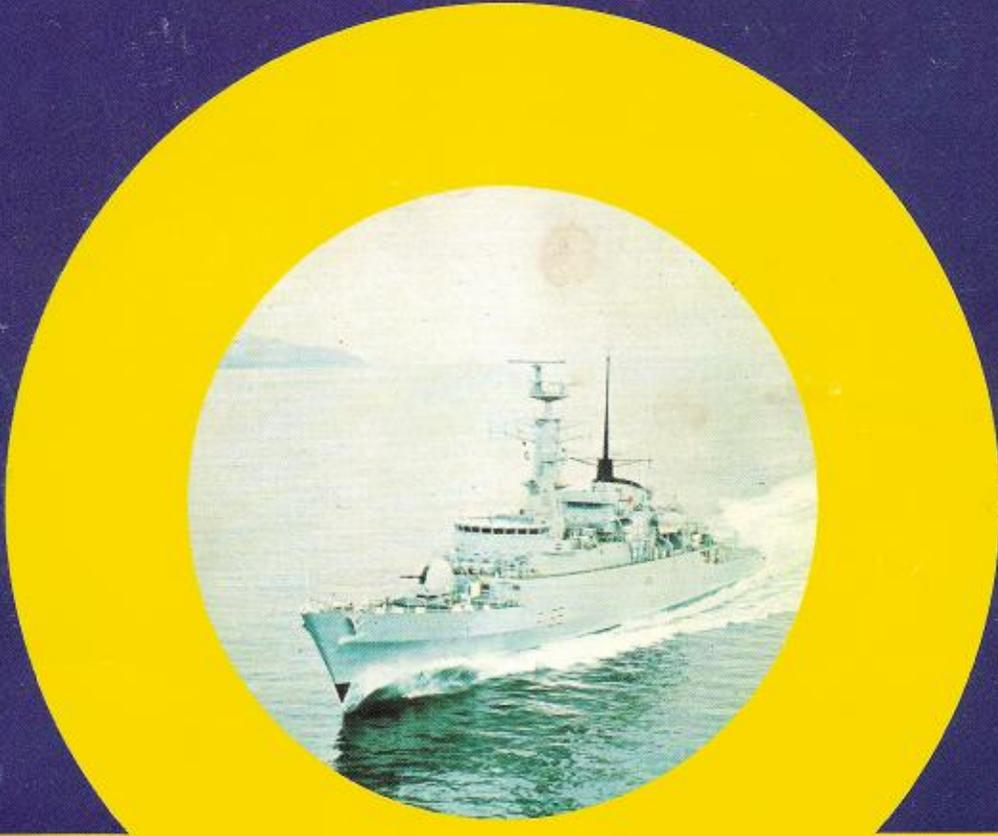


PLYMOUTH
NAVY DAYS

AUGUST 28th 29th 30th 1976

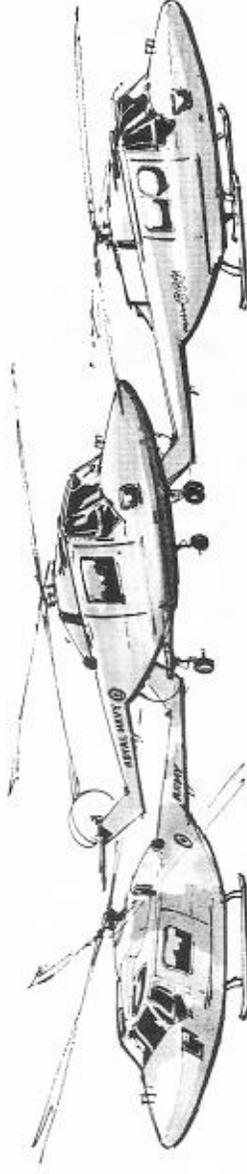


ALL PROCEEDS ARE DONATED TO NAVAL CHARITIES • PROGRAMME 40p

LYNX

designed for multi-role capability -with orders to prove it

Westland - Aerospatiale Lynx, fast, agile, totally equipped, twin engined, all weather, day and night multi-role helicopter - in production now Ordered for the Armed Forces of Britain, France, Holland and Brazil.



Westland®

WESTLAND HELICOPTERS YEOVIL ENGLAND

*7 times winner of the Queen's Award to Industry
and winners of the MacRobert Award for innovation in engineering*



SHIPS ON SHOW

HMS Ark Royal	4-5, 18-19
HMS Galatea	10-11
HMS Hermione	10-11
HMS Charybdis	10-11
HMS Andromeda	10-11
HMS Eurylus	10-11
HMS Naiad	10-11
HMS Salisbury	12-13
HMS Churchill	16-17
HMS Antelope	20-23
HMS Fearless	24-25
HMS Fox	26-27
HMS Fawn	26-27
HMS Lyness	29

DISPLAYS

River display	6-7
Lawn display	14
Demonstrations	35, 37, 39

TIMETABLE

11.30	Navy Days open
12.00	Ships open
1.30	Replenishment at Sea display
2.30	River display
3.45	Replenishment at Sea display
5.00	Lawn display
5.30	Ships close
6.30	Navy Days close

SECURITY

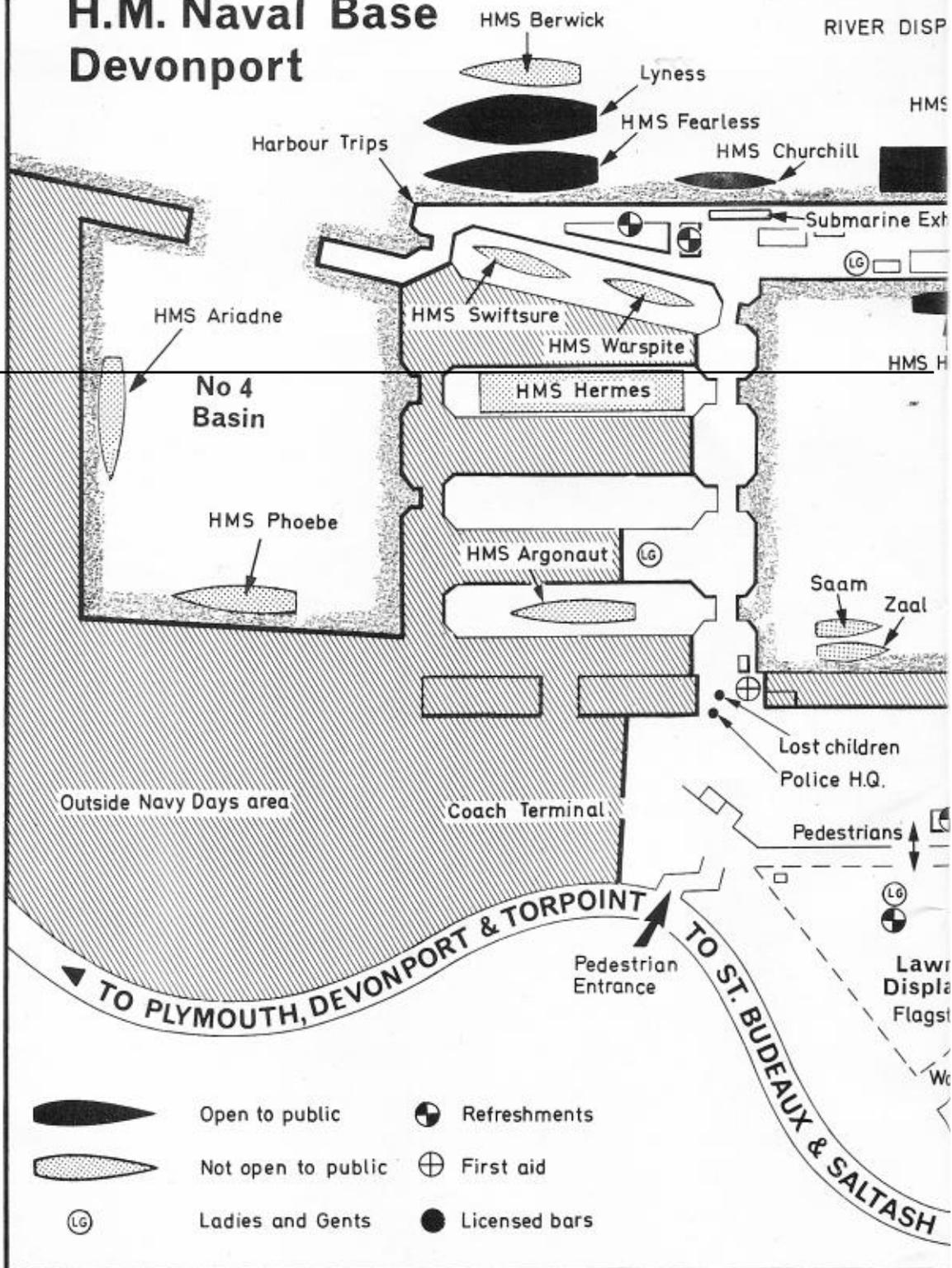
All visitors to HM Ships are to deposit their parcels, cases, picnic baskets and other baggage in the left-luggage points provided, before going on board. Cameras and ladies handbags are exempt.

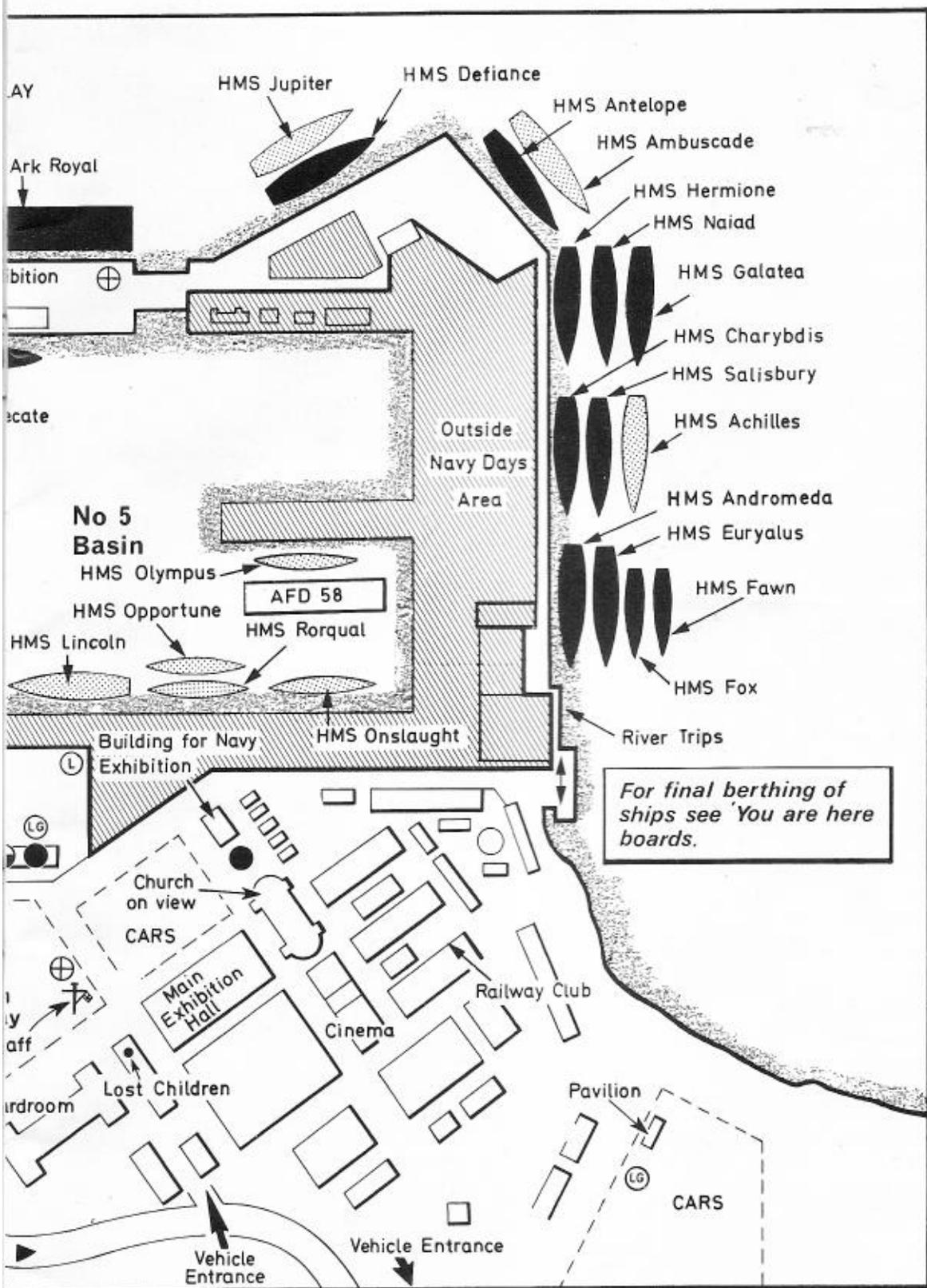
SMOKING

In a few places-marked by signs-visitors are requested not to smoke. Please be careful everywhere to extinguish matches and cigarettes before throwing them away.

WE APOLOGISE . . . for the inconvenience caused to you by the major reconstruction programme which is currently being undertaken in the Dockyard. As you will see, big changes are taking place and these will result in a modern and more efficient Dockyard complex, in keeping with the requirements of today and the future.

H.M. Naval Base Devonport







Ark Royal our floating ambassador

HMS Ark Royal was one of Britain's contributions to the United States bicentennial celebrations, and it proved a happy occasion for citizens on both sides of the Atlantic.

During the American bicentennial celebrations major contributions included a ball given for 500 American guests, participation at Church services, a boat parade, sports events, civic ceremonies and a Royal Marine Band performance. On board an impressive human tableau of 650 men spelt out '1776-1976' on the flight deck while entering harbour (see above) and the ship was open to visitors on the final day.

The ship's company saw much of America and apart from private trips, organised coach parties have visited Washington, Williamsburg and most popular of all, Disneyworld. Separate expeditions were mounted to see places from the Blue Ridge Mountains in Virginia to the Everglades in Florida.

four

There have been many visitors. For the first ten weeks a four man BBC team filmed all aspects of the ship for the new ten part series "SAILOR" now being shown on television.

Many wives and families flew out to join the carrier at several ports of call. Among the 18,000 American visitors who came aboard was Susan Ford, the daughter of the President of the United States. On 28 April she paid a whirlwind visit accompanied by a host of heavily armed FBI agents.

Perhaps the most spectacular event occurred on 22 February, the ship's 21st birthday, when two Sea King helicopters rescued a sailor suffering from acute peritonitis from an American nuclear submarine off the Azores. Ark Royal's other major contribution was of £800 to the Leeds Group of Hospitals in order to help them buy expensive specialist treatment equipment. This sum was raised through a fund raising "garden party" held on the flight deck. Apart

from being a financial success it provided a lot of amusement to the participants.

Capt. Wilfred Graham, the commanding officer, spoke of the variety and activity of the voyage during which their American counterparts were impressed by the operational efficiency of the British carrier—small by American standards—and by the contribution to the bicentennial celebrations at Fort Lauderdale.

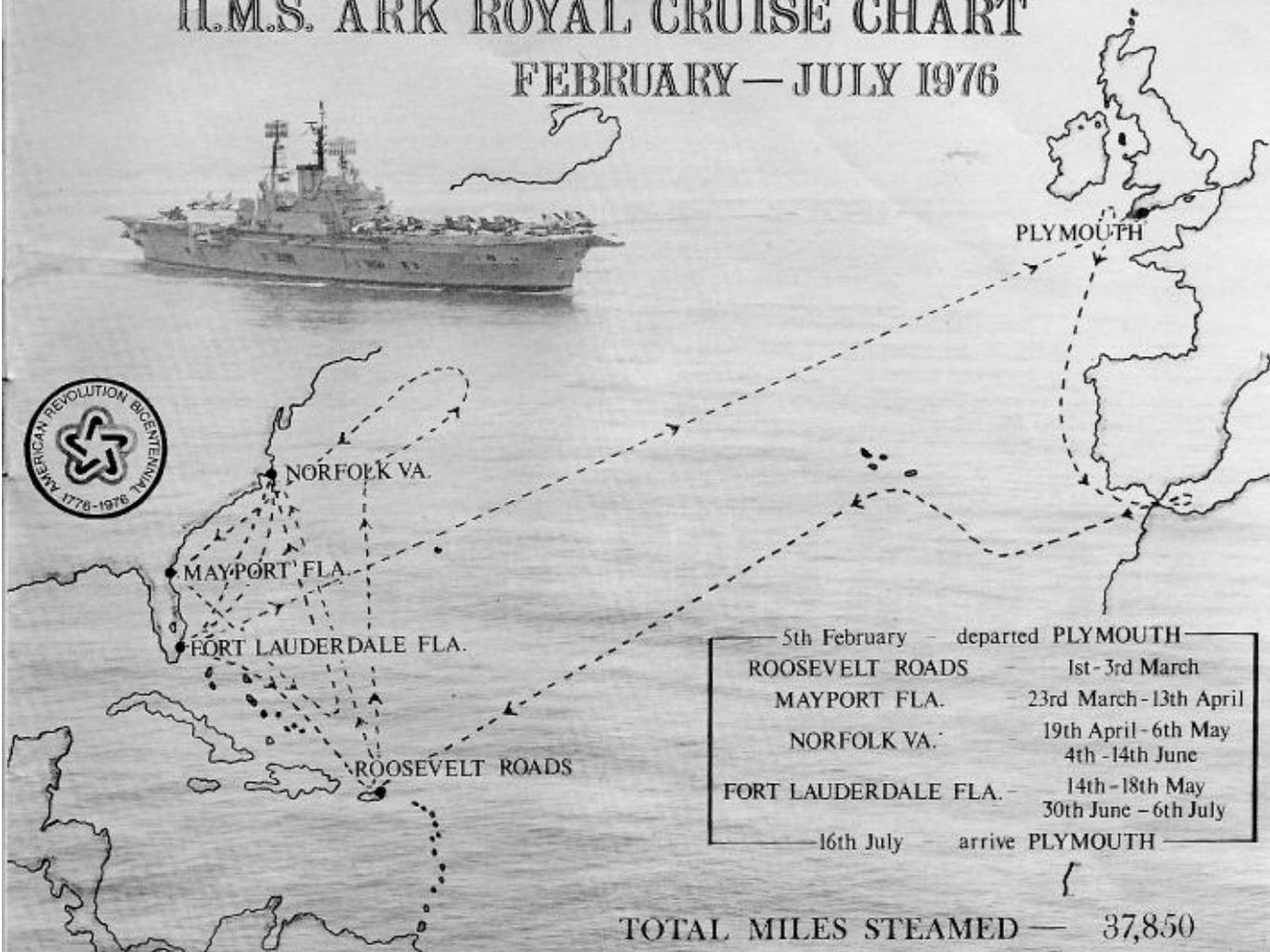
Ark Royal left Devonport on February 5 with an unwelcome visitor. A flu virus infected 20 per cent of the company and resulted in 12,000 aspirins—usually sufficient for nine months—being dispensed in less than three weeks.

The carrier puts to sea again in September to take part in a big NATO exercise in the North Sea.

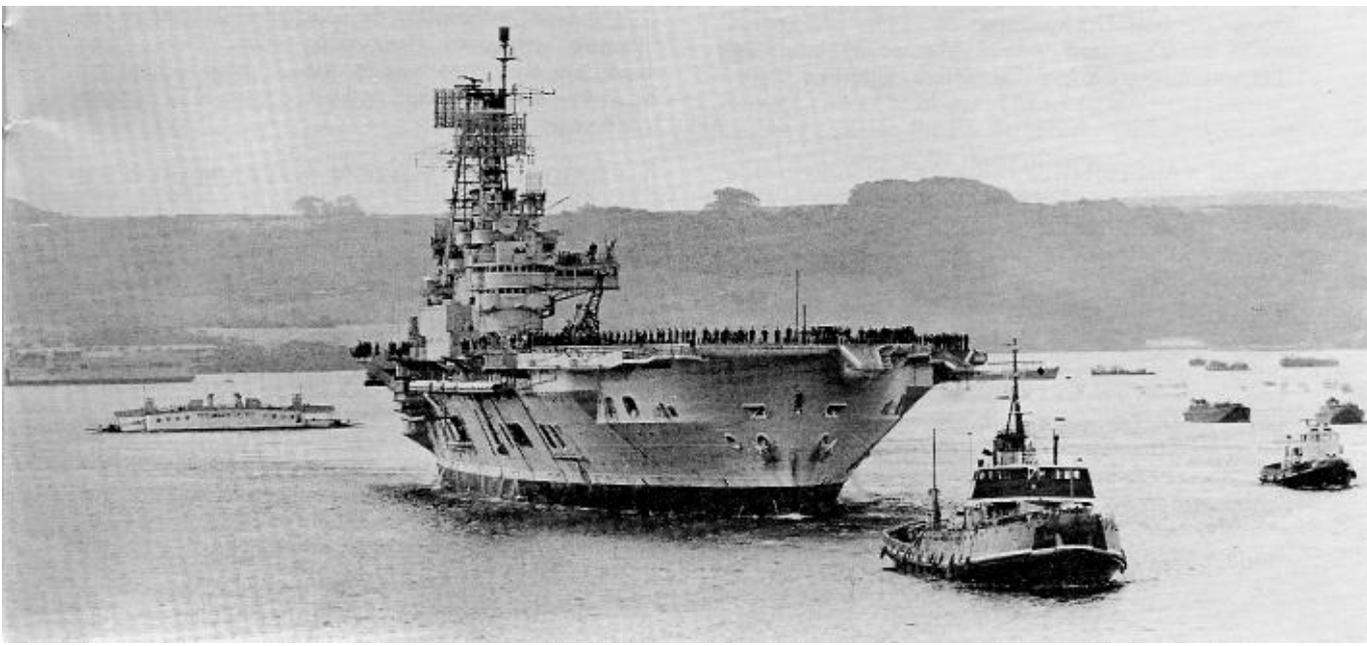
Ark Royal in colour p 18-19.

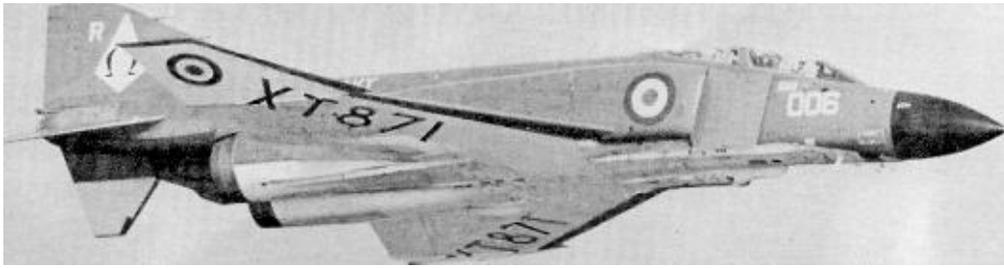
U.S. ARK ROYAL CRUISE CHART

FEBRUARY — JULY 1976



Below: Ark Royal passes the Torpoint Ferry on her return to Devonport on July 16.





PHANTOM (above): The fabulous Phantom, operated by 892 Squadron, is an all-weather fighter aircraft developed in America and adapted for use in the Royal Navy. Two Rolls-Royce Spey engines with after burner allow speeds over Mach 2 and its predecessors hold no less than 15 world records for speed and rate of climb. The aircraft you can see comes from the Fleet in Reserve pool based at RAF Leuchars. Scotland.

BUCCANEER An all-weather British aircraft, powered by two Rolls-Royce Spey engines. It carries a considerable payload of 1,000 lb. or 524 lb. bombs, Bullpup air-to-ground missiles and rockets. It is operated by 809 Squadron. Our aircraft today comes from the Fleet in Reserve pool based at RAF Honington, Suffolk.

SEE OUR HIGH-SPEED RIVER

GANNET 849 Squadron's Gannets are all-weather early warning aircraft made by Fairey and powered by a Rolls-Royce double Mamba engine. The double Mamba drives two co-axially mounted contra-rotating propellers, each of which can be operated independently. The Gannet is flown by a crew of three. It is fitted with a powerful search radar to detect low-flying aircraft. The aircraft flown today comes from the Fleet in Reserve pool based at RAF Lossiemouth in Scotland.

SEA KING 824, one of the Royal Navy's five front-line Sea King Squadrons, operates alternately from Ark Royal, and from Culdrose.

The Sea King has twin-engined reliability, long range and endurance, and high load-lifting capability.

WESSEX MK 1 of HMS Ark Royal's Search and Rescue Flight is a single-engined aircraft. One helicopter of the flight is always airborne during launching and recovery of the fixed wing aircraft in case of an accident. They can also be used for stores carrying, medical evacuation and parachuting. The flight is based at Culdrose when Ark Royal is in Devonport.

WASP helicopters are from 829 Squadron based at RNAS Portland. There are over forty such Wasps which are allocated to specific ships, where they are used for search and rescue, or are armed with torpedoes or anti-shiping missiles. The Wasp is eventually to be replaced by the Lynx.

HMS CUTLASS (above right): with Sabre and Scimitar, forms the Royal Navy's first Fast Training Boat Squadron, which is based at Portland. The Squadron's function is to train NATO ships and aircraft in the art of countering fast missiletorpedo-firing craft, of which many of NATO's potential opponents possess large numbers.

Their length is 102 feet, beam 29 feet, draft 6½ feet, and tonnage 100 tons (full load). The complement is two officers, three senior rates and 7 junior ratings.

FREE FALL PARACHUTE TEAM of the Royal Marines will jump from a Wessex helicopter into the Hamoaze.

The team gathers for displays from all parts of the country, wherever their duty takes them. True amateurs, they parachute for fun and have formed this team by popular demand and now appear at 25 displays each year.

1st RAIDING SQUADRON, ROYAL MARINES is based here in Plymouth at the Royal William Yard. The main role of the Squadron is to land troops tactically either from ships at sea or forward land bases. The Squadron also supports the Special Boat Service, who are the Royal Marines frogmen and canoeists.

In the River Display the squadron use their Rigid Raiding craft. They are made of glass reinforced plastic and powered by a 115 h.p. Johnson outboard engine. The maximum speed is 32 knots empty and 25 knots fully loaded. They can carry 9 fully equipped troops or nearly one ton of stores.

HMS Dittisham, HMS Flintham and XSV Loyal Moderator are also taking part in our River Display.



DISPLAY at 2.30

Viewing from the decks of Ark Royal, Lyness or Defiance or from the jetties.

THE BATTLE OF THE HAMOAZE 1976

An enemy submarine is in the Hamoaze. The big Sea King helicopter using its detector gear locates the enemy and calls in a Wasp helicopter. The Wasp carries out a vectored attack under the control of the Sea King's observer. It simulates a homing torpedo drop by releasing a smoke marker. Finally HMS Berwick (below) finishes off our imaginary submarine by firing a pattern of three practice motar projectiles.

HMS BERWICK is our River Display big ship. She is a frigate of the Rothesay class, a modified Whitby type and forerunner to the Leanders. In April she arrived back in Devonport after a nine-month round-the-world deployment. She was in the first group of British warships through the Suez Canal since its re-opening. Berwick spent Christmas in Australia and then returned via New Zealand, the Pacific Islands, California and the Panama Canal and the West Indies.



THE COD WAR

By Jeremy Greenaway, a freelance Plymouth journalist who covered the cod war for the BBC.

The cod war of 1975-6 had its origins in October last year, when the Icelandic government extended her fishery limit to 200 miles. That, off the west coast effectively closed off the entire area between Greenland and Iceland sometimes one of the most productive areas for fish with its shallow waters but fringed by pack ice leaving a channel barely 80 miles wide at times.

Icelandic vessels were quick to start harrassing the trawlers, and on November 25, HMS Leopard led the first deployment of three frigates at a time into the disputed area. With the unilateral extension of the limit, Iceland had ironically opened the door to the fishermen from ports such as Hull, Fleetwood and Grimsby to go back up to the old 12 mile limit.

In January, the frigates were withdrawn as a goodwill gesture while further talks took place. It was a move conditional on the trawlers being unmolested. They weren't. The talks failed, and in February after a ten-day break, the frigates were sent back . . .

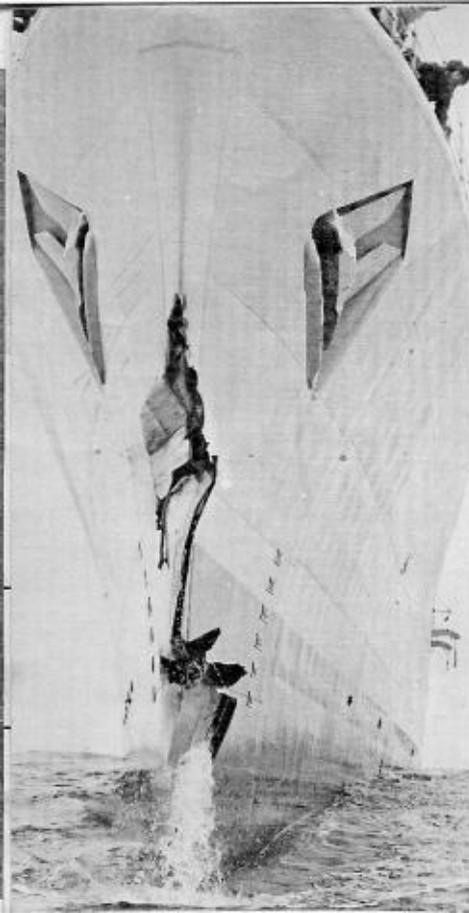
this time four on patrol at a time. Some of the worst incidents followed, but the nine Icelandic coast guard vessels were by and large foiled from cutting many warps. However, their presence among the trawlers was sufficient to stop fishing.

In one serious incident Baldur, a converted stern trawler, deliberately swung her heavily reinforced stern into HMS Diomedé. She bent and tore open the thin plating along the port side, leaving a gash of 60 feet long before fleeing for territorial waters.

The tactics of the Icelandic skippers varied, Thor, Tyr and Baldur were very aggressive. Their ships, although considerably smaller than the frigates, are highly manoeuvrable. Their diesel engines are remotely controlled by levers on the bridge. They also have bow thrusters which enable them to turn on their keels.

Acceleration and stopping distances cannot be matched by the frigates over a short distance, and neither can their turning circles.

In one incident the Aegir was prevented time and again from cutting warps by Andromeda. At



Frigate v Gunboat. The Naiad's damaged bows (above) and the cause (below), Tyr trying to cross her bows to cut the trawl of "Irvania".





Naiad's helicopter keeps Odinn away from a trawl.

times the two ships were touching distance apart.

On the same day Naiad's record - and with it the Sixth Squadron's - of no warps cut went overboard. One trawler lost everything, two others salvaged their nets after the cutter on Tyr had failed to snag the second warp.

That night saw Andromeda speeding back to Devonport, leaving Mermaid, Galatea, Naiad and Gurkha to fend off an all-out onslaught by the gunboats.

The next day, six more warps were cut, and Naiad's bows were damaged as Tyr swung across her. A four foot long gash just above the waterline was

opened up as the frigate crunched into the gunboat's quarter.

Tons of water poured into the frigate, and those damage control exercises proved their worth as shipwrights and other men scrambled into action to shore up the damage and build a concrete coffer dam around the gash.

Had the collision come in other than the calm sea the consequences could have been far worse for both ships.

On May 6 came what was described as the "hairiest night of the cod war" with no fewer than eight collisions. Three frigates were involved - Gurkha in four collisions

with Odinn, Falmouth in three collisions with Tyr and Mermaid, holed by Baldur.

But by the end of May the politicians had got together and on June 1 a six-month agreement was signed, which reduced the British trawler fleet to an average of 24 about a quarter of the usual number.

Whatever one thinks of the interim settlement, the Royal Navy behaved true to its best traditions throughout, as the award of the Queen's Commendation for Bravery to two cod war sailors from HMS Juno, made earlier this month, shows.

This is what happened when the frigate Leander met the gunboat Ver.

