goes the bonniest Destroyer afloat  
*Cavalier* is here and the one I quote,  
 Her bows through the waves superbly cream,  
 Her warlike shape rates her supreme.  
 As a ship her size is armed so well,  
 Riding on the Ocean swell,  
 With missiles, guns and squids she's armed,  
 and many the heart of a sailor charmed,  
 By the dashing rugged silhouette ,  
 How can any of us forget,  
 Her spirit and guile is quite unmatched,  
 Alas for now she's been detached,  
 So farewell oh! Destroyer sleek  
 See you again before many a week.

HMS ARK ROYAL (Anon)

### Our Favourite Carrier - Disease Type

When the mighty *Ark* we see,  
 We expect days of misery,  
 No peace, nor sleep do we ever get  
 And all the time we're soaking wet.  
 We get no mail, the bread's all stale,  
 Turn out the whaler in a gale,  
 'Crash boat's crew go man your boat'  
 The mighty *Ark's* got a right sore throat,  
 Spitting Phantoms by the score.  
 Off the Flight Deck they do roar.  
 Out Larne target, increase speed.  
 There's a force eight blowing, that's all we need ;  
 Here we are, all over the sea,  
 While on the *Ark* they watch TV  
 Flying completed for the day  
 'Clear Lower Deck', haul away.  
 In Larne target that must come.  
 And for all our work we get no rum.  
 Then at last we sail away  
 With a great big shout 'Hip Hip Hooray'  
 THE LAUGHING CAVALIER (Anon)

Often in a work of great purpose and high promises is tacked a purple patch or two to give an effect of colour.  
Horace (65-8 BC)

## WARDROOM CORNER

This commission there were gentlemen and seamen in the Wardroom, but the seamen were not gentlemen and the gentlemen were not seamen.



*What is that Midshipman thinking ? ... the same as the MEO! Miss World visits the ship in Aberdeen, June 1971.*

### THE FOLLOWING MEMENTOES HAVE BEEN DONATED BY THE SHIP'S COMPANY

For the Captain - an autographed picture of us.  
the First Lieutenant - a Scuttle.  
the GO - a working model of a 4' 5" in mounting.  
MEO - A bucket of fresh water.  
WEEO - his own nationwide tannoy system (in working order!)

CORRO - an Atlas.  
NO - he's already got his ship's bell.  
MG - a Chinese laundry man.  
ASWO - a Sonar contact.  
DIVO - Encyclopaedia Britannica.  
SO - a box of zeds.  
the midshipmen - directions to the WR Bathroom.



# THE GREAT RACE

by Lt Cdr J. SKELTON, Royal Navy,  
MEO of *Cavalier* March 1970 to August 1971

## BACKGROUND

It all started in September 1970. We were operating with *Ark Royal* at the time, taking part in a big exercise with the usual blue and orange forces. We steamed up the West Side of Scotland and into the North Atlantic. But *Ark* was having trouble with her arrester gear and catapults so we made a dash for the North Sea where she could direct aircraft ashore if necessary. It was a typical North Sea September morning. The sea was flat and there was little wind. Mist cut visibility to a quarter of a mile and there was a miserable drizzle. *Ark* was due to start flying off at 0600 so 'Father' had asked for two boilers to be connected before then. It looked like just another day as Planeguard.

We certainly needed the extra boiler. The first launch was done at 27 knots. As the weather looked as if it was with us for a while we kept both boilers connected. It was 'Cavalier Luck!'. Just after the start of the forenoon watch a contact was picked up on radar moving fast towards us and 30 miles away. *Cavalier* was immediately detached to investigate.

Off we went at a good 27 knots, excitement rising at the thought of contact with the opposing forces. When we closed to within a couple of miles, the contact turned to the West and increased speed to 30 knots. It was now a stern chase and, because of the mist, we still had no idea who we were chasing. However, we were closing slowly and the gunnery teams were doing control runs on the target. When we were within about half a mile the mist thinned

and we could just make out our quarry. It was *Rapid*, who was certainly not part of the exercise! By now it was obvious she was nearly flat out and a line on the Bridge PPI showed that we were just, very slowly, catching her. However, the recall signal was received and we had to break off. The chase had been a welcome break to the monotony and sheer hard work of a major exercise, but in the following week or two little thought was given to it. Then a signal from *Rapid* to *Cavalier* - 'My full Power trial. Speed 31.5. The gauntlet is down.' It caused quite a stir from the messdecks to the wardroom. We were rightly proud of being the last of the operational fleet destroyers. Here was a challenge from a Frigate. What Cheek! Back went the reply 'Not bad for a frigate. Hope to take you up on it sometime'. The chance was to come nearly nine months later when we were scheduled to pass through the same area of the North Sea on our way from an Iceland Patrol to Chatham for a Maintenance period.

## THE BIG DAY

The Day dawned bright and warm for *Cavalier*, swinging to her starboard anchor off Peterhead. The Date - 6 July 1971. Months beforehand this day had been reserved for the Annual Full Power Trial. There was a real air of expectancy on board, an excitement that marked this as no ordinary Full Power Trial. It was the day of the Great Race; the day when HMS *Cavalier* and HMS *Rapid* were