

THE SEAMAN DEPARTMENT

This is the official name of a group of men, known to the Bootnecks, Oily Fanys, Greenies, etc., as 'Deck Apes'. Possibly this is why the Americans used Apes in their Space project because here was an animal able to use his initiative and intelligence and willing to carry out a divergency of tasks necessary for the successful running of the new project.

Fearless was a new project, and the seamen sent to her found a variety of real seamanship tasks which seldom appear in warships these days. As well as this, with numbers fewer than the seamen department of a 'Tribal', they had a most daunting acreage to keep clean.

From small beginnings, much grew. It has been very gratifying to see teams progressing and getting on top of their various jobs, in RAS, Craft berthing parties, Operations Room and Gunnery systems to mention but a few.

Although we haven't broken all records, the various tasks that have come our way have been achieved successfully and safely, though little time is available for exercise in the more conventional seamanship drills.

Time, however, has been found for getting people through for higher rate and a good number has achieved this. In the sporting world we have always been well to the fore and have shown a lot of bigger divisions the way home. If a trophy for soot clearance was given, I'm sure the seamen would be the permanent holders.

COMMUNICATIONS

As far as communications go, all ships are much the same. Although the equipment may vary, the routine day-to-day business remains much the same anywhere. However, this was certainly not so on 23rd November 1965.

In a brand new ship with a brand new communications division of nearly 70 souls, including some 20 army ones, it really was starting from scratch. Not only were we all trying to get the equipment to work satisfactorily, but the matelots had to learn Joint/Army language and the pongoes Joint/Navy language as well as find out about life on the ocean wave - a very strange experience for them!

Come the end of the commission, however, our password is 'Integrated'. Not only have we an Integrated Communication System which has been used to talk to virtually every major communications centre in the Defence Communications Network, including Whitehall, but our staff is truly integrated as well, as the members of 621 Signal Troop will tell you, they scrub decks, wash bulkheads, squeeze out heads, and drink rum like any three-badge R.O.I!

In addition to our communication feats, which have included many *Fearless* firsts, especially in the realm of long distance communications, we have fielded teams in every sport from tug-of-war to tiddly winks. Being nice chaps we let other fellows win - occasionally and then only just!

All in all it has been a tremendously exciting com-

mission. Mastering one of the most sophisticated communications systems afloat and making it tick with a multi-coloured division has been fun.

AMPHIBIOUS DETACHMENT

The end of a commission of any ship is inevitably an occasion for mixed emotions. For *Fearless*, we are coming to the end of the very first commission of an entirely new type of ship, and it is understandable that one's thoughts at this time are more concerned with being reunited with friends and families and with the certain knowledge that Christmas 1967 will be a far happier occasion than last year, than looking back at past achievements.

There is, of course, throughout the Amphibious Detachment, a sense of satisfaction in the knowledge that we have coped successfully with everything that has come our way. This is in contrast with the atmosphere which prevailed two years ago when we were somewhat apprehensive of what lay in store for us. This was perhaps more true of the Army ranks - after all, a large proportion of the Royal Marines had served with the Royal Navy before and those who hadn't, at least the RN had paid them, so we had something in common.

Perhaps the first important achievement to be chalked up is the way the Royal Engineers, Royal Corps of Transport, Royal Army Pay Corps, Army Catering Corps, Royal Electrical Mechanical Engineers and Royal Signals settled down to an entirely new way of life, and generally 'mucked in' to the best of their ability. They were not found wanting in any way at all, and proved they could cope with Officer of the Watch, Corporal of the Gangway, Lifebuoy Sentries, Heads cleaners, as well as any sailor, and do their own job as well. Of course there were amusing incidents like the occasion when a certain Sapper (5 ft 6 in. tall) returned on board from what appeared to have been a pretty good run ashore in Belfast. As he staggered, ever so slightly, at the top of the brow, a kind, considerate O.O.W. (6 ft 2 in. tall) gave him a helping hand over the 'summit' and the Sapper gazed up, blurry eyed and said 'Thank you very much Conshstable!'

As for the Royal Marines of the Amphibious Detachment, *Fearless* heralds a change for the better, and a return to big Royal Marines Detachments. In previous RN Ships (apart from the old AW Squadron) the Royal Marines have manned 'a proportion of the ship's main armament' and their day to day work was no different from the sailors. In *Fearless* the Royal Marines are the main armament, and the LCM(9)s have provided an excellent means of showing the skill and expertise of the Landing Craft Branch. In fact when it comes to boat and craft handling it would appear that the Royal Marines have now taken over from the Royal Navy. During this first commission we have proved that the Beach Unit, LCMs and LCVPs can cope with flat beaches, steep beaches, rocky beaches and land anything from Army Bridge Laying Equipment to bicycles, and for the record we have landed 130 vehicles in just 130 minutes.

THOSE MAGNIFICENT MEN AND THEIR LANDING MACHINES

'Picture', one of those writing chaps once said, 'if you can, a winkle'.

This exercise is fairly straightforward for those who happen to know what a winkle looks like. But it is A level stuff for those who have never seen one.

It is much the same with an Assault Ship. If you haven't actually seen one, it is, to put it mildly, very difficult to describe. Since Fearless first burst upon, or should it be 'sailed majestically into' (?), an astonished military world, our reception has been mixed. There has been the 'I don't believe it' or Doubting Thomas reaction, the 'Let's face it, Fred. from any angle you're ugly' or Surrealist school, and the most usual, or pop view, 'Isn't she big?'

The 'Isn't she big?' view can be a serious trap for young players or Staff Officers in that the Assault Ship, like those favourite sweetmeats, has a hole in the middle, or non-fattening centre. Furthermore, quite a large slice of the ship, though not, thank heavens, all of her, is designed to sink. The ship is, therefore, not as big as she looks.

The effect of the hole in the middle is to turn the ship



into what the aviators might call a twin boom job and the yachtsmen a catamaran. And in the twin booms are most of the living quarters.

Living in the twin booms or side pieces is not unlike living in a railway train, for they are long and narrow. Of course, living in a railway train can be quite comfortable if you've remembered to book your sleeper. But it is not so cosy if other customers have to bed down between the seats and in the luggage racks. This happens at what the B.R. call 'peak travelling periods' and we call 'overload'.

The lesson to be drawn from this is that, with the aforesaid hole in the middle, though excellent for tks and tpt, she is not quite so good for tps.

So 'big' is a relative word and we have some limitations. We are half as big as a Commando Ship - pour not a quart into a pint pot. But within these limitations we are nothing if not flexible. Even if we have not yet carried a double-decker bus we have, to crib from that air lift advertisement, carried-

Generals Generously, Brigadiers Bravely,
Admirals Admirably, Commodores Comfortably,
Captains Capably, Colonels Correctly,
Sergeants Safely, Corporals Cunningly,
Privates Primarily, Staff Officers Sagaciously,
Regiments Regally, Battalions Beautifully,
Commandos Commendably, Dogs Disgustingly,
Lorries Lavishly, Guns Graciously, Tanks Tactfully,
Ammunition Amorously, Helicopters Handsomely,
Aviators Amiably, Transport Tremendously,
Sappers Serenely, Gunners Gratefully,
Pioneers Powerfully.

This list is not exhaustive, it's just that about here one is inclined to run out of puff.

And, to date, they have all been set safely ashore, thanks to T.M.M.A.T.L. M., not forgetting D.V. and W..P

JOIN THE ARMY TO SEE THE SEA

If somebody had said to me three years or so ago, you will probably join the Navy, I would probably have laughed in his face (if he was smaller than me) as I'd just about had enough of civvy life, and was thinking strongly of joining the Army.

I eventually did join up (in the Army) and settle down to my training in Aldershot. After about 11 weeks of the 17 weeks had passed, the OC of our squadron asked for four volunteers, for some new kind of Navy ship, that was going on a goodwill tour around the World.

Well, I had visions of sunning myself on the deck of the ship, in the Caribbean, Phillipines, West Indies, and what have you, so I volunteered.

I was informed some days later that I had been picked, so I had to sign on for a 15 to 18 month commission, after we left home waters.

I finished my training in December, and went on leave over Christmas.

On 4th January 1966 I joined the ship in dry dock, in Devonport dockyard. It didn't look much like a pleasure cruiser to me.

Our goodwill tour round the world turned out to be, as

I found out shortly after coming onboard, a Far East and Middle East duty tour.

I've now been a seagoing pongo for 21 months, living, eating and drinking like a matelot. Oh, I did manage to get my suntan, in such wonderful places as Aden, Bahrain and Singapore, but it wasn't quite the same as what I had in mind when I signed on the dotted line. Talk about join the Army to see the sea ...



Danger! Monsters. The Beach Unit mob

AIR DEPARTMENT



By Commissioning Day, 25th November 1965, all the personnel of the Air Department had joined the ship at Belfast. They were made up of the Aviation Officer, one AM 1st Class, two petty Officers (AH and MET), and a Leading Hand and four junior rates. This number was to be increased by four later on, when experience showed the requirement for the addition in complement.

The Flight Deck acceptance trials were carried out at Portland in a Force 7 gale, using Wessex, Scout and Sioux helicopters, but, despite this, we were successfully cleared for day and night flying operations.

We never seemed to be without a trials team of one sort or another, and slowly our modus operandi began to materialise.

We operated every type of helicopter from all three Services, and lifted a variety of loads, varying from oil pipe lines in Exercise 'Strip Pillow' off Barrybudden to troops, guns and vehicles in Exercise 'Lifeline' off South Wales.

Most of the exercises produced Wessex 5s from 845 NAC Squadron based at Culdrose, of whom we were to see a lot more when we arrived in the Far East, or Wessex 2s of 72 Squadron, based at RAF Odiham. It was not an unusual sight to see naval Wessex from 845, RAF Wessex from 72 Squadron and Scouts and Sioux of the Army all on deck at the same time. We are a 'Joint' team in the full sense of the word.

When we got to Aden, the Army Air Corps and 78 Squadron RAF cleared their aircrew for deck landings and at the same time gave us a chance to brush up our drills and procedures.

We carried out a series of exercises in the Aden area, culminating in an operation in the eastern Aden area, with five Wessex 2s of 78 Squadron and one Scout of 3 Wing, AAC. All these aircraft were launched in the dark, loaded with troops of the Irish Guards, and as dawn broke, they crossed the shore-line to drop their load at points around the village to provide a cordon, at the same time as the landing craft hit the beach. At that time this was the most helicopters that we had carried at any one time, and the most we had operated at night. The operation was concluded with the RAF Wessex

flying 22 prisoners off as a present to the Sultan of Muscat and Oman.

In Singapore after Christmas, acquaintance was renewed with 845 Squadron, and for the first three months it was not rare to see a Flight of four Wessex 5s together with Scouts or Sioux of the Army or Royal Marines.

Then Bulwark was hurriedly sailed for Hong Kong, and our flying rate was considerably reduced. After her return, we were all heavily committed to the 3 Commando Brigade exercise 'Firm Stride', during which we were kept busy operating aircraft, but being used as a platform and not having a Flight of our own. This state of affairs was to last until our arrival in Aden in September 1967.

In Aden, we were fully committed to lifting the heavier elements of the Army to Bahrain. At the time of writing, we are returning to Aden from our second trip, this time to collect eight Wessex 2s, one Scout and four Sioux, all of whom will be flown on and stowed on the Flight Deck. Another First! Also, we are due to join up with H.M.S. Albion for the first time.

Since Fearless commissioned on 25th November 1965, and before arriving in Plymouth this Christmas we will have carried out nearly 2,200 deck landings with nearly all types of helicopters of all four services. This is for a ship with no resident aircraft of her own and includes some quite long periods with no flying at all, so it is a record of which the Air Department feel justifiably proud.



1,000 Deck Landings. COMAF cuts the cake

THE MET MAN SAYS ...

This has been the preamble to those plausibly indefinite little remarks on the weather which have appeared in the ship's daily paper and which, from time to time, have brought derisive laughter from those who have been caught out by them - like that time we held a barbecue on Paulo Tioman beach in 'jolly banyan weather' of torrential rain (though not too heavy to allow an effigy of the met man to burn satisfactorily!) Then, of course, there was the time we thought we were lost in the middle of the Indian Ocean, when we couldn't make out Addu Atoll on radar because of the foul weather the met man had hatched up from somewhere.

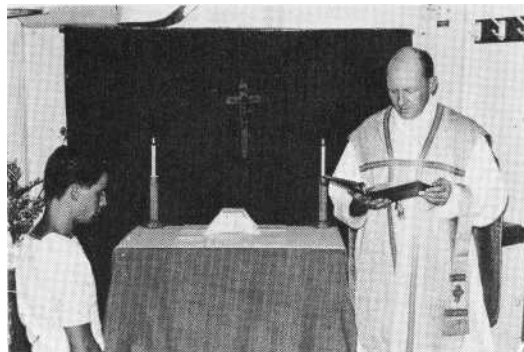
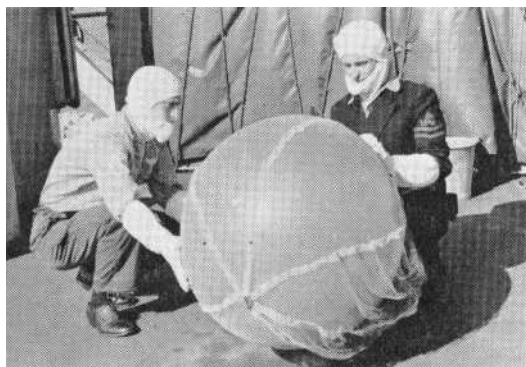
A cocktail party was almost washed out in Singapore, and cloud appeared when we wanted to sunbathe on make and mend afternoons, but we have never let the elements get us down. It says much for all departments that whenever the time has come for action, this has been carried out efficiently and effectively even when hampered by heat, wind or poor visibility, or by rough seas in the dock and on the beach.

The tasks falling to the two-man met team have been many and varied and have not only been concerned with trying to forecast the weather for ship, helicopters and landing craft. They have also called in the services of gunnery and ops-room staff in following wind finding balloons when on passage, so that a small, though important, contribution to understanding of the behaviour of the upper atmosphere has been possible.

Funnily enough one of the main activities has been in the photographic field and PO McKale, and, more recently, PO King have more widely been known as 'Snaps' than as met men. Indeed most of the photographs in this publication are their work.

Then, of course, if you want to study educational subjects for advancement, take a course in refrigeration, biology or forestry, or learn Russian, German or French from records then the same team are those to contact.

At the time of going to press we have two questions in our mind: 'Will the weather around the Cape of Good Hope delay our passage?' and 'Will we have enough hydrogen left to fly our commissioning pennant when we make our long awaited entry to Devonport?' Life for the met man will be intolerable if the answers to both these questions are not satisfactory.



The Chapel

FROM THE CHAPLAIN

When *Fearless* had been on her first commission for eight months, she was joined by her first Chaplain who had been in commission in the Royal Navy for only two weeks himself. The combination should have, and did, prove interesting.

The absence of a Chapel and Vicarage posed the first problems. The former was created in the Army Staff Office, a space used only when a full embarked force is carried, and therefore generally available. Furnishings were bought with the first alms; some came from the central store (in a crate labelled 'The Fearless Chaplain!') and some were made on board. The very fine altar-table was the work of Triumph's 'chippies'. The Vicarage took longer to establish and three moves brought the Vicar to his present and most convenient cabin.

Highlights of the commission have been good attendances at the Remembrancetide, Christmas and Easter Services and the great support which has come for many of the activities. Gladys Aylward's visit during our first visit to Hong Kong will long be remembered. She spoke for over an hour and held the packed Dining Hall enthralled, not only by the account of her life in China, Hong Kong and Taiwan, but by the force of the simplicity with which she spoke. The sight of her small, adopted son, who was left at death's door at her children's home in Taiwan added to the point of her talk and her life.

During our Spring Cruise the Bishop of Taejon visited us and conducted a service during our stay at Inchon (Korea) and gave me the opportunity to meet and talk with the Korean Bishop of Seoul and the theological students.

In addition to our Sunday and daily services we have been able to hold a number of study and discussion meetings and to show films of the Fact and Faith series and others which have been well received by good audiences. There was a good deal of contact ashore also and active participation in Church and Fellowship life.

The work of re-decorating a children's home, organising tours, raising cash, visiting hospitals, listening and, if possible, advising, writing, broadcasting epilogues and whatnot have all come within the Chaplain's orbit. He found it illuminating, interesting and rewarding and at times, a frustrating experience which he wouldn't have missed for worlds.

STEWARD PEEL ME A GRAPE

Fat officers, thin officers, bearded officers, officers in green and in grey, officers of every shape and size came pouring into the ship from the day we first commissioned in Belfast. Between them they consumed some 116,800 separate meals, and even now, three months before the end, they still keep pouring in.

To serve these meals we had an assortment of equally fat, thin, lazy and even efficient stewards and frequently the cry went up, 'Open another box or we'll never manage'. It all started with a short pre-commissioning course in Chatham at the notorious Supply School, where fledgling stewards are taught the rudiments of table service, etc.

From a very mixed bunch at first, these stewards developed into a highly trained team who, with great cheerfulness, often forced, have worked their way through a long succession of cocktail parties, dinners, spur of the moment activities, and even a wedding reception. RPCs have made us quite nonchalant to late hours and even later meals. Many times misunderstood, all in all we've done a wonderful job. (Agree - Wardroom Mess President).

Embarked forces came and went, along with messtraps, beer tankards and other souvenir-like items, but we stayed on and on.

All kinds of emergency meals and situations came up at

Portland and though we often wished we hadn't joined, it was fun and we left England all too soon.

We soon had many memories to look back on. The wonderful New Year's Eve spent in Bugis Street, the shopping, the football games at which we excelled and, of course, the endless parties - where did they ever find the people to invite?

Penang, Okinawa, Hiroshima (where one of the PO Stewards almost got married, and probably others did), Hong Kong (and cheap San Mig). Everywhere we went the Flight Deck, or wherever they chose, was covered with a vast assortment of guests, all demanding and getting large quantities of food and drink.

With the feverish cleaning programme of Singapore dry dock days over we relaxed at Paulo Tioman and never has there been such energetic relaxing. As there was no one on the island to ask for cocktails, the officers didn't have any parties and the stewards had a great time.

So now we are Homeward Bound leaving behind a long trail of broken crockery and glasses, into a future which is so far only dreamed of.

I called this 'Steward peel me a grape,' because it best illustrates the vast variety of jobs that stewards do. Though no officer has said it yet, you can bet your life one will, one day.



One million meals-July 1967

STATISTICS

During major exercises, operations and various logistic moves (but excluding trials, local running and visits) we have:

(a) Successfully carried out 134 LCVP and 294 LCM beachings (there were no unsuccessful ones!)

(b) Carried 7130 troops, 1229 vehicles and 558 trailers.

(c) Shown round 195 officers of Brigadier or Commodore rank or above, and over 2500 Officers and Other Ranks on official conducted tours.

THE GROUP



The System-Cert. X

Aden was the birthplace of the Ship's Pop Group, now known as 'The System-Cert X'. A meeting held to discover talent and interest found two members of the ship's company already playing together and a number of keen and not-so-keen performers. From this emerged 'The Chance Acquaintances' led by L/Ck Arthur (Eddie) Edmunds with C.E.M. Les Gosden, R.E.M. Barry Richardson and O.E.M. John Shaw. Midshipman Jack Miers acted as manager and the group soon achieved enough prowess to play in the Central Night Club in Mombasa. They also gave a well-received concert on the Flight Deck, a test in more ways than one.

In Singapore the Group's first engagement was at H.M.S. *Forth's* New Year's Dance. Equipped with new guitars and amplifiers, thanks to a loan from the Welfare

Fund, they were soon earning well to repay this helpful gesture.

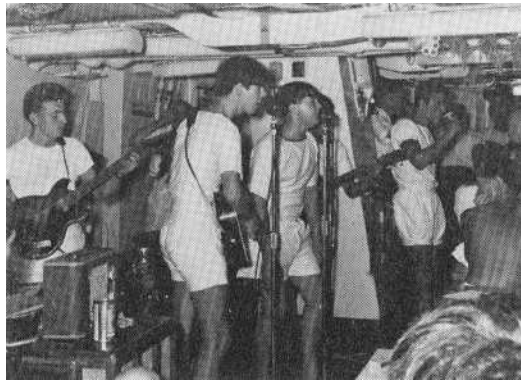
On *Fearless's* first visit to Hong Kong, the four were joined by C.E.M. Derek O'Malia who took over as vocalist from Barry Richardson and M(E) Brian Jones. The enlarged group changed its name to 'The System-Cert X' and found a regular stand at the 'Bunny Club'. This involved hours of practice; hard work all enlivened by frank comment!!

Good management work landed a popular seven-week engagement at the Johore Bahru Hotel with bookings at the Officers' Club in Singapore, on our return from the Spring Cruise. The Cruise itself was notable for engagements at local hostelrys in Inchon (Korea) and an invitation to play for a selected audience of students at the University of Hiroshima, which turned out to be a great success.

Further engagements in Hong Kong at the 'Bunny Club', the Officers' Club in Singapore and the 'Spotlight' in Nee Soon, led up to the group's crowning achievement - they were invited to be a guest group with top billing in a star studded 'Top Pop Show' at the Singapore National Theatre. Fourteen local groups, a number with regular TV shows, and six singing stars performed before the Group's appearance. The audience of 3,400 gave them a great reception and their fast beat speciality playing was received with acclamation.

The members of the group are grateful for the enthusiastic support and help in providing equipment which have been a great encouragement. Leader of the group, the 'Father', throughout has been 24 year old 'Eddie' Edmunds the only married member of them all. He comes from High Wycombe and plays bass guitar. With him are Les Gosden a 19 year old Vectensian (a native of the Isle of Wight for the uninitiated) who plays lead, Brian Jones, 20 years old and a Wrexhamian on the rhythm, and dextrous drummer John Shaw, also 19 from Southsea. Derek O'Malia from Penarth is 19 and has proved a popular vocalist.

The lively and hard working group have added to their own talent and laurels as well as enhancing the Ship's reputation in a notable year.



More System



AND WHAT HAPPENS AT ASSAULT STATIONS?

SPORT

The prowess of the Ship's Soccer Team has been reported elsewhere; suffice it to say that five of them came from the Amphibious Detachment. We have also been well represented in the Ship's Rugby, Hockey, Basketball and Water-Polo teams and the Ship's Shooting Team was virtually all Amphibious Detachment.

In inter-part sport our record is as follows:

Out of 4 Soccer competitions-

The Beach Unit won 2 and the LC Sqn. came runners up twice.

Out of 2 Basketball competitions

The LC Sqn. 'A' team won 1, with the 'B' team coming runners up.

Out of 4 Tug-o-war competitions

The LC Sqn. team won 3 with the Beach Unit winning once and coming runners up twice.

Out of 4 Deck Hockey competitions

The Beach Unit won 3 with the LC Sqn. coming runners up once.

At the Ship's Sports Day the Detachment came second, one point behind the winners and in the Ship's Swimming Gala were placed third out of six divisions.

The most outstanding sportsman in the Detachment was without doubt Marine James McLachlan, who at Shooting won the Tyro 'A' SLR Shoot outright, came runner up in the Tyro Pistol Shoot and in Athletics came second in the Cross Country and first in a large number of track events.

Other sportsmen who did well were Marine G. Harris with the Discus and Javelin; Marine Hayes in track events and of course the Detachment Tug-o-war Team, the Heavies: Sgt. Coppard, Spr. Hill, Cpl. Atkinson, Mnes. Harris, Jarman, Spr. Black, Marine Boakes and LM(E) Hefferman all ably assisted by their coach C/SGT Petterson.

SOCCER REPORT

by 'Linesman'

Since we began to play serious soccer in January 1966, the team has come on a long way. The statistics at the end speak for themselves, and the *Fearless* team in their all red strip have been feared and respected wherever they have played. Big wins of 8-0 have been registered against both H.M.S. *Terror* and H.M.S. *Tiger*, though H.M.S. *Triumph* beat us on one occasion in Mombasa 5-0, our first game on grass for some months.

Most games have been played as a First XI, but we have occasionally fielded a Second XI and an under 20 team.

Lack of training during exercises, and lack of sleep, sometimes told. But our trainer, Cpl. 'Red' Skelton, RM, did a great job keeping the team fit and on their toes, especially in the limited space available. Great credit must go also to Andy Dungay, the skipper, Jock Warrender, the team manager (plus issuer of first aid and oranges) and Ken Trace, the secretary, whose experience and football brain did so much for the team tactics, especially in the introduction of the 1-3-3-4 formation, which had a most successful result. We knew that we were integrated when Andy Dungay (Corporal RE) turned round to the *Fearless* side in a game against the Royal Artillery and shouted 'Come on lads, they're only Pongos!'

The two main competitions in the Far East were the China Shield and the Big Ships Cup. Strong favourites to win, we were eventually beaten in the China Shield, on a very wet pitch by a tough side from 42 Commando, Royal Marines. The Big Ships' Cup, until recently rather a quiet competition, became hectic as challenge and counter-challenge were issued. We played 11 Cup games,



Both Big Ship Trophies - Soccer and Rugby. Singapore June 1967



The Supporters' Club

eight of which we won, only to lose the Cup eventually to *Bulwark* at their third try. However, we had our revenge by beating them finally, on our last night in Singapore, 5-0, to show them how football should really be played.

Other proud achievements were a run of 19 games without defeat, and a Singapore record for quick scoring - 3 goals in 1 minute 46 seconds. Mick Hickling and Andy Anderson played for the RN Singapore and Ron Curtis and Pete Jupp for the Combined Services.

The account would not be complete without mention of the Supporters' Club, who turned out, sometimes 200 strong, led by Fred Doyle, with their chant of 'When the Reds come marching in' and their 'F-E-A-R-L-E-S-S' 'Wanchais'. Also the officials, 'Young' Campbell, 'Buck' Taylor, and 'Tim' Curley, who not only refereed or ran the line for the big matches, but also controlled the ship's inter-part competitions.

1ST XI REGULARS

Fred Sutton (Sea)
 Collin Girling (S&S)
 Pat Hopley (Eng Rm)
 Basil Hefferman (LC Sqn)
 Andy Anderson (LC Sqn)
 Mick Hickling (S&S)
 Ron Curtis (Sea)
 Phil Grayson (Eng Rm)
 Paddy Patterson (W&E)
 Jock Fitzpatrick (Beach Unit)
 Pete Jupp (Beach Unit)
 Mick Moore (LC Sqn)
 Dave Revell (Comms)
 Andy Dungay (Beach Unit)
 Ken Trace (Shpt Officer)
 Johnny Kirven (Comms)
 Jimmy Green (Eng RM)
 Jock Freeburn (W&E)
 and of course others.

RESULTS

	Played	Won	Drawn	Lost	Goals For	Goals Against
1st XI	78	64	2	12	340	128
2nd XI	20	13	1	6	66	46
Under 20's	6	1	2	3	13	21

RUGBY

After a somewhat indifferent start, the first XV got fit and began playing together very well. There was certainly no lack of talent onboard and the fact that everyone was prepared to throw the ball about led to a very attractive style of play. It also proved very effective against those sides who came on the field expecting a good old fashioned forward battle. This does not mean that the pack was at all weak, but that having given the backs a good share of the ball, the forwards were there to back up when needed.

There is not much concrete evidence of achievement at the end of a commission, except for the playing record and even that is reduced to bare figures. We won the Big Ships' Trophy from Kent and then lost it to Hermes; sometimes we played well, sometimes badly, but everyone has enjoyed their games, including the supporters who gave us so much encouragement.

1st XV Played 20 Won 7 Drawn 1 Lost 12
 Points: For 178 Against 167

2nd XV Played 4 Won 2 Lost 2
 Points: For 41 Against 34

PASIR PANJANG SALVATION ARMY CHILDREN'S HOME



'Chippie' at work - Pasir Panjang

Easter was nearly upon us when it was decided to help some under privileged children in the Salvation Army Home in Pasir Panjang, which is just opposite Keppel Harbour. At this time the Padre decided an Easter Egg would be a nice surprise for the children. As usual the Gangway was the best place to begin collection for this worthy cause. The Q.M. was in his element shouting for coins to fill this tin. As usual the matelots were very forthcoming and soon the tin was filled to the brim with coinage and even a few notes from the better-off.

About 50 dollars was collected in and Padre decided to go and get the children an Easter Egg apiece but owing to the exorbitant prices asked, it was found cheaper (for a change) to buy them from the NAAFI.

The 'nutty' was taken down by myself and Ken Simpson to the home and the Matron was very pleased that we sailors should think of the children at such a time. Whilst down there it was a good chance to have a look round the place. It was in quite a mess. The paint was hanging and peeling off in various places and some of the woodwork was bad as well.

Volunteers were called for just after Easter leave and the calling was answered by about 15 blokes. Off they went and when they arrived it was apparent that it was not an easy task ahead, but they endured the first five minutes and set about the walls in the main halls. These had to be all scraped before anything could be done to them. This took about two days before the paint could be applied. Then it was decided to paint the actual porch, at least to the height of the window ledges. Already a different atmosphere could be felt in the place. The cook of the home was just too pleased to give the helpers a very nice cup of tea in real china cups and also a few biscuits, which always came in handy to give the children.

About this time the ship had the maintenance period in Singapore dry dock and we all moved to *Terror*, in tropical routine. This gave the helpers more of a chance to get down to the home; a crowd of helpers came into

being and sacrificed quite a few afternoons' sleep to help. It was very good to see Bungy Edwards down there as well doing odd bits of carpentry.

At last a change could be seen in the home, and it was great to watch the kiddies do their homework and then come out to watch us work or run off with the brushes. Kids being kids they soon got covered in paint and then they had to have a bath which was not really to their liking.

The next job to crop up was that of the kitchen and surrounding area. Just before this, the American Help Organisation donated to the home a kitchen set of draining boards and cupboards, and it looked very nice in blue and white.

The cook was rather proud of her kitchen then and it gave the place an even brighter look, although to this day she still won't let me take a picture of her there. The Matron's kitchen was next on the list of jobs and according to plan this was done. Now came the time for the ship to leave Singapore and travel on her long journey home after a lengthy stay in the Middle East. Just before we left, the Captain came and had a look around and he certainly liked what had been done. As usual there was a cup of tea all round before we left and of course biscuits. With a rather sad atmosphere reigning in the home we left. No more will the cry of 'Charlie!' be heard around the home, as he is on board typing this little screed. We would like to thank all people who so generously gave their time and money to such a worthy cause. All the paint was bought from funds collected from the church and the little box in the Sickbay Flat, and was given by all, so thank you once again for the wonderful help and joy which has made the home so nice and comfortable for the children, who send their thanks especially.



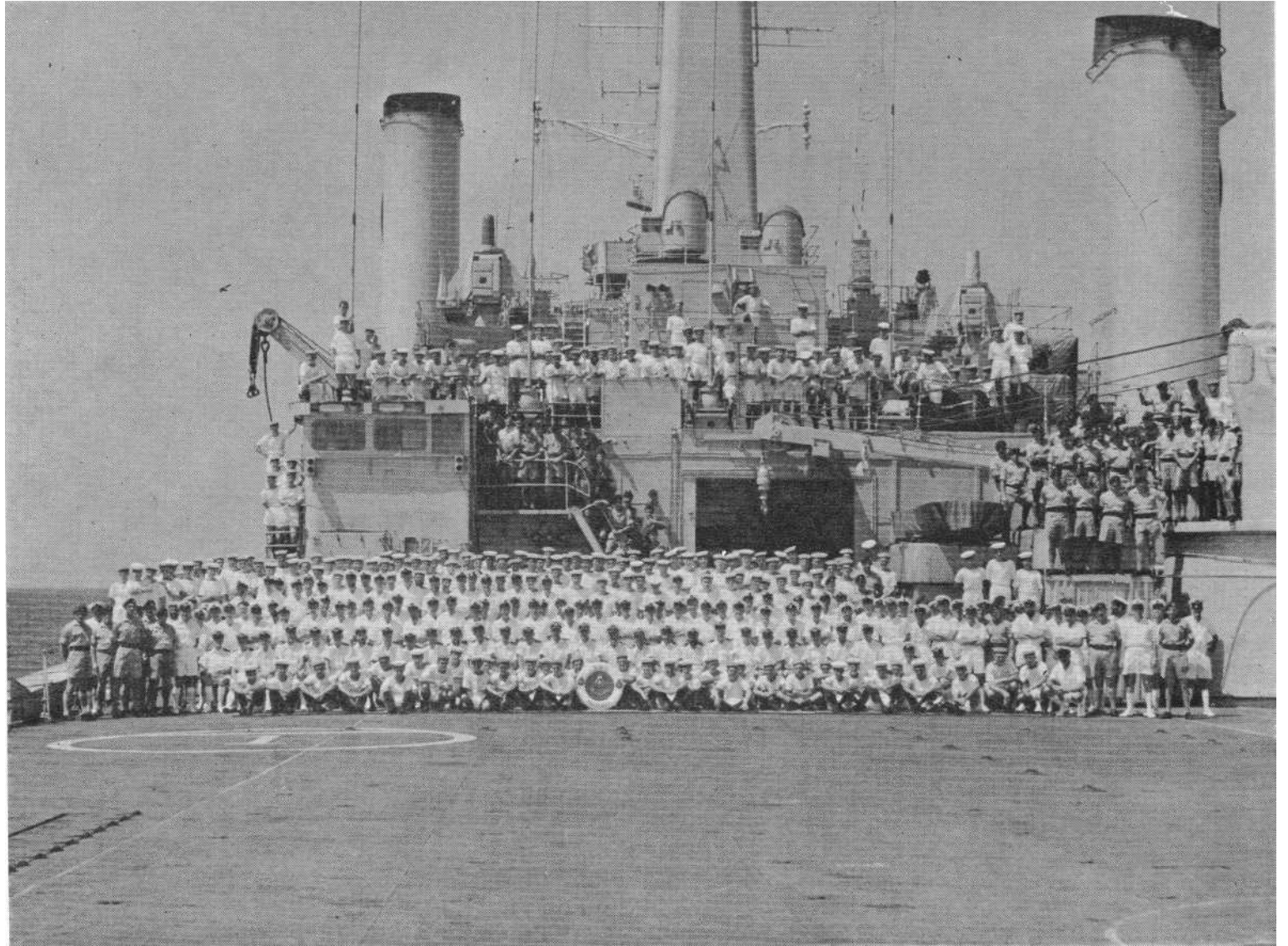
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 J.S. Andrews R.
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 L/SEA. Begg K. L.
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 L.M.(E) Bowler C. H.
L.R.E.M. Bowman K. G.
 A/L.R.E.M. Brain D. K.
 L.S.A. Branfield A. D.
 L.S.A. Brown G. R.
 L.M.(E) Brown I. E.
 L.S.A. Browning D. G.
 O. E. M.4 Brunning R. W.
 A.B. Bailey J. W.
 M.E. Barber R.
 W.M.A. Baxter B. J.
 A.B. Beal E. R.
 STD. Beasley R.
 R.O. Beecham M. J.
 S.A. Birch P.
 R.O. Black R. A.
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 R.O. Blows S. M.
 A.B. Blows W.
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 M.(E) Bonnott D. J.
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 M.A. Bowles D.
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 ORD. Brown J. C.
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 R.O. Burt P.
 M.(E) Bunting D. J.
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 R.O. Bysouth J.
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 M.(E) Clarke J. A.
 ORD. Clayton
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 M.(E) Cooper K.
 R.O. Coulstock N.
 A.B. Cousins K.
 N.A. Cox N. A.
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 A.B. Curley D.
 A.B. Curtis R.
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 CH.M.(E) Dare J. H.
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P.O.M.E. Dooley B.
P.O.M.E. Donaldson R. H.
 L.E.M. Darkins K.
 L.R.O. Davies M. L.
 MEC.3 Dennis A. J.
 L.M.(E) Donnelly B. M.
 L/CK(O) Doole A. D.
 MEC.3 Dundee W. J.
 L.C.E.M. Dunn B. T.
 A.B. Davie K. G.
 CEA/APP. Davies
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 M.(E) Davies I. A.
 M.(E) Davies R. C.
 M.(E) Dawes P. J.

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STD. Dick J. A.
CK(S). Dolan A. B.
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A. B. Downer F. P.
M.(E) Doyle M.
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SHPT.1 Edwards G.
CH.SHPT. Eccles R. D.
REL. MEC.1 Eshelby, G. E.
P.O.STD. Eason P.
R.S. Edwards R. J.
E.R.A.3 Ewart M. J.
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L.M.(E) Ellis J.
L.S.A. Evans M. G.
A.B. Eades A. E.
ORD. Eatock A.
M.E. Ebsworth J. E.
A.B. Edwards C. F.
R.O. Ellis K. W.
CH.SHPT. Facey A. N.
C.C.A. Fairley R. W.
R.MEC.1 Fitzpatrick J.
C.R.E.I. Fowler F. C.
P.O.M.E. Fay T.
P.O.O.E.L. Fellows D. A.
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L.SEA Faulkner L. G.
L.P.M. Field C. E.
L.CK.(S) Fishwick R. A.
L.R.E.M. Francis R. G.
L.R.O. Frater D. M.
R.E.M. Field R. M.
E.M. Fisher A.
E.M. Fisher B. J.
CK.(S) Flynn P.
A.B. Fogg M. L.
M.(E) Fowell K. G.
E.M. Franklin P.
M.(E) Franks R. J.
R.E.M. Fraser V. G.
E.M. Freebairn K.
E.R.A.1 Galletly C. R.
SHPT.1 Giradot
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P.O.E.L. Gittings C. D.
P.O.S.A. Griffin C.
L.S.A. Galloway T. F.
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L.M.(E) Gee B.
L.R.O. Geggus K. P.
L.CK. Gibson R. M.
L.STD. Gilrairie D. D.
L.SEA. Goodwill A. C.
L.WTR. Gordon R. J.
L.M.(E) Green J. E.
L.E.M.(A) Greensmith C. E.
A.B. Gallagher D. C.
A.B. Gardinar M.
E.M. Gash K. E.
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E.M. Gilbertson B.
S.A. Girling C.
M.(E) Golding A.
E.M. Gosden L. N.
R.O. Graham W.
M.(E) Grayson P.A.

R.O. Greatorex G.
J.M.(E) Gregory S. R. W.
M.(E) Griffiths E. B.
ORD. Grigor C.
SHPT.1 Hammett G.
SHPT.1 Hancock R. W.
CH.SHPT. Harden C.
C.P.O. Hearn W.
C.P.O.S.A.(S) Hebride A. R.
R.Mec.1 Henderson L.
C.R.S. Hill R. C.
A.M.I Hill R. H.
C.P.O. Hopkins D. C.
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CH.M.(E) Hutchings H.
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P.O. Hopkins O. C.
P.O.M.E. Horner, E. T.
P.O.M.E. Howat R. J.
P.O.M.E. Hurst L.
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L.SEA. Harrison J. E.
L.E.M. Hawkins D.
L.M.E. Hefferman B.
L.M.A. Henderson R.
A/L.SEA. Hepworth M. P.
L.CK.(O) Herron A. R.
L.CK.(O) Herron R.
CK.(S) Hackett V.
R.O. Halford R.K.
E.M. Hall J.
R.O. Hall J. A.
R.O. Hannard J.
REA.APP. Hardy P.
M.(E) Harris L. M.
STD. Henderson J. A.
M.(E) Herrity J.
WTR. Hickling M. D.
R.O. Higginson J.
S.A. Hill K. G.
E.M. Hill J.
M.(E) Hill R. L.
ORD. Hinton P. J.
M.(E) Hodgson D.
R.O. Holt F.
M.(E) Hopley T.
R.O. Horlock T. R.
R.O. Houghton S.
M.(E) Houlihane F.
STD. Howard M. G.
O.E.Mec.App. Howe M.
I.O.E.M. Hubbard R. M.
R.E.M. Huckerby G.
A.B. Hudson S. L.
CK.(S) Hufton A. J.
ORD. Hughes D.
CK.(O) Hughes G. D.
R.E.M. Hunt G. E.
M.(E) Hurley R. S.
R.O. Huxford D.
A.B. Ireson V. R.
M.(E) Ivill R. S.
MEC.1 Jarrett M. J.
REA.1 Jones P. R. A.
SHPT.2 Jones T. G.
ERA.2 Jordon K.
P.O.E.L. Jobling J. G.
A/P.O.O.E.L. Jones G. J.
A.B. Jackson B.P.
M.(E) Jackson J. G.
M.(E) Jackson R. S.

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M.(E) Jenner E.
R.O. Jess W. J.
STD. Johnson A.
R.O. Johnson P.
CK.(S) Johnson R.
M.(E) Jones B.
R.O. Jones C.
STD. Jones C. J.
A. B. Jones D. I.
A.B. Jones H.
R.E.M.1 Jones M.
STD. Jones R. G.
STD. Jones T. J.
A.B. Julian T. R.
C.H.E.L. Kelbrick R. E.
(B.E.M.)
SHPT.1 Kemp C. J.
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L.O.E.M. Keech J. W.
L.R.O. Kirven J.
O.S. Kerr A.
STD. Kerr K.
E.M. Kershaw T.
R.O. King M. C.
E.M. King R. J.
M.(E) Knight L. F.
CK.(S) Knowles D. B.
E.R.A.1 Lamont C.
MEC.1 Linkston J.
E. R. A.1 Llewellyn J. D.
P.O.M.E. Lawrence T. M.
E.R.A.3 Lawson S.
E.R.A.2 Leitch A. S.
P.O. Lewington R. F.
P.O.R.E.L. Lineham T. J.
L.E.M. Ledsham J. B.
L.C.E.M. Leishan J.
L/SEA. Lisher M. K.
L.E.M. Livingstone D. A.
L/CK.(S) Lockett P.
L.E.M.2 Lakeland D.
CK.(S) Lancaster G. M.
M.(E) Lanham D. R.
A.B. Laws G.
M.(E) Lewis L.
M.(E) Lewis S. D.
J/SEA. Lillie W. J.
C.E.M.1 Lincoln N.
R.O. Livingstone D. A.
M.(E) Loftus M. P.
R.E.M.1 Lott T. E.
CK.(O) Loughlin A. D.
O.E.Mech.4 Lovegrove M. R.
C.P.O. Mackness J.
C.A.W.1 Maine B.
CH.SHPT. Mattock D. A.
C.P.O. McConnell J.
L.MEC.1 McCormack J.
CHTLUMB. Miller E. J.
E.R.A.] Moseley D. F.
E.R.A.1 Muckelston D. F.
C.C.Y. Murrell L.
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P.O.M.E. Marson E.
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P.O.E.L. McDonald T. P.
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P.O.M.E. Mengham R. J.
P.O.M.E. Mills H.
P.O. Morris L.
P.O.E.L. Mount M. J.



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 R.O. Martin R. F.
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 E.M. McDonald M.
 ORD. McGann M. J.
 CK. McGirr J. H.
 ORD. McGovern H.
I.O.E.M. McMurdo D. J.
 CK.(S) McTighe J. G.
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 E.M. Milliken R. J.
 J.O.E.M. Mills P.
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 E.M. Moislis A.
 R.E.M.1 Moody D. V.
 R.O. Moore G.
 STD. Morgan A. B.
 M.(E) Morrison I.
 R.O. Mounter J. A.
 E.M. Murphy T.
 ORD. Murray I. M.
C.E.R.A. Nation R. G.
 C.E.L.MEC.1 Neate J. D.
 P.O.STD. Naylor E. A.
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 C.E.L.MEC.3 Nixon I. T. J.
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 L.M.(E) Nisbet C.
 L/SEA. Nunn C. A.
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 E.M. Nicewonger P.
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 C.Y. Oldbury R. L.
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 L.M.(E) Otley J. R.
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 M.(E) O'Connor F.
 M.(E) O'Donnell P.
 N.A.M.(AE) O'Keefe S.
 E.M. O'Malia D. H.
 CK.(S) O'Malley T. S.
 STD. O'Neill D.
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 P.O.JAHI Power C.
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 L/STD. Pickett H. A.

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 STD. Phillips G. W.
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 ORD. Pratt C.
 STD. Price B. E.
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 SHPT.1 Romeling W. W.
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 E.R.A.3 Rowley R. M.
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 L/CK.(S) Richardson W. J.
 L.R.O. Robinson W. W.
 L.R.O. Rusbridge A. E.
 ORD. Rackham A. G.
 A.B. Radmore G. F.
 M.(E) Raines A.
 A.B. Rathbone J. G.
 N.A. Readwin S. A.
 CK.(S) Rennie F.
 STD. Reid J.
 R.O. Revell D. M.
 M.(E) Richards W.
 R.E.M. Richardson D.
 R.O. Richardson I. A.
 CK.(S) Ritchie R. T.
 W.M.APP. Roberts J. D.
 M.(E) Robson T. P.
 E.M. Rollason B. C.
 O.E.M. Rose T. G.
 M.(E) Rothwell J.
 M.(E) Ruck C. B.
 ORD. Rudolf F.
 CK.(S) Russell D.
 C.E.A. Smith R. T.
 SHPT.1 Salmon H. F.
 SHPT.1 Shields R.
 E.R.A.1 Southern R.
 SHPT.1 Stallard J. W.
 R.MEC.1 Stewart D.
C.C.E.A. Strudwick G. G.
 P.O.STD. Scott L. E.
 P.O.M.A. Seal W. R.
 R.S. Shaw B.
 P.O.STD. Shiels D.
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 E.R.A.3 Smith T. E.
 E.R.A.2 Spencer M.
 P.O. Steere B. G.
 P.O.CK.(S) Sunter G.
L.R.E.M. Sanigar W. C.
 L/SEA Scott D. A.
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 L/STD. Smith D. M.
 L.C.E.M. Smith G.
 L.M.(E) Smith R. B.

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 L.M.(E) Stafford F.
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 L.M.(E) Stell D.
 L.M.(E) Stevens E. K.
 L/AIR Stiles R.
 L/SEA. Sturgess E.
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 M.(E) Simpson V. R.
E.L.Mec.App. Sindau D. R.
 E. M. Smith J. E.
 A.B. Spargo N.
 O.E.M.1 Speakman C. E.
 M.(E) Spear E.
 O.E.M.] Steele A.
 STD. Steeper D.
 E.M.(AIR) Stevens P. L.
 R.O. Stone F. P.
 WTR. Storey G. H.
 R.O. St. Quinton A.
 A.B. Sussams D. V.
 A.B. Sutton F.
 O.E.M.1 Swan D.
 O.E.M. Swapp J.
 E.R.A.1 Thomas S. J.
C.R.E.L.Mec. Thornton K. G.
 CH.SHPT. Trace G. E.
 CH. BLACK Trigg C. G.
 M.A.A. Tuffley L. D.
 (B.E.M.)
 P.O.CK.(S) Taylor J. W.
 O.E.L.Mech.(O)2 Theaker
 W. A.
 P.O.WTR. Turner G.
 L.R.O. Tanner J. C.
 L/WTR. Taylor R.
 L.E.M. Thornton J.
 L/SEA. Trainer J.
L.C.E.M. Traves A. D.
 L/SEA. Tunstell B. H.
 A.B. Talbot A. J.
 R.O. Tanner T. J.
 A.B. Tarry M.
 M.(E) Taylor D. A.
 STD. Taylor D. J.
 R.E.M. Taylor K.
 N.A. Taylor L. B.
C.E.L.Mec. App. Thompson C.
 M.(E) Thompson J.
 ORD. Thomas F.
 M.(E) Topley B. F.
 A.B. Totton I.
 M.(E) Tucker P.
 A.B. Turner J. T.
 A.B. Turner D. J.
 M.(E) Tyers D.
 ORD. Threadgold K.
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 A.B. Varney J. M.
 M.(E) Vincent R.
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 R.E.A.1 Walmsley V. N.
C.C.E.A. Walton C. M.
 CH.Joiner Warrender R. B.
 CH.STD. Webster K.
 CH.M.(E) Welton A. .H.
 C.M.A. Whley D. R.
 E.R.A.1 Wickham M. L.

E.R.A. I Williams A. M.
 C.P.O. Williams D. E.
 SHPT.1 Woon B. C.
 P.O.E.L. Watters S. G.
 P.O.M.(E) Winfield A. P.
 L.O.E.M. Walters R. A.
 L/CK.(S) Weller E. J.
 R.E.M. Waddup G.
 R.O. Walker W. S.
 M.(E) Walsh H. M.
 A.B. Watkins D.
 STD. Watson D.
 A.B. Watson J. L.
 R.O. Webb D. R.
 M.(E) Weddle K.
 A.B. Weir W.
 R.E.M. Welch C. A.
 R.O. Westley D. C.
 E.M. Weston B. P.
 M.(E) Westerman J.
 M.(E) Whitehart B.
 ORD. Whitley I.
 M.(E) Whittle A. J.
 M.(E) Whittingham E.
 M.(E) Wilkinson F.
 E.M. Williams L. E.
 M.(E) Williams M.
 M.(E) Wing F. C.
 R.O. Wilson M.
 M.(E) Wood A. B.
 O.E.M. Woods P. G.
 ORD. Woodhouse I. T.
 E.M. Wooloff K. W.
 STD. Worth D. A.
 M.(E) Wray S. P.
 E.M. Wren K.
 STD. Wride P. S.
 ORD. Wattt K.
 M.(E) Yarham R.

Royal Marines

QMS. Hatch
 C/SGT. Russell
 C/SGT. Howarth
 C/SGT. Jamieson
 C/SGT. Elmes
 C/SGT. Kirkpatrick
 C/SGT. Petterson
 C/SGT. Howden
 A/C/SGT(S) Potts
 A/C/SGT. Gaston
 A/C/SGT. Westecott
 SGT(C) Coppard
 SGT. Nutbeam
 SGT. Ley
 CPL. Anderson
 CPL(S) Edington
 CPL. Lewis
 CPL. Lacey
 CPL. McNamara
 CPL(S) Patterson
 CPL(S) Warrington
 CPL. Hayward
 CPL. Pettitt
 CPL. Harrop
 CPL. Skelton
 CPL. Ford
 CPL. Driver
 A/CPL. Atkinson
 A/CPL. Gorvett
 A/CPL. Trevett

A/CPL. Williams
 MNE. Brown
 MNE. Battison
 MNE. Booth
 MNE. Boakes
 MNE. Boyd
 MNE. Cooper
 MNE. Chuter
 MNE. Davies M. J.
 MNE. Davies J. R.
 MNE. Daniels
 MNE. Grayson
 MNE. Griffiths D.
 MNE. Griffiths E.
 NINE. Gibson
 MNE. Harrison
 MNE. Harvey
 MNE. Hoare
 MNE. Hayes
 MNE. Harris
 MNE. Hetherington
 MNE. Hector
 MNE. Jarman
 MNE. Kane
 MNE. Leith
 MNE. Lonsdale
 MNE. Laslett
 MNE. Lloyd
 MNE. Moore
 MNE. Manassie
 MNE. Murray
 MNE. Murdoch
 MNE. Meagher
 MNE. McLachlan
 MNE. McIntyre
 MNE. Niblett
 MNE. Nimmo
 MNE. Phillips
 MNE. Richardson
 NINE. Robinson
 MNE. Roberts
 MNE. Rainey
 MNE. Scholtz
 MNE. Smart
 MNE. Taylor
 MNE. Thompson
 MNE. Whitham
 MNE. Warren
 MNE. Emerton
 NINE. Watts

Royal Navy

POM(E) Ford
 LM(E) Butchart
 LM(E) Hefferman
 LM(E) Gee
 M(E) Houlihane

ARMY ELEMENT

Royal Engineers

S/SGT. Evans
 SGT. Britnell
 SGT. Stadden
 CPL. Perry
 CPL. Grieves
 CPL. Parker
 CPL. Denton
 CPL. Pearce

CPL. Dungay
 L/CPL. Jupp
 L/CPL. Robins
 L/CPL. Davies
 L/CPL. Deane
 SPR. Relph
 SPR. Parrott
 SPR. Hammal
 SPR. Black
 SPR. Cunliffe
 SPR. Fitzpatrick
 SPR. Davies
 SPR. Holroyd
 SPR. Banks
 SPR. Muirhead
 SPR. Buchanan
 SPR. Hill
 SPR. Williams
 SPR. Brown
 SPR. Waterton
 SPR. Floyd

R.E.M.E.

A/SGT. Hancock
 CPL. Gardiner
 CPL. Grimshaw
 CPL. Ball
 CPL. O'Connor
 CFN. Hemon

Army Catering Corps

A/SGT. Carter

Royal Corps of Transport

A/S/SGT. Spranger

Royal Army Pay Corps

CPL. Rogers

Royal Signals

WO.2 Cassling
 SGT. Hill
 CPL. Shaw
 CPL. Magowan
 CPL. Macleod
 L/CPL. Bentley
 L/CPL. Standley
 CPL. Mellor
 L/CPL. Leitch I.
 L/CPL. Leitch G.
 L/CPL. Smith
 L/CPL. Peacock
 L/CPL. Turnbull
 CPL. Gay
 SIG. Woodruff
 SIG. Agrell
 SIG. Cooke A. G.
 SIG. Crowther
 SIG. Mair
 SIG. Haytree
 SIG. Irving
 SIG. Cooke R. B.
 SIG. Lashley
 SIG. Morely
 SIG. Bristow

TAIL PIECE

By Captain M. W. B. Kerr, D.S.C., Royal Navy

Before I ever reached *Fearless* her name was well known and even some of her exploits had become famous - all this in spite of so short a time since her completion.

On arriving onboard in June 1967, I realised why. Here was a ship that was not only new in construction, but one that was new in conception and methods - and problems. For the most part the problems had been overcome; and, as her potential developed and was proved, she showed herself to be effective and versatile to an astonishing degree. Her first ship's company have been imbued with a spirit that has matched the capability of the ship and they have welded *Fearless* into an operational unit which is second to none.



FIVE GOLD RINGS... FOUR COLLIE BIRDS... THREE FRENCH... !

The Editor would like to thank all those who contributed to this book, including those whose articles and photographs could not be fitted in. He would also like to crave the reader's indulgence for any printing errors, since time did not permit the correction of proofs.