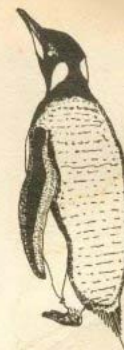


*HMS  
Endurance*



**LINE BOOK**



*Season 1974-75*



Captain N Bearne Royal Navy

## FORWORD

by Captain Noel Bearne Royal Navy

This season's deployment was nearly 2 months shorter than usual in order that the ship could return to Portsmouth early to begin a long refit. However, there were no extraneous commitments, so it has been possible to carry out as many visits and nearly as much work as in a full season.

We have supported the British Antarctic Survey in their Diving Project in South Georgia and in Geological work in the South Shetlands, and they are well pleased with the results. We have carried out some useful survey work, particularly in charting a safe route to Hope Harbour in the West Falklands. The flight have completed a considerable amount of aerial photography, and achieved the first landing of men on the remote Shag Rocks.

The visits to foreign ports have been successful, and I know that they were much enjoyed by all on board. We were able to visit some of the most scenic areas in Antarctica, and were blessed with fine weather during this part of the cruise.

We can, therefore, look back with satisfaction on a job well done, and with pleasure on the runs ashore. And I am sure that none of us will forget the uniquely beautiful scenery we have seen in a part of the world which few people have the opportunity to visit.



HMS ENDURANCE

## HMS ENDURANCE

HMS ENDURANCE is the Royal Navy's Ice Patrol Ship which supports British interests in Antarctic waters. In addition, she assists the British Antarctic Survey in carrying out its scientific research programmes and is fitted with the latest hydrographic surveying equipment, since Antarctic waters are still largely uncharted and much work remains to be done.

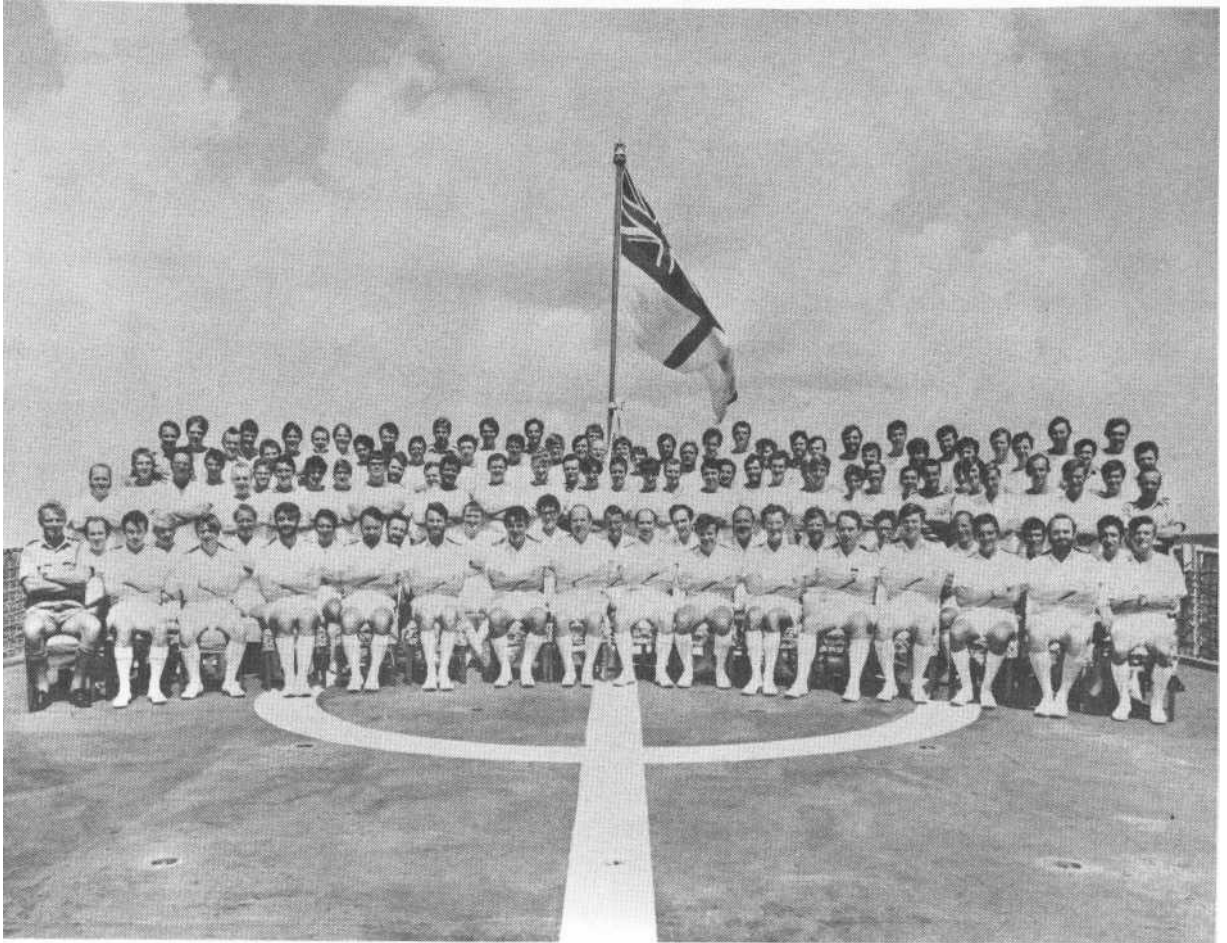
A few years ago the then Admiralty Board decided that they would replace the ageing HMS PROTECTOR by a brand new icebreaker in order to continue the Royal Navy's commitment in the South Atlantic. However, because of a financial squeeze at the time, the icebreaker project had to be abandoned and a cheaper alternative found. Lieutenant Commander C J C WYNNE EDWARDS RN, who had served in PROTECTOR and had seen some of the 'Dan' ships at work, put forward a proposal that the Board should purchase one of these from the Danish Company J LAURITZEN. This proposal was eventually accepted and the ANITA DAN was bought in 1967 for £300,000.

At the start of her conversion she was 11 years old, 290 feet long with an ice-strengthened hull, displaced 2,900 tons and was powered by a single diesel engine. Her superstructure was amidships which was convenient as a hanger and a flight deck had to be built on her after end. After conversion by HARLAND & WOLFF (BELFAST, her length had increased to 305 feet and her displacement to 3,600 tons. The main alterations, apart from building the hangar and flight deck for the operation of 2 Whirlwind Mk 9 Helicopters, were to increase the electrical generating and fresh water producing capabilities and to install additional accommodation, storerooms and workshops in 3 of her 4 holds. She was also fitted with her survey equipment, additional radio equipment in a new office, and was given 2 20mm oerlikons. As much as possible of her original equipment was retained, which means that she has automatic steering, merchant ship interior fittings, and is generally designed to operate with a minimum complement. The conversion took 11 months and cost 1¾ million pounds. The ship was commissioned on 27 Jun 68, and re-named HMS ENDURANCE by the Hon Alexandra Shackleton, grand-daughter of Sir Ernest Shackleton.

The ship is named after a former vessel in which Sir Ernest Shackleton sailed for the Antarctic in 1914. In 1915 she was trapped by ice in the Weddel Sea and finally crushed and sunk. Sir Ernest and his crew travelled by open boat to Elephant Island from where he made his epic voyage in one of ENDURANCE's open boats, the JAMES CAIRD, to South Georgia. After an incredible crossing of that island on foot the party was able to organise help for the men still stranded on Elephant Island, not one of whom were lost. The ENDURANCE's 3 boats are named after the boats of Sir Ernest's vessel: James Caird, Stancomb Willis and Dudley Docker.

HMS ENDURANCE has a ship's company of 16 Officers and 111 men, this includes a small Detachment of Royal Marines. Accommodation is also provided for scientists.





THE SHIPS COMPANY

## THE SHIP'S COMPANY

Commanding Officer: Captain N Bearne, RN

### Officers:

Lt Cdr C B Errington  
Lt Cdr P J Hurst  
Lt Cdr R de F Browne  
Lt Cdr R Porteous  
Lt Cdr R C Paine  
Lt Cdr W J Tunstall  
Lt M French  
Lt R A Edwards

Lt S P Hil RM  
Lt A F Swain  
Lt B W Swallow  
Lt N A Crocker  
Lt J C Davidson  
Lt A J Bray  
S/Lt M R G Winchurch

**Master-at-Arms:** R V McKie

### Chief Petty Officers:

CMEA(P) Beales  
ME A (H) Randall  
MEA (P) Clarke  
MEA (H) Luff  
MEA (P) Margetts  
CMech Thompson  
Mech Rycroft  
CMEM Ives  
OEMN Cope  
CEA Leach

MEA(P) Rutland  
REA Pack  
CAA Pearce  
AA1 Sampson  
CPOSA Mottashed  
CPOWTR Fairbank  
C/Sgt Mendoza (NP 8901)  
CPO Bleaney  
CPOCK Philpott

### Petty Officers:

PO Prior  
POCA Sawyer  
POSTD Mulcahy  
POMA Mainwaring  
RS Anderson

Sgt Oxberry  
POREL(A) Fallon  
ELMech(2) Worton

### Seamen

L/S Tippet  
L/S Kennard  
L/S Souch  
L/S Long  
L/S Jones  
L/S Ratcliffe  
L/S Rooker  
L/S Oakley  
AB Niven  
AB Ziobry  
AB Poole

AB Robinson  
AB Foster  
AB Skilling  
AB Rowe  
AB Burgess  
AB Rossiter  
AB Webber  
AB Dudley  
AB Bolam  
AB Tancred  
AB Collins

### Communications:

LRO Wilson  
LRO Hales

R01 Baines

**Flight:**

LAM Mageean  
LACMN Tarrant  
LA(PHOT) Timkey  
LA(SE) Kennedy

LA(MET) Hadland  
EM(A) Tomlin  
NAM Wiltshire  
NAM McGregor

**Engine Room:**

LMEM Thompson  
LMEM Knowles  
LMEM Blanche  
LMEM Jenkins  
MEM Ayres  
MEM Bradbury

MEM Freeston  
MEM Hardy  
MEM King  
MEM McCarthy  
MEM Parry  
MEM Hayward

**Supply and Secretariat**

LCK Rhodes  
LCK Nolan  
LSA Baxter  
LSTD McLeod  
LWTR Magill  
LSTD Jobson  
LSA Richardson

LSTD Kelso  
LSA Neville-Rutherford  
LSTD Cooper  
LCK Lavender  
CK Robinson  
CK West  
STD Sumner

**Royal Marines:**

Cpl Varlow  
Mne Brown  
Mne Covill  
Mne Dixon  
Mne Dobie  
Mne Hunter

Mne Kervin  
Mne Knight  
Mne McDonald  
Mne Pearce  
Mne Humphrey

**NAAFI Staff**

Manager Mr D Lockett

Assistant Manager Mr G Greenwood

**Electrical:**

LOEM Felton  
LOEM Roberts  
CEMech4 Richardson  
LREM Neale  
LREM Wright

CEM Morfitt  
OEM Vines  
OEM Jones  
OEM Markham  
JOEM Wilson



## THE SEASON 1974/75

### REFIT

Our story is divided into many parts, but it really began on the morning of Tuesday 21 May 74, the ENDURANCE has been back in England only 5 days, she is berthed on Fountain Lake Jetty in HM Naval Base, Portsmouth. As always approximately half of the ship's company are relieved at the start of the annual refit and this has been chosen as the day. It was a very busy day and kitbags, cases and 'pussers' grips were being brought on by the new members of the ship's company, and likewise a similar assortment of luggage was leaving the ship with those who had completed their time onboard. Many hands shook as introductions and goodbyes were made, and the new members started on the task of getting to know each other and their new ship. This was the start of the 1974/75 season, the green light was given for established members of the ship's company to start using the saying 'LARST YEAR'.

This was a busy period of destoring and preparing for refit, and we all soon learnt to work together as a team. During that first week many tons of stores had to be destored before the ship could dock-down. On Friday 24th we even had to start work at the unearthly hour of 0730, this was to complete destoring before the ships could move, at 1045, to No 2 Basin. Non-tidal basin, refit conditions, Dockyard Mateys already moving in, the inevitable shore-side heads and the poor victualled members still trying to live onboard. Some consolation for those who had completed one season away was this was the start of their leave, but little if any consolation for all the new members left behind, still trying to get to know their ship and now in the deep end.

On Wednesday 29 May, after a weekend made longer by 2 days Bank Holiday and even longer by circumstances, the ship's company moved into Royal Naval Barracks, the then HMS VICTORY. During the morning while victualled members tried to move house the ship moved into and docked-down in No 11 Dock. The last meal cooked onboard was breakfast that day and by lunch the duty watch of the day were tasting their first of many Meals-on-Wheels. Refit had officially started and we changed to Refit Routine, which meant we worked an extra 20 minutes in the afternoon.

The following Monday, 3 Jun, saw the first issue of the dreaded Blue-Liners, Tuesday, the arrival of the new Royal Marines Detachment and Thursday that week we received the first of several Cost of Living Supplements. On Monday 10 Jun when the leave party returned they found that the trust in their new shipmates was well placed and except for the inevitable burning, welding, fire sentries, windy hammers, hardboard decks, a hole in the ship's side, we had sprouted several miles of scaffolding, a few huts and Chacons but otherwise nothing too drastic had happened to the ship.

Captain N BEARNE RN joined the ship on Tuesday 11 Jun at 0900, he relieved Captain C J ISACKE RN and assumed command of HMS ENDURANCE. In a busy week our new Captain had the usual round of Official Calls, found time to get below decks to see his ship and meet some of his ship's company and also managed his first visit to HMS DAEDALUS to see ENDURANCE Flight.

The refit progressed during June with the usual amount of problems, trials and tribulations. We all had a dental inspection to ensure our teeth were sound, or could be made sound before the ship sailed. On Monday 24 Jun we had a small fire in the Survey Store, good to know was the ship's staff soon extinguished this, but even better was the knowledge that the Portsmouth Fire Brigade took only 12 minutes to arrive at the ship, could the Duty Watch sleep easier in their beds? Not for long for the following day saw the start of all night welding, the duty-watch being stretched to its limits to provide sentries. It was not all work, several sporting fixtures were arranged with some good results and some not so good. The Royal Marines managed to get away for an afternoon 'Training' would you believe?, whilst the SO, CPOSA and CPOWTR took off to HMS PEMBROKE to make sure they knew what they were talking about.

July was a good month, the typical British Summer made the visit to the shore-side heads either a dash in the pouring rain or a casual stroll in the brilliant sunshine. Summer Leave started on the 5th, but not before most had been given a days firefighting course at HMS PHOENIX, we also had a full Firex with the City Fire Brigade, this time they managed to cut their dash to 8 minutes. On 15 Jul with half the ship's company on leave the foremast scaffolding was unrigged. The next day saw the return of the anchors and cables and things started to happen faster, were we really coming towards the end of the refit? First leave returned on the 22nd to find externally we looked more like a ship, but internally still very much in a state of refit. The same day with kit packed and bedding returned in RNB, hardly daring to believe we could move onboard before their leave expired, second leave departed. This was the time of the Dockyard Foremen and Supervisors strike which was to have quite a bearing on the end of our refit.

The day after second leave started, while the sun shone from a cloudless sky, we were blacked out for undocking and a cold move to No 2 Basin. We were due to move onboard within the week but it soon became apparent that this was totally unrealistic. This was a frustrating time for all concerned with trying to store ready for the move onboard, phone calls were made daily to cancel, delay or generally explain the latest situation. On Wednesday 24th we had a cold move from No 2 Basin to No 3 Basin via the Lock, owing to a strike this took longer than originally planned and we were all late in getting away that night. Our new Mess Traps had been ordered to arrive before the move started, but even the best made plans sometimes go wrong, and our Mess Gear made several circuits of the 'Yard before eventually being offloaded at our new berth of 5B3. The jetty was untidy to say the least, and it was soon realised that this would give us even more than the usual amount of problems for our initial storing. Undeterred, however, we started storing minimal amounts of food the next day saying to ourselves "I'm glad we will not be doing our major storing on this jetty". We were later to eat those words - well we were only storing minimal amounts of 'food' anyway. The same day it was decided to postpone the move onboard, mainly because accommodation spaces were not yet ready but also because the ship's main refrigerators were still not available.

Storing progressed on that Friday morning, with more food and our bedding being delivered to the ship. At lunch time, with everybody pleased with the mornings work and looking forward to going on weekend, it was decided to move the ship the great distance of 50 feet, our weekends were slightly delayed, needless to say. That weekend the duty-watch were kept busy trying to clean up the accommodation spaces ready for the move onboard - whenever that might be.

The following Monday we stored the canteen and the familiar roll of the shutters was heard again. The main refrigerators were still not ready, but it was decided that it was possible to manage without them for a short while, and we moved back onboard on the morning of Thursday 1 Aug 74. Hardboard was still down in the passageways and also in the Dining Hall, air hoses and other refit-type hoses were still in abundance and, of course, we were still using shore-side heads, except they were not exactly shore-SIDE! The Galley produced its first meal at mid-day, and all the RA members were first in the queue. All in all, things soon returned to a living onboard routine.

Second leave returned the following Monday, this was the day we should have moved to our favourite berth - Fountain Lake Jetty 5. We were not ready to go to a tidal berth and this was the week we were to eat our words about the major storing. We stored 8 months dry foodstuffs and compositions, some frozen at last, as well as re-embarking paint and inflammables, in very difficult conditions we embarked in excess of 40 tons of stores. Throughout all this storing we were having difficulties with the davit tests (these were to go on for nearly a month).

On Monday 12 Jun, the First Lieutenant 'cleared lower-deck! to let us know what was happening, his talk was fairly lengthy but in a nut-shell it meant 'nobody knew what was happening'. We stored more frozen food that day and also moved back 50 feet to our original position. Tuesday, Wednesday and Thursday were given over almost entirely to storing beer, a total of 43,200 pints, because it was a race to see who got the crane first, the beer party or the davit testers. It was about this time that the Dockyard paint gang moved onboard and started painting anything that did not move. That Wednesday the Captain cleared lower deck to tell us a little about our immediate programme and some of our long term programme. On Friday we had a cold move to B Lock, and although we should have moved onto Fountain Lake Jetty 5, owing to the strike we stayed there all weekend, the unlucky ones who stayed onboard that weekend had even further to go to the 'shore-side heads'.

The following Monday, with davit tests tank on the flight deck, we eventually went tidal and reached FLJ 5, and HMS RECLAIM was berthed outboard of us. We stored Wardroom wines and spirits, films for the coming sea trials and loan clothing. We also had yet another 'clear lower deck' and at long last we thought we knew what was happening. We were 'Duty Visit Ship' that week and on the Tuesday we had a visit by 20 Sea Cadets (10 Canadian and their British host cadets). The Cadets had lunch onboard and were given a guided tour of the ship. We embarked ammunition for NP 8901 that week as well as having our HAT(Air). The HAT(Air) was given a partial failure because the Dockyard, trying to cut back on expenses, only painted half of the hangar deck. We had our first Cocktail Party of the season, for the Dockyard Inspectors, on the Thursday and Friday saw the return of our trophies.

We were lucky not to be too involved with Navy Days over the Bank Holiday, we provided pictures of the ship on the jetty, backed by a sentry from the Duty Watch. More stowing followed while a few days pre-deployment leave was granted to each watch. All this time the Dockyard were still having problems with the davits and the floating crane appeared to have become part of the ship, by the end of the month with weekend overtime put in as well, the tests were still not complete. Boat trials still went ahead and things looked fairly good for Sea-Trials starting on 9 Sep. This was not to be so, a week before trials were due to start a problem developed with the main engine supercharger, it required replacement and we were held up waiting for one to be flown from Copenhagen. The ship was still far from being ready for sea internally, many last minute jobs were still in progress and the refit hardboard was still not lifted.

Instead of Sea-Trials during the week of 9 Sep we had several visitors including a visit from some of the staff and patients of Saint Helena Ward (our adopted ward Great Ormond Street Hospital, London. Davit tests were at last completed and by turning the ship around, all boats were hoisted. Friday the 13th proved our lucky day as reverted to normal Daily Routine and started Basin Trials. The refit had at last been completed and we were ready for our Completion Day Inspection.

I seem to have painted this as a rather black period with all work and no fun, it was in fact a good few months during which time we all made the most of being with our families and friends as much as possible.



Visit by the patients of Great Ormond Street Hospital



Visit by the patients of Great Ormond Street Hospital

## OUR LAST FEW DAYS IN ENGLAND

With all the delays caused by the refit it now meant, with only 22 weeks left before we deployed, we still had to fit in Sea Trials and Portland Work-up into a period we had hoped to spend in Portsmouth with our families and friends. In spite of this the sea trials and work-up were still attacked with great enthusiasm. After our completion date inspection on the morning of Monday 16 Sep we had a cold move from FLJ5 to number 3 buoy, the grand distance of 1800 yds. Working with the tug BOXER we commenced the compass swing necessary after any refit, unfortunately before completion the bridle parted and we were pulled across number 3 buoy, the starboard anchor was immediately slipped, but this had to be released as it became entangled with the buoys mooring chain. We eventually resecured to the buoy and the ship's divers were sent down to inspect for damage. Fortunately the damage was confined to the bilge keels, but with 2 keels torn completely off and one partly torn away new decisions had to be made. We completed the compass swing and spent the night at the buoy watching the lights of Portsmouth twinkle less than half a mile away, this was a very frustrating night for the RAs. The following morning we were cold moved back to FLJ5 and assistance was given by the Command Diving Team. While the divers removed the torn keel our anchor was being retrieved with the compliments of the Port Auxiliary Service.

We eventually left Portsmouth harbour at 1330 on Tuesday. Sea trials started and we exercised Emergency and Liferaft stations and whilst waiting on the flight deck we had our first glimpse of the ENDURANCE Flight who were also exercising. Sea trials on the ENDURANCE are not the trying time they are on our grey funnel counterparts and we were back alongside by Thursday afternoon. We had exercised Sea boats, Crash boats, full power, radio and radar trials and also flying stations. Our flight were having problems with one aircraft and only one aircraft had landed on for their Sea Acceptance Trials(AIR), the problem aircraft was later replaced by '430'.

Thursday night was the official cocktail party and Friday saw the official embarkation of ENDURANCE flight. Our anchor was returned on Friday and the ship was virtually deserted as as many people as possible took the last but one opportunity to go weekend.

On Monday 23 Sep at 1200, after yet another inspection, we sailed from Portsmouth for Portland and our encounter with the Flag Officer Sea Training's Staff. We should have sailed in full procedure Alpha but this was cancelled due to bad weather. The sea was far from kind to us, the well-deck even being placed out of bounds, and many a sorry sight was seen as we were trying to get used to being back at sea once again. It was with some relief that we entered Portland harbour at 2300 that night.

Tuesday morning saw the real start of our Work-up with the deployment of the first Survey camp. The helos were used to the full to ferry all the equipment ashore, and with the deployed men busily cooking their Pot-Mess lunch the helos returned onboard and we proceeded to sea. The Sea-boat was exercised during the lunch hour, meaning frantic manoeuvres for the Officer of the Watch and, 'hang on to your soup bowl' for us, I'm sure the Sea riders enjoy making things as awkward as possible for us.



After lunch the helos recovered the camp party and the ship proceeded to the gunnery range where we fired our 2 Oerlikons. The first day had been a long and busy day for most and once again it was good to seek the shelter of the harbour for the night. Wednesday was our harbour day, and this started with us moving alongside, and then most departments going through the FOST harbour checks. On Wednesday afternoon we had a disaster exercise which involved just about everybody onboard, Burl Ives was remembered from the previous season and was watched like a hawk, and the Marine Detachment could not tell the difference between casualties and Raiders. A considerable amount of equipment was landed and used that afternoon, and before the various Heads of Departments had a chance to return the equipment to its proper stowages FOST hit us with a major fire exercise. The fire exercise proceeded quite well and for the duty watch involved this was a valuable practice, but for everybody else it meant mustering on the jetty in a rather chilling wind. Some were caught in showers and some in other forms of dress (or undress whichever way you care to view it), but first prize for fancy dress was towel, flip-flops and HAT. A few still found the energy to go ashore after the exercise, but most only to the nearest bar, 'to see if the beer had improved any' was their excuse.

Thursday morning we left harbour in order to do our Ceremonial Entry. We entered in Procedure Alpha, fired a 21 gun salute, came to anchor and dressed ship. It all went well until Buffer Mike Bleaney wanted to 'undress' ship and found all his dressing-line men had gone to lunch. We had a busy afternoon starting with a light jackstay transfer, this took rather longer than it was planned to take, followed by exercising Board and-Tow. The Black Ranger was boarded but the tow part had to be cancelled owing to lack of time. The flight once again came into their own with a night flying exercise, this being followed by us anchoring overnight in harbour again.

Our last day at Portland was to exercise Damage Control which considering the nature of the ship was most important. After the last FOST Funny we had a wash up and a final farewell was bid to Portland. We arrived back in Portsmouth at 1820 for the start of our last weekend in England.

On Monday, back at our favourite berth, FLJ5, we took on our sea-stock of fresh fruit and vegetables. This day was chosen by the Dockyard to survey the hangar, this meant putting hundreds of pieces of masking tape in all sorts of awkward places and then taking X-Ray pictures. This was no problem to the Dockyard, but it had Joe Fallon pulling his hair out trying to clean up the hangar in time for the commissioning ceremony on Wednesday.