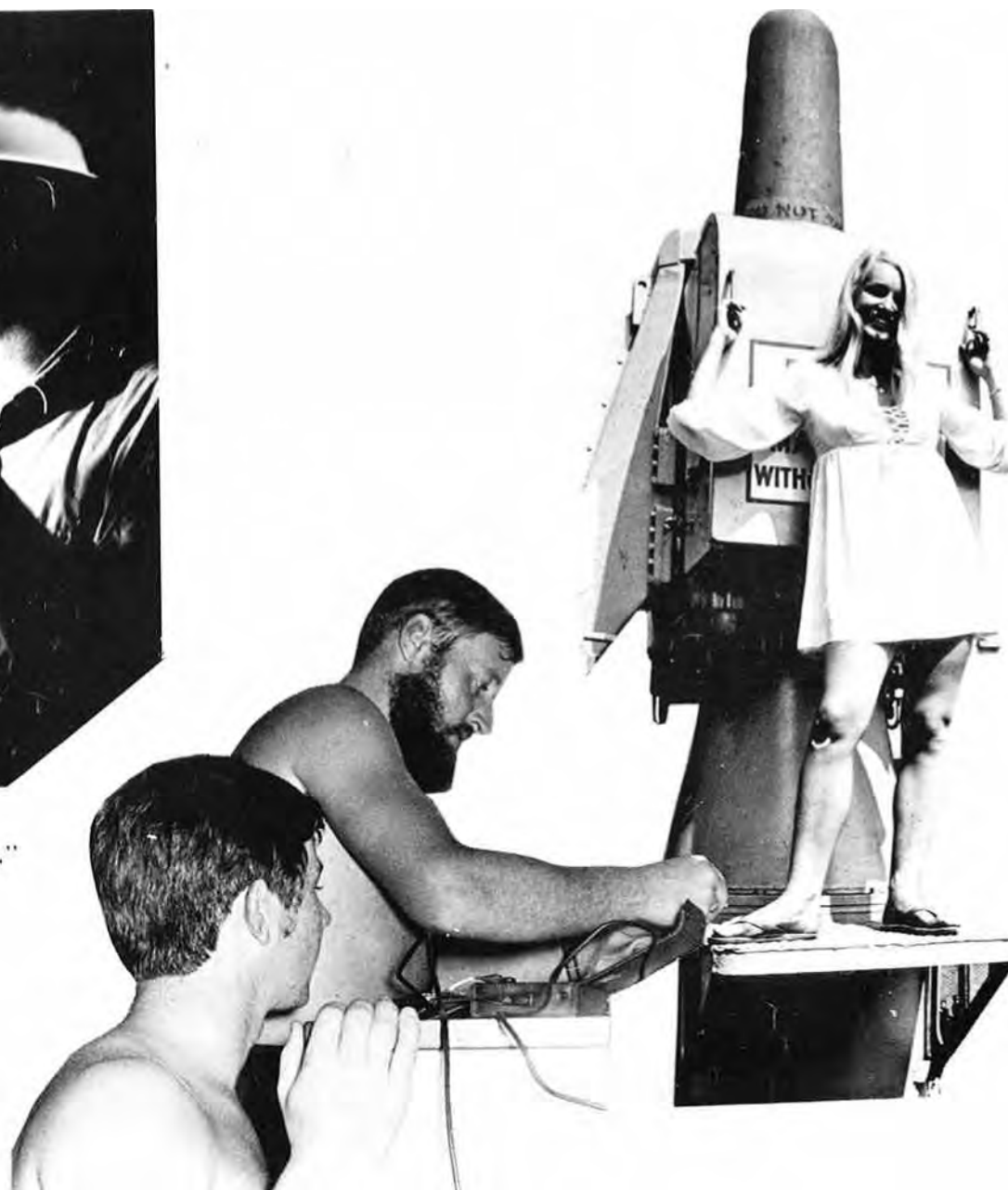




"You will meet a short hairy sailor . . ."



Nail varnishing is only one of the many services we provide . . .

Some one slipped in the machinery space, his hand felt a hot bearing. 'The Bearing Temperature Indicator must be fixed at all costs' was the cry.

All too soon our greenie toy, which was now the Satellite Communications Terminal Type V, became just another entry in the Ship's Equipment List, its personality being lost in the great world of technical control.

But the Saga of the Bearing Temperature Indicator was cracked, we had saved the ship, we'd fixed it. The duty ERA was full of praises, 'That bloody thing, we never trust it anyway' .

The next Commission could not wish for better recognition.

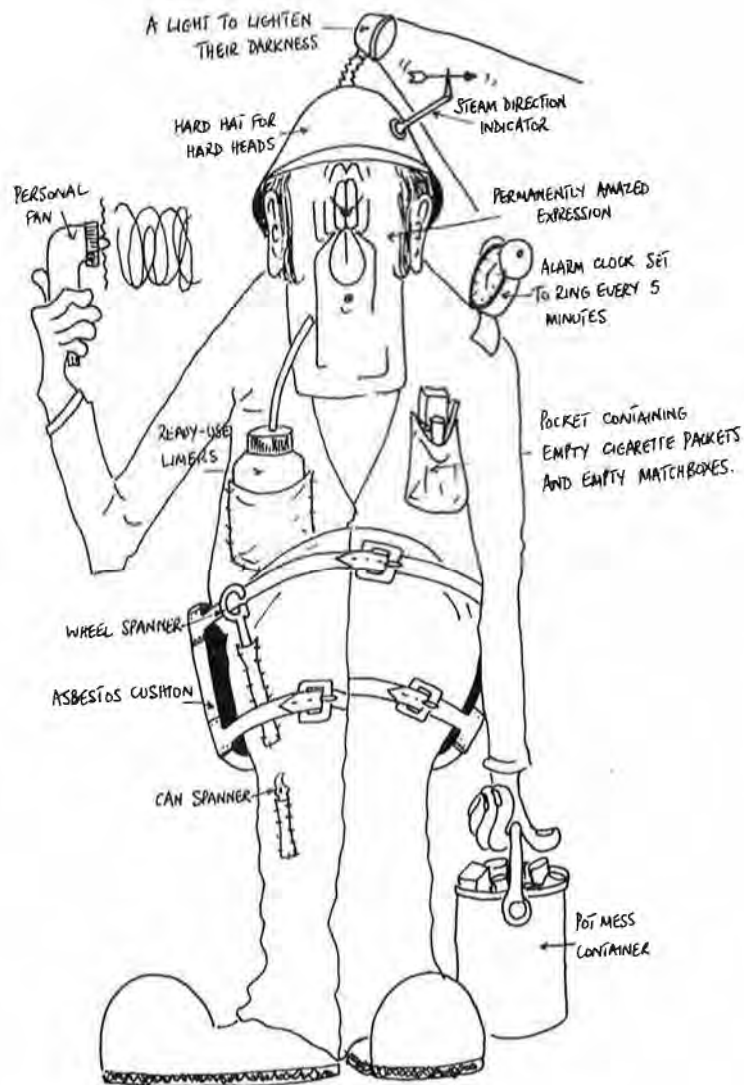
MARINE ENGINEERING

There was an ME Department in the ship for most of the time between December 1968 and January 1971, quietly going about their business and doing an incredibly good job of making coffee, limers and pot mess. There have been odd hiccups, such as a boiler blowing up, and a ballast pump behaving rather peculiarly, but both incidents were coped with and the watchkeepers maintained their panache throughout. We have found that panaches need an awful lot of maintaining.

One of the problems during the last commission, apart from CERA's, has been the fact that, with phased drafting the ship has never really had a chance to work up. Another problem is that the ship has never had a chance to run down. The ME Department has overcome the last problem by running down all the time and this has led to cheerful, devil-may-care, that's 267 cigarettes you owe me, I've only got 42,197 days to go, attitude.

However the Department has provided a service on board; for example: they have produced 36,500 tons of fresh water since December 1968 - and have used 36,410 tons of fresh water in coffee, limers and cleaning plates in the machinery spaces. We clean an awful lot of plates down there.

Perhaps this gives you some idea of what the ME Department is up against, so when you next pass one of us, remember the motto 'Life is like a prune' and offer a cigarette or two.



"I won't tell you again about those sideboards



... and now we have a special request from Knocker Peasmould
of the Balls Pond Road ...



You're getting warm ...



The main problem is finding out which one tells the time



Taking on sea water ...



... to fill up the sea



"Per Ardua Ad Avcat"

SHIPWRIGHTS DEPARTMENT



HOW COULD YOU BELIEVE ME WHEN I SAID I WAS A MEAN,
WHEN YOU KNOW I'VE BEEN A CHIPPY ALL MY LIFE.

I'll tell you an old fashioned story,
Like grandfather used to relate,
Of a Chippy Chap once in this navy,
His name it was Sam Ogletwaite.

In a workshop just by the flight deck
Sam used to follow his trade,
The place that's all noisy and dusty,
You know, where the rabbits are math..

One day he was filling a Knot hole,
With putty, when in th rough the door
Came a chap with a handful of papers
From MOD(Navy) and all stops before.

Sam asked him what was his business,
And this chap goes on to explain
That Chippies were no longer wanted,
Sam muttered 'It' s all changed again' .

'What shall I be now?' replied Samuel,
'A Carpenter' s Mate once was I,
Then they ,upped and they made me a Shipwright
Can' t they let sleeping dogs lie?'

'It's all this here modernisation,'
The chap from MOD(Navy) said, 'Son
You' ve to learn about pumps and vehicle deck sumps
So you' d best put your steaming boots on.

'And then there' s a name to be thought of,
One that suggests oil and steam'.
Said Sam, 'If you call me a Tiffy,
By my adze and my auger, I'll scream.

That' s just how it was, as when later,
Sam laboured with blood, sweat and tear,
He slipped off a nut, got a bruise and a cut,
And his scream sounded vaguely like 'Mech!'

'That doesn't sound bad' said the MOD chap,
Who was standing up top by the hatch,
'My Lords will agree that 'twas thought of by me
And we'll spell it M. E. A. (H) '



COMMUNICATIONS DEPARTMENT



Some people tend to think that we spend all forenoon in bed; we do sometimes, because of a watch keeping system they call '1 in 2' Stop a communicator anytime and he will tell you that it's all about; unless you happen to catch him as he is coming off his 7 hrs on, then he will just look at you through his bloodshot eyes and hope that you will be a good chap and go away: all he wants is his 5 hrs off to recuperate for his next 5 on (its a hard life we lead),

I can't let this article go to print without quoting a few facts and figures, so here goes: Since December 1968 we have handled roughly 800 telegrams I wouldn't like to hazard a guess at how many signals we've sent and received, it must run into millions; we've painted flag deck 7 times; painted the mainmast and foremast 5 times, and the MCO has never been closed for business since we joined, our glorious Signal Distribution Centre Operators working 18,072 hrs between them in 2 Years.

Well, that just about wraps up the story from 03 and 04 deck, Oh yes, just one more thing, We have got this new fangle-dangle thing called 'SKYNET', If any Stokers or Seamen know how it works come and give us the buzz please, we're baffled! all we know is that we've got this place called 'WHITEHALL' on the other end, Fantastic isn't it?



AIR DEPARTMENT

The Air Department, an integral part of the Seaman Department, provides the Ship with a nucleus of highly trained Fleet Air Arm personnel to operate the Flight Deck, and gives limited turn-round assistance to Wessex Mk 5 Helicopters.

The Flight Deck which measures approximately 100 feet by 75 feet is capable of operating all helicopters currently in service with the Royal Navy, Royal Marines, Army and Royal Air Force. The following statistics cover the period 10th December 1968 to 31st October 1970.

AIRCRAFT OPERATED

Royal Navy : Wessex Mk 1, 3 and 5, Wasp,
Royal Marines : Scout, Sioux,
Army : Scout, Sioux, Alouette Mk 3,
Royal Air Force : Wessex Mk 2, Whirlwind Mk 10,
Belvedere.

Royal Brunei
Malay Regiment Air Wing : S60, Bell Jet Ranger,
Iroquois.

FLYING STATISTICS

Landings Day	1914	Night 121	Total 2035
Rotars Running	Refuels 289		
Underslung Loads :	Off 36	On 253	
Passengers	Off 1587	On 1507	





Early Bird



If it moves, salute it



Visiting Wasp



Cape Town Relieved



2000th Deck Landing

SEAMEN'S DEPARTMENT

When the ship was commissioned, about 30% of the Gunners were under 17 and a big training programme occupied their time for the first three or four months. The majority have now grown up and consider themselves 'old hands',

During the refit at Devonport most of the seamen were employed over the ship's side chipping away at the boot topping which they reduced in height by about ten feet all round the ship, This book about four months, so they have every reason to remember INTREPID's ship's side.

Numerous Replenishments at Sea have been achieved during the commission but we suspect that the Gunners do not believe in the song 'Never on Sundays'.

The TAS Division has managed to achieve several successes during the commission. The main one being fighting off senior rates who had a jealous eye on the 21(1 palace - 21 Mess, The up-keep of the cocooned 182 Davit was quickly palmed off to one of the under-employed departments, so that they could concentrate on the serious aspect of the ship's life - banyan - boats; for which they offer their undying thanks to the Boats' Officer and the Midshipmen in their efforts to sink, bend or generally wreck, But in spite of all efforts they managed to provide a Seaboat and Crashboat on all occasions. Defeat came at the end of the commission, when, after a quick engine change, the whaler propellor went backwards and the Divisional Officer tried to do a propellor change on the Huntress using an uncharted rock.

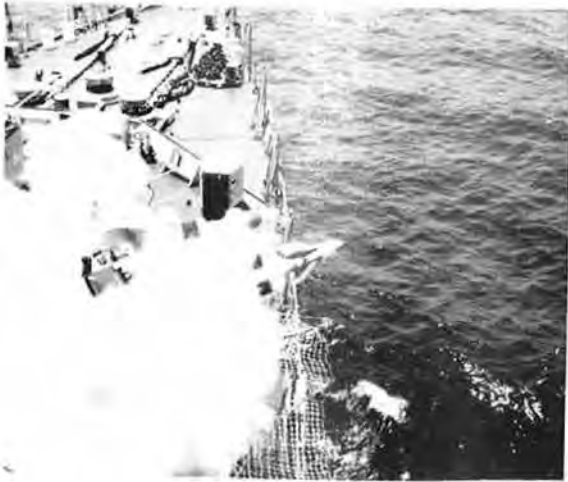


Divisions

The morning after



Tending the distance line



Away Seacat



Securing the bridle



Evening Salute



Away seaboat

AMPHIBIOUS DETACHMENT



Michigan fork lift



LCVP's



Guard in Mauritius

When the Amphibious Detachment joined the ship in December 1968 it didn't take them long to settle in - mainly their bunks, that being the best place once the ship puts to sea. It turned out, however, that other people had different ideas and the word 'exercise' entered our vocabulary. For us **it had a double** meaning: one, (the one **we** preferred) meant a chance **for us to get ashore during working hours: the other** (not so popular) meant running **round the flight deck out of working hours.**

Dealing with the former (the latter we try to forget), we had numerous exercises in different parts of the world ranging from Korea to Culdrose. For those of the ship's company who never joined the AD ashore and only saw our wonderful suntans, we will explain...

We were split into three units; the Amphibious Beach Unit, the Landing Craft Squadrons and the Vehicle Decks Party. The Vehicle Deck Party remained on board throughout exercises and loaded the men and their transport onto the landing craft: they were recognisable by their white skins and RCT cap badges. The landing craft squadrons contained two types of craft: LCM's or Mk 9's, as they are known in the trade, and LCVP's. The former are the big ones (about 100 tons) and were used to ferry vehicles and stores from ship to shore where these could be rushed from the beach to the troops as soon as possible by the Beach Unit, who were in urgent need of sunbathing time. This just leaves the LCVP's - the small landing craft which hang from the ship's side like presents on a Christmas tree (seasonal comment!). They were used mainly for 'banyans', though on occasions they were used to move troops.

So, all in all we did fit in a little work between sunbathing and bunk time.