

*H.M.S. INTREPID*

*FIRST COMMISSION*



**11th MARCH 1967 – 10th DECEMBER 1968**

## *about this book*

This is not a normal Book of the Commission. It doesn't list how many potatoes we have eaten. how many miles we have travelled or how many games of football we have won. You could go on all day recounting its omissions hut when you take a close look at the three cranks responsible you know that it could have been a lot worse .....

The drawings. the only recognisable form of humour in the book, arc the work of a misguided youth who joined the Navy because he lived near Manchester Airport and wanted to get away from the noise, After being categorized as a Naval Airman he realised his mistake and volunteered for *Intrepid* because he had been told that she didn't have any aircraft and rarely went to sea. The shock to his system was almost fatal but as a form of therapy he started drawing. He k now the best-adjusted schizophrenic in the ship.



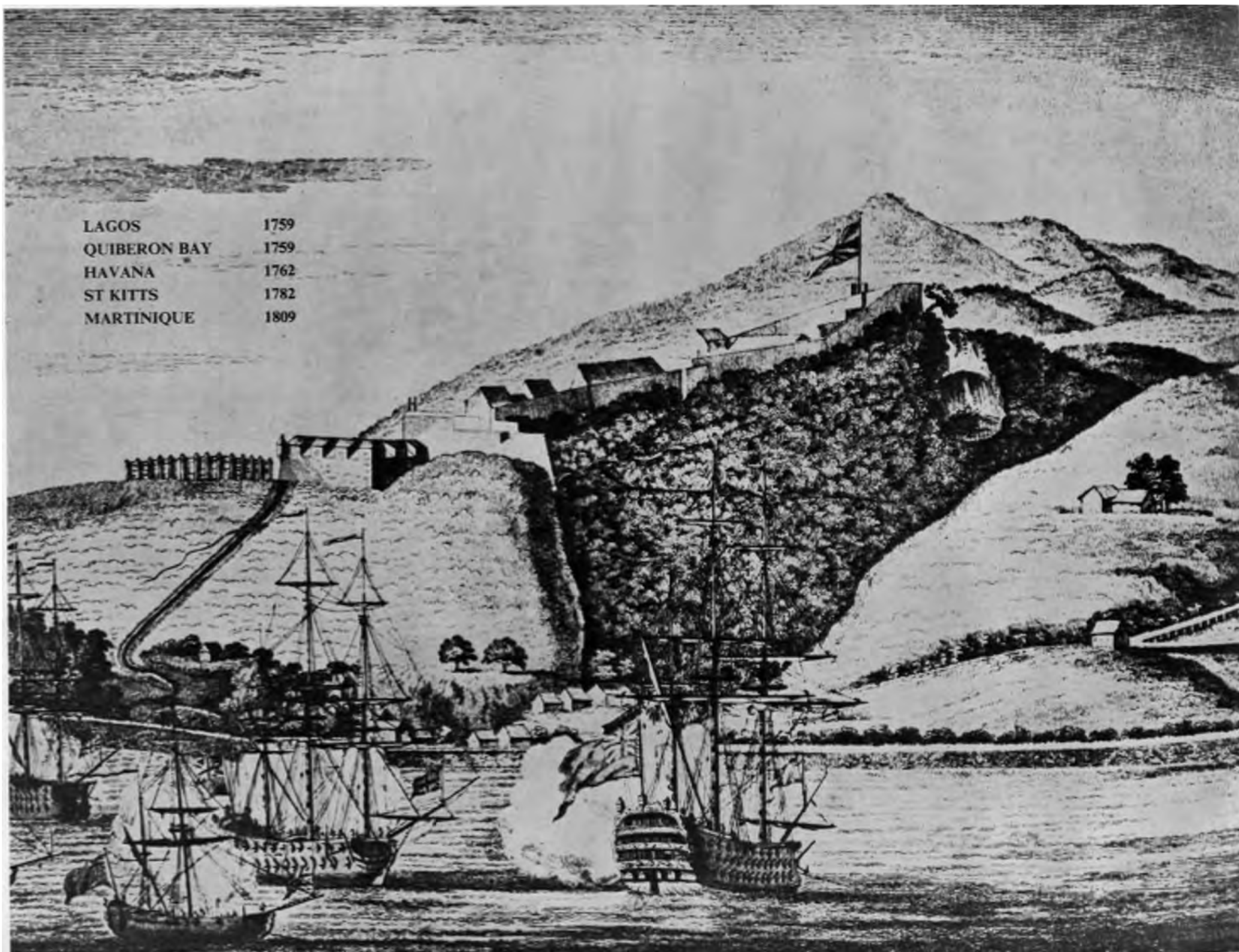
Sonic of the photographs have been borrowed hut mast of them are the work of the ship's photographer. Having spent most of his life in the Navy watching the weather at various seaside resorts he greeted the news. that he was going to learn photography and practise it at sea, with traditional Naval enthusiasm and determination. The actual words he used. it repeatable, would have a familiar ring to you all. However, who can doubt. looking at these pages, that he has made a smooth transition from amateur to professional? His sensational masterpiece 'Still Life in 22 Mess-30 Minutes after Tot Time' (Rollieflex 13.4 1/2500 PanX) has yet to receive the acclaim it deserves but he is not deterred by his ungrateful public.

Last, and by all means least. we turn to the ,author. He joined the Navy in a fit of pique when his parents suggested he should start to earn a living. Since then he has remained an enigma to us all. As one of his messmates recently said: "It is difficult to describe him • without being abusive." Being accosted one afternoon (he had forgotten to take his customary make and mend) he was rudely thrust into the editorial chair and told to get on with it. -Words fail me". he said (typically enigmatic) and you have only to look throu<sup>9</sup>h the pages of this book to realise that he was right.





LAGOS	1759
QUIBERON BAY	1759
HAVANA	1762
ST KITTS	1782
MARTINIQUE	1809



IL is very handy to have a hit of history. it provides impressiv e stories for gullible visitors. stops the Embarked Force from boasting its Regimental Fairy Tales and offers endless opportunity to say "Intrepid has done it again" . Our seven forbears have created precedents for being sunk. being scuttled. being abandoned in the Arctic lee Cap, going backwards into battle, having a mechanical disaster. being sold for scrap. acting as a prison ship in Plymouth and being lost in South America. After twenty-one months in commission we don't scent to have made up our minds which fate to emulate (although we did make a half-hearted attempt at one) but it's early days yet.

The real value of a history lies in the scope it offers for claiming a make and mend. That only the real devotees of the first commission (several names spring to mind) have managed to take full advantage of these opportunities is a source of everlasting shame. Lest future generations should fall into the same disgusting habit of sleepless afternoons. let everyone among you memorise the Intrepid Make anal Mend Calendar:—



ZEEBRUGGE 1918

DATE	YEAR	INTREPID NUMBER	EXCUSE	BATTLE HONOUR
January	25th	1782	2 Battle of St. Kitts	Yes
	30th	1809	2 Capture of Martinique	No
March	11th	1967	8 Commissioned at Clydebank	No
April	5th	1758	1 Battle off Isle d'Aix	No
	23rd	1918	6 Zeebrugge	Yes
	29th	1781	1 Battle of Martinique	Yes
May	3rd	1747	1 Serieux renamed Intrepid	No
	11th	1806	1 2 Capture of Capri	No
	20th	1756	1 Battle of Minorca	No
June	15th	1854	4 Abandoned in the Arctic	No
	25th	1964	8 Launched at John Brown's Yard	No
August	18th	1759	1 Rattle of Lagos	yes
September	5th	1781	2 Battle of Chesapeake Bay	No
	27th	1943	7 Sunk at Leros	Yes
October	14th	1939	7 Sank ( 45 imi the Atlantic	Yes
November	20th	1759	1 Battle of Quibcron Bay	Yes
	30th	1936	7 Launched at White's Yard No	



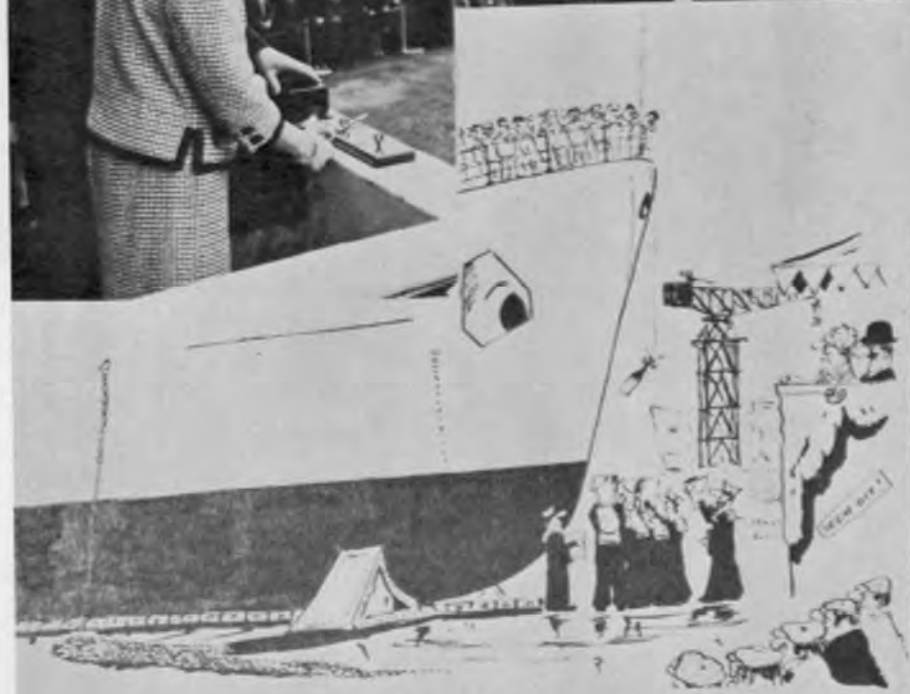
ATLANTIC 1939-41  
DUNKIRK 1940  
NORWAY 1941-42  
BISMARCK 1941  
ARCTIC 1941-43  
MALTA 1942  
SICILY 1943  
SALERNO 1943  
AEGEAN 1943

# INTO THE LIMELIGHT

*"We've made a mess of the first Q4 - let's call it Intrepid".*



## A New Dream of Steam



## CHEAP AT HALF THE PRICE



## THE UNSUNG HEROES



FOR MEN WHO KNOW HOW

## LAUNCHING AND

## COMMISSIONING

The eighth Intrepid was launched by Lady Elworthy at John Brown's Yard at Clydebank on June 25th, 1964. Nothing untoward happened and, to the eternal credit of the Clydeside Matey she stayed afloat - and upright. The word soon got around and a dribble of experts started to arrive. man the dusty shore offices, stake a claim in Connolly's Bar and search hopelessly for habitable accommodation.

Despite delay after delay, the work of fitting out neared completion **and** 'he dribble became a flood on March 8th. 1967 when the main body of the Ship's Company arrived. To one soldier the shock was too much and he left hurriedly, taking the Captain's Land-rover. But the rest stayed. settled in, stored ship and scrubbed out.

On March 11th, Air Chief Marshal Sir Charles and Lady Elworthy returned as guests of honour at the Commissioning Service and in no time at all we were a going concern.



The Ceremony  
and Order of Service

FOR THE COMMISSIONING OF

Her Majesty's Ship Intrepid

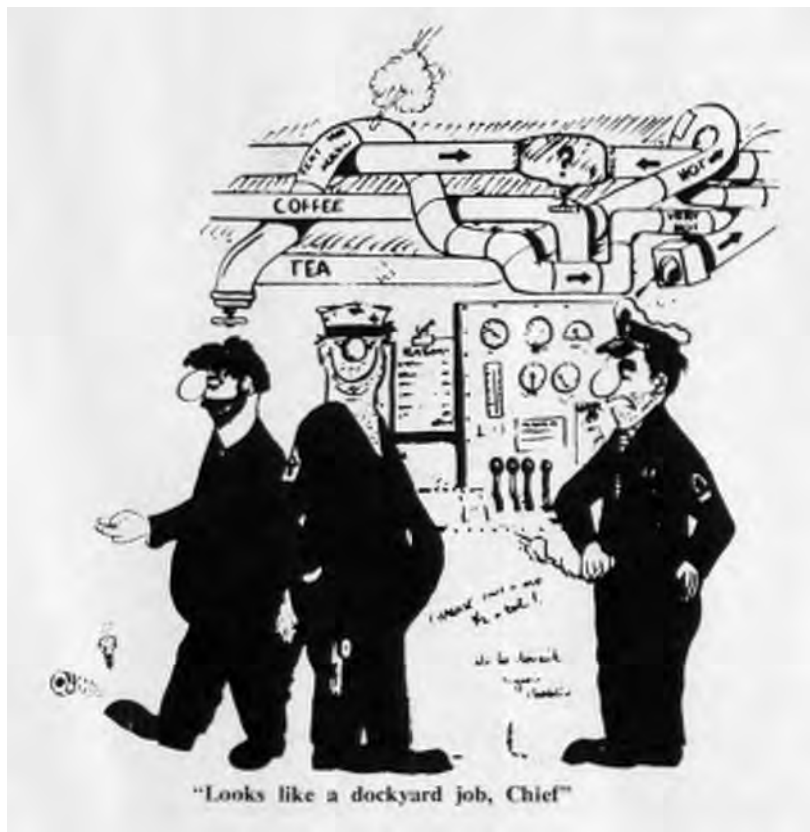
AT GLASGOW

March 1967



# PLYMOUTH AND PORTLAND

South at last to the sunny shores of Devon and Dorset. Having discovered the LCM's lurking at Poole, we tucked them up and went to Devonport. While the work of testing and tuning and yet more fitting out went on, cars shuttled backwards and forwards to Portsmouth and Poole. Soldiers poured into and out of the ship and everyone went on leave to work off the debilitating effect of Frank's oggies.



After a false start we slipped coyly up to Portland and made like a puppet with FOST operating the strings. Just when the score had improved to Intrepid-3. FOST-2 (0-2 at half time), the starboard engine curtailed the match and we limped back to Devonport. Once more the dockyard clambered aboard and we continued to play sport. take leave and rescue as much of the programme as possible. Devonport dockyard was treated to the rare sight of soldiers en masse doing P.T. on the night deck and we learned for the first time what an overload meant -- alongside. We took part in Navy Days and found both a pretty girl and an Old Intrepid to christen our Bosun dinghies.

With the end of the summer came the end of our troubles and, after a quick visit to Portland to fire Seacats, we were in Plymouth for the last time, loading for Exercise Laycock.