

The Sporting Life of *London*

Londoners have been able to enjoy sport in four continents of the globe during the commission and will be returning home with a cupboard full of trophies—some of them for coming second, but none the less treasured for that.

The ample facilities of Portsmouth enabled us to build on the nucleus of sportsmen who had upheld the ship's good name before commissioning in Newcastle. A promising football team emerged and an enthusiastic hockey side. The rugby team suffered one or two early reverses but boasted some outstanding talent, so hopes for the future were high.

Before joining the Special Squadron round South America where representative teams were selected from all ships present, *London* visited Bermuda and Houston, Texas. In both places sport was seriously affected by the weather associated with hurricanes Gladys and Hilda, but a most successful cricket match was squeezed in before the rain in Bermuda. Golf at the Mid-Ocean Club and a swim in the surf at Elbow Beach are other memories of the island which have survived well.

The fixtures round South America are covered in greater detail in the paragraphs that follow but one must mention here that social events demanded much of the individual and if the results were not outstanding, remember we were enjoying ourselves too—in other ways! A credit here to *London's* basketball team which, supported by only a few from other ships, acquitted themselves very well in Latin America and have obviously benefited from this experience.

South Africa was surprisingly quiet. We played some cricket, some golf and a lot of tennis, but generally the beaches were the greatest draw and the hospitality of our friends in the Cape was far too good to seek other distractions.

It was not until the Ship's arrival on the Far East Station that the true potential of our soccer team was realised. Repeated successes against shore establishments and particularly the carriers started to draw the crowds. Floodlights added spectacle to what was often a hard fought duel in the moist evening air, but the pattern was clear, and *Londoners* knew that their team could win the prized China Shield.

The tension on the night of the final was fantastic. The relief after a glorious victory some 90 minutes later was drowned in the universal jubilation. It was a splendid match and one which we will long remember.

Association Football

by E. A. WILKIE

Soccer in H.M.S. *London* falls into 3 phases, Home, South America and the Far East, each one with a distinction of its own.

The Home phase began before the ship commissioned when we had competitive games against local dockyard teams from Wallsend. Many players were noted then who have since played for the ship. After commissioning and on arrival in Portsmouth a soccer committee consisting of EA. Wilkie, AB Salsbury and P.O.(E1) Curley was formed. Six trials and many inter-part games were arranged and this gave good grounding for the formation of two elevens. The proof of so many trials stands out in the fact that the original team chosen remained basically the same throughout the whole commission.

Our first game was against mighty H.M.S. *Vernon* whom we beat 3-2 in a first class match although they beat us in a return sometime later. After the first few weeks of settling down the team went from strength to strength although weakness at C.H. posed a few problems until O.A. Doig filled the gap. Not long afterwards we played two of our sister ships H.M.S. *Devonshire* and H.M.S. *Hampshire* whom we beat 6-0 and 8-1 respectively.

During leave in Portsmouth prior to sailing for foreign waters, the Home Fleet Sports were convened. Owing to numerous players being absent we entered only for the six-a-side competition, our team carrying off the trophy by beating H.M.S. *Lion* 3—1.

After leave the inter-part knockout competition was staged, the CPO's ending up beating the ME's in the Final. The CPO's were very ably led by El Mech. Thomas whose sudden death in January 1965 was such a great loss to the ship. It will be noted that the Chiefs are still holders, so much for the 'old men'.

Our first game on the foreign leg was in Houston, Texas, against Houston United who were completely overwhelmed 4-3 on a very hot day. Many spectators were treated to some very good football but the honours must go to R. Mech. Goode who notched up six goals. On to South America and our first stop at Callao, Peru, where teams from H.M.S. *London*, H.M.S. *Tiger*, H.M.S. *Penelope* and H.M. S/M *Odin* were formed to represent the Squadron during the cruise. In one game we had ten of our soccer team playing for the Squadron, the Squadron winning 9-1. The ship has little to show for its efforts because *Tiger*, the flagship, claimed most of the trophies.

A private visit to Punta Del Este in Uruguay resulted in a match against *Maldonado* under floodlights. This game proved to be the highlight of the tour as our opponents were young players who may represent their country in next year's World Cup. The game was broadcast throughout the country and even though *London* were beaten 4-0 (HT 1-0), much praise came from the spectators who cheered our team off the pitch at the final whistle. After Rio the centre half problem arose again but during more trials in S. Africa, O.S. Mills filled the slot; little did we know at the time how well he would do this.

The next game was in Mauritius where the ship played a Select XI at Vacaos Stadium, where after being 2-0 down after 20 minutes the team fought back to eventually win 3-2. Continuing our way East we arrived in Gan to be entertained by the R.A.F., this game resulting in a draw, but we were the first team ever to come away from there with one point. Singapore proved to be a hectic time for us as we played six games in eight days, the most entertaining game being against H.M.S. *Bulwark* under floodlights which ended in a 4-4 draw. There seemed to be no end to the games we played but this proved to be for the best because the second round of the China Shield competition was foremost in our minds. This proved to be an easy task against H.M.S. *Ajax*, when, in pouring rain, the team came off 6-0 winners. So the road was opened for us to go on to better things. Bangkok provided us with a very good approach cup-wise where, in six days, we had four games, winning them all easily. This also gave us the largest score of the commission when we beat the Danish ship *Asmara* 19-0 (well they did ask for the first team), M.E. White scoring 8.

On our return to Singapore we found that our next cup game was against *Eagle*, and in fact to reach the final it meant 3 games in 3 days—no easy task by any means. *Eagle* shocked us by running up 3 goals very early on but we eventually won 5-3. Little can be said for the next game v. H.M.S. *Kent* who seemed rather overwhelmed by our team's standard of soccer and were convincingly beaten 5-2 before a very *pro-London* crowd.

For the Final against *Victorious*, the team was strengthened by the return of M.E. Riley. Before one of the largest crowds seen in Terror, *London* chalked up two early goals by M.E. White and A.B. Magill. After a goal from the *Vic.*, M.E. White increased our lead just before the interval. Two quickly taken goals by the *Vic.* shook our team but just at the right moment R.E.M. Burt blasted another one in, this time from a right foot drive, having had previous near misses. This took all the heart out of our opponents and in the closing minutes A.B. Magill put us further ahead to make it 5-3 which was the final score. L.R.O. Davy was presented with the shield by Vice Admiral Twiss and plaques



were given to the whole team. Very well led by L.R.O. Davy the team deserve praise for their good displays and a particular word for A.B. Salsbury in goal whose fine saves added to the spirit and confidence of the team as a whole.

The 2nd XI has had mixed fortunes during the commission mainly due to lack of games and many players being called upon as reserves for 1st XI games.

During the tour of the Far East the following players are to be congratulated on being chosen for representative games: A.B. Salsbury for Joint Services and Navy. M. E. Adams, M.E. Riley, O.S. Mills and R. Mech. Goode for the Navy.

The statistics for the whole commission make good reading:

P .	W .	L .	D .	F .	A .
4 5	3 0	1 0	5	1 8 3	8 7

Leading scorers were: M.E. White (56), R. Mech. Goode (43), A.B. Magill (19), A.B. Thornhill (14) and R.E.M. Burt (11).

Only one ship has beaten us during the commission, on that occasion H. M.S. *Eagle* gained revenge for their defeat in the China Shield competition. A great deal of thanks must go to L.E.M. Gibson, P.O.



El. Curley, who, as referees have borne the burden throughout the commission. The enthusiastic support of the ship's company at all times was very much appreciated, the grand following often spurred the team on to greater efforts. The final word must go to the players who deserve the greatest praise for the high standard of football and sportsmanship displayed at all times.

A truly great effort by all concerned and one to be very proud of.

Cricket

The first game after leaving Portsmouth was at Bermuda against Somerset C.C. who were busily warming up for their forthcoming match with the Yorkshire County side. We collected a real thrashing; perhaps we were off form? Nevertheless it was our best fixture as the hospitality and reception afterwards were both perfect. There and then we made it law to enjoy ourselves regardless of the result. Due to being out of season our only other game whilst with the Special Squadron was at Lima in Peru. We played the Lima C.C. and just beat them in a low scoring match even though Roy Marshall's cricketing brother was playing.

The team suffered a great loss when Bill Atherton and our captain Tony Eddison left for home in March. Tony's job was willingly taken over by John Cammish who likes to get a bowl ! Peter Cooke is the spearhead of our attack, and bowls quite furiously when we can get him sufficiently annoyed. Peter has had excellent backing from Guss Goode, Eric Fincher, Ken Lewis and all the fielders. The weight of the run getting has fallen mainly on the very able shoulders of Trevor Salsbury, Frank Bateson, and Fred McLean though everyone has had their golden moments.

Following along on our theory of enjoyment we were fortunate enough to obtain the services of L/Sea. Gordon as our umpire. 'Clubs' is a very good song leader after the match, and we all feel sure that with a few more games to his credit he will soon be familiar with the laws of cricket !

Let us hope that the rest of our fixtures will prove to be as successful in every way as our past ones, and that we may keep up our winning spell of five on the trot.

LEADING AVERAGES

BATTING

Name	No. of Innings	Total Runs	Highest Score	Not Out	Average
Salsbury	7	96	103*	1	32.7
Cammish		372	70	1	28.8
Cooke	14	200	65*	4	20
Bateson	14	100	47		16.7
McLean	12	122	27*	3	13.5

BOWLING

Name	Overs	Maidens	Runs	Wickets	Averages
Goode	40	6	126	14	9
Cammish	132	31	342	37	9.4
Cooke	139	38	300	29	10.4
Fincher	23	2	66	6	11
Lewis	28	8	92	6	15.3

Basketball

by JEFF LEPPARD

Basketball is not one of the traditional English sports, and does not enjoy a wide following, which is rather a pity, for I think, with more publicity and enthusiasm, it could rank with the more popular sports.

The requirements for a good Basketball player include any or all of the following: height at least six feet (preferably taller), long rubbery arms (with a hand on the end of each), a head for heights, and last but not least, stacks of enthusiasm, go and guts.

Throughout the commission we have had the pleasure of playing against teams from Chile, Uruguay, Mauritius, Malaysia, Hong Kong and Australia, plus of course innumerable Service teams. Currently our Club Swinger is in Singapore, playing for the Navy in the Inter Service Knockout Competition. We were terribly disappointed at being dismissed



by *Eagle*, in the Far East Knockout Competition, although some solace could be drawn from the fact that it was played in the intense forenoon heat.

Having had the pleasure of captaining the team over the past eighteen months, I would like to thank the members of the team, for their keen support, good sportsmanship and unmistakable enthusiasm, and wish them many years of good basketball.

Hockey

Soon after commissioning, a small group of players had established themselves as *London's* hockey team. During the 'Testing and Tuning' period in Portsmouth a number of matches were arranged and though no resounding victories or defeats were recorded the team matured slowly and developed a strong defence. The Chief G.I., to whose years of experience was added a remarkably good eye, was the anchor on which we all relied. An opponent eluding the remainder of the defence and approaching the circle was easy meat. . . . If he failed to pass in time, stick, boots and ball would be swept from under him with the gusto of an express train. A canny shoulder would complete the 'follow through', and how could you possibly say the Chief was not playing the ball.

Unfortunately the season ended, and the ship went to Portland for work-up, after which we lost the hockey playing triumvirate of Midshipmen on whom we had leant so heavily in those early matches. The next chance we were to have, was in South America where a number of our team represented the Squadron and played in all the major ports. Lima Cricket Club and Rio laid on two splendid matches and honorary membership of both Clubs for all concerned, but the most entertaining fixture was in Santiago, the capital of Chile, where our hosts were the Manquehui Sporting Club. They collected us by private car from Valparaiso and looked after us for two days in the city. Manquehui is a native name and was adopted by the German community when they settled there two generations ago. They have built up a way of life around this beautiful club, and have managed to preserve their national dignity and customs. Their efforts have been recognised by others too, and they have been rewarded by representing Chile in a host of sports. To our dismay we discovered that ten of their hockey team were currently in the national side. Our defeat at their hands was excusable, but not as punishing as we had expected. That evening we were dined and entertained on a very lavish scale before being led quietly to bed in one of the private houses on the estate. The following day we played a watered down version of their first team and almost managed to get on level terms

before our strength failed us in the last few minutes. Defeated but not dejected we returned to Valparaiso, and our opponents and friends followed us the next day to see over the ships. It was altogether a most delightful fixture.

South Africa was too hot for hockey, but in passing we gave Mauritius W/T a sound thrashing one rain soaked afternoon.

On arrival on the Far East Station we joined battle with several other ships in Singapore and were also able to play in Hong Kong. Our latest find was an excellent goalkeeper in the person of Leading Seaman Galley. He got us out of several nasty situations and with M(E) Shaw now producing some quite constructive work in the forward line we were able to have a crack at the Fotex 6-a-side tournament with some confidence. Chief Grocott was beginning to score some goals too, and now seemed capable of pulling the ball back from the goal line into the net—one of the most difficult shots in the book. Nearly fifty teams were entered and the winner was scheduled to play 7 matches including the final. It was a desperately hot, still day and every game ended with leaden feet and a parched throat. We worked our way steadily through our opponents until we found ourselves among the elite—in the semifinals. We still think we were robbed, because waiting for a corner to be taken (though 1 goal down) one of our players suffered severe cramp and had to be helped from the field. By the time he was clear, the whistle had gone for full time, and yet, had we scored that goal, the championship might have been ours—but I doubt it !



Running

by ABLE SEAMAN LOCKE

This sport was started rather late in the commission, and in fact might never have been, had it not been for a challenge the ship was offered by the South Africans while we were in Capetown over Christmas. However we seemed to astonish everyone (including ourselves) by coming second out of the eight teams participating.

It was then decided to organise a proper *London* team and on arrival in Singapore we ran against local teams every Saturday. The heat was the worst setback but we found our times improving each Saturday which was encouraging.

Our last match was against *Eagle* which we narrowly lost. We hope to avenge this defeat if we meet *Eagle* in Gibraltar by running a private 'Round the Rock' relay race.

Shooting Activities

by RADIO MECHANICIAN GROCCOTT

A shooting team was first formed when the ship was required to take part in the Home Fleet Rifle Meeting, held at Tipnor, in August 1964. We entered two teams of four to take part in all events. The 'i' team (Midshipman Howard, Midshipman House, Radio Mechanician Grocott, Leading Seaman Shellard) proved very successful, winning all but one of the team prizes. The team 'Snap' even provided an *all-London* final, the 'A' team winning after a re-shoot. Midshipman Howard added to the success of the teams by winning the individual 'A' class rifle trophy after a close fight with Midshipman House.

The cruise, after leaving England, produced very little shooting, in fact only four matches. The first came during our brief stay in Bermuda where we were invited to take part in a pistol match with the Police and local civilian shots. We came third against some very high class opposition. Our next outing was in Punta Arenas, where, with *Tiger* and *Penelope*, we shot in a three position match against the Chilean Navy and Marines. The Chileans beat all three ships by a fair margin of points, with some

very good shooting. In South Africa, we shot in a .22 rifle match over a 50 yard range, which was situated up in the mountains above Capetown. Using our hosts' weapons, Hammerli, Anschutz and Martini Mk.3 competition rifles, we lost again, but only just. We came third out of three. On to Mauritius and back to full bore. We improved our performance here coming third again but in a field of six. The match, an all day affair, took place on a range out in the middle of the sugar cane plantations. Our opponents included H.M.S. *Mauritius*, the local R.N. shore base, the Army, the Police and a couple of civilian clubs. The following day there was a pistol match at the police range but, with a scratch team, we did not do too well.

The only session we have had on the Far East Station so far was at Stonecutters in Hong Kong. This was a friendly inter-ship match with *London*, *Ajax*, *Lincoln* and H.M.A.S. *Derwent* taking part. Doing the usual service practices, we came back into our form and won rather easily.

The odd occasions of Foc'sle shooting gave us the chance to air the weapons, when beer cans, boxes, lamps and any other floatable gash came under fire from the ship's full range of small arms and some besides.



Diving

by ABLE SEAMAN HOWES

From the beginning it was our intention and ambition to dive around the world. We have easily achieved this aim and, although a lot of pleasure diving was enjoyed, Service operations came first in most parts.

As a new diving team we needed plenty of practice to become efficient. This was accomplished by various jobs in the murky waters of Pompey and the clearer but colder waters of Scotland. Portland with its arduous work-up found us ready for anything and we got it; numerous awkward, repair jobs and lost articles including a ship's radio. We are believed to be the first ship to set up a sub-surface radio station. A week-end at Falmouth found us some interesting deep diving and an incident that two divers will not quickly forget was when the tide swept them outwards instead of downwards.

Bermuda gave us a fresh outlook with its blue clear warm waters but also a fresh caution towards the dangers of the deep, although we only encountered small ones. The same conditions were experienced on the tour of South America, where our most important aim in life became to delve and explore among the abundant marine life of the tropical subterranean scenery. The exception to this was Punta Arenas; it was here we discovered that the winter woollies had to be retrieved from their mothballs to enable us to descend into the almost antarctic conditions. Our reward was to become friendly with a few seals which often joined us—well, they seemed friendly.

The first big diving and fishing expedition took place at Rio, although conditions were rather unfavourable. A life in the wilderness was enjoyed for a few days and the naturalist's instinct among us was soon brought to light.

An ideal opportunity arose at South Africa to get on with the much needed repair and maintenance on the ship's stabilisers. From the numerous hours we spent submerged, it was the common belief that we had found the perfect hiding place for a card school. The maintenance continued at Mauritius with a day's rest to fulfil an invitation from the local sub-aqua club to join them in a visit to the 150 year old wreck of the *Sirius*.

Our arrival in the Eastern trouble spot gave diving a more serious aspect. Singapore could never be our favourite aquatic abode as it meant many hours of diving in unsavoury conditions; this generally took the form of ship's bottom searches for exercise and in reality.

A couple of expeditions were squeezed in, one to Paula Tioman where the fishing was excellent, and another around Johore in a boat, loaned to us by the Far East Diving Team.

Aden and the Mediterranean both serve as good spots to give us our final moments of splendour in the tropical aquariums before returning to home waters.

Rugby

Despite the predominance of the Soccer XI and the fact that *London is* a 'Soccer Ship' we have at various times throughout the commission been able to field a XV. The first opportunity to show what talent we had came in Fishguard when the ship was invited to provide seven or eight for the Fishguard Club against the Pembroke County Constabulary. This was an excellent game and although the final score was 9-3, it was no discredit to the Fishguard and London side.

The first game as a complete team was against H.M.S. *Ashanti* in Plymouth; the match ended in a draw and we learnt a great deal from it. After a long period at sea we played our next game against a Police team in Bermuda. It was an extremely hard and fast game, though our unfitness showed through in the second half when the Police rather got the better of us, the score being 36-0 in their favour. From Bermuda the ship joined up with the Special Squadron to visit South America; seven of the ship's players represented the Squadron during this visit.

In Mauritius we played H.M.S. *Mauritius* and were beaten 24-0. The only game we had in Singapore was against 40 Commando who steam-rolled us into defeat by pure brutality. Whilst the ship was in Port Swettenham, a XV travelled to Kuala Lumpur where we played a side which included six international players from New Zealand, Great Britain and South Africa. Our side showed remarkable spirit against such odds and did very well to lose only 12-6.

At the Happy Valley ground in Hong Kong we beat H.M.S. *Lincoln* which boosted our morale though, when we next appeared at the Happy Valley ground under floodlights, we were just beaten by the Hong Kong Dragons 6-3.

Although not immediately apparent from the results, the Club had a successful commission and everyone enjoyed the games.

Played 8 Won 1 Drawn 1 Lost 6 Points For 30 Against 108

Some Statistics

(Commissioning Day to 30th June 1965)

by MIDSHIPMAN HOUSE

Distance travelled -	-	-	-	-	-	-	60,848 miles
Distance from Hong Kong to Portsmouth							9,000 miles
Time under way	-	-	-				3,910 hours or 163 days or 23 weeks or 5¼ months or 4 year
Average speed -	-	-	-	-	-	-	154 knots
Time alongside or at anchor							394 days or 56 weeks or 13 months or 1 year plus Furthest North - - - 58° 40'N—Pentland Firth, North of Scotland Furthest West - - - 95° 35'W—Houston, Texas Furthest South - - - 53° 50'S—South-West end of the Magellan Straits Furthest East - - -120° 20'E—U.S. Naval Base, Subic, Philippines
Replenishment at sea of all varieties							47
Fuel—F.F.O. consumed	-	-	-	-	-	-	14,000 tons
Dieso consumed	-	-	-	-	-	-	7,000 tons
Total cost of fuel	-	-	-	-	-	-	£280,000
Paint used on ship's side							736 gallons or 4 tons
Tins of Bluebell used							1,187
Shells fired—A.A. -							948
						Surface -	1,156
PTAs destroyed	-						16: 8 by Seacat, 8 by 4.5" guns including 2 sleeve targets
Helicopter sorties	-	-	-	-	-	-	565
Value of pay packets	-	-	-	-	-	-	£301,000
Different currencies used							II
Time spent underwater by Divers -							-18,015 mins. or 3001 hours
Cans of beer sold at the canteen							174,576
Average number of cans of beer per man -							500
'Gophers' sold at the canteen							50,000
Food consumed—Potatoes -							-179 tons
						Whole chickens -	5,993 ton
						Bacon	27,369 lbs. or 12 tons
							and 11 miles of Sausages

Finale

(Written on passage to Subic)

This is not of course the end of the Commission. But, so that this little book can, to use the press jargon, be 'put to bed' in time for publication before too many people leave the ship, a chop line has had to be set.

Exercise 'Windy Weather' (judging by the signal traffic and the hollow eyes of some of the Operations Room team, one might have called it 'Heavy Weather') is behind us, and with it the Sea Inspection. So the final highlight of our time in the Far East, namely the Seaslug firings at Subic is upon us, with the prospect of one night ashore to sample the doubtful delights of Olongapo.

Thereafter a final visit to Hong Kong at the beginning of July will provide the opportunity for an 'End of Commission' Smoker at the China Fleet Club, as well as the last chance to get clothes made and 'rabbits' bought at the still favourable Hong Kong rates. Then we say goodbye to our friends here, not forgetting 49th Field Regiment Royal Artillery, and sail for three days' exercises with the newly arrived *Ark Royal*.

Thence again to Singapore—this really is our last appearance in the Far East—for a final maintenance period and also to lose the first third of the ship's company on 20th July, to fly home for their General Service leave, their reliefs having been flown out.

The last Malay dollar will be spent, the last twist at the 'Ninth Floor' twisted, the last pair of Oriental lips kissed and the last pint of Tiger downed, and *London* will head for home on 27th July.

The 7,500 mile passage takes us via Gan (to fuel), Aden, through the Suez Canal to the Mediterranean. A stop at Gibraltar—just in case anyone still has a present left to buy and some money to buy it with—and finally England, Home and Glory on 26th August.

But that is not by any means the end of the first commission. Upon arrival at Portsmouth we plunge straight into Navy *Days*—*London's* reputation as a show ship still keeps her busy.

Between 26th August and 9th September the ship's company get ten days leave. Afterwards the ship starts on her travels again, for a series of trials which take us to Wales and Scotland, before finally settling down to refit at Portsmouth in November. At this juncture the second third of the ship's company leave, and, on the 11th of November, H.M. S. *London* officially recommissions.

Well, it was fun. It was also a pretty varied voyage—U.S.A., South America, South Africa, the Far East, home via the Mediterranean. The tenth *London* did not do so badly for her first commission. It only remains to wish God speed to those of us departing, and a happy commission to those coming along after us. We hope we set them a standard—and we wish them luck in keeping it up.

Hatches and Matches

MARRIAGES

A. B. Locke to Lindsay Diana Salt	15th February
L. E. M. Bennett to Thelma Hall	1964 14th March
R. E. M. Basford to Valerie Wood	1964 21st March
Ch.Mech. Collins to Ruby Weddle	1964 30th March
L.R.E.M. Gutteridge to Suzanne Cottee	1964 15th August
L. Sea. Wilson to Jeanette Pottins	1964 15th August
Shpt. Perry to Katherine Lesenger	1964 26th August

BIRTHS

Ian Michael George Stephens	9th November 1963	Martin Lewis Knight	9th October 1964
Harvey Lee Burwin	11th December 1963	Theresa Jane Latcham	15th October 1964
Ian Patrick Jordan	4th March 1964	Theresa Jayne Ryan	30th October 1964
John Roland Bradley	2 1st March 1964	Amanda Jane Locke	29th November 1964
Debra Windsor	31st March 1964	Patricia Ann Forrest	1st December 1964
Simon Edward Board	21st April 1964	Stephen Dunbar Riddell	16th December 1964
David Eekhof	27th April 1964	Jane Ann Gardner	7th January 1965
Jeremy Paul Campe	20th May 1964	Paul Duncan Burwin	16th January 1965
Caroline Jane Francis	20th July 1964	Karen Elizabeth Barlow	1st February 1965
Michael Antony Leppard	21st July 1964	Alan Michael Shaw	3rd February 1965
Richard Charles Hillier	5th September 1964	Paula Weston	17th February 1965
Stephen Hartley	7th October 1964	Wendy Caroline Coe	12th March 1965
Bryn Meredith	8th October 1964	Stephen Paul Gutteridge	5th June 1965

Officers and Ship's Company

Captain Bartosik, J. C.

SEAMEN DEPARTMENT

Commander Eason, C. W.	Commander Henry, M. C.	
Lieutenant Commander Poole, G. A. St. G.	Lieutenant Neilson, G. G.	Midshipman Garnett, I. D. G.
Lieutenant Commander Prest, M. T.	Lieutenant Ogilvy, J. D. H. E.	Midshipman Howard, J. J.
Lieutenant Commander Jackson, H. W. M.	Lieutenant Clark, D. S.	Midshipman Clarke, J. P.
Lieutenant Commander Gilchrist, W. R. L. E.	Lieutenant Griffiths, R. J. H.	Midshipman House, R. E. D.
Lieutenant Commander Brissenden, O. J.	Lieutenant Mayers, H. A.	Midshipman Norman, H. B. L.
Lieutenant Commander Saunders, L. M. M.	Lieutenant Brown, C. D. S.	Midshipman Walton, M. W.
Lieutenant Commander O'Sullivan, D. N.	Lieutenant Schofield, K.	Midshipman Ohene-Kwapong, B.
	Lieutenant Bridges, R. A. Y.	Midshipman Heath, P. C.

AIR DEPARTMENT

Lieutenant Commander White, M. G. U.	Lieutenant Stock, G. P.	Lieutenant Mearns, D. J. W.
	Lieutenant Walsh, J. A.	Lieutenant Williamson, J. C.

W. R. DEPARTMENT

Commander Lieutenant Commander Shipway, D. Vincent, P.	Commander Simm, F.
R. Lieutenant Commander Story, R. W.	Lieutenant O'Carroll, B. R.
Lieutenant Commander Marshall, E.	Lieutenant Edridge, R. A. C.
	Lieutenant Castle, J. M.
	Sub-Lieutenant Ransom, J. J.
	Sub-Lieutenant Marshall, M.

M. E. DEPARTMENT

Commander Williams, C. B.	Howard-Smith, J. J.	
	Commander	Midshipman Hibbert, R. J. N.
Lieutenant Commander Goldie, J. S.		Midshipman Mansfield, P. D.
Lieutenant Burkitt, D. F.		Midshipman Read, K. F.
<u>Lieutenant Hunter, J. G. G.</u>		Midshipman Clayden, J. W. A.

SUPPLY DEPARTMENT

Commander Bird, J. M.	Commander Wilcockson, K. D. E.
Lieutenant Eddison, A. J. T.	Lieutenant Langdon, J. B. R.
Lieutenant Stewart, P. J.	Lieutenant Bayliss, J. F. T.

INSTRUCTOR, MEDICAL AND DENTAL

Instructor Lieutenant Commander Mattock, P.	Surgeon Lieutenant Commander Truesdale P. J.	Surgeon Lieutenant (D) Bradbeer, J. L.
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