

Salty Bear

The Schools Project resulted in a very special person joining the Ship's Company. The Year One pupils at Marine Park First School, Whitley Bay, became so hooked by the Ship's web site that they decided to send their own representative to join the Ship and report back. A Small teddy bear duly arrived in Malaysia complete with suitable outfits for serving onboard and for the countries to be visited. Salty was immediately front-page news in Malaysia and became a cult hero for children everywhere the ship visited. Back in the UK children could follow his adventures on his own web page as he climbed Mount Fuji, walked the Great Wall of China and even surfed in Hawaii.

Salty certainly broke the ice at many press conferences and appeared at all the charity projects taken on by the Ship during the NTG 2000 deployment. He received national press coverage in Vietnam and in Russia a five-year-old girl was so concerned that Salty was alone onboard the ship that she gave up her favourite toy elephant, Nellie, to accompany him on his adventure. Nellie now lives at the School in Whitley Bay when he is not travelling with Salty.

In 2002 Salty again joined the Ship for her next deployment to West Africa, the Falklands and the Caribbean. This time he came particularly well prepared for the diverse visits with a kit bag full of different uniforms and a passport. He enjoyed the various runs ashore, participated in charity work in West Africa and Brazil and saw the sights in such places as Las Palmas, South Georgia and Rio de Janeiro. Salty set questions by e-mail for the children at Marine Park First School to answer about the places he was visiting and the children set questions for Salty and his shipmates to answer about the Whitley Bay area. In late 2002 Salty joined some of his shipmates in a temporary fire Station in Berkshire where he was involved in putting out several fires during the recent Fire Brigade Union pay dispute.



Salty hitting the beach

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Salty following in Pele's footsteps

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Salty with passport

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Salty ready for the jungle

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Type 42 Destroyers

The history of the development of the Type 42 destroyer is closely interwoven with that of the Sea Dart surface to air missile system. Studies into the design of Sea Dart began in 1961: the concept was of a high performance missile system to replace the first generation Seaslug missile as an area defence weapon and that it should be small enough to fit in ships of frigate/destroyer size. It was to be capable of functioning in a sophisticated Electronic Warfare environment and to have as good an anti-surface capability as was possible within its primary air defence role. As a result, and in spite of the other highly important weapons systems fitted, the design of the Type 42 was dictated in large measure by the shape, size, weight and operational characteristics of the missile system.

Another major factor in the design of the Type 42 was the Defence Review of 1964-66. This was when the decision to phase out the Royal Navy's fixed wing carrier force was taken and as a result a study was undertaken to rethink the whole future of the Navy. Three points quickly emerged which had a direct effect on the design of the Type 42.

First, with the demise of the carrier force the reason for building the Type 82 'BRISTOL' class escorts ceased to be valid and for other roles they were considered too large and expensive to be continued as a class. Second, it was essential that as many area air defence systems should get to sea as soon as possible in order to partially replace the fighter protection lost with the carriers. Third, it became crystal clear that in the straitened circumstances for the future which the Defence Review foreshadowed, the Navy would not be able to afford the number of replacement ships necessary to meet NATO and national maritime commitments unless the capital cost and manpower cost of these ships could be reduced dramatically.

Among other important decisions, the study concluded that three new classes of ship were required to replace the existing destroyers and frigates. As a result, design work went ahead on the Type 21, Type 42 and Type 22 frigates and destroyers - the ships that were to become the workhorses of the Royal Navy Throughout the 1980s and 90s. Within this programme, the Type 42 was to be a ship of "higher capability", that is to say equipped to take part in maritime operations up to the highest level of intensity and deployable over long distances to conduct such operations in any area where a threat might be seen to develop. Nevertheless, strict limitations were imposed on size, cost and manpower since if any of these factors were allowed to escalate it would result in a reduction in the number of hulls that could be built.

A number of new weapon systems and advances in technology helped to give the Type 42 this "higher capability" and adhere to the limitations imposed. When it first appeared, Sea Dart was arguably the best medium range anti-aircraft system in the world. Within the ship, the adoption of a totally gas turbine propulsion system reduced the weight of the main machinery and the space it required as well as reducing the amount of onboard maintenance required and the number in the Marine Engineering Department. The introduction of the new Lynx helicopter with its anti-submarine and anti-surface capability provided a major addition to the offensive power of the new destroyer.

TYPE 42 DESTROYERS

To fit all this, a plethora of high tech equipment and high standard living accommodation provided the designers with a truly formidable problem.

Fourteen ships were built for the Royal Navy in three batches during the 1970s and 80s. The first two batches were broadly the same but the last four ships were built longer and wider than the ships were originally designed, giving them slightly better speed and sea-keeping qualities.

Thirty years on from when work started on building Type 42s the class is still going strong. HMS SHEFFIELD and HMS COVENTRY were lost during the Falklands Conflict and HMS BIRMINGHAM was de-commissioned in 1999, but the remaining 11 ships still form the backbone of the Royal Navy's escort force. With the demise of the Sea Harrier FA2, the now vastly improved Sea Dart system will be the only area air defence capability at sea until the Type 45 destroyers enter service from 2007 onwards.

Outwardly the Type 42s look much as they did when they were built but a closer look reveals subtle changes and a great deal of extra equipment on the upper deck. The ships have been subject to enormous capability enhancement over the years in order that they can continue to participate in high intensity operations. The 992, 965 and 1006 radars have all been replaced by more modern equipment. Gone too are the motor boat, whaler and torpedo tubes; in their place and elsewhere on the upper deck are the Phalanx close range weapons system, 20 and 30 mm guns, satellite communications equipment, missile decoys and rigid inflatable craft. Below decks the once clear passageways are now cluttered with firefighting and damage control equipment, and the computers, sonars and weapons systems have all been constantly upgraded to keep pace with modern threats.

Today the ships that were once seen as a major step forward in habitability and capability are seen as ageing, dated, overcrowded and difficult to maintain. However, despite the cramped conditions in comparison with modern standards, the Type 42s are loved dearly by their Ship's Companies, who regard them as the most capable fighting units in the Royal Navy. They have seen service all over the world and despite their shortcomings and age they are still viewed as some of the best ships the Royal Navy has ever built. Their long-term usefulness is demonstrated by having outlived the Type 21 frigates and all but the last four heavily enhanced Type 22 frigates. HMS NEWCASTLE is but one of this fine class of destroyer. She has a reputation for being a happy ship and relishes in her nickname of the "Geordie Gunboat".



HMS NEWCASTLE

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Previous HMS NEWCASTLES

First HMS NEWCASTLE (1653 - 1703)

The first HMS NEWCASTLE was a Fourth Rate of 641 tons armed with 54 guns. She was completed at Ratcliffe in 1653 and sailed for service in the Mediterranean the following year. On 4 April 1655, during the War with Spain (1655-60), she was part of a 15-ship force commanded by Blake which destroyed the forts at Porto Farina in Tunisia and sank nine Algerian warships. Two years later she took part in the action that destroyed 16 Spanish ships in a fierce battle off Santa Cruz, Tenerife.

On 3 June 1665, during the Second Dutch War (1665-67), NEWCASTLE was part of the English fleet, which inflicted heavy losses on the Dutch fleet at Lowestoft. The following year she was again part of the English fleet which achieved a brilliant victory at Orfordness on 26 July. During the Third Dutch War (1672-4) NEWCASTLE was present at the inconclusive battles at Schooneveld in 1673 and the battle off Texel on 11 August 1673 when De Ruyter thwarted an Anglo-French invasion of the Netherlands.

In 1693 she was part of the Anglo Dutch fleet of 22 sail under Sir George Rooke which, acting as escort to the Symra Convoy of 400 merchant ships, unsuccessfully endeavoured to beat off an attack by a French fleet of 80 warships on 17 June. Of the convoy, 92 were captured, burnt or sunk. On 18-19 January 1694, NEWCASTLE was part of a small squadron that engaged and captured the French TRIDENT (42 guns) and CONTENT (54 guns) between Pantellaria and Sicily. NEWCASTLE was not engaged, but she took the surrendered CONTENT in tow. On 27 November 1703, NEWCASTLE was one of 12 British men-of-war that were lost during the "Great Storm" of that year, one of the most violent on record. She was at the time lying at Spithead, and foundered on the Dean Sand. Out of a crew of 233, she lost 193.

Battle Honours were awarded to the first HMS NEWCASTLE for Porto Farina (1655), Santa Cruz (1657), Lowestoft (1665), Orfordness (1666), Schooneveld (1673) and Texel (1673).

Second HMS NEWCASTLE (1704 - 1746)

The second HMS NEWCASTLE was another Fourth Rate of 676 tons armed with 50 guns. She was completed at Sheerness in 1704 and sailed that year for service in the Mediterranean. On 9 March 1705 she was one of the combined fleet under Vice Admiral Sir John Leake that defeated a French attempt to retake Gibraltar. The whole of the enemy force was either captured or driven ashore off Marbella. On 3 June 1711, NEWCASTLE engaged a French flotilla off St Pierre, Martinique, comprising a 36-gun man-of-war and 12 smaller vessels, with 2,000 men onboard, which was organised for an attack on Antigua. After a three-hour action the French force was shattered and driven back to St Pierre.

In 1714 NEWCASTLE returned to England and paid off, recommissioning for service between 1717-18 and 1719-20. She saw service again in 1726 before being rebuilt at Woolwich in 1732-33. Recommissioned for service in December 1733, she paid off in August 1736. Again she was recommissioned for home service (cruising) in 1737 and

PREVIOUS HMS NEWCASTLES

deployed to The Mediterranean station between 1742-43. She was finally paid off in 1745 and broken up in Portsmouth in 1746. She was awarded Battle Honours for her part in the action off Marbella in 1705.

Third HMS NEWCASTLE (1750 - 1760)

The third HMS NEWCASTLE was another Fourth Rate of 1,052 tons and 50 guns manned by 350 men. She was built at Portsmouth and served initially in European waters. She later served on the East Indies station during the Seven Years War (1756-63) and it was there that she took part in the indecisive action off Sadras on 29 April 1758. After the action her Captain, George Legge, was brought to Court Martial as a consequence of his not giving sufficient support to the Admiral during the action, and was sentenced to be cashiered. Three months later NEWCASTLE was part of Pocock's British Squadron that engaged a French Squadron off Negapatam with indecisive results. NEWCASTLE was again present at the third and final clash between the British and French Squadrons off the coast of India on 10 September 1759. A running battle ensued during which the accuracy and speed of the British gunnery outweighed the enemy's superiority in numbers. The battle ended when the French Squadron reached the safety of Pondicherry. The British ships suffered considerable damage to rigging and sails and NEWCASTLE's Captain, Colin Michie, was killed. Three months later on 1 January, whilst engaged in the siege of Pondicherry, a violent cyclone struck the Squadron, and NEWCASTLE, amongst others, was driven ashore and became a total wreck. Battle Honours were awarded for Sadras (1758), Negapatam (1758) and Porto Novo (1759).

Fourth HMS NEWCASTLE (1813 - 1850)

The fourth HMS NEWCASTLE was first commissioned on 31 January 1814, for service on the North America station. Although rated as a Fourth Rate of 50 guns, she was larger than other ships of her rate and actually carried 60 guns. She was specially built for the purpose of countering the large American frigates, such as the CONSTITUTION and PRESIDENT. On 28 December 1814, NEWCASTLE, in company with LEANDER (50 guns) and ACASTA (40 guns), captured the American privateer PRINCE DE NEUFCHATEL. In 1816 NEWCASTLE served off St Helena, wearing the flag of Rear Admiral Sir Pulteney Malcom, who was specially appointed as Commander-in-Chief to enforce a rigid blockade of the island and to keep a close guard on Napoleon. For four years between 1818-22 she was deployed on the Halifax station as Flagship of Commander-in-Chief, Rear Admiral Edward Griffith. In 1824 she was refitted at Portsmouth for service as a Lazaretto and was laid up in 1827 in Liverpool before being finally broken up in 1850.

Fifth HMS NEWCASTLE (1860 - 1929)

The fifth HMS NEWCASTLE was built at Deptford and launched 16 October 1860. She was a 2,354 HP screw frigate of 4,020 tons armed with 31 guns. She was first commissioned at Sheerness on 21 September 1861 for service in the Detached Squadron for Particular Service, the "Flying Squadron" and left England on 22 October. Admiral of the Fleet Earl Jellicoe commenced his sea service in her as a Midshipman. The Flying Squadron attended HRH The Prince of Wales (later King Edward VII) upon his visit to India in 1875, and afterwards the Squadron visited Japan. She paid off at Sheerness in 1877 and was recommissioned in 1879, paying off a year later at Devonport. She was loaned to the War Department for service as a Powder Hulk at Devonport in 1889, finally being sold for breaking up to the Plymouth and Devonport Shipbreaking Company on 19 February 1929.

Sixth HMS NEWCASTLE (1909 - 1921)

The Sixth HMS NEWCASTLE was a cruiser of 4,800 tons armed with 2 x 6" and 10 x 4" guns. She was built by Armstrongs on the Tyne and was launched on 25 November 1909. She commissioned at Chatham on 20 September 1910, for service on the China station. At the outbreak of the First World War she was ordered to proceed to

PREVIOUS HMS NEWCASTLES

Esquimalt and on 12 August 1914 she bombarded Yap. In December 1914, NEWCASTLE cruised to Valparaiso, assisting in the search for the German armed merchant cruiser PRINZ EITEL FRIEDRICH. In 1916 NEWCASTLE joined the Mediterranean Fleet and in 1917 was allocated to the Colombo Patrol. In May 1917 she joined the 8th Light Cruiser Squadron in the Adriatic, remaining there until towards the end of the year when she became the Senior Naval Officer's Ship on the East Coast of South America. The NEWCASTLE continued to be so employed until the end of the war. After war service she returned to England in 1919 and was sold to be broken up in 1921.

Seventh HMS NEWCASTLE (1937 - 1958)

The seventh HMS NEWCASTLE was a cruiser of the SOUTHAMPTON class. She had a displacement of 9,100 tons and a design speed of 32 knots. Her main armament consisted of 12 x 6 inch guns, reduced after the Second World War to 9 x 6 inch guns. She was built by Vickers-Armstrong on the Tyne and completed on 5th March 1937 for service in the 2nd Cruiser Squadron of the Home Fleet. When the Second World War broke out she was under refit at Plymouth, but left on 12 September to rejoin the Fleet at Scapa Flow.

On 23 November 1939 She was on patrol in the Atlantic to the North-West of the armed Merchant Cruiser RAWALPINDI when that ship was sunk by the SCHARNHORST. She proceeded to the position reported and actually sighted a darkened ship 6½ miles away and another ship signalling to her by lamp. These were the SCHARNHORST and the GNEISENAU. NEWCASTLE endeavoured to shadow them, but bad visibility intervened and with no radar contact was soon lost.

NEWCASTLE refitted on the Tyne between March and May 1940 returning to Scapa on 3 June having missed the Norwegian campaign. From 7 July 1940 she was stationed in Plymouth in anticipation of an enemy invasion of Britain and was present at the bombardment of Cherbourg by REVENGE during October. On 17 October NEWCASTLE and EMERALD, accompanied by five destroyers, gave chase to four enemy destroyers which had left Brest, but, although doing 32½ knots with paravanes streamed, could not get closer than 25,000 yards.

On 13 November 1940 NEWCASTLE left Plymouth for Gibraltar to join Force H. Four days later she was engaged in passing a convoy and reinforcements to Malta and Alexandria, OPERATION COLLAR. This led to the indecisive engagement with the Italian Fleet off Spartivento on 27 November. At the beginning of December NEWCASTLE left Gibraltar for Freetown to join the South American Division, South Atlantic Command, and took up patrols in the River Plate Area.

During 1941 She served in the South American Division before refitting in Boston USA from September to December. In January 1942 NEWCASTLE was back at Scapa to work up and early in February was ordered to join the Eastern Fleet. In June she was among the ships lent to the Mediterranean to enable a convoy to be run to Malta from the East, OPERATION VIGOROUS. She arrived at Suez on 5 June and a week later the convoy left Haifa and Port Said, NEWCASTLE being one of the eight cruisers in the escort. Air attacks were heavy throughout and the Italian Fleet, including two battleships, put to sea from Taranto to intercept. As a result, the convoy and escort spent so much time in diversions to avoid action with superior forces in daylight that they could not reach Malta and had to return.

Early on the morning of 15 June, about 90 miles north-west of Darna, NEWCASTLE was hit forward by a torpedo from an E-Boat, which blew a hole through her bow. Fortunately, she sustained no casualties, but her speed was reduced and the forward turret put out of action. It was not possible to repair her at Alexandria and she therefore made a second voyage to the USA for that purpose, after temporary repairs at Bombay. She arrived at

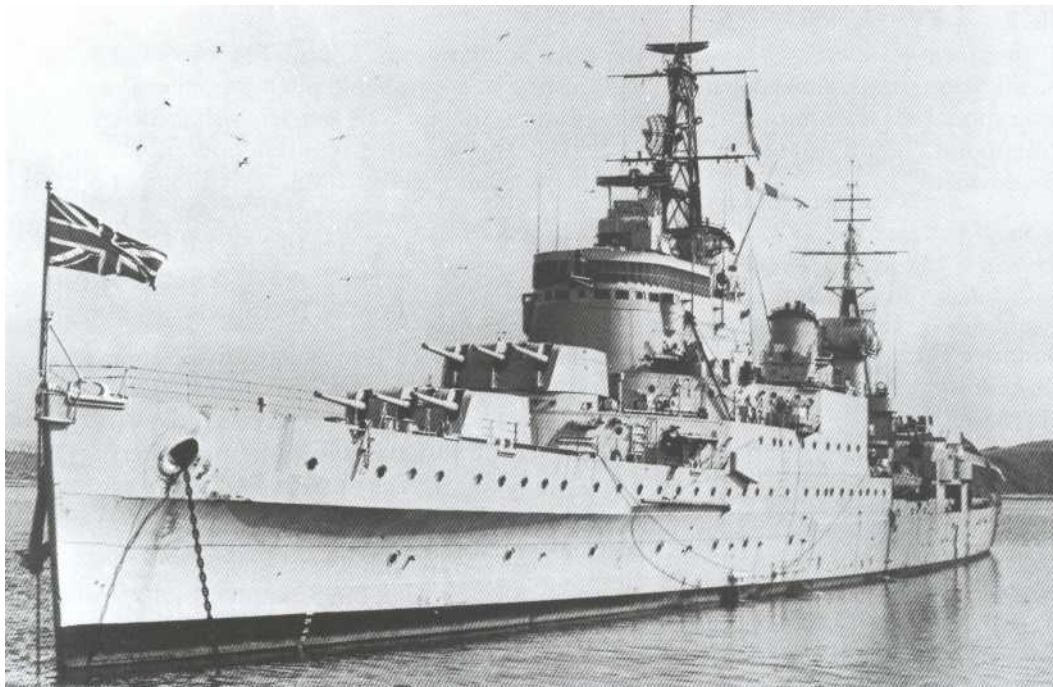
PREVIOUS HMS NEWCASTLES

New York on 10 October via Capetown, Pernambuco and Bermuda, and was in Dockyard hands until December. She arrived at Plymouth on 18 December, and underwent further repairs there until March 1943. On completion of work-up she again deployed and remained in the Eastern Fleet for the next two years. During 1944 she took part in a number of operations of the Fleet against various blockade runners, in the carrier-borne strike on Sabang on 19 April, and in a similar strike on Belawan Deli on 20 December.

On 3 January 1945 NEWCASTLE was present at the capture of Akyab and on 26 January at the landing on Cheduba Island. She left the East Indies Station in April 1945 returning to the UK for a short refit on the Tyne before escorting troop convoys. After the war she underwent a long refit in Devonport in 1946-47 and from December 1947 until December 1949 served in the 1st Cruiser Squadron in the Mediterranean.

Between 1950-52 she underwent significant repair work and modernisation at Devonport. In May 1952 she sailed for Korea, where the war had been in progress for two years. She returned to the UK briefly in June 1954 to recommission before heading to Singapore in August that year. On 15 January 1955 she took part in a bombardment of terrorists at Kuala Lumpur, and on 18 May carried out a further bombardment in South-East Johore. At the end of August, she left Singapore for a cruise to Australia and New Zealand. A new crew for her was flown out from England to Singapore in November 1955. In 1956 she cruised to Korea and Japan and returned to Australia in November 1956, accompanying the RN Squadron which visited Australia for the Olympic Games. In January 1957 she was detached to the East Indies Station until April, during which time she visited Karachi and Bombay and cruised in the Persian Gulf. On 6 December 1957 she carried out another bombardment of terrorists in South-East Johore. In February 1958 she was present at Rangoon for the unveiling of the Commonwealth Land Forces Memorial at Taukkyan, Burma, flying the flag of Flag Officer Second-in-Command, Far East.

She left the Far East Station in June 1958, returning to the UK via Pearl Harbour, Vancouver, San Francisco and the Panama Canal. She arrived at Portsmouth on 25 August where she paid off and was subsequently sold for scrap. The seventh HMS NEWCASTLE was awarded Battle Honours for Spartivento (1940), Burma (1944-1945)



The Seventh HMS NEWCASTLE

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HMS NEWCASTLE - *abbreviated history*

1978

Summer Term - Portsmouth, trials, Shakedown, Basic Operational Sea Training (BOST), defect rectification, Newcastle, Bayonne

Commissioning Ceremony 23 Mar, trials 30 Mar-17 Apr, Portsmouth 31 Mar-2 Apr and 7-9 Apr, Portland 14-16 Apr, Staff Sea Check 18 Apr, Portland Harbour Week 19-23 Apr, BOST Sea Week 24-28 Apr (machinery defect prevented completion of BOST), defect rectification 29 Apr-21 May, machinery trials 22-24 May, defect rectification 25 May-18 Jun, passage 19-20 Jun, Newcastle 20-26 Jun, passage 26-27 Jun, trials 27-28 Jun, Portsmouth 28 Jun-18 Jul, trials 18-20 Jul, Portsmouth 20-31 Jul, sea trails 31 Jul-2 Aug, passage 3-4 Aug, Bayonne 4-7 Aug, passage 7-8 Aug, trials 9 Aug, families day 10 Aug

Autumn Term - Portsmouth, trials, shakedown, defect rectification

Trials 9-14 Oct, Portsmouth 14-19 Oct, trials 19-20 Oct, Portsmouth 20-23 Oct, trials 23-26 Oct, Portsmouth 31 Oct, trials 31 Oct-1 Nov, Portsmouth 1-8 Nov, trials 8-9 Nov, operational date inspection 10 Nov, Portsmouth 10-13 Nov, shakedown 13-14 Nov, Portsmouth 14-27 Nov, dry dock Southampton 27 Nov-31 Dec for defect rectification to controllable pitch propeller system

1979

Spring term - Defect rectification, trials, shakedown, operational sea training, Portsmouth, South Atlantic Deployment

Dry dock Southampton 1 Jan-6 Feb for defect rectification to controllable pitch propeller system, preparations for sea 7-18 Feb, trials/shakedown 19-23 Feb, Portsmouth 23-26 Feb, operational sea training/Portland 26 Feb-1 Mar, Portsmouth 1-5 Mar, Gibraltar 8-10 Mar, Freetown 17-20 Mar, St Helena 27-29 Mar, Rio de Janeiro 6-16 Apr, BRASEX 16-21 Apr, Rio de Janeiro 21-23 Apr, Recife 27 Apr-1 May, Gibraltar 12-14 May, Portsmouth 18 May

Summer Term - Portsmouth, shakedown, exercises, Portsmouth

Portsmouth 8 May-14 Jun, assisted maintenance period 29 May-13 Jun, Shakedown 14-15 Jun, Portsmouth 15-18 Jun, Staff College sea days 18-21 Jun, families day 22 Jun, passage 23-24 Jun, Aberporth firing range for sea Dart firings 24-29 Jun, passage 29 Jun-1 Jul, Exercise Highwood, passage 12-13 Jul, Portsmouth 13 Jul-20 Aug

Autumn Term - Fleet contingency ship, Portsmouth, exercises, shakedown, Continuation Operational Sea Training (COST), defect rectification

Shakedown 20-21 Aug, fuel Campbeltown 23 Aug, intelligence operations 23-31 Aug, Portsmouth 3-9 Sep, Royal Naval Equipment Exhibition 10-16 Sep, passage 17-18 Sep, Aberporth firing range for Sea Dart firings 18-27 Sep, Portsmouth assisted maintenance period

ABBREVIATED HISTORY

1979 Cont

and defect rectification on port controllable pitch propeller system 28 Sep-4 Nov, shakedown 4-9 Nov, Staff Sea Check 5 Nov, Portland 9-16 Nov for Harbour week, passage 16-17 Nov, Portsmouth 17-19 Nov, passage 19-21 Nov, docked down in Wallsend for emergency repairs to port shaft covers 21-25 Nov, Portland 27 Nov-1 Dec, COST 1-13 Dec, Portsmouth 14-31 Dec

1980

Spring term - Portsmouth, JMC 801, Portsmouth, Exercise Springtrain, Belize Guardship

Portsmouth 1-20 Jan, passage 21-25 Jan, FOF3 Flight Inspection 21-24 Jan, FOF1 Divisions and Harbour Inspection 25 Jan, Rosyth 25-28 Jan, JMC harbour and Sea training periods 27 Jan-8 Feb, Rosyth 8-11 Feb, Portsmouth 14-15 Feb, assisted maintenance period 18 Feb-12 Mar, shakedown 13 Mar, emergency repairs 14-20 Mar, passage 21-23 Mar, Exercise Springtrain 24-27 Mar, Bermuda 4-8 Apr, Fort Lauderdale 11-15 Apr, Belize 18-21 Apr, Vera Cruz 24-29 Apr, Grand Cayman 1-3 May, Roosevelt Roads 6 May, Barbados 9-12 May, Punta Delgada 19 May, Portsmouth 23 May

Summer Term - Portsmouth
Docking Period

Docking Period 16 Jun-5 Sep

Autumn Term - Post Docking
Period trials, Baltic deployment,
Portsmouth, JMC 804, Newcastle,
Portsmouth

Trials 8-10 Sep, Portsmouth controllable pitch propeller setting to work 11-20 Sep, trials 21-22 Sep, passage 23-26 Sep, Aarhus 26-28 Sep, surveillance operations 28-30 Sep, Helsinki 2-6 Oct, Baltic Operations 7-9 Oct, Portsmouth 12-22 Oct, Fleet Trial 22-24 Oct, navigation training 28-31 Oct, Fleet Trial 3-5 Nov, passage 5-7 Nov, JMC 804 7-14 Nov, Newcastle 14-19 Nov, Portsmouth 20 Nov-31 Dec, assisted maintenance period 24 Nov-19 Dec

1981

Spring Term - Portsmouth, Fleet Contingency Ship, Continuation Operational Sea Training (COST), Portsmouth

Fleet Contingency Ship 5-12 Jan, Shakedown 12-13 Jan, Staff Sea Check 14 Jan, Portland 15-18 Jan, COST Harbour week 18-22 Jan, COST 1st Sea Week 22-23 Jan, Portland 23-26 Jan, COST 2nd Sea Week 26-30 Jan, Portland 30 Jan-2 Feb, COST 3rd Sea Week 2-6 Feb, Portsmouth 6 Feb-6 Mar, assisted maintenance period 6-28 Feb, trials 2-3 Mar

Armilla Deployment

Deployed 6 Mar, Gibraltar 10-13 Mar, Souda Bay 17 Mar, Suez Canal 20 Mar, Hodeida 24-25 Mar, Gulf Patrol 29 Mar-26 Apr, Mombassa 4-18 May, Gulf patrol 24 May-14 Jun, Muscat 15-18 Jun, Gulf patrol 18-24 Jun, Exercise Gonzo 25 Jun-1 Jul, Suez Canal 10 Jul, Crete 12-19 Jul, Livorno 23-27 Jul, Portsmouth 3 Aug

Autumn Term - Portsmouth,
assisted maintenance period,
weapon training, defect
rectification, Newcastle

Portsmouth 3 Aug-25 Sep, assisted maintenance period 26 Aug-25 Sep, weapon training 25-28 Sep, High Seas firing 29 Sep-1st Oct, Portland 2-5 Oct, Portsmouth 6-26 Oct, weapon training 26-29 Oct,

ABBREVIATED HISTORY

1981 Cont defect rectification 1-22 Nov, Fleet trials 24-26 Nov, Portsmouth defect rectification 26 Nov-3 Dec, weapon training 4-5 Dec, High Seas firing 6-9 Dec, Faslane 11-14 Dec, Newcastle 16-21 Dec, Portsmouth 23-31 Dec

1982

Spring Term - Portsmouth refit Portsmouth, refit preparations 23 Dec-15 Feb, refit 15 Feb-12 Jul

Summer Term - Shakedown, Basic Operational Sea Training (BOST) Sailed for trials 28 Jul, BOST Harbour week 12-15 Aug, BOST Sea Week 16-21 Aug, High Seas firing 25 Aug, BOST inspection 31 Aug, Portsmouth 31 Aug-6 Sep

Autumn Term - South Atlantic Deployment Passage 6-27 Sep, Falkland Islands patrol 27 Sep-30 Nov, Ascension Island 8 Dec, passage 8-20 Dec, Portsmouth 20-31 Dec

1983

Spring Term - Portsmouth, assisted maintenance period, weapon training, Newcastle, Copenhagen Portsmouth 1 Jan-24 Feb, assisted maintenance period 22 Jan-20 Feb, weapon training 24 Feb-5 Mar, Newcastle 5-9 Mar, Copenhagen 12-16 Mar, Portsmouth 20 Mar

Summer Term - Portsmouth, weapon training, Corfu, Naples, Gibraltar, Portsmouth Portsmouth 20 Mar-6 Apr, Exercise Springtrain 6-24 Apr, Corfu 29 Apr-3 May, Naples 5-10 May, Gibraltar 13-22 May Portsmouth 26 May-15 Jul, families day 27 May, assisted maintenance period 1-24 Jun, docked for hull repairs 13-20 Jun

Autumn term - South Atlantic Deployment Gibraltar 4-7 Aug, Ascension Island 16 Aug, patrol 27 Aug-2 Sep, Port Stanley 2-3 Sep, patrol 4-6 Sep, assisted maintenance period 6-9 Sep, passage/visit to South Georgia 10-18 Sep, patrol 19 Sep-6 Oct, assisted maintenance period 6-8 Oct, patrol 9 Oct-5 Nov, assisted maintenance period 5-7 Nov, patrol 7-19 Nov, Ascension Island 28 Nov, Dakar 2-7 Dec, Portsmouth 14-31 Dec

1984

Spring Term - Portsmouth, capability update period Capability update period 9 Jan-1 Jun

Summer Term - Trials, weapon training, Lisbon, Bordeaux, Portsmouth Trials 5-8 Jun, Portsmouth 8-11 Jun, trials 11-14 Jun, Antwerp 15-17 Jun, trials 18-20 Jun, Portsmouth 21-25 Jun, trials 26 Jun, Portsmouth 27 Jun-1 Jul, weapon training 2-5 Jul, passage 6-8 Jul, Lisbon 9-11 Jul, passage 11-13 Jul, Bordeaux 13-17 Jul, Portsmouth 18 Jul, families day 19 Jul, Portsmouth 19 Jul-3 Sep

Autumn Term - Weapon training, Kristiansand, Stavangar, Norway, Newcastle, shakedown, Continuation Operational Sea Training (COST), Malaga, Portsmouth Shakedown 3 Sep, Exercise Bold Gannet 4-7 Sep, Kristiansand 8-13 Sep, Stavangar 14-19 Sep, FORACS range 18-19 Sep, Portsmouth 21 Sep-1 Oct, Newcastle 4-8, Oct, weapon training/passage 8-12 Oct, Portsmouth 12-15 Oct, Shakedown 15-18 Oct, Portsmouth 18-22 Oct, Shakedown 22 Oct, Staff Sea