

Dorton House

WHEN the ship first commissioned it was decided that instead of supporting various charities it should have its own particular one.

The charity selected was the Dorton House School for the Blind at Sevenoaks, Kent. The main objective of the school is to prepare children of all ages to take part in everyday life.



To try and achieve a target of £2,000, the ship's company volunteered to have approximately 2/6d. per fortnight deducted from their pay.

It was soon realised that by this method the target would not be reached; in order to boost this amount collecting boxes were placed in the canteen and unused foreign coins were collected after leaving the various ports.

By these methods the sum of £1,360 12s. 0d. has so far been raised. In order to make the total up to £1,500, an amount, not yet determined, will be given from the Welfare Fund.

" Lenny The Lion "

LENNY THE LION first came into our lives shortly after Commissioning when we heard from Admiralty that he had offered to be the ship's mascot. Arrangements were then made for a visit to cement the adoption, but, owing to ship's movements and Lenny's engagements, this was not possible for some considerable time.

However, a large party of children were invited to watch Lenny's T.V. show in December, 1960, and this was much enjoyed.

While the ship was in the Mediterranean, Mr. Terry Hall, Lenny's Tamer, ordered a large flag, showing Lenny's face on both sides, for presentation to the ship. This was to be used on any suitable occasion such as children's parties, sports' meetings, etc.

At last, on return from the Mediterranean it was possible to arrange a personal visit of " Lenny the Lion " to his adopted ship. This was timed to coincide with a children's party at which children of the ship's company were hosts to children from Dorton House School for the Blind.

This was the most successful children's party of the year due in no small part to the splendid show put on by Terry Hall and Lenny, which kept the children enthralled. Great care had obviously been taken to ensure the blind children could enjoy the show and take part in the competitions with the others.

The ship's company are most grateful to Mr. Hall for coming down on 11th November for the party and it is hoped that children's parties of future commissions will benefit from the liaison.



THE DORTON HOUSE CHILDREN WITH LENNY THE LION

2,500 MILES BY RADIOGRAM

THE day before the ship sailed from Valparaiso, four intrepid explorers, Lieutenant C. P. Williams, C/Sgt. Owen, E.R.A. Porter and A.B. Duthaler, set out in the ship's Land Rover for Lima. The object was to reach Lima, 2,500 miles away, before the ship.

The road, to say the least, was rough when it was not non-existent, consisting mainly of a track covered with shale or loose stones. Pot-holes abounded and, curiously enough, the surface of the road had in the course of time assumed corrugations running like waves along it. Each crest was about two inches high and we found that the only way to avoid being shaken about, was to reach a critical speed (some 45 m.p.h.) and maintain it.

Driving under these conditions was both extremely tiring and worrying. A puncture could send us off the road - a broken axle could mean a long walk back to Devonport. Besides these hazards we had the ever present dust. This found its way everywhere and the driver, and often the passengers, wore goggles. It was too dry to perspire otherwise we would have been covered in mud!

Between villages we had to cross desert country. Sometimes flat, sometimes mountainous. At one stage we had to climb some 8,000 feet up an incline as steep as Porlock Hill, though much narrower and very winding. We reached the top breathless and with our hair on end!

At a town called Arica, on the Chile/Peru border we met our first major set back. The authorities were adamant that our papers were not in order, and that we were deserters. The British Vice-Consul, Mr. Hulse, and his wife came to our assistance and, during the forty-eight hours we had to wait to receive clearance from Santiago, they treated us royally. Finally a telegram was received from Santiago " Interpol authorised party to

leave Chile in their Radiogram No. 176/7." Despite its ambiguity this meant something to the Chilean authorities and, at last, we were allowed through the border.

On our trip we had our share of difficulties - punctures, leaking radiator, the problem of making ourselves understood in a foreign language. However, we reached Lima and there, the shame of it, to get utterly lost trying to find Callao !

We had covered 2,500 miles in 62 hours actual driving time. An average speed of just over 40 m.p.h. The journey was all an " exped " should have been. We drove hard and fast, we lived " rough," we somehow overcame the difficulties of language, travel documents, and logistics.

The climbs over mountain ranges were hair raising and the road over the desert was boring; not a sign of life, not even a blade of grass for miles at a stretch.

The sight of the sun rising over the snow-capped Andes was incredibly beautiful. The poverty of the people living in the small villages was pitiful.

We were not waiting on the jetty for the ship's arrival in Callao. However, we achieved our main object - to arrive.



The Lion

Cat Class; Valiant Beast!
Onward over billowy seas,
Never faltering in her stride
Cautious thrown 't' gusty wind.
Onward! Ever onward!
Rio passes by
Doughtless as she steams ahead!
Argentina - starboard beam,
Next stop, Buenos Aires!
The Company all cheer.

Ne'er Day in Monte
Onward she sails again.
Madryn! Just a fleeting call,
In Magellan's steps we're treading,
North, north to Valparaiso
Eastward the snowtopped Andes rise

Foreign shores slip by.
Aft now, Lima and Canal
Cartagena at our stern,
Then San Juan, the Azores and home
At last! At last!



Miscellany of Facts

There were 24 christenings on board - no births.

1,659 fillings, 367 extractions, were executed by the Dental Surgery and 68 falsies were manufactured.

The Sick Bay issued 35,400 Aspirins, Codeines and A.P.C. tablets, therefore, approximately 17,700 times someone said "Two Codeines please, Doc."

2,073 6-inch shells and 3,954 3-inch shells have been fired.

There are 5,395 electric lamps controlled by 1,659 switches consuming 6,500 kilowatt hours per day.

There are 350 dials and gauges in the after engine room.

Total electrical generating capacity is 4.5 million watts and the average daily consumption is 19,200 kilowatt hours.

The automatic telephone exchange of 200 lines averages 2,000 calls per day.

23,768 tons of furnace fuel oil and 50,904 tons of fresh water have been used.

124 days (i.e. complete 24 hours) have been spent at sea.

A distance of 38,600 miles has been steamed.

386 private radio telegrams and radio telephone calls were handled for the ship's company at a total cost of £135 7s. 0d.

17,650 signals were received and transmitted. These needed 264,750 sheets of paper for distribution. Were they all necessary?

The Captain threw 591 dutch logs (teleprinter roll sticks) over the side.

11½ miles of teleprinter paper have been used.

1,000,000 meals have been served by the General Mess.

£360,549 have been paid to the officers and men.

1,000,000 cans of beer and 236 miles of cigarettes have been sold by the canteen.

219,872 tots of rum have been issued.

The Naval Stores staff have dealt with 14,287 demands for stores.

13,302 lamps and 5,000 tins of metal polish have been issued by the Naval Stores.

The canteen has sold 23,000 ice creams and 100,000 bars of chocolate.

Over 20,400 fuses have been used during the commission.

Enough paint has been used to paint Wembley soccer pitch 16 times.

Enough sausages to make a string long enough to go round the ship 30 times have been eaten.

120,500 loaves have been eaten on board.

"X" Gyro rotor made 6,697,440,000 revolutions.

"THE NINE DAY WONDER"

IN an attempt to further my education I once read a book called "How To Win Friends," and one of the first rules was - never inflict compulsory exercise on a fellow human being. It was obvious to anyone of healthy mind and body that the author of this best seller at the time of writing was in bed. However, his words became immortal the day *Lion* commenced the leg from Freetown to Rio de Janeiro of her voyage of goodwill. For, the very next day there appeared on Daily Orders the unusual routine, 0745-Seaman, Engine Room and Ordnance divisions to P.T. The Electrical and Supply and Comms. divisions were also to be subjected to this ancient form of torture at 1545, not forgetting the Wardroom at noon, some of whom actually volunteered. Only two words can describe the effect of this announcement on the ship's company, "SHEER PANIC." As happens in great moments of impending doom in history, three unions formed overnight and every "Lion" affected, hastily joined the one that best served his cause. On the one hand there were the "over 35's," and judging by the strength of this following we are older than we think. The second union was a queer mixture of humanity, ranging from those who were prepared to queue at the Sick Bay and feign illness (insomnia is always a safe bet, although you may be forced to return bedding), to the remainder who found small stores and cabooshes to seek shelter in until the danger had passed. This left the third group who could find no excuse not to attend and had to pretend they enjoyed it, needless to say, they were in a minority.

One man held the key to this "SUICIDAL" experiment, and he was immediately hidden away by friends who feared for his safety, as an assassination seemed likely. So, as the new day dawned a wave of expectancy swept the ship, and at 0745 the required personnel mustered on the fo'c'sle. This caused the blunt end of the ship to leap up out of the water; however, this was remedied later by making the Marines take exercise down aft and keep the ship trimmed. The whole operation nearly came to a rapid close at 0746, when the disciple of the most noble and ancient brotherhood of torturers disappeared between the barrels of "A" gun. Unfortunately the said torturer only severely jarred all 37 vertebrae and cracked a rib, so he was able to carry on. The Electrical, Supply and Comms. divisions arrived in the late afternoon, all wearing dark glasses, as many of them hadn't seen daylight since leaving "Pompey." However, they survived, although the food ceased altogether - the lights went dim and the ensign dipped itself. The Wardroom session at noon had disastrous repercussions, as church had to be cancelled the following Sunday, the spirit being willing BUT the flesh weak.

On the second day all attendances dropped by half, but the queue at the Sick Bay increased, all suffering from a touch of "Both Watches," or something. However, by the eighth day due to service commitments, and the

disciple's refusal to come down from the crow's nest, the powers that be, decided that the young "Lions" were of more value half-fit than half-dead. A considerable amount of time has passed since those devastating nine days, much goodwill has been spread and many "grippos" well and truly gripped, but one question is left - has anyone seen the P.T.I. lately?

Other Things We've Said

Mixed Messing.

Senior Rates mixed messing has been an enlightenment to all concerned. An E.R.A. overheard the following conversation in his mess, between two electrical buddies, while the ship spent the weekend at Spithead:

"I hear the 'tiffies' have a big earth on the main steam pipe to repair, before we enter harbour."

Grypos.

Coach trips, etc., were popular at all places visited. One programme of tours had the heading "pending" written on it. When asked where he wanted to go, one "Lion" replied earnestly, "Pending!"

Only one man ever trod water with success. "Lions" who tried it shall remain anonymous.

The Engine Room department have had a Spanish member who shall be remembered as the "Senor Engineer!"

Bandy said: "Why haven't I got one of these lighters?"

"Truly this ship comes from the Northern Hemisphere - they have 'TOP' painted on the bottom of their buckets."

"Does this turret work well?"

"Yes, sir, it's been painted six times!"

Never say to an Engine Room rating: "How are you bearing up?"

I can't come midnight bathing - I forgot my trunks."

"Don't tell C.N.D., Haslemere, but 23 Mess once had eighty people in their mess."

Commander (S), (1): "You can have as much food as you want as long as it isn't wasted."

Commander (S), (2): "150 men went round the buoy, if this continues, meal tickets will be issued."

"THE BOOTNECKS " - AN APPRECIATION

THE reduction in capital ships combined with the increased Commando commitments means that all too few of the Corps are getting the opportunity to serve with a R.M. detachment at sea. It was not surprising therefore, to find that only fifteen of the total of fifty-six all ranks had any previous sea service.

Not in the least deterred by this lack of experience they joined the ship certain that they would convince their "web-foot" friends that, though only a pocket-sized detachment, they would soon prove their value as an integral part of the ship's organisation.

Throughout the commission a good deal of their time has necessarily been devoted to Ceremonial Guards and Bands too numerous to mention, though at Trieste they hit the "Jackpot" with seven in less than three



hours; Buenos Aires was a close second with three in one hour at the end of an afternoon when the ship was working tropical routine!

Whenever possible the band has "Beat Retreat," and has proved extremely popular at every port. Stances have varied from the large concrete mole at Naples and the narrow, cobble-stoned, spray-drenched pier at Beirut, to the delightful 17th century Spanish Square in the old port of Cartagena in Colombia. Just as important were the band's alternative roles as a string orchestra, dance band or "Dixie" group, which have made them a tremendous asset throughout cruises of the Mediterranean and South America.



REGULATING STAFF



CANTEEN STAFF

ANONYMOUS

Again we left old England, the leave and refit done,
And soon we reached our harbour to have another run.
Some men bought their " rabbits," others stopped to think,
Me? I wasn't worried, I just went for a drink,
In Gibraltar.

We had to pick the Admiral up to take him on the cruise,
I think it's better really, as he knows all the news.
I saw the dark horizon, I looked and turned away,
It's no good thinking shoresides if you're duty all that day,
At Freetown.

The football ground's fantastic, Christ's statue is the same,
And you can see the Sugar Loaf, the mountain of great fame.
But these things are for dreamers, I didn't dream but fell,
If hotel doors could only speak, what a story they could tell,
Of Rio.

The dearest place we've ever been was our first impression,
But soon we found the cheaper bars and had a little session.
The annisette was very good, the bottles quite a size,
I think the whole ship's company sailed with bloodshot eyes,
From Buenos Aires.

The days go past so quickly, a new year now draws near.
My new year's resolution? I'm drinking no more beer.
I'm doing fine, so far so good, better now than some,
Every time I go ashore I drink the local rum,
Of Montevideo.

Have you ever seen a film where a cowboy town is shown?
Well this place was the nearest that I have ever known.
The main street was a dust track, with just two little bars,
But alas! there were no cowboys, they all drove round in cars,
At Madryn.

What can I say about this port? With words I wouldn't try.
It's an image of a heaven where I'm going when I die,
Where you can take a woman and love her without fear.
We only stayed four days here, I'd prefer a year,
At Valparaiso.

When I was just a young boy of twelve years or thirteen,
I had romantic notions of countries never seen.
But now that I am older, my children I can tell.
The truth about these countries, the truth about the smell,
Of Callao.

And now we reach the Panama, and take it in our stride,
The last port of America is on the other side.
Most of us bought presents of every shape and size.
Me, I bought some maggots stuffed in a crocodile!
From Cartagena

So now it's nearly over and we leave the mainland's shore,
The first of two small islands to visit on our tour.
We went up to the navy base to see the " limbo " go,
And saw instead the idiots who tried to steal the show,
At Puerto Rico.

The second isle was very small, of this I know no more,
You see I'm under stoppage and just can't go ashore.
From what I hear it's not too good, there's nothing here to thrill,
The football team was beat again, the score? just seven nil,
To the Azores.

The stars seem twice as starry, the sun seems twice as bright,
The clocks are going forward now, nearly every night.
No matter where I wander, no matter where I roam,
I'll always feel excited when I'm going home,
To England.



LAUNDRY STAFF

NOMINAL LIST OF THE SHIP'S COMPANY

CAPTAIN J. E. SCOTLAND, DSC

COMMANDER E. G. STEARNS

SEAMEN

LT.-CDR. D. F. MITCHELL
LT.-CDR. J. A. WINTERBOTHAM
LT.-CDR. O. R. WILLIAMS-ELLIS
LT.-CDR. G. HAYNE
LT.-CDR. D. A. LAMBERT
LT.-CDR. N. D. PASCOE
LT. C. P. TISDALL
LT. F. O. PIKE
LT. N. I. C. KETTLEWELL
LT. C. W. WILLIAMS
LT. K. A. GRISTY
LT. (SD) R. PALMER
LT. (SD) J. F. CLEGG
SUB-LT. (SD) J. T. COLE
SUB-LT. (SD) K. SCHOFIELD

LT. T. LELAND
LT. J. W. R. WESTON
SUB-LT. (SD) M. J. WATERHOUSE
SUB-LT. (SD) W. H. KNOWLES
A/SUB-LT. B. J. COWL
A/SUB-LT. R. I. M. WOOD

ELECTRICAL

CDR. G. A. LOOKER
LT.-CDR. M. B. PATON
LT.-CDR. W. T. RUSSELL
ELECT. LT.-CDR. E. E. SIMS
ELECT. LT. H. WALKER
ELECT. LT. R. A. G. EVA
ELECT. SUB-LT. J. PAXTON

ROYAL MARINES

CAPTAIN J. H. HAYCOCK

INSTRUCTOR

LT.-CDR. G. A. BAXTER
LT.-CDR. C. P. MARCHANT

MEDICAL

SURG. CDR. G. S. IRVINE
SURG. LT. C. I. BACKHOUSE
SURG. LT. (D) A. W. HARRIS

SHIPWRIGHT

SHIPT. SUB-LT. W. F. NOYCE

CHAPLAIN

REV. G. KNIGHT

ENGINEER

CDR. J. A. H. HAMILTON
LT.-CDR. J. P. EDWARDS
LT. J. A. SHEPLEY

SUPPLY

CDR. W. E. HANDLEY
LT.-CDR. R. G. HAWKER
LT. C. P. WILLIAMS
LT. D. F. W. SEAMAN
A/SUB-LT. W. S. C. DANGERFIELD

ORDNANCE

LT.-CDR. M. T. H. HOWES
ENG. SUB-LT. (O/E) D. C. O. RICKETTS
ENG. SUB-LT. (O/E) L. L. A. SMITH

P.T.A. FLIGHT

LT. (SD) (AV) F. V. EWLES

MIDSHIPMEN

C. I. BETHUNE
C. J. BOWYER
D. M. H. LINGARD
J. L. MUXWORTHY

The following were relieved after April, 1961.

CDR. J. G. STOTT
CDR. R. H. OUTRAM
LT.-CDR. A. R. ELLIS

LT.-CDR. (SD) S. ERSKINE
LT. P. EVANS
LT. R. B. M. WILKINS

LT. W. ALEXANDER
ENG. SUB-LT. (O/E) A. 11. PHILLIPS
ENG. SUB-LT. E. E. RALPH

C.P.O. J. C. R. ANNISS	A.B. D. C. DOBSON	A.B. A. R. RAMSEY	ORD. M. J. ROBINSON
C.P.O. S. W. BREEDS	A.B. J. DONOGHUE	A.B. C. REID	ORD. C. G. SNELL
C.P.O. R. K. GRANT	A.B. H. W. DOW	A.B. S. RICHARDSON	ORD. P. H. W. SOWDEN
C.P.O. S. W. PARTRIDGE	A.B. J. E. DUTHALER	A.B. P. J. RICHARDSON	ORD. C. STEINLY
P.O. W. E. BARTON	A.B. J. S. EMBLEM	A.B. R. A. RICHMOND	ORD. E. TAYLOR
P.O. M. A. CADDELL	A.B. J. H. FERGUSON	A.B. R. RITCHIE	ORD. J. TOWNS
P.O. R. E. FORSYTH	A.B. R. E. FISK	A.B. D. ROBERTS	ORD. D. G. WILSON
P.O. S. D. HASSALI	A.B. J. A. H. GOREE	A.B. J. ROBINSON	J.S. A. BETTERIDGE
P.O. F. G. JENNING	A.B. T. T. GRANT	A.B. G. R. RODGERS	J.S. M. HILLING
P.O. A. S. LACY	A.B. R. K. GRIFFIN	A.B. A. RYMER	J.S. A. HIPSEY
P.O. G. I. LOWREY	A.B. C. N. HALES	A.B. B. E. SCOTT	J.S. P. MAYERS
P.O. B. P. MANN	A.B. S. A. HAMPTON	A.B. N. SLINGSBY	J.S. J. MURPHY
P.O. J. K. MARTIN	A.B. R. B. HAND	A.B. J. H. SMITH	J.S. R. A. PEACEY
P.O. L. STAPLETON	A.B. J. E. HARRISON	A.B. W. H. J. SOWTER	J.S. P. N. SNELL
LOG. SEA. J. CUDE	A.B. J. W. HAZELTON	A.B. B. STOCKTON	J.S. M. THOMAS
LDG. SEA. I. A. GAMBLE	A.B. R. I. HERBERT	A.B. D. A. I. SULLIVAN	J.S. G. THOMPSON
LDG. SEA. D. J. GRANTHAM	A.B. T. A. HOARE	A.B. T. M. THEOBALD	C.M.(E) M. H. F. COOPER
LDG. SEA. D. C. HOLDSWORTH	A.B. J. A. HOWLS	A.B. D. O. THOMAS	C.M.(E) W. M. FLEMING
LDG. SEA. D. F. KINGSWELL	A.B. J. JARDINE	A.B. R. THOMPSON	C.M.(E) O. G. JENKINS
LDG. SEA. R. J. LONGMAN	A.B. R. R. JERRARD	A.B. G. P. A. TRINDER	P.O.M.(E) D. H. BROWN
LDG. SEA. A. J. SAUNDERS	A.B. E. JONES	A.B. J. S. TUNNICLIFFE	P.O.M.(E) K. W. J. BYFORD
LOG. SEA. B. P. SMITH	A.B. N. JONES	A.B. K. UNDERHAY	P.O.M.(E) J. A. GOLDS
LDG. SEA. R. L. SPENCE	A.B. P. JONES	A.B. G. WATSON	P.O.M.(E) G. GORDON
LDG. SEA. M. P. N. TAYLOR	A.B. T. F. J. JOY	A.B. F. C. WHITE	P.O.M.(E) R. J. GRIFFITHS
A.B. L. R. AMOS	A.B. G. KAY	A.B. A. R. WILLCOX	P.O.M.(E) F. GRUNDY
A.B. W. J. BENNETT	A.B. D. KIMBER	A.B. P. WILSON	P.O.M.(E) R. W. QUICK
A.B. J. A. BENSON	A.B. B. KNOWLES	A.B. H. E. WOODS	P.O.M.(E) R. W. HAZELDINE
A.B. N. BISHOP	A.B. R. KYLE	A.B. J. D. WYLLIE	P.O.M.(E) D. HIGGINBOTHAM
A.B. D. BLAIR	A.B. E. C. LEABON	A.B. J. V. YOUNG	P.O.M.(E) A. J. HILLIER
A.B. G. E. BOXALL	A.B. J. E. E. LEAL	ORD. B. L. ARNOLD	P.O.M.(E) S. H. HILTON
A.B. J. C. BRADY	A.B. A. J. LINSKEY	ORD. D. C. BELTON	P.O.M.(E) H. J. C. HOMES
A.B. A. BROWN	A.B. W. P. LOCKYER	ORD. J. W. BOYLE	P.O.M.(E) F. P. JORDAN
A.B. D. G. BROWN	A.B. J. LYTTLE	ORD. K. A. GAYWOOD	P.O.M.(E) T. H. KISBY
A.B. M. G. G. BRUSHNEEN	A.B. J. MCCULLOCH	ORD. R. J. GIBBINS	P.O.M.(E) J. T. PEACE
A.B. J. BUCHANAN	A.B. D. E. MACE	ORD. R. GREENSLADE	P.O.M.(E) G. D. RAY
A.B. D. E. BUNCE	A.B. J. MANSON	ORD. B. HARPER	P.O.M.(E) J. D. STANWORTH
A.B. J. D. BURNS	A.B. G. MORTON	ORD. D. M. HODGINS	P.O.M.(E) A. J. STEVENSON
A.B. B. J. CANN	A.B. D. MURPHY	ORD. R. HUDSON	P.O.M.(E) J. F. WHEELTON
A.B. A. CHING	A.B. A. D. NELSON	ORD. J. HUNTER	P.O.M.(E) G. WRIGHT
A.B. R. N. CLEMENTS	A.B. E. NEW	ORD. T. H. B. JONES	L.M.(E) B. W. BATER
A.B. G. C. COOPER	A.B. M. R. NIGHTINGALE	ORD. P. H. JOYCE	L.M.(E) J. K. BOYNE
A.B. I. T. COOPER	A.B. M. PAYNE	ORD. R. M. G. MUIR	L.M.(E) E. G. BURDEN
A.B. A. I. COTTON	A.B. W. G. M. PEARL	ORD. A. A. PARKER	L.M.(E) C. B. COTTRELL
A.B. K. Cox	A.B. R. P. PRITCHARD	ORD. K. F. POWELL	L.M.(E) A. A. CRANE
A.B. J. DALBY	A.B. T. W. RAMSAY	ORD. A. PROCTOR	L.M.(E) R. CROFT

L.M.(E) J. DAY	M.(E) B. LEAKE	J.M.(E) K. S. BALSTON	<u>E.M.K.L. BAILLIE</u>
L.M.(E) J. I. DUGGAN	M.(E) K. R. LEITHARD	J.M.(E) J. B. DARCH	E.M. R. F. BEST
L.M.(E) D. G. DUNN	M.(E) R. LEWIS	J.M.(E) R. J. FLUKES	<u>E.M.C.D. BICHARD</u>
L.M.(E) G. HARDWICK	M.(E) N. C. LLOYD	J.M.(E) R. E. GREEN	E.M. E. R. BRAIN
L.M.(E) T. W. HUGHES	M.(E) J. A. LUMLEY	J. M.(E) D. MCCARTHY	E.M. P. BRIERLEY
L.M.(E) J. J. C. KING	M.(E) R. P. G. MACHRAY	J. M.(E) W. R. MORRIS	<u>E.M.C.W. CARTWRIGH</u>
L.M.(E) R. LiLEY	M.(E) J. MACKIE	J. M.(E) R. MOYCE	<u>E.M.I.S. CLARKE</u>
L.M.(E) B. OLIVE	M.(E) R. H. MACMASTER	J. M.(E) R. D. PRATLEY	E.M. J. COLLECT
L.M.(E) A. WRIGHT	M.(E) C. MAKEPEACE	J. M.(E) R. TICKLE	<u>E.M.N.D. CORNIER</u>
M.(E) R. J. ALDERWICK	M.(E) T. MARCH	J. M.(E) R. THOMPSON	<u>E.M.C.N. COVILL</u>
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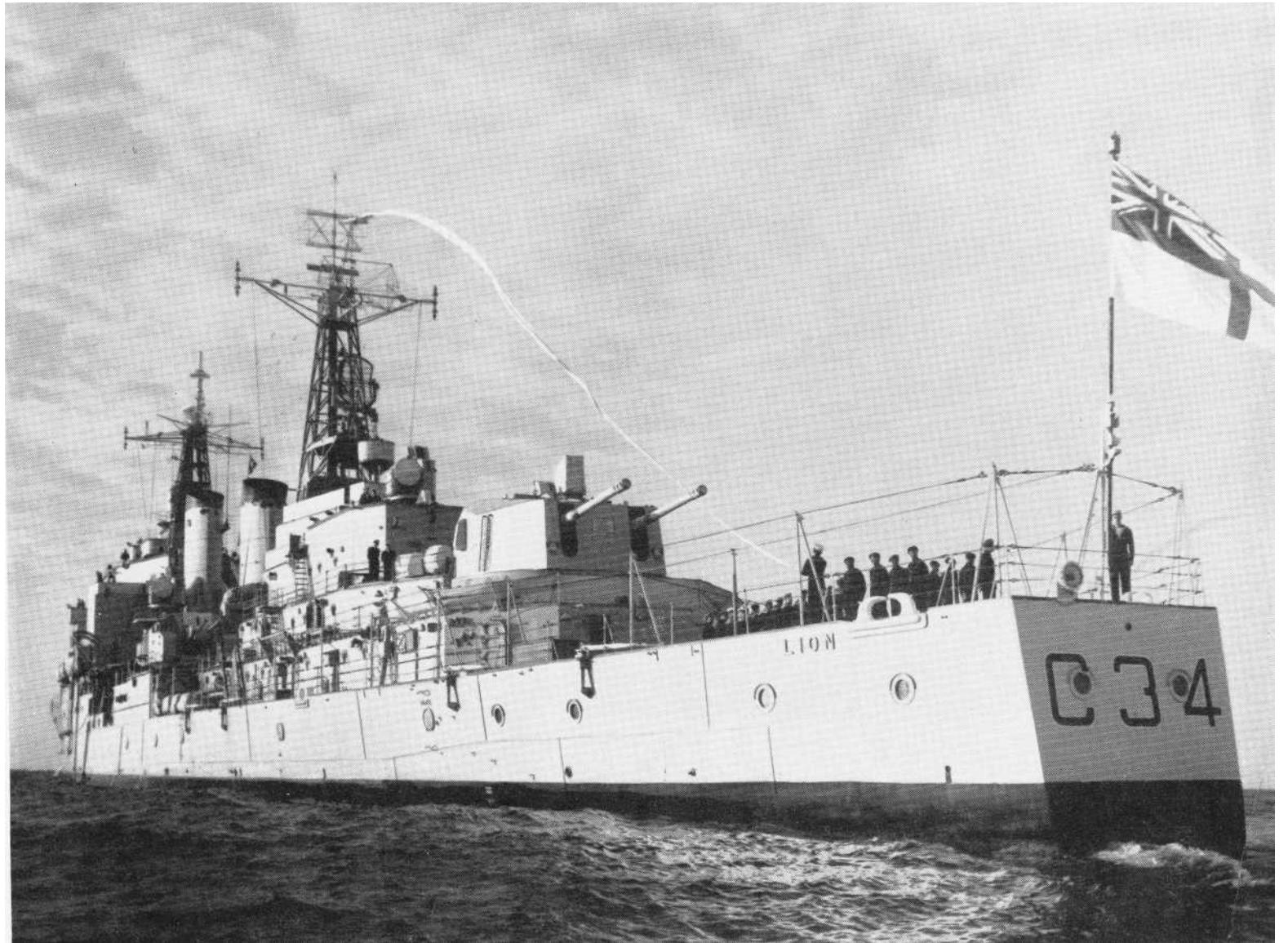
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ONE of the nicest things I have heard about us came from a small ship - "*Lion* is the smallest big ship we have ever known."

There have been many nice things said about *Lion* in many countries by many distinguished people; but that, I think, sums us up more accurately than anything else. It means that we have tried to do our job efficiently and in an unselfish, friendly and cheerful way, and what is more, it was appreciated.

A handwritten signature in black ink that reads "Eric Stearns". The signature is written in a cursive style.



THE END



Published by the Ship's Company
and printed by The Forces Press (Naafi), Crimea Road, Aldershot, Hants.