

# THE MARINE ENGINEERING DEPARTMENT

(or: The Purple Empire, Plumbers, Steamers, or Just THEM, depending on  
your state of mind at the time)

The first highlight of many this commission was MEM Ware cutting the commissioning cake, he being the youngest member of the Ship's Company at that time. He and 20 other stokers have remained with the department whilst many others have failed in stamina and departed.

The first quarterly Full Power Trial presented its own problems after leaving the Portland Work-Up. It started at 1000 and after a few casual breakdown drills was finally achieved at 2300. Since that time a lot of water has passed under the ship, and stokes has battled on with the everyday human drama that is part of the job.

The GREAT RACE is covered by a separate article in this book, but those who were down the stokeholds that day emerged with pride and a sense of achievement.

Like most other departments spares have been a problem, and the functioning of the equipment has been due to the cunning and expertise of the maintainers. Bounty hunters have attacked Cambrian, Volage and Verulam for extinct items of equipment and standard replies have been formulated to meet the Dockyard Police enquiries, like:

Who in their right mind would want to take home a Turbo-Generator Governor Rotating Assembly?



Stumpy - Death by stretcher.

or 'I can assure you that it will not fit any other ship in the Dockyard'.

Another sign of the times was the telephone call to Weirs, who make our pumps. 'No' they said, 'the fellow who knows about your pumps died a couple of years ago, sorry, we can't help you!'

Life in the ME Department is just one rich and continuing pageant. Ask Stumpy, who was away from his watch just six minutes answering the call of nature. The result, a trial in the MEM's Mess and a sentence of death by stretcher.

Then there was the JMEM who was sent away to dip the Port Ship's Tank and returned to tell his LMEM that it was four inches deep.

How can you be so accurate?', said the LMEM, 'Well I went down inside it of course!'

Then there is the typical scene in the Engine Room whilst entering harbour. The main engine vacuum is disappearing, No. 1 Boiler FFO Pump has jammed and the steam pressure is failing. The bridge 'phone rings. ... 'Can I have the mean revs for 0900, 1000 and 1100 please!'

## ENGINE ROOM STATISTICS

We have used:

2 MEOs	4 MEA(H) 1's
3 CMEA(P)'s	2 MEA(H)2's
5 MEA(P) 1's	21 LMEM's
11 MEA(P)2's	53 MEM's

7ft Terry Towelling - just enough for one circumnavigation of the CMEA(P).  
One square foot of rubber insertion - don't know what for.

We have got rid of: 200 tons of soot - ask the 1st Lt.  
One propellor - it grew an extra blade.  
One Greek Engineer Officer - He used salt water in his boiler.  
The First Lt's job cards - Somewhere.

We have found:

The vent party (twice).  
The MEA's beer stowage.  
Two greenies hiding from WEEO behind the engines.

To end on a more serious note with the phasing out of Cavalier another era of ship will soon be receding into the mists of the past. Those who have put their efforts into the ship and kept her operational have done a good job under difficult conditions. So to all the Steamers -Well Done.

JEH

## THE SUPPLY AND SECRETARIAT DIVISION

The Supply and Secretariat Division is the smallest of the Departments on board, having a total strength of about 30, but nevertheless performs many of the essential tasks in the ship. We provide and cook all the food on board, the buying and providing being done by PO Caterer Neale, with assistance from PO SA Bailey, and the cooking being done by the 'Chefs' led by PO Cook Hallett.

The Naval Stores organisation, run by CPO (SA) Stephens and assisted by LSA's Dyson and Cox, is responsible for about 8,000 different items of stores, which range from everyday nuts and bolts to complicated bits of electronic equipment and strange items like 'Hand Portable Fog Horn - Far Sounding'.

The Wardroom Stewards, led by PO Steward Irvine, have looked after the Officers very well. They have willingly given of their best, particularly for Cocktail Parties and Buffet Suppers as far afield as Akureyri in Iceland and the Island of Rhodes in Greece. The Captain has been well looked after by Leading Steward Hodson, though the way the Captain sometimes shouts at him you wouldn't think so!

Leading Steward Jones managed to pick up his 'Hook' during the Commission, and Steward Rhodes has promised to stop dropping trays of drinks at Cocktail Parties.



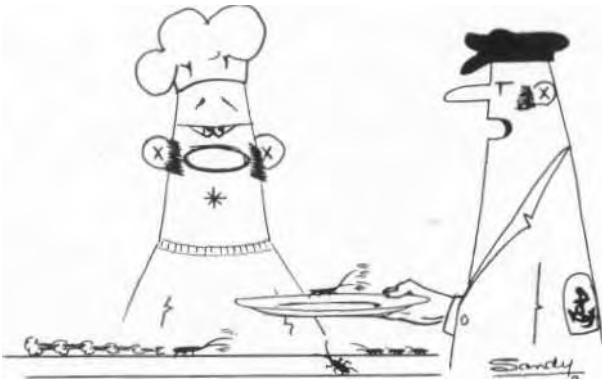
*Your drink sir?' L/CK Russon, L/Stwd Roberts and PO Stwd Irvine.*

Finally, the smallest Sub-Department, the Ship's Office team of PO Writer Kay and Leading Writer Miln. They have shifted all the tons of 'bumph' that has passed through the ship and still found time to work out that everyone's pay for the Commission comes to nearly half a million pounds.

The S & S Division's only other claim to fame is that they provide about half of the successful Ship's Football Team. PO Steward Deadman was the Captain of the team when he was on board, and other regular players are Leading Steward Jones, Leading Writer Miln, SA's Cowling and Littlefair.

All in all, the S & S Division have carried out their duties quietly and efficiently. It is probably because we do things without the noise that seems to be required in some of the other Departments that we appear to get more than our fair share of abuse. This culminated in the Seaman Officer reporting to the Captain just prior to sailing one morning, 'Dome's up, Log's up and the Supply Officer's up, Sir!'

GJS



*'Meals on WHEELS Chef, not on LEGS.'*

# THE COMMUNICATIONS DEPARTMENT

Mirror, mirror, on the wall  
Who's the brightest of them all?  
You are POTS without a doubt,  
Thank you mirror, Roger, out.

We have had to work very hard within the Communications Department throughout this commission. Indeed after two and a half years it seems that we have been at it for an eternity. But we have both worked and played hard with some good runs ashore and a major contribution to the ship's sports teams. On board our old equipment has rarely let us down, and we have given a very good account of ourselves in exercises. Despite this if we ever see an aircraft carrier again it will be too soon!

A good few of the staff have bettered themselves (and not only ashore). LRO's Ethell and Payne have both picked up the hook onboard and RO1 Robinson has passed for the rate. RO's Abley, Sell, Stride and Mellors have all qualified as R02's in their respective sub-specialisations.

For the record we have handled about 500,000 signals, sent 300 telegrams and put through 60 radio telephone calls. 1500 Captain's pendants have been used and innumerable ensigns and jacks. Much of this expenditure is due to the soot and other unmentionable things that pour out of the funnel, courtesy of the stokers.

We wish all the rest of the Ship's Company the best of fortune in their next ships, or, if they are lucky, their shore establishments. We also wish all good fortune to the Navigator, our leader, in his forthcoming marriage.

A. B.

## HOME AGAIN



*'Come off it Sparks. The only Bridge of any significance to Cavalier is outside Gillingham gate.'*

# THE CAVALIER WAY OF SPORT

The noun `SPORT' is defined as follows in most dictionaries

Pastime; Merriment; Good Fellow; Honest and Straightforward Person; Freak of Nature

It can be truthfully said that few ships have been as sport conscious as *Cavalier* and that a good many good, honest and straightforward freaks of nature have got a lot of merriment out of the pastime of Sport this commission.

In addition to the sports covered below we fielded teams for Basketball, Squash, Tennis, Badminton, Volleyball, Cricket, Rifle Shooting, Golf and Water Polo.

If we have had one fault it is that we have played sport to get fit, rather than getting ourselves fit to play sport.

Sports Officers    Lieutenant Bill Savage  
                         Lieutenant David Hews  
                         Lieutenant Graham Piggott

PTI's                Petty Officer Joe Picken  
                         Leading Seaman Sandy Powell  
                         Leading Seaman John Richards



*The Darts Team, runners up in the Fleet Competition, receive their awards from Frank Blunstone, Team Manager of Brentford FC.*

## Football

The ship has enjoyed a considerable amount of success on the football field and has been fortunate to be able to field an above average side for all of the commission. Twice we have reached the Semi-Finals of the Fleet KO Competition and Cruisers, GMD's and Leanders have all been vanquished at various times.

Not only have the results usually been good, but the overall standard of play has also been very high. This has been largely due to the sterling efforts of Gerry Gooding in the early part of the commission and some professional coaching by Frank Blunstone at Brentford FC in April 1971.

The main strength of the side has been in mid-field where John Richards, Scouse Abley, Freddy Fredson and Mick Miln have all played well at various times. Abley is a fairly recent convert to this position having previously played up front, and he is easily our most consistent scorer. His best performance was in scoring all our goals in the 5-4 defeat of *Blake* in the Quarter-Final of the Fleet Competition this season.

At the back George Temple, 'Burbs' McIntosh and Jonah have all had their moments, and the departure of Mick Deadman to Pembroke in April has left a problem at Centre Half that the Team Manager has nightmares about. The last line of defence has usually been Mick Bowden who technically has been the best Goalkeeper we have had this commission. He played the game of his life against *Penelope* in the KO Cup in Gibraltar this season. Pete Yarham has been a capable deputy and Jock Buchanan held the fort earlier on.

Up front Steve Littlefair has recently been playing well and 'Emms' on the other wing has demoralized



*Hands across the sea, Livorno 1972*

most full-backs with his speed. Phil Cowling, busily using his feet to take his head from place to place, has knocked in a few goals from centre-forward. Shiner Wright was a mainstay of the forward line before he went on draft.

We have had a lot of strength in depth with Second and Third Teams playing fairly regularly and some strong inter-part games. Support for the team has been really welcomed by the players wherever they have been and memories of the drunks around Gib. No. 1 pitch will remain with us for years!

GDP

## Those Hockey Fiends

We must be honest and admit that we are not totally fit; with the exceptions of course of our own Marco Polo and our Captain, Ray Moody, who has linked us so well together and so rightly berated us on numerous occasions. There have been times when there has been some real 'stick' handed out (we really must go to bed earlier in Gibraltar!)

Our record is unusually good. Of 78 matches played we won 54; drew 14 and lost only 10. We were delighted to be *Medtrain* Champions with a team comprising young Ray, the First Lieutenant (gasping and panting as ever), Charles Freeman, John Plummer, Chris Ivens and Slim Jim Russon as always in goal (how could anyone get anything past him ?)

We have relied upon a number of stalwarts, all of whom at some time have helped the First Lieutenant off the field; these include Sandy Backus, Steve Stephens, Ginger Crowley, a certain cack-handed RS, a Dicky Bird, a Leach, Yorky Emmerson, Topsy Turner, Tony the Can Man, Field Marshall, Baby Low and Uncle Spencer-Weare an' all.

Young Goddard has been selected twice but was savaged by the Navigator on both occasions and remains unfit.

Finally we have never let aggression knock us out of our stride, and our grateful thanks go to our loyal umpire Lester.

MJJ

## Coarse Rugby

The *Cavalier* Rugby XV has not had a great deal of success on paper, but the team has enjoyed its sport and the post match drinking. In the early days of the commission fixtures were hard to come by and our first two matches saw defeats at the hands of *Dido* and RN Chatham. However things improved and we managed to defeat *Bacchante* in Oslo and the European Club in Copenhagen. Our most satisfying match in this period was the game against the Malta Overseas Club during our first visit to the Island. Although we lost the match 14-16 our team was highly praised for its performance. A string of four defeats started our



*'WE ARE THE CHAMPIONS!' The Victorious •22 Shooting Team.*

season in 1971 the last of these being at the hands of Hastings and Bexhill RFC who beat us 32-14. However we certainly held our own in the Clubhouse afterwards. This game was certainly a turning point in our fortunes, and we have ended the commission with victories against RSU Chatham, and the Army Intelligence Corps at Ashford. In between these fixtures we managed a draw in the match with the combined *Valiant/Warspite* XV.

Alan Lauder and Bill Blake have been keen organisers, coaches and referees at various times, and regular players have included Yorky Emmerson (Captain), Dave Marshall (who also managed to scrape into the RN Chatham team), Chas Freeman, Bill Ethell, Dickie Bird, Taff Evans (best remembered for scoring all our points against RN Chatham in 1970), Iggy Bliss, Pete Yarham (kicker extraordinary) and Lofty Loftus, who has scored some spectacular tries but none better than the one against RSU Chatham this season when he plunged over the line in the corner with four or five opponents clinging to his back.

## THE LAST WORD

It is no easy thing to write the final words to a Ship's Book, particularly when given only two days to do it and also being limited to 1000 words! Fortunately the Ship's Office has trained me well over the past year with this form of 'deadline'.

There are many people and events that I would like to highlight in this postscript. Our successes in operational exercises and Fleet competitions; the outstanding reputation our various sports teams have won for themselves in almost every port; or the way in which the ship has met nearly all her operational commitments.

All these factors meld together to *make* a ship.

We seem to have been used for more 'Meet the Navy' visits than any other Escort, and, during these visits, we have always had an excellent reputation for the way in which you have taken the trouble to show the Royal Navy in the best possible manner. The Ship has always looked smart, and our visitors have invariably commented favourably on the way they have been entertained particularly the WREN recruits of the future!

It has been a hard commission in conditions far from ideal. The Cooks and Stewards producing and serving very good food from somewhat ancient equipment; the Communicators, Greenies and Plumbers having to use, care for and mend some pieces of machinery that will probably go straight to the British Museum; the Seamen desperately trying to tell the difference between the rust and red lead peering out from under about 100 tons of 28-year-old paint.

To a man, you have all earned a modern ship or a 'rest' in a shore establishment, and I congratulate everyone of you for the way in which not only have you put up with these past hardships but also for the manner in which you accepted the challenge. I wish you all well in your new jobs and would like to close this Destroyer Era by quoting from one of the many letters we received from ex-destroyer men

'Destroyers are only as good as the men who served in them'

And *Cavalier* was one of the best.

Peter Goddard



**Exercises, Exercises, Exercises !!!**

Our last one. EASY LIFE - an interesting misnomer - ended at 1600 yesterday.

DAILY ORDERS Sunday 23rd April 1972

This fine looking ship was drawn by resident artist Michael (Sandy) Barclay. He was called upon to capture the detail of this shadowing Russian Krivak class frigate.

*An excellent drawing as it is, one can't help wonder why it wouldn't of been easier to have just taken a photo....*

