

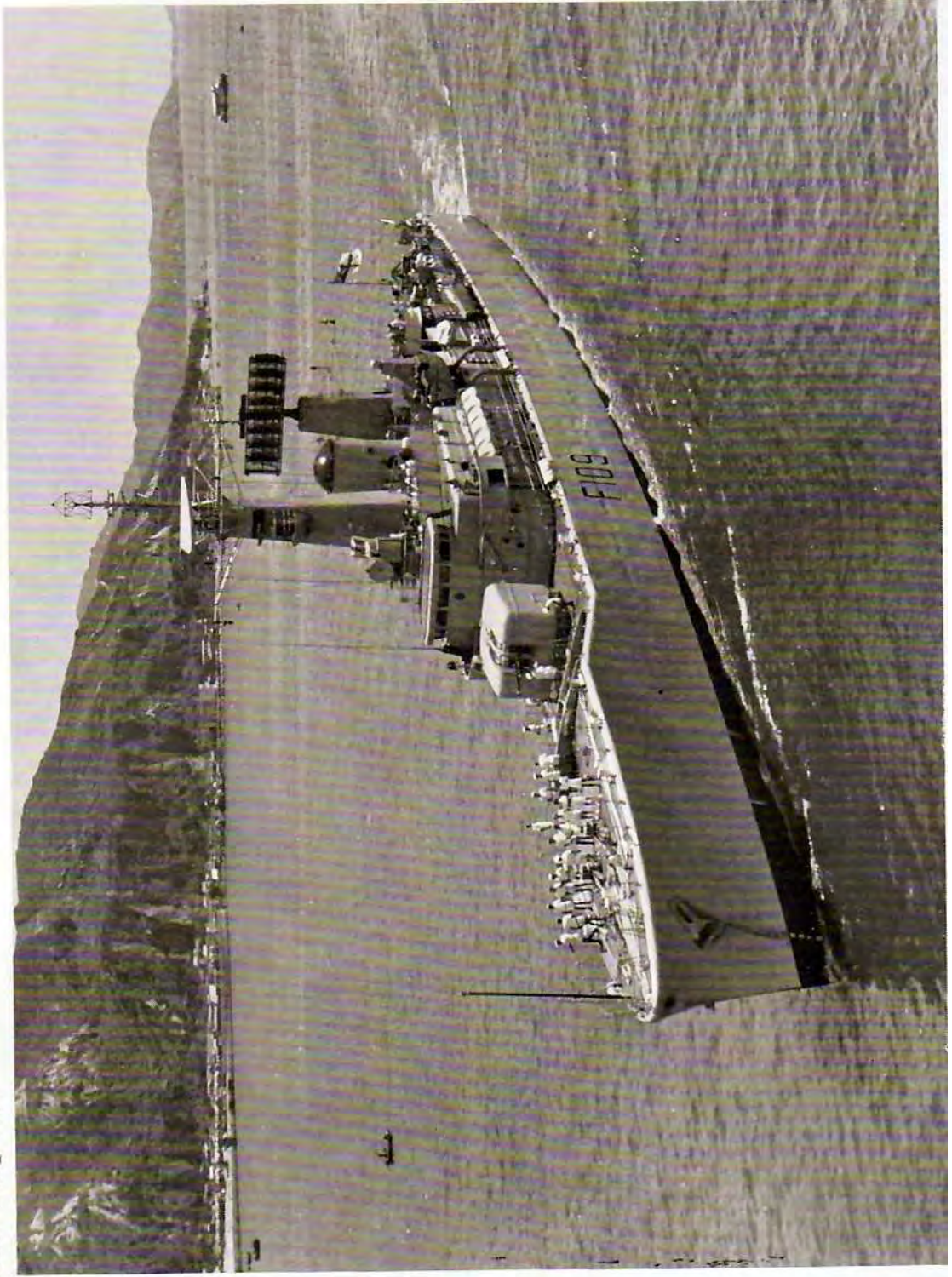


# **H.M.S. LEANDER**

SECOND COMMISSION

August 1965 - January 1968

Our Ship . . . .



## Our Captains



CAPTAIN R. L. EVELEIGH, D.S.C.  
Royal Navy  
August 1965 - March 1967

Leaving at the end of the Far East leg of the General Service Commission, I look back with pride and pleasure on *LEANDER's* achievements during the past eighteen months.

A good work-up laid the foundations for a splendid ten months abroad, during which time we flew three Admiral's flags and entertained such eminent people as King Hussein of Jordan and Princess Muna, the Emir of Yenbo and many distinguished administrators East of Suez, not to mention "Maigret" (Rupert Davies).

On our way to the Far East we carried out two operational patrols off Beira and stood-by the strike riots in the Seychelles (happily the riots were over by the time we arrived there).

On arrival in the Far East Fleet we took our place in the task force of modern ships which formed the nucleus of four advanced fleet exercises culminating in the goodwill visits to Australia and New Zealand.

At all times I was proud to take *LEANDER* anywhere, confident in your splendid bearing and behaviour, ashore and afloat.

I leave with happy memories of our time together as a team, and I wish you and your families every success and happiness during the remainder of the commission and in the future.

In the years to come I hope we shall recall with pleasure our time as "LEANDERS".

Captain, Royal Navy.



CAPTAIN D. T. GOODHUGH  
Royal Navy  
March 1967 - January 1968

When I assumed command of *LEANDER* from Captain Eveleigh, a bare six months remained before the First Phase of the old Commission was due to be relieved, and only nine months before the new Commissioning date was upon us.

It soon became clear that I had inherited a very fine Ship's Company. Events proved that you could always be relied upon to tackle any task cheerfully and efficiently. As a Ship's Company you accorded me the same loyal support of which my predecessor was so proud.

Each commission has its own particular character and the one now drawing to a close in *LEANDER* can, I think, be best expressed by the word "co-operation". Each department has appreciated the need for working together towards the same goal-with commendable results.

Finally, perhaps I can best sum up what I want to say by telling you that it is a source of personal regret to me that I have not had the privilege of commanding the 1965 Commission longer.

I wish you and your families every success and happiness in the future and trust that I shall have the pleasure of being shipmates with many of you again.

Captain, Royal Navy.



# Our Predecessors

The present *LEANDER* is the name ship for a new class, in which 24 will eventually commission.

Built by Harland and Wolff of Belfast, she was laid down as a Type 12 frigate to be named *Weymouth*. However the design was changed and *LEANDER* eventually commissioned in March 1963.

The first *LEANDER* was a 4th rate frigate of 1,000 tons and 52 guns built in 1780. Renamed *Hygeia* in 1813, she was broken up in 1817.

Next was a frigate of 1,000 tons and 60 guns, built in 1814 and broken up in 1830.

The third *LEANDER* was built in 1848 and mounted 50 guns. After taking part in the Crimean War she was converted to steam and then sold in 1867.

A cruiser of 4,000 tons was the fourth with our name. Built in 1882, she carried 10 6" guns and was sold in 1920.

Our immediate predecessor was also a cruiser, built in 1931. Displacing 7,270 tons and mounting eight 6" guns, during her career she made a name for herself which is still remembered, particularly in New Zealand. In 1937 she was transferred to the New Zealand Division of the Royal Navy and as *H.M.N.Z.S. LEANDER* was involved in many engagements in the Pacific against the Japanese. In the Battle of Kula Gulf she was torpedoed and subsequently towed to Boston U.S.A. where she was repaired. After the war *LEANDER* was returned to the R.N. and served in the Mediterranean Fleet until 1947 finally being scrapped in 1949.

# Our Legend

The story of Leander and Hero is one of the oldest and most famous romances in the world.

Leander, a young man of Abydos, went one day to a festival of Aphrodite at Sestos and saw there Hero, one of the beautiful priestesses of the temple.

How they contrived to meet and arrange their plan is not related, but both ran a very great risk, the reverence accorded to chastity by primitive religions being such that if they were discovered they would be put to a terrible death.

Every evening at dusk, Leander set out from Abydos and swam to Sestos, guided by a light shown by Hero from the temple, and in the morning returned before it was light.

The winter climate of the Dardanelles is very severe and one night, in a high gale, Hero waited for him in vain. When the day dawned she looked out and saw her lover's body washed up on the foreshore. Broken-hearted, she threw herself into the sea, hoping to rejoin him in Hades.

## **You've Never Had It So Good!**

LEANDER - Who would enter for small craft, when the LEANDER, the finest frigate in the world, with a good spar deck overhead to keep you dry, warm and comfortable, and a lower deck like a barn where you may play leap-frog when the hammocks are up, has still room for a hundred seamen and a dozen stout lads as royal yardsmen. This whacking double-banked frigate is fitting at WOOLWICH to be flagship on the fine, healthy, full-bellied HALIFAX STATION, where you may get a bushel of potatoes for a shilling, a cod fish for a biscuit and a glass of boatswain's grog for twopence.

The officers' cabins are building on the main deck to give every two a double berth below. Lots of leave ashore; dancing and fiddling onboard, and four pounds of tobacco served out every month. A few strapping fellows who would eat an enemy alive are wanted for ADMIRAL'S BARGEMEN.

A POSTER ISSUED BY THE SECOND LEANDER  
IN 1814.

## Looking Back

For most of us the commission began on August 19th, 1965, and for most of us it ends in January 1968. In between these two dates lies a lot of hard work, a lot of fun and many miles of ocean. In attempting to recapture the events of the commission it is only possible to touch, briefly, some of the more memorable occasions, but those that are omitted are just as important and will be remembered just as easily.

The first few months of the commission were spent in and around Portsmouth, carrying out trials, testing and tuning; but the third day of 1966 saw us at Portland, starting an eight week work-up. This is always viewed with a certain amount of alarm, but after the initial shock of finding out we didn't know it all, we settled down and time went quickly and smoothly. The shore staff didn't know it all either, as is recorded by a remark made by Lieutenant Commander Miles --- "We've won, we've made a mistake even F.O.S.T. hasn't thought of".

After the work-up and ten days leave to each watch, we sailed for our Far East leg on March 28th.



*The Rock*

Arriving in Gib. on March 31st, we discovered we had got out of the country just in time to miss the General Election, so no one can blame us for tipping the scales in favour of Harold!

A few days in Malta, through the Canal with the inevitable "gully gully" man and we arrived in Aqaba,



*Malta*

Jordan, on April 12th. Admiral Sir John Hamilton, C-in-C Mediterranean, embarked shortly afterwards to fly, his flag in *LEANDER* for three days.

Aqaba is a small, but important (to Jordan) seaport, only a mile across the Gulf of Aqaba from Eilat, the Israeli's only seaport East of Suez, and one that was to be prominently in the news a year later.



*A Guard from all Departments*

On April 13th H.M. King Hussein of Jordan and Princess Muna (formerly Toni Gardner of Ipswich), together with other members of the Jordanian Royal Family and Cabinet, arrived for lunch with the Admiral and a tour of the ship before departing for Amman.

The remainder of our stay was taken up with sport, in which we hopefully played the Jordanian Army at basketball, their national sport, and they obligingly beat us 84-10, and visits to the ancient city of Petra.



*We did get down their end once or twice*



Petra, which is about 90 miles inland, is carved from and into the red sandstone of the surrounding hills. Its presence was known of for centuries, but not its whereabouts, and its actual location was only discovered within the last hundred or so years. It is now being developed as a major tourist attraction. The last few miles into Petra, over winding trails and through a deep narrow chasm, is by horse back, and standing



*P.O. Ck. (O) Brown is the one on the horse*

up suddenly became the vogue for several days afterwards.

Leaving Aqaba we steamed 150 miles down the Gulf of Aqaba to Yenbo in Saudi Arabia, arriving on April 13th. This visit and the date, which is engraved on the Navigating Officer's heart) was notable for only one thing. On entering the very narrow, reef-bound harbour mouth, it was found that the points on the chart, such as minarets, leading marks, etc, which should have been visible for fixing the ship's position, had either been knocked down, built in front of or had never existed. On stopping to check, the ship grounded gently for a short time on the reef. We were



soon off and secured alongside and at the subsequent enquiry no blame, quite rightly, was attributed to the ship. Lawrence of Arabia had frequently visited Yenbo and the unanimous verdict of the ship's company was, "It's all yours Lawrence".

On to Aden for a few hours, embarking our unofficial Chinese laundry crew from *Ark Royal*. followed by a day stop in Mombasa for fuel and we suddenly found ourselves on Beira patrol with *Eagle* and *Mohawk*. This first patrol, which covered 25 days at sea, was pleasant and peaceful, marred only by a



*Aden Harbour*

shortage of mail. There isn't sufficient space to record all we did but a few short reminders will jog the memory. Do you remember the sick seaman from the tanker *Delian Spirit* - the busy helicopter flying dawn and dusk patrols - the scores of ships we challenged and identified - the Portuguese warships inside territorial waters - tropical routine and deckchairs - the Bofor shooting and beard growing competitions - the 'village fair' which raised over £120 towards our guide dog for the blind - running out of signal paper -



*The 'Village Fair' Town Crier*



*"A cushion? You must be joking!"*



"Who's an idiot?"



COMFEE (Vice-Adm. Twiss) walks around in Singapore

After leaving Hong Kong we faced twenty-four days at sea which included our sea inspection, Exercise 'Millsail' en route to the Subic area, Exercise 'Stormcloud' with the U.S.N. when we got to the area and finally a major exercise - Swordhilt - scheduled by the R.A.N. and lasting eleven days. This exercise involved 28 ships of the R.N., R.A.N., R.N.Z.N. and U.S.N. It ended with our arrival in Sydney, but *LEANDER*

these are just a few events of the patrol? It was followed by seventeen days in Mombasa for a self-maintenance period, and 'self-maintenance' is the right phrase. Everyone maintained himself by frequent visits to the New Florida, Casablanca or Central nightclubs. Some even ventured as far as Nairobi and the game parks.

We sailed for our second patrol on June 8th, and after twenty-one days at sea, arrived in Port Victoria, in the Seychelles, having been relieved off Beira by *Gurkha*. A brief visit this, although time enough for one budding tycoon to obtain the prospectus offering one of the local islands for sale. The knockdown price was two million rupees - £150,000 - who can afford to miss a bargain like that'?

At last, on July 15th, we got to Singapore, for maintenance, Tiger, swimming, Tiger, rabbits, Tiger and after that more Tiger. A month later we staggered out for our first Fleet exercise - Dragonfly - which took us, via Subic Bay in the Phillipines, to Hong Kong. Here we were to have F.O.2's inspection and extra work was the order of the day. Swarms of Chinese coolies descended on the ship and, working for'd to aft, chipped the entire upper deck like locusts in a cornfield. The noise nearly drove us crazy, but didn't last long. As always, everything was ready for the harbour inspection on September 30th, in spite of the most pessimistic views, and all went well.



Sydney. N.S.W.

sailed after two days, for the New Zealand visit, leaving the remainder of the Fleet in Australia.

Our first call was Tauranga, in the North Island. Here we not only received the full weight of New Zealand's hospitality but also the enthusiasm which the name of leander engenders, due to its historical associations with *H.M.N.Z.S. Leander*. Add to this the fact that New Zealand's first Leander class frigate was called *Waikato* (Tauranga is in the Waikato district) and that after her work-up in U.K. in early 1967 her first stop in New Zealand was Tauranga, and all the





*Mount Maunganui, New Zealand*

ingredients of a good visit are present. We weren't disappointed. There were times when the Officer of the Day was desperately scanning the ranks of men under punishment and the duty part, to try and satisfy the local demand for sailors. However with virtually no offenders during the entire N.Z. visit, at times the ship had no-one on board except the half dozen or so duty watch.

Reluctantly we sailed on November 7th, but after a day's rest at sea, we found that the South Island was just as friendly and we plunged into another whirl of entertainment and sight-seeing at Christchurch. There were some sad faces on board, and on the dockside, when we sailed after five days. The story



*Christchurch, New Zealand*

was repeated at Bluff, which is at the southernmost point of South Island. New Zealand did us proud and we were very glad of the opportunity to see this country, which has a reputation for beauty and hospitality. We were overwhelmed by both and the



*P.O. Cole bats the Wasp onto the jetty at Bluff, New Zealand*

unanimous verdict was that we would be unlikely to have a better visit anywhere.

Leaving New Zealand we steamed west, passing south of Tasmania and Australia to meet the remainder of the Fleet, and then north past Perth to the vicinity of the Cocos (Keeling) Islands for Exercise 'Candy-wrap'. Afterwards we took part in the first ever five-ship R.A.S. with *Victorious*, *Cleopatra*, *R.F.A. Reliant* and *R.F.A. Olynthus*, before detaching and carrying out a full power trial en route to Singapore. On our arrival, we secured alongside *Triumph* for our assisted maintenance period and there we stayed for Christmas.



*Preparing for Christmas in Singapore*

This was celebrated in the traditional way, weather excepted, although with our departure for the U.K. so imminent, things were a little subdued. Last minute