



H.M.S. LONDON

THE SHIP'S FIRST COMMISSION

NOVEMBER 1963 - NOVEMBER 1965

Ports and Places Visited to July 1965

UNITED KINGDOM

16th November 1963—10th July 1964

17th July 1964—11th September 1964

Newcastle, Portsmouth, Lossiemouth, Fishguard, Liverpool, Devonport, Portland, Falmouth, Greenwich

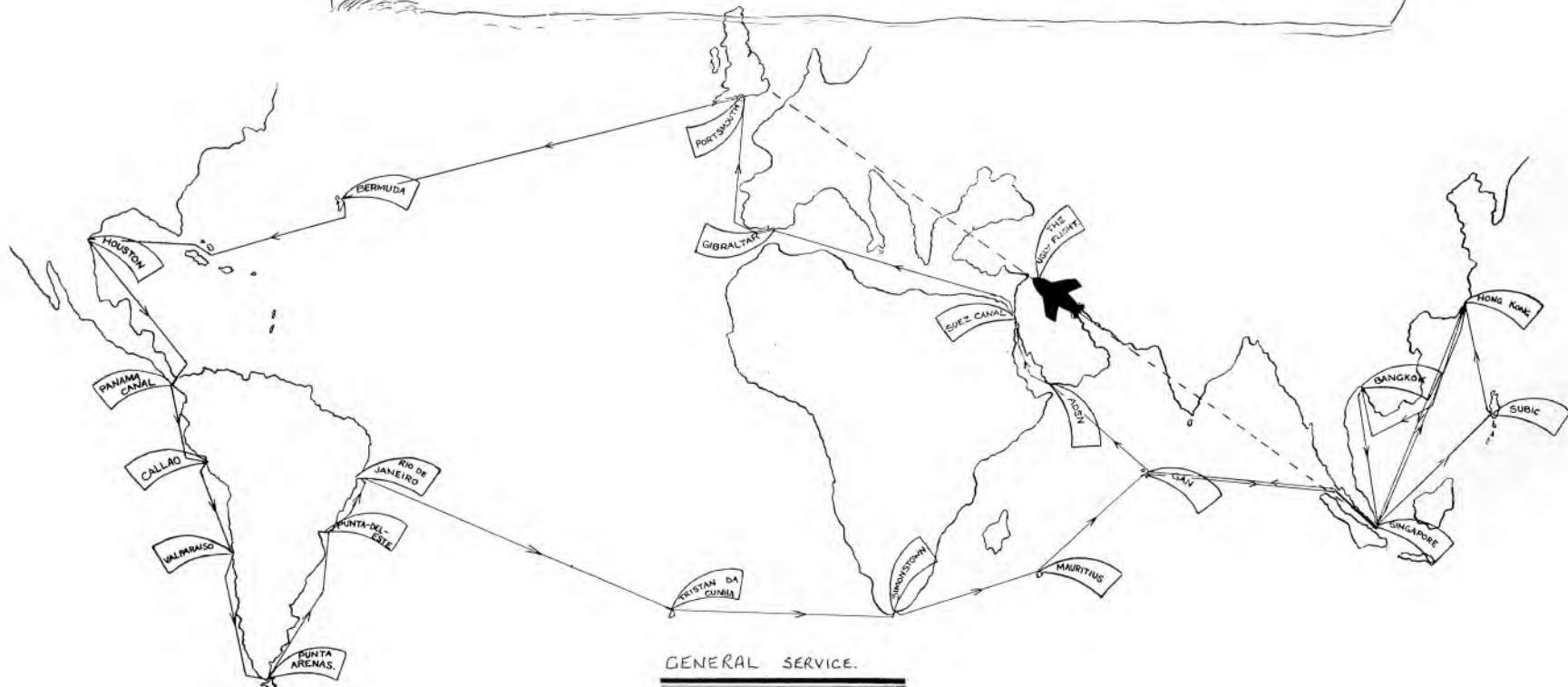
FOREIGN: 1964

Gibraltar	<i>14th-17th July</i>
Bermuda	<i>17th—20th September</i>
Houston, Texas	<i>26th-30th September</i>
Panama Canal	<i>8th October</i>
Callao, Peru	<i>10th-15th October</i>
Valparaiso, Chile	<i>19th-24th October</i>
Punta Arenas, Chile	<i>29th October 9th November</i>
Punta del Este, Uruguay	<i>14th-16th November</i>
Rio de Janeiro, Brazil	<i>20th-27th November</i>
Tristan da Cunha	<i>1st December</i>
Simonstown, S. Africa	<i>4th-30th December</i>

FOREIGN: 1965

Mauritius	<i>5th-7th January</i>
Gan, Maldives Islands	<i>12th-13th January</i>
Singapore	<i>18th January-8th February</i>
Port Swettenham, Malaysia	<i>11th-13th February</i>
Hong Kong	<i>23rd February-2nd March</i>
Bangkok, Thailand	<i>6th-13th March</i>
Singapore	<i>27th March-24th April</i>
Hong Kong	<i>3rd-8th May</i>
Singapore	<i>4th May-9th June</i>
Philippine Islands	<i>21st-26th June</i>
Hong Kong	<i>28th June-7th July</i>

◇ H.M.S. London - 1964-1965 ◇



GENERAL SERVICE.

Foreword

Looking back on our commission I feel that as a ship's company we have been fortunate in more ways than one.

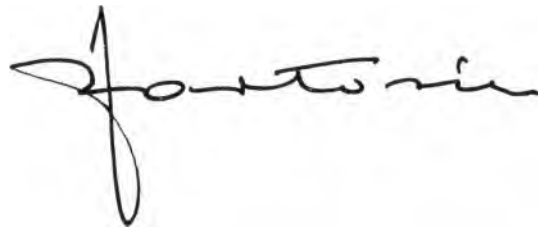
Firstly, we had a brand new ship which was much admired by all, including foreigners. Secondly, we sailed her practically round the world and finally, and this was by no means unimportant, as she was the tenth H.M.S. *London* we inherited a ship with a tremendous tradition behind it.

We all too soon realized that to keep a ship as complicated as ours in fighting trim over a period of two years would require a lot of effort on everybody's part. There was never any difficulty over this: there were people in every department who put their whole heart into their job and willingly worked extremely long hours, at times in conditions that were far from pleasant. I think we all felt that wherever we went or whatever we did, our powder was being kept fairly dry at all times.

But we also had a good share of fun. Our world cruise provided us with experiences which ranged from the stained-glass windows of the Guildhall and the white pagodas of Thailand to the oil wells of Texas and the wild desolation of the Cape Horn country.

The aim of this little book is to help you remember in time to come the portion of your service which you have just spent in H.M.S. *London*. I hope you will remember it with pleasure and perhaps even pride. I know I shall.

I wish you all the very best of luck in the future.



J. C.
BARTOSIK
Captain

Captain with Lord Mayor of London





D16

The Story of H.M. Ships London

The first ship to bear the name of *London* was a famous fighting East Indiaman, privately owned and not considered a man-of-war. However, such ships did valuable service on the country's behalf and in 1620, *London* accompanied by three escorts entered Saldanha Bay, just north of Capetown, and took possession of the neighbouring land in the name of James I. Later, the ship helped to prevent Portuguese corsair squadrons from harassing the East India Company when it was establishing itself on the Persian Gulf.

In 1636, another merchantman named *London*, equipped as a man-of-war of 40 guns, was commissioned in the celebrated 'Ship Money Fleet' of Charles I. She was one of the squadrons which the King commanded the City of London to furnish to assert the sovereignty of England within the Four Seas.

The third ship was launched at Chatham in 1656 and carried 64 guns. Under the command of Captain Cuttle, with Vice Admiral Lawson's flag at the fore, she formed one of the squadrons which fetched Charles II for the Restoration of the Monarchy. *London* immediately became the flagship of Charles' brother, the Duke of York, later James II, flying at her masthead his flag as Lord High Admiral of England. Nine years later, the ship exploded on her way up the Thames and nearly all of the three hundred on board perished. Within a week of this catastrophe, the King received a letter from the Lord Mayor (Sir Thomas Bludworth) and the Aldermen of the City of London, offering to finance the construction of a replacement. King Charles accepted this generous offer and directed that the ship be called the '*Loyal London*'.

The *Loyal London* was soon begun at Deptford as a 96 gun, three decker, whilst the City raised over £16,000 of the £18,355 which the builder, Captain Taylor, required. The ship was launched with great ceremony in the presence of the King, Lord Mayor and Sheriffs : a sergeant trumpeter, eight trumpeters and a kettle drummer were lent by the Admiralty to 'sound on the Occasion' for a fee of £27. Some months later, the *Loyal London* did magnificently against the French during the 'St. James' Day Fight' on 25th July, 1666. Later, cruising alone in the Channel, she bettered two French men-of-war.

The following year disaster struck the *Loyal London* when she was burnt and sunk by the Dutch off Upnor Castle during a raid by De Ruyter on the Medway. She was raised and repaired in 1670 at the expense of the King, who rather meanly cut off the prefix *Loyal* since the City did not provide the funds for refitting the ship. Now simply *London*, she was actively engaged in the Second Dutch War, being awarded battle honours on three occasions. She led the van at the Battle of Solebay (28th May, 1672) flying at the fore the flag of Vice Admiral Sir Edward Spragge ; during this action the Duke of York shifted his flag to *London* when his own flagship was damaged. Later in the battles with the Dutch at Schooneveld and the Texel in 1673, she was the flagship of Vice Admiral Sir John Harman at the head of the van division of the Red Squadron. At the great fleet action off Cape Barfleur, which lasted four days during May 1692, she bore the flag of the celebrated Sir Cloudesly Shovel. Later, *London* filled the role of Guardship of the Nore.

The ship was rebuilt in 1706 and again in 1726. In 1746 at the time of the Seven Years' War, she had survived to be the oldest man-of-war afloat and had been turned into a Chapel at Chatham. She was finally broken up in October 1747, at the ripe old age of 82.

In November 1756, an 80 ton merchant vessel named *Holden* was renamed *London*. She was commissioned in the Royal Navy and took part at the capture of Senegal in April 1758, where she was wrecked on the Bar.

Eight years later, the sixth *London* was launched at Chatham. She carried 98 guns and took part in the American War of Independence (1775-83), flying the flag of Rear Admiral Graves in the fight off Chesapeake in September 1782, under the command of Captain Kempthorne and flying the flag of Lord Hood's second-in-command Rear Admiral Rowley, she helped to destroy the 74 gun *Scipion*.

The next event of interest was Nelson's bombardment off Copenhagen in April 1801 and it was from the *London*, flagship of the Commander-in-Chief, Admiral Sir Hyde Parker, that Nelson took his orders. From

outbreak of cholera in the Fleet and *London* was one of the very few ships to be unaffected by the disease.

In 1858 she was converted into a screw steamship at Devonport and in 1874 became depot ship off the East African coast. Seven years later, whilst patrolling for slavers off Pemba in the *London's* steam pinnace, the commanding officer, Captain Brownrigg, met his death when he fell in with an arab dhow. The ship was broken up at Zanzibar in 1884.

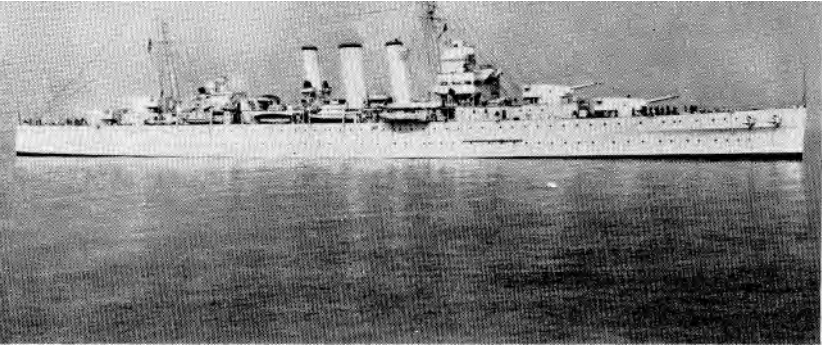
The next *London* was the *Formidable* class battleship of 15,000 tons launched at Portsmouth on 21st September 1899. She was the flagship at King Edward VII's Review at Spithead in July 1902 and it is interesting to note that this battleship was 96 feet shorter than the present *London*. In 1915 she served in the Dardanelles and two years after the First World War ended, the ship was sold and broken up.

The ninth *London*, a 10,000 ton cruiser, was laid down at Portsmouth on 23rd February 1926 and launched on 14th September 1927 by Lady Blades (later Lady Ebbisham) wife of the then Lord Mayor of London. She was commissioned at Portsmouth under the command of Captain Hext Rogers and served on the Mediterranean station until March 1939 when she returned to be refitted and reconstructed with two funnels.

In September 1941, *London* carried Lord Beaverbrook's mission to Russia. Two years later she moved to the East Indies but returned to carry Mr. Churchill's staff from Plymouth to Egypt for the Teheran conference and to take the 'Stalingrad Sword' which was presented to that city by King George VI. Returning to the East, she accepted the surrender of Sabang from the Japanese in August 1945. After a period in reserve followed by a refit she recommissioned in. September 1947 for service on the Far East station and she played an important role when *Amethyst* made her dash down the Yangtse in April 1949. She returned to Chatham later that year and was reduced to reserve prior to being scrapped.

The present *London* is the fourth Guided Missile Destroyer of the new County Class, her sister ships being *Hampshire*, *Devonshire* and *Kent*. Two other ships of the class, *Fife* and *Glamorgan* have been launched and contracts have been placed for two others, D.L.G.s 07 and 08, which are to be named *Antrim* and *Norfolk*. The displacement of the ship is 6,300 tons, her length 520 feet and beam width 54 feet.

The ship was laid down in February 1960 and launched at the Wallsend shipyard of Messrs. Swan, Hunter and Wigham Richardson on 7th December 1961, by H.R.H. the Duchess of Gloucester. *London* commissioned at Wallsend on 14th November 1963.



H.M.S. London, March 1929

the masthead the signal was made for the Van Division to stand in to attack the Danish batteries, as was also the historic signal No. 39 (withdraw out of fire) which Nelson, putting his telescope to his blind eye, declined to see.

On 13th March 1806, under the command of Sir Harry B. Neale, *London* captured the flagship *Marengo* of 80 guns together with a frigate. In the four hour fight *Marengo* had 59 killed and 56 wounded including their admiral and captain while *London* suffered 10 dead and 90 wounded. When the Admiralty laid down official battle honours for the first time in 1957, the action *London v. Marengo* was listed as one of the comparatively few single ship battle honours. In the same year, *London* also captured the *Belle Poole*. The ship finally went to the breakers' yard in 1811 after 45 years afloat.

The seventh *London*, a 92 gun two decker, was launched in 1840 and distinguished herself under the command of Captain Charles Eden, with Sir Edmund Lyons' inshore squadron at the bombardment of Sebastopol in October, 1854. *London* landed 200 men with the naval brigade and as a result some guns could not be manned until the flagship sent across additional seamen. During this campaign, there was a severe

Wallsend

A ship, like everything else, has a birthday, and although she may be deemed to exist after her keel is laid, it is not really until she is launched that she begins to develop a personality of her own, once she is afloat in her proper element. Thus the story of *London* starts on 7th December, 1961, when her Royal Highness the Duchess of Gloucester performed the commissioning ceremony on a grey day at the Wallsend Shipyard of Messrs. Swan, Hunter and Wigham Richardson's. As though saying 'Thank you' to Princess Alice, *London* performed a double curtsey on first entering the water, an event not missed by Admiral LeFanu when he thanked H.R.H. for performing the ceremony in a speech that will be long remembered by those fortunate enough to hear him.

And so *London* started to become a ship in earnest. At the fitting Out wharf, her immaculate coat of paint applied for the launching soon acquired a heavy overlay of Tyneside muck. What is more important, at this stage in her life, people started to arrive, just one or two to start with, until by the summer of 1962 there was a hard core of six Officers and 12 ratings who had the job of introducing the Royal Navy to the ship, and later, after many more had joined, of introducing the ship to the Royal Navy.

Life on the Tyne soon absorbed us in one way and another. During the day, life started at a gentlemanly hour at 'The Little Wooden Hut' and the business of the shipyard kept us at it, with a proper pause at mid-day so that those inclined could get to know the two splendid products of the north, Newcastle Exhibition and Newcastle Brown, both of which took their toll in one way or another ! The hand of 'Admiral' Norman Welch (with a little prompting) guided us towards completion: his memory was a little uncertain, but he was pretty certain that we were the hundredth warship with which he had been concerned. He retired shortly after we commissioned at the age—according to the best available sources—of about 75. We wish him well in his retirement. Each of us, according to trade, will remember one or other of our associates better than others, and one cannot mention them all : perhaps I may be forgiven for just naming the Ship's Manager, David Barrass, who appeared to be everywhere—or nowhere, depending on whether you were trying to find him or to avoid him.

Out of working hours, each went his way: some of the early arrivals brought their families into the area, and after competing with the housing problem with varying degrees of success, reckoned that this was far and

away the best solution. Those unaccompanied met that formidable lady, the Newcastle Landlady. Approved Lodgings became the home for many of us: just for the record, you ought to ask the Chief G.I. about some of the prospective landladies who were 'Not Approved'. The tours of inspection broadened even his education! For those who were there, each must have his own particular memories: the summer season at Whitley Bay: the pubs and hotels—the 'penny Wet', Gibraltar Rock, Monkseaton Arms, Robin Hood, Wheatsheaf—each had its adherents. Minor events to individuals became part of the story of *London* in the making—the Chief Petty Officer who rescued a damsel from drowning only to get a black eye from her boy friend; those who lost their clothes from a caravan while they had popped out for a wet at the local; knocking minutes off the car trip time from Cosham roundabout to Tyne Bridge—anything under 8 hours was pushing it a bit; urgent duty at Edinburgh—or Portsmouth, or Devonport or Bath, according to taste, on Friday afternoons.

By the spring of 1963, numbers were growing in preparation for the sea trials period of April and May. Wearing the Red Ensign, *London* slipped down the Tyne and was put through her paces as a ship. Very little of the equipment, that make her a warship, was in working order at this stage, and it was mainly the hull and machinery that were on trial. Hundreds—it seemed that number, anyway—of civilians came out with us to demonstrate that their particular bits of hardware were in full working order. Living on board was a bit of a picnic, and accommodation pretty crowded, but eventually trials were completed, and the ship returned to the fitting-out wharf to be finished.

After sea trials, numbers grew again. Parties arrived to start getting the vast quantities of stores and spare gear on board. Little by little, parts of the ship began to look recognisable for what they were going to end up like, as more and more equipment arrived, was installed and tried out. Those who had joined disappeared for a few weeks to join up with those as yet unseen for pre-commissioning training at the various schools, returning—we hope—with a better idea of what they were to do in the ship. By the August leave period, all the personnel were virtually ready, but the ship herself had other ideas, and the completion date had a nasty habit of sliding to the right. But eventually, the great day could be postponed no longer, and plans were made to commission in the second week of November. The balance of the main draft were