

*Coming up for a RAS*



*Another RAS*



However, thanks to the Chinese crew, who replaced the pump in record time and had to contend with cries of - "Get a move on you little yellow men" or something to that effect - we finally managed to sail for Aussie only slightly late.

With the trip to Aussie over, our first foreign leg was almost complete.

On arrival in U.K. we entered dry dock and proceeded to clean our boilers, whilst 2 certain ratings (no names mentioned) had a good number cleaning off and protecting the propellers. "A blade a day" was the C.E.R.A.'s cry, and a blade a day it was; I can recommended the job to anyone.

On completion of leave we came out of dry dock and proceeded to Portland, to be tortured for 3 days and 2 nights of "GLOSSOPRY" trussed up in strait-jacket-type protective clothing. That completed, we sailed for Gibraltar and the Home Fleet Assembly. Not a bad do, but a trifle crowded.

After Gib. came Londonderry and some particularly turbulent weather, then a trip to Rotterdam and then home for Christmas leave.

On the 11th January we sailed once more for Singapore. Almost immediately after arrival we were sent to the Middle East to keep up the trade and oil embargo on Rhodesia. We were still there after 37 days, and as I write this we are all now big heroes in the British Press. So join up all you fine young men, and "sign on" all you shirkers - be a hero!

We all look forward to something drastic going wrong so that we can be in Mombasa for the duration, and then sail for home a month early, happy and contented. It won't happen though, and by all accounts we should be home by July 28th, and believe me when I say nothing, repeat nothing will go wrong as far Engine Room Branch is concerned to stop us reaching Plymouth on time.

## The Gunnery Department

To begin with it must be noted that this article should have been written by the Master Gunner. Anyone who can cheerfully survive three Gunnery Officers in one commission and still occasionally smile at the end, should be made to share the secret.

There is no doubt that one way or another the gunnery of HMS PLYMOUTH has been remarked upon both on the Home and Far East Stations. It has of course to be admitted that not all comment has been entirely favourable; few who were involved will forget HM Tug ANTIC'S misery at being straddled by two five round salvos, but then the PLYMOUTH'S surface gunnery has always been very accurate.

Any tale about gunnery must always include a saga of man versus the machine. The Weapons Electrical Department led by Chief Ordnance Artificer CHRISTIAN and supported by such as Electrical Artificer (1st Class) LYNE, Mister

GOMM and many others have worked endlessly from the start of the commission to combat what might be described as 'temperament.' On one occasion indeed Commander MALLOY has shown that he can perform the duties of 'Automatic Voltage Regulator' as well as a machine at any time.

The 'Users' have been led most adroitly by Chief Petty Officer Gunnery Instructor (S.G.) HARVEY. (In this instance S.G. stands for 'sea going') One can only hope, since he is about to leave the Navy that his next job will allow him to use his enormous fund of stories. The "User Check Team" has been entirely successful in making the lives of the Officers of the Watch a misery daily at half past eight - this is hardly surprising when one realises who is in it.

The accuracy of the shooting of the 40/60 mounting has been most impressive and Chief Petty Officer BIRNIE has led a highly efficient team down at the far end of the ship.

## The TAS world

Uninitiated and Untrained, this is how thirty-six TAS ratings started the commission on H.M.S. Plymouth, the Devonport built leader of the 29th Escort Squadron.

After pre-commissioning training at the school of schools, "Vernon," and the work-up at Portland (Roads), the dice was set for as good a TAS team as one could wish to find.

*"Awee drop"*



A.B. Reeves, CK. Warburton,  
A.B. Temple, L/Sea. Morris.

*Shipmates*



Bee Koh Ann, Chiang Pei Ching,  
Shoon Shing Tak.

Eventually we sailed for the Far East somewhat disillusioned but intent on doing a good job, whatever the odds.

Our first consolidated exercise was "Seahorse", where most of the operators experienced their first taste of Sonar watchkeeping - the six hour variety. Knowing full well the motto of the submarine service, "We come unseen" we remembered the saying of the wise "Profitt" Confucious "Seek and thou shalt find" and endeavoured to put this into practice, to the best of our ability.

In the beginning it was uncertain as to whether the maintainers would prove to be an asset or a liability, but in the end they proved to be the former since in all walks of life electrical equipment can be very temperamental.

Among the sporting fraternity of the department, the most noteworthy was A. B. Mole who won the Naval And Royal Marines Middleweight Champions Belt in the Royal Navy championships

held at Plymouth. Subsequently he proved himself at home in Singapore winning the final of his weight in the Millsport boxing. Also worthy of mention are AB Hart, one of our "Bolas" champions, AB Walsh, who has represented the ship and squadron many times at football, and AB Brownlee, who excelled himself at sailing the Bosun during Millsport.

On the professional side of life the following passed for higher rating:-

Dodo WATTS managed to find the time to pass for Petty Officer as well as being the Captain's Coxswain. Brownlee and Barnett, passed for Leading Seaman. Our all flying, all diving, all guitar-playing UCI (AIR) was rated and confirmed Petty Officer.

In conclusion, I think one point to be worthy of mention is that a certain popular UWI Finally Does!!

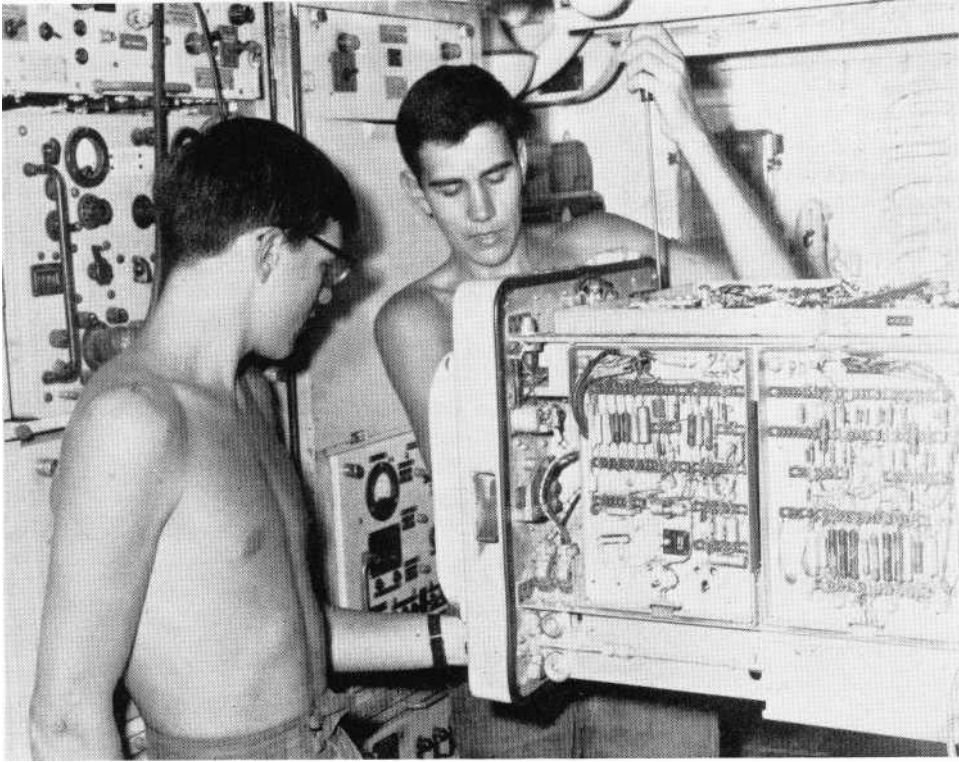
## The " WE " world

The phone rang. A clammy hand lifted the receiver. What could the mysterious caller want? Sharply placing the receiver in a nearby pot of paint, he lifted the paint-brush to his ear. This was one of the lighter moments in the lives of men forming the Weapons Electrical Department of H.M.S. Plymouth. (Characters must remain anonymous) To the unenlightened reader, a department such as this would surely be run on a purely technical basis. This is not so. Underneath every "L" & "R" branch badge there lies the arm of a versatile interior and exterior decorator cum seamen cum labourer cum housewife cum flood-lighter extraordinaire. (Girls, have you seen the 1966 model in E.M's & R.E.M's) The department in all, consists of the upper intelligence bracket both of lower deck ratings and, we shudder to think, officers. This intelligencia, has seen many unavoidable catastrophies, none of which it has not as a department, or as individuals, been able to rise to. From fires in the main switchboard to an inspection right after a maintenance period, we have acquitted ourselves well in all respects. Nobody can deny that it has been hard work most of the way, but looking back, we tend to forget this in favour of the more pleasant times.

Once the ship had been brought into an operational condition in August 1964, and once it was too cold for canoeing, we never looked back. From Portland work-up to leaving U.K. was one continuous stretch of hard work. Then came

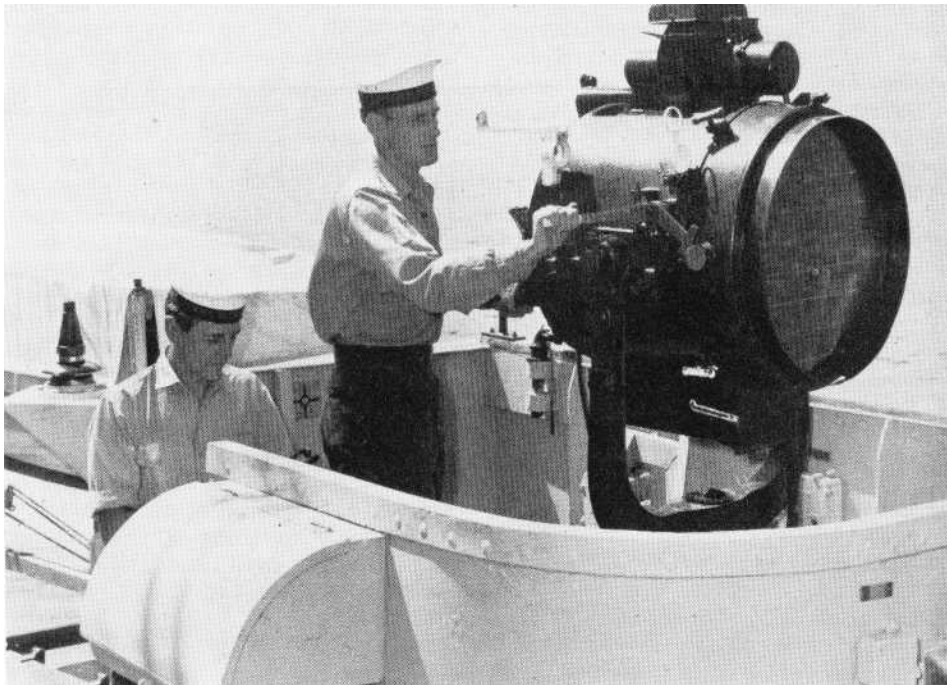
Singapore, with it's demands for patrols against Indonesian infiltrators. The maintenance period, when the non-technical branches relax, held even more work for us. But as the first ship alongside H.M.S. TRIUMPH to use her facilities, we again rose to the occasion. You won't find that in the Guinness Book of Records. Leaving Singapore, Excercise Sea-Horse followed to depress even the most cheerful amongst us, but Bangkok proved an excellent site for unwinding all our nervous and other tension. Seemingly as recompense for our time spent at sea, next came Australia with it's Swan Lager, "Sheilas", and other sports. After this, Singapore, and then the long-awaited trip home. Home suggests rest and time spent with families, so what price another whack of Portland and Gib? The majority at least managed to spend Christmas with their families, but the need for the fighting "P" in the Far East provide greater than the ship's companys wishes, and off we went again. On arrival, we found our friends the M.P.'s had discovered another hot spot for us. This time, Rhodesia was in the news, and consequently, so were we. The "unwind" in Mombasa was however enjoyed, and then on our return to Singapore, it happened. Yet another maintenance period, with this time, the inspection to follow. After this though, the department in a true electrical manner "switched off"; and we more or less sat back and enjoyed the trip home, knowing that once Soekarno hears we've gone, Singapore would be in trouble.

*What's this ere ?*



R.E.M. Machin R.E.M. Hickson

*Flash ?*



L.R.O. Knight R.O.2. Baker

It is certain none of us will ever forget this ship. It has been home, place of work, and place of recreation for so long. You can possibly understand now why it has been so crowded on the messdeck. It goes without saying that pairs of fingers have been crossed hopefully as those magical, fate-sealing slips of paper have been received from C.N.D. (No, not the ban-the-bomb campaigners. Do you want us all on the "dole"?) Here's wishing you all every success in your new drafts, and long may we all reign in our respective shore bases. Someone, a little bird to be exact, told me they don't have to rig floodlights on shore establishments, so for my part I aim to find out if there's any truth in this.

The following is a list of horrible secrets which, up until now, no-one has dared to divulge to anybody. Now at last in all their frightening reality, here are:-

"SECRET CONFESSIONS OF THE W & E DEPARTMENT"

The shortage of paper on the ship was due to L.R.E.M. Ward's sub chits.

E.M. Lindsay really held a Bachelor of Science degree.

Sales in "goffas" mysteriously doubled every time a P.P.E. was taken, and the C.E.A. couldn't stop "burping".

Sub Lieutenant Shaw was presented with an electric razor when he left to take up his new appointment at Portland.

The Ch. Electrician's locker was moved into 11 mess during the '64 Christmas leave period. Cdr. "L" died of sun-stroke on the G.D.P. during the first leg.

I'm sure none of us will need reminding of the lighter moments of this commission. After all, they were all promulgated in temporary memorandums, and were based on the assumption that all work and no play makes "Jack" a not so bright chappie."



Outdoor Sport



*Plymouth and Joanna V*



*Run ashore Bangkok*

# Sport in the Plymouth

While it is fair to say that the PLYMOUTH has never had a settled period in harbour during this commission in which to get sports teams into training, there has never been any lack of volunteers. In one particular three day period at Singapore fifteen teams were landed for different types of sport.

Some of the highlights of the commission have been the performances in the six a side soccer competitions, and Able Seaman MOLE's boxing - he is now the Navy Middle Weight Champion. One 'sport' which appeared during the year was that of 'bolus' throwing. This pursuit was easy to practise at sea, in the end Able Seaman TUCK, Able Seaman HART and Able Seaman MOLE were the undoubted champions of the Far East Fleet. Another sport which is worthy of a special mention is long distance running. It is difficult to think of an event for which training is more difficult at sea, yet the ship has entered very respectable teams both at the Home Fleet Assembly at Gibraltar and again in the Far East.

## Soccer

The Ship's First XI have met with varied success in matches played under conditions ranging from the lovely mud pitch at Portland on a cold winter's day to the hard baked grounds of the Far East.

Results of the soccer matches have sometimes been disappointing but the team has always tried. The two most memorable games were against the Bangkok Bank Sports Club (who was it who danced the twist to the Thai National Anthem at the following reception?) and the 'blood match' in the final of the Eastern Shield against the CHICHESTER.

It is in the six a side competitions where the results have been the best. Before the first foreign 'leg' the ship was first and second in the knockout competition in DRAKE barracks. Then when the ship had beaten the local P.T. staff, the competition was changed to a League. The ship still held the top two positions up to the time of departure. In the Far East during 'MILLSPORT' the first team got beaten in the semifinals by the DEVONSHIRE, this was after just coming in from sea and playing eight games in one day.

Captains of the team have included REM MORGAN M (E) WHITEMAN and A.B. HAY; A.B. HAY and A.B. BAILEY have also captained the six a side team.

## Rugby Football

It was difficult to settle down into a good team combination when the ship spent so much time at sea, but everyone enjoyed the games "win or lose". During the commission, 60 players represented the ship at this vigorous sport. The ardent rugby enthusiast usually keeps fit to play, we on this ship do the opposite and play to keep fit. Much of the credit to the success of the side must go to R02 (W) R. VICKERS who left the ship in January 1966, his enthusiasm was then taken over by P.O. Elec. TURNER. Rugby players everywhere love the game and we in the PLYMOUTH are no exception.

## Hockey

There has been a great deal of enthusiasm for hockey and fielding a side at short notice has been no problem. What the players have lacked in skill they have made up in zeal. Although most games were lost all of them were enjoyed.

Played 40 Won 10 Lost 23 Drawn 7

Those who played regularly include Captain FANSHAWE, Lieutenant WILLIAMS, ERA ASHMORE, POME FITZGERALD, AB WALLACE, L/Sea MORRIS, AB JONES, and L/Sea NORRIS.

## Water Polo

Many players have been tried in the past two years, but against more experienced players of the Far East Fleet our people seemed to spend more out of the water than in. However, all the games were pleasant and even if we always came second having a go was the important part. Captains of the teams have been Ch. RE HUGHES, P.O. (Slinger) WOODS, and A.B. MORRIS.

## Swimming

We have swum on either side of the Equator, hot and cold temperatures, and waters of different colour, every opportunity has been taken to have "Hands to bathe". To date 22 have passed PPT, 51 PST and before the commission ends we hope to have no none swimmers.

## Shooting

Lack of opportunity to practice has been the biggest bugbear during this Commission as far as ".22" and ".303" shooting is concerned. Normally



*First customer*



*Boarding Party*



*Don't move!*



a fair amount of small bore shooting can be done at sea when on passage, but these days we always seem to be zooming along at 20 knots plus. However as far as full bore shooting is concerned, we have fielded a team on each occasion a Rifle Meeting was being held.

I think the most pleasant shoot by far took place in Geraldton, Western Australia, against the local Rifle Club. They were a fine bunch of fellows with some fine shots amongst them. The Club Captain, Mr. Stan Gratt was exceptionally helpful in laying on a first class day for the Ship's team, and Mr. Bill Meadows deserves special mention for his excellent coaching.

The venue for this particular shoot was in the outback beyond Geraldton, the terrain was really rugged and none of us would have been surprised to see a troop of kangaroo's hopping across the line of sight. The Club Members looked askance at our humble rifles and decided there and then

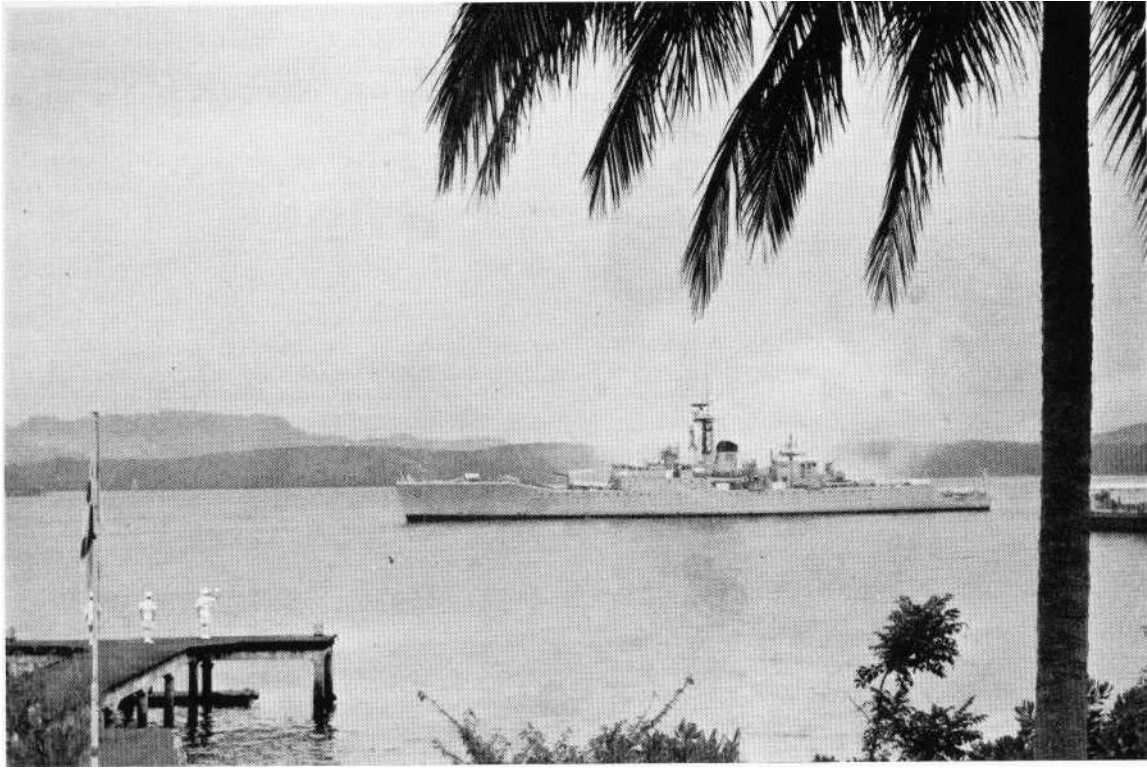
that they would use ours for one shoot, and we theirs for the other. This was a very fair way of going about it, exceptional too because a gun is usually a very personal piece of property, rather like a toothbrush!! I for one felt highly honoured to use Bill Meadows' rifle, one which had twice shot him into being the Queen's Prize winner in Australia.

We lost the match at Geraldton, but they were gracious winners and presented us with a very handsome shield as a memento of the occasion. Other games include Tennis, popular mainly amongst the Officers, and Cricket. Some very enjoyable games have been played, one in particular against R.A.F. Changi. Golf has proved to be a very popular game, and increasingly so, amongst the Officers and Ship's Company. Indeed in the early hours of some mornings, the sight of the CAPTAIN, closely followed by the PILOT, S.T.A.S.O., T.A.S.O. and others, striding to the first tee, has shown how great its grip can be.

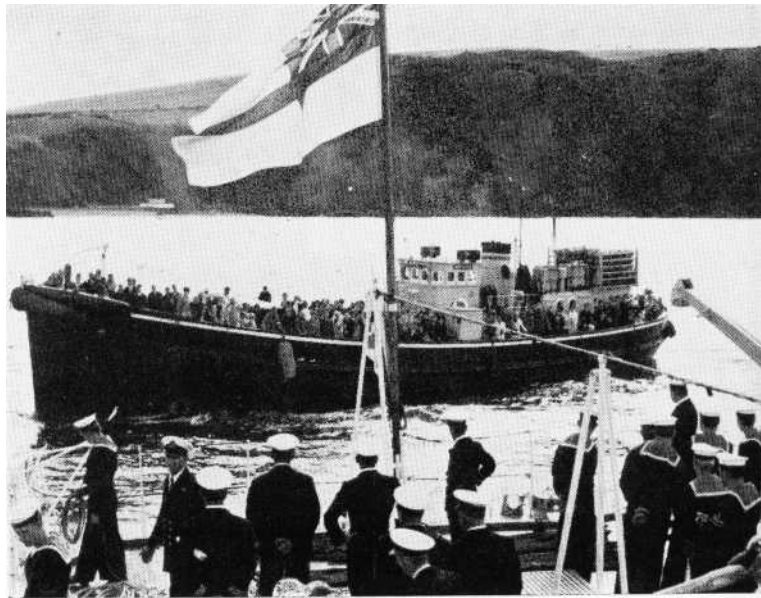


*H.M.S. Plymouth*

*Arrival on Far East Station*



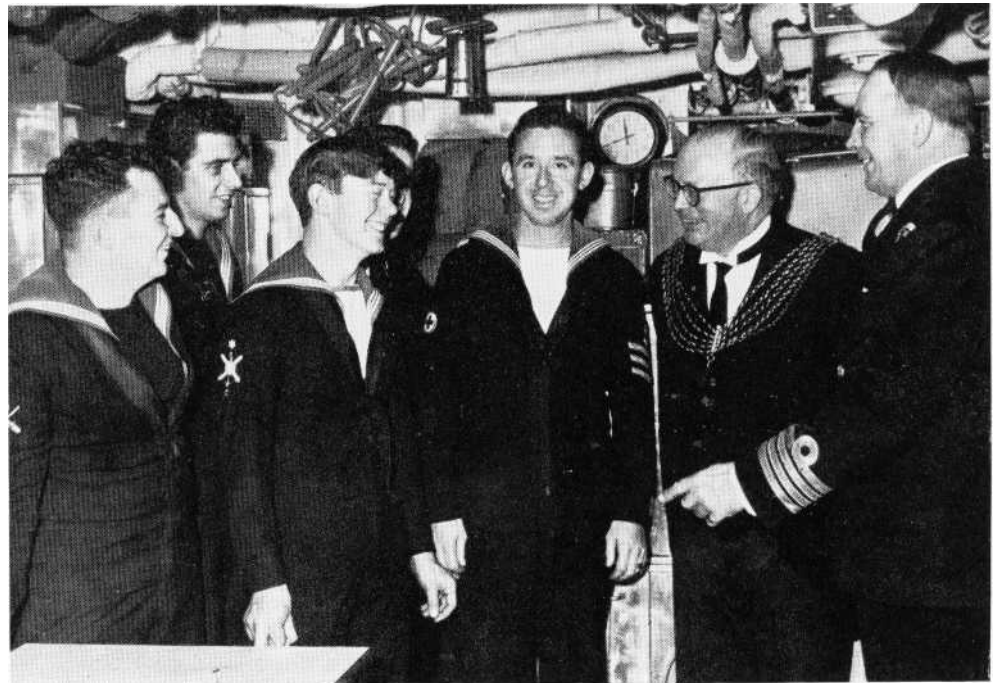
*Home Again*







O.A. Gomm, the Lord Mayor, C.A. Roper,  
E.R.A. Murray, Shipt. Butcher, E.R.A. Ellis.



A.B. Ward, A.B. Jewell, A.B. Carkett, L.M.A. Watson,  
the Lord Mayor, Captain Fanshawe.



#### **NOMINAL LIST OF OFFICERS AND SHIP'S COMPANY**

Captain T. E. FANSHAWE D.S.C., Commander J. J. MALLOY, Commander W. J. MAGGS, Lieutenant Commander R.H. GASKIN, Lieutenant Commander C. F. P. SIMPSON, Lieutenant Commander J.N. HOUSE, Lieutenant Commander W. R. HARRIS, Lieutenant Commander F. E. R. PHILLIPS, Lieutenant Commander C. B. SCHOFIELD, Lieutenant Commander B. R. OUTHWAITE, Lieutenant Commander R. M. FRAMPTON, Lieutenant C. W. WILLIAMS, Lieutenant A. J. MILLS, Instructor Lieutenant M. A. DAVIES, Lieutenant G. D. LEARY, Lieutenant R. D. GUILLERET, Lieutenant T. J. F. SEX, Lieutenant H. A. ROBERTSON, Sub Lieutenant P. M. W. WELCH, Sub Lieutenant D. L. ASHTON, El. Sub Lieutenant N. M. SHAW, El. Sub Lieutenant J. McCARTHY, Midshipman D. H. G. MORGAN, Midshipman P. S. WILSON, Midshipman ABDUL HALIM, Midshipman S. MOORE, Midshipman R. E. CRAWFORD.



## SEAMAN DIVISION

P.O. AUSTIN P.O. WINCHCOMBE L.S. MARCH L.S. PUGH L.S. ROOKE  A.B. PARKER J. TUCK TEMPLE EVANS MORRISON BAILEY CARTER JOHNSON WARD WALLACE MASON HARTLEY TURNER M. JONES MAHONEY McGINTY JONES B. LEE DOUGLAS CASHMORE JEWELL	C.P.O. BEYNON  P.O. WHITE P.O. WEBB L.S. ARBON L.S. TAVENER L.S. MORRIS  CAMPBELL TURNER J. SOBERG MAGNESS COOPER RAINES CRISP CROCKER NORMAN COLLIER BREEZE CROXSON WALKER MURPHY GELL WRIGHT BARKER THICKETT REAY JACONELLI PITT LIGHT	C.P.O. BIRNIE  P.O. LEWRY P.O. RIDGE L.S. WATTS L.S. FLANDERS L.S. NORRIS  WEBB CALLAN COLE HAY BROWNLEE REEVES SUTHERLAND BARNETT WALSH CLARKE R. HERRITY YOUNG WARD R. LEWIS CARKETT HARRISON GAMBLE AGGAR DALEY TOMLINSON CLEWES THOW	C.P.O. HARVEY  P.O. HENSON P.O. GRICE L.S. RUSCOE L.S. PROFITT L.S. MOSER L.S. LEATHER  CLARKE P. RICHARDSON MOLE GREEN LAW PARKER J. HART PALMER BRADLEY WILSON TICE DEACON
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### SUPPLY and SECRETARIAT DIVISION

P.O. Wtr. BARKER P.O. Wtr. GEAR P.O. Std. ATKINSON P.O. Cat. BALDING P.O. Ck.(S) DUCK P.O. Ck.(O) WILLIS P.O.S.A.(S) KIRTON L. Ck.(S) DONALDSON	L.Ck.(S) DUNNE L.S.A.(V) MIDDLETON L. Std. CREEL JOBLING STEPHEN L. Ck.(O) HOOPER L.M.A. WATSON Wtr. COOMBES	S.A.(S) GUEST HUGES S.A.(V) WILLS Ck.(S) FOSTER VELLA MARSHALL CLAYTON MACKAY	Ck.(O) WARBURTON Std. DOOTSON BRABROOK  CANTEEN STAFF Mr. SWEENEY Mr. BURKHILL
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### COMMUNICATIONS DIVISION

C.R.S. BROWN C.C.Y. JOHNSTONE R.S.(W) PRITCHARD L.R.O.(G) BARNARD FOULSTON L.R.O.(T) LAMBERT KNIGHT	L.R.O.(W) FULLER R.O.2(G) JEFFERY WILKES CROSS EMERY SIMPSON R.O.2(T) WILLS	BERRY BAKER R.O.2(W) WOOD ROBERTS R.O.2(U) CHADWICK ROULSTON ROSE	R.O.3(U) PAWSEY KIMBER J.R.O. BECKHAM KILBANE GODDARD
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### WEAPONS ELECTRICAL DIVISION

C.E.A. GADMAN C.R.E. HUGHES Ch. El. McGUFFIE <u>C.R.E.A. WINDATT</u> C.O.A. CHRISTIAN E.A.1 LYNE R. Mech. BROOKS LEWIS MALYAN O.A. TOOMEY	C.A.(W)1 ROPER W.M.1 MILLS R.E.A.2 WRIGHTSON El. Mech.2 CADLE YOUNG P.O. El. LEWIS TURNER P.O.R. El. O'LOUGHLIN L.E.M. HOSKIN WILLIAMS	THORBURN HUDSON P - AUSTIN L.R.E.M. WARD E.M.1 TUCKER FLATTERS HAWWORTH ROBERTSON McINTYRE HUGHES	R.E.M.1 PADDON HICKSON BLAKEY JONES MACHIN DANBY HAYLER R.E.M.2 MERRITT J.E.M. GOODWIN R. Mech. App. GRAFTON C.A.(W) App. STANLEY
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### MARINE ENGINEERING

<u>C.E.R.A. HATCHETT</u> E.R.A.1 ELLIS ALLEN MURRAY WADE E.R.A.2 ASHMORE GLOUGH Mech. HOPWOOD Shpt. GODWIN BUTCHER C.M.E. LOXTON <u>P.O.M.E. MILLAR</u>	RATCLIFF YOUNG FITZGERALD L.M.E. PRICE SLATTER WELLWOOD RAWLINS ROACH CAMPBELL JONES WILLMOTT M.E.1 THOMPSON	WITHERS REID McLEAN MILLINGTON LEGG COLE HUNT NEWELL MERRITT HANCOCK COLLINSON CORNELIUS	WHALLEY OWEN HALLS DENNY PACEY WIGHTMAN TAPE M.E.2 PLASOM PLUMB DOWSING McDOUGALL SMITH J.M.E. MORRIS
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*Silver Statue of Drake  
presented by City of Plymouth*



Presented to  
the City of Plymouth  
by  
The Mayflower Corporation  
of  
Plymouth  
5th October 1963

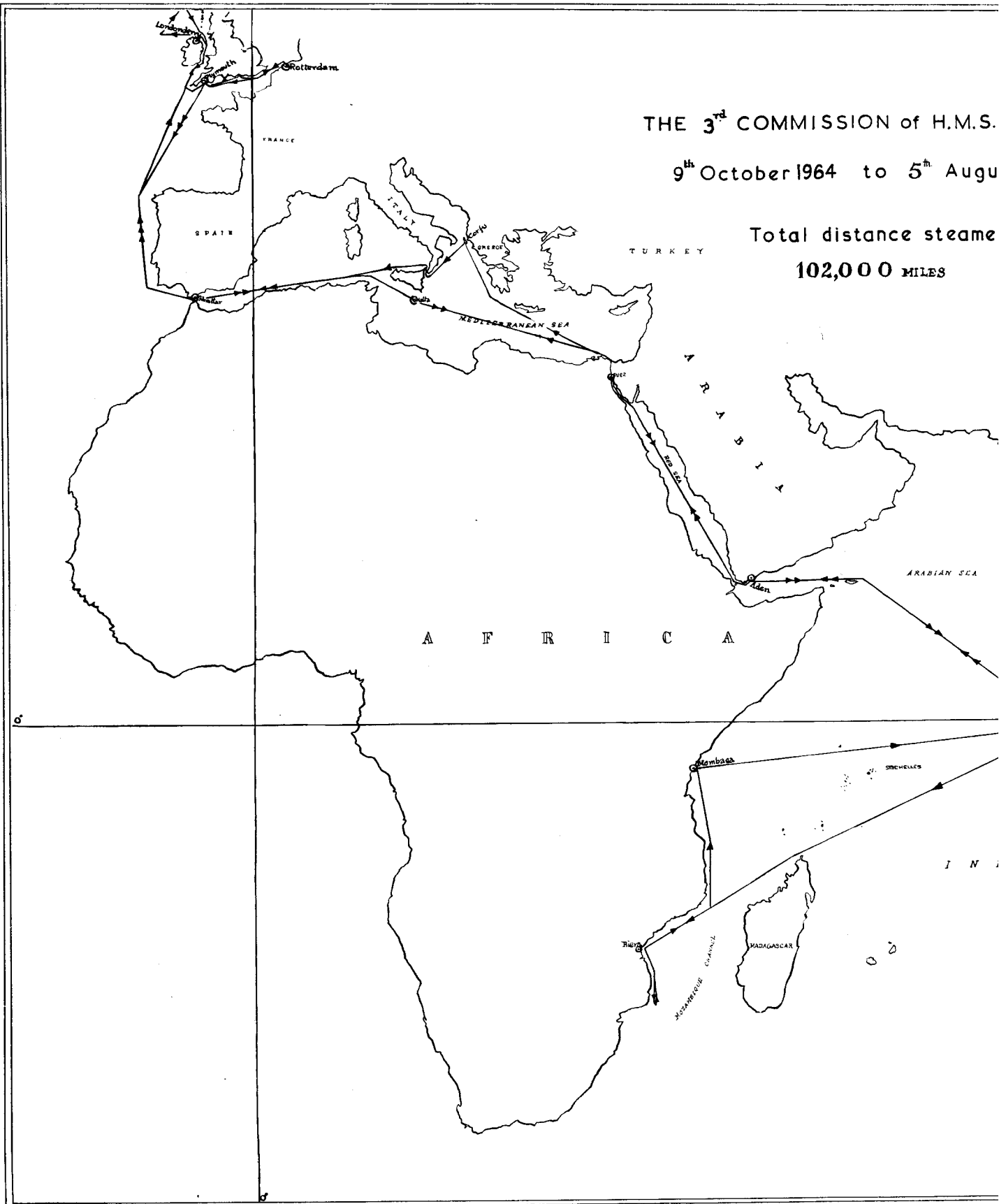
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THE 3<sup>rd</sup> COMMISSION of H.M.S.

9<sup>th</sup> October 1964 to 5<sup>th</sup> August

Total distance steamed

102,000 MILES



PLYMOUTH

1st 1966

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