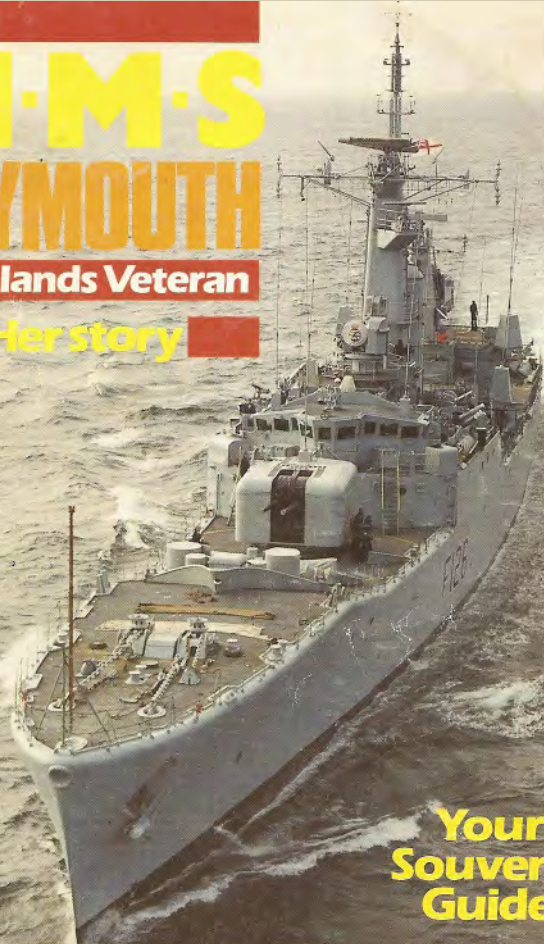


H·M·S PLYMOUTH

Falklands Veteran

Her story



Your
Souvenir
Guide

Welcome Onboard



I am very pleased that it has proved possible to save HMS PLYMOUTH from sinking as a missile target or the scrap heap. This - fine ship has been in commission for some twenty-seven years, which has seen her at work, and play, in every corner of the globe. I had the very good fortune to be in command of HMS Plymouth throughout the Falklands operation, where she was in the thick of the action from South Georgia right through the entire operation; and therefore my ships company and I have a particular soft spot for our old ship, which I do hope we may be able to share with you through this enterprise by the Warship Preservation Trust.

David Partridge

CAPTAIN ROYAL NAVY

SAVED FROM A WATERY GRAVE

Most of HMS Plymouth's sister ships have been sunk as missile or torpedo targets. Here HMS Lowestoft sinks, having been torpedoed. HMS Plymouth has won a reprieve.



A brief history

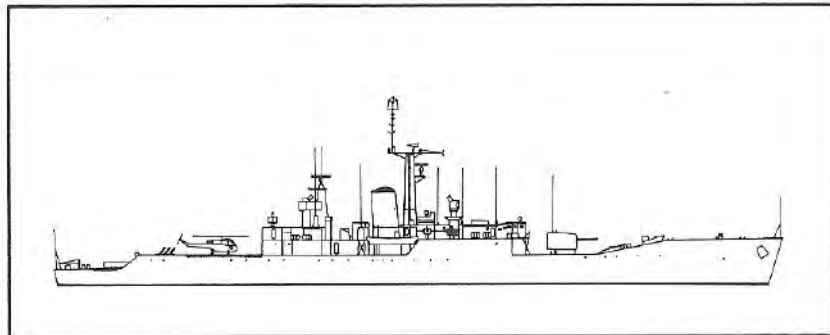
HMS PLYMOUTH was the last of the Type 12 anti-submarine frigates of the 'Rothesay' class in service. They were named after coastal resorts. Laid down on 1 July 1958, HMS PLYMOUTH was launched on 20 July 1959 by the Right Honourable Nancy, Viscountess Astor, CH, and completed on 16 June 1961 right here in Plymouth.

Designed with two boilers to provide steam propulsion to two shafts, she had a top speed of around 28 knots. When built, HMS PLYMOUTH was armed with twin 4.5 inch guns mouted in a single turret, 40mm guns aft and two triple-barrelled anti-submarine mortars.

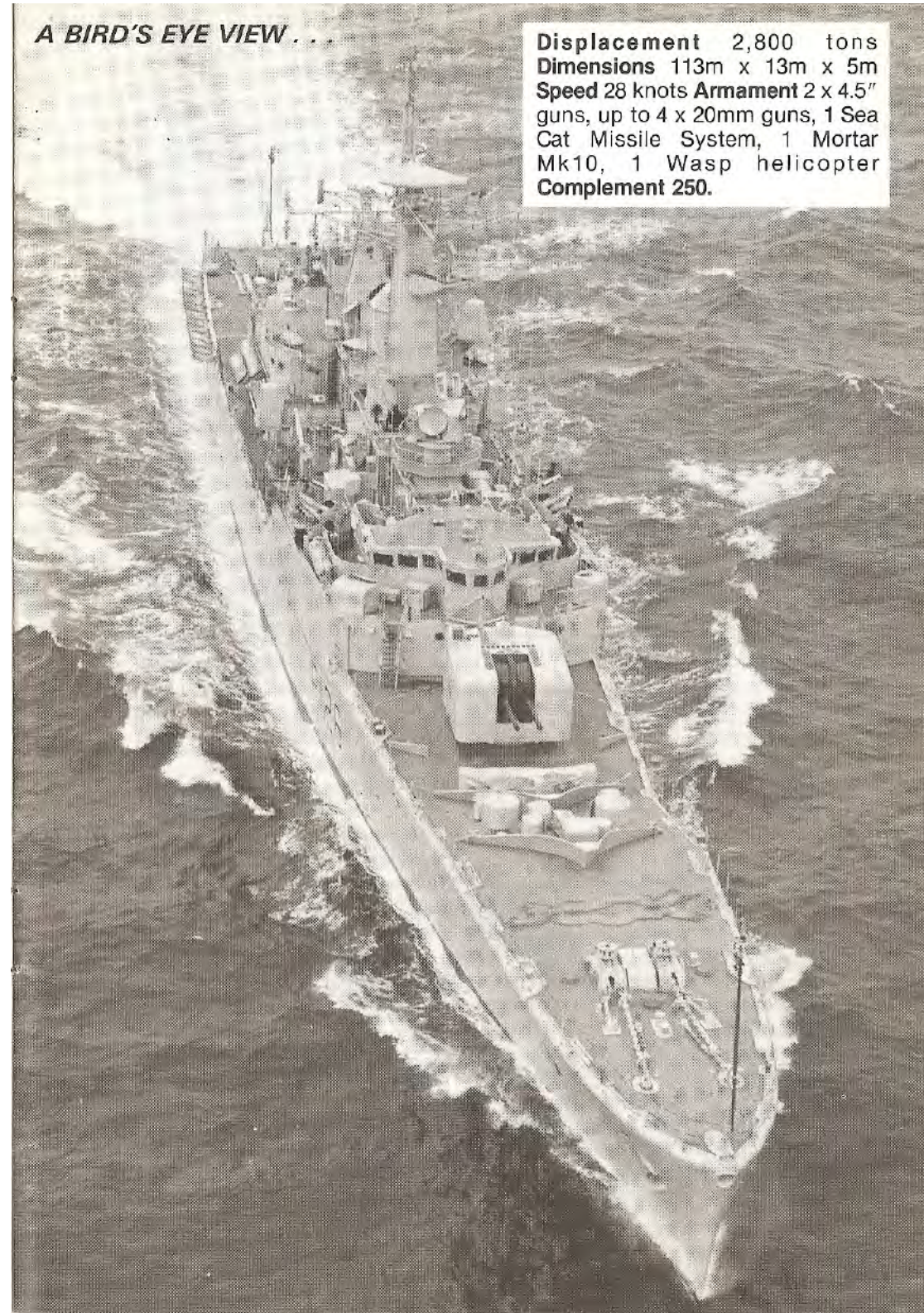
Within a year of her commissioning PLYMOUTH was the leader of the Fourth Frigate Squadron in the Far East, taking part in many major multi-national exercises as part of SEATO. She then returned to the UK for a refit and to become leader of the newly-formed 22nd Escort Squadron. She returned to the Far East the following year to take part in further exercises and operations against Indonesian infiltration before returning to Britain.

Re-allocated to the 29th Escort Squadron in 1965, she carried out a third commission in the Far East visiting Thailand, Singapore and Australia. She returned home for Christmas in 1965 before returning once more to the Far East and a fruitful period on Beira Patrol off the African coast.

In 1966 HMS PLYMOUTH started a conversion refit at Chatham, reemerging in January 1969 fitted with a flight deck for a Wasp helicopter instead of the forward mortar mounting, and Sea Cat missiles replacing the 40mm guns as well as improvements to living accommodation and general modernisation of electrical equipment. She demonstrated her new capabilities as part of the first public display of an AS 12 missile firing in June 1969.



A BIRD'S EYE VIEW . . .



Displacement 2,800 tons
Dimensions 113m x 13m x 5m
Speed 28 knots **Armament** 2 x 4.5" guns, up to 4 x 20mm guns, 1 Sea Cat Missile System, 1 Mortar Mk10, 1 Wasp helicopter
Complement 250.

BATTLE HONOURS

PORTO FARINE	1655	ORFORDNESS	1666
SANTA CRUZ	1657	SOLEBAY	1672
LOWESTOFT	1665	TEXEL	1673
FOUR DAY'S BATTLE	1666	FALKLAND ISLANDS	1982

Christmas 1969 saw the ship in Mombassa and nearly all of 1970 was spent in the Far East on exercise, Beira Patrol or in Australia where she played a considerable role in the Cook Bicentennial and ANZAC day celebrations.

On returning home, and after a number of European port visits, the ship commenced a 7 month refit. She left Devonport in July 1972 for her first West Indies patrol visiting Prince Edward Island, Canada, en route. Once on station she spent a week standing by a grounded Chilean freighter and arrested illegal fishermen off the Bahamas. Christmas 1972 was spent in St Petersburg, Florida, returning home to Devonport in February 1973.

Following an Icelandic patrol and Mediterranean deployment PLYMOUTH again commenced a Docking and Essential Defect period, in Gibraltar, in April 1974, recommissioning on 2 November and returning to the UK on 11 December.

On 22 July 1975 HMS PLYMOUTH left the UK as a member of the 8th Frigate Squadron. After exercises on passage in the Mediterranean; South China Sea and Australia; she took part in a five nation exercise 'TASMANEX 75'. A series of visits followed to ports around Australia, Tasmania, the New Hebrides, Hawaii and the West Coast of the USA before arriving in Trinidad for the islands' Republic celebrations. The ships of the deployment then regrouped before taking part in exercise 'LAST CHANCE 3' which lasted the extended passage across the Atlantic.

The following year was spent carrying out maintenance or on patrol in UK waters until October 1977 when she took part in Exercise 'OCEAN SAFARI' and paid a short visit to the Mediterranean before returning home for further patrols around Britain.

In July 1978, in company with HM Ships AJAX and ACTIVE she carried out a two month deployment to Canada and Eastern USA, returning in October to commence a major refit designed to give her a further ten years of life.

HMS PLYMOUTH was recommissioned on 23 January 1981 and, after four months of sea trials and operational sea training, she arrived at her new base port of Rosyth as the new leader of the Sixth Frigate Squadron. Exercises and patrols around the UK were followed by a planned three week Assisted-Maintenance Period in Gibraltar but....

DIVERTED...
HMS Plymouth heads for the Falklands.



Her "War Service" during the Falklands Conflict

BY CAPTAIN
DAVID PENTREATH D.S.O. R.N.

It was on the 2 April 1982 during the fleet exercise "Springtrain" off Gibraltar, that HMS PLYMOUTH was diverted with a number of other ships, to form the South Atlantic Task Force. We had already said our farewells to wives and families, and made preparations for an eagerly awaited West Indies deployment. Consequently the ship was fully stocked with fuel, all stores, spare parts and ammunition; we were well prepared both mentally and materially for the events that were to come.

Before reaching Ascension Island, HMS PLYMOUTH found herself ahead of the Task Force together with HMS ANTRIM and the Royal Fleet Auxiliary Tanker TIDEPOOL. In order to repossess South Georgia, which if you will recall at first attracted a party of Argentinian scrap metal merchants and later a garrison of Argentinian Marines, we embarked in the three ships off Ascension Island some two hundred men of the Royal Marines and Special Air Service. In due course we arrived unseen, off the now Argentinian held Island, where we had rendezvoused with HMS ENDURANCE, the Ice Patrol ship. During this period, appalling weather conditions were experienced by

FIRE . . . FIRE . . . FIRE . . .

Argentine Shore positions in South Georgia are bombarded by HMS Plymouth. (Photographed from HMS Antrim.)



The surrender of South Georgia was signed in the Wardroom of HMS Plymouth. Here the infamous Lt. Cdr. Astiz of the Argentine Navy signs the surrender document. Witnessed by Captain David Pentreath (right) and Captain Nick Barker of HMS Endurance.

the ships and the recci parties which had been placed ashore. On Sunday 21 April, the ships were moving South once again—to close the island in support of HMS ENDURANCE against a suspected submarine and air threat. HMS PLYMOUTH detected enemy radio transmissions and our helicopters shortly afterwards detected then sighted the Argentinian submarine SANTA FE. Immediate helicopter air attacks by depth charge, missile and machine gun were carried out on the SANTA FE, and this lead to the decision to carry out an immediate military assault on South Georgia. HMS PLYMOUTH and HMS ANTRIM carried out a most successful Naval gunfire bombardment of enemy positions ashore prior to the landings. By the following morning, the whole island had been recaptured. The notorious Lt Cdr Alfredo Astiz, who commanded a section of the Argentinian Marine Forces at the old whaling station at Leith, surrendered on board HMS PLYMOUTH on Monday 26 April; other forces having surrendered at Grytveiken the previous night. The photograph of the Leith surrender ceremony, held in the wardroom of HMS PLYMOUTH, was seen in newspapers worldwide. HMS PLYMOUTH also acted as a prison ship for the scrap metal men and some Argentinian forces for a brief period.

The ship rejoined the main Task Force in time for the first Royal Air Force Vulcan bomber attack on Stanley Airfield, and the retaliatory Argentinian air raids on a number of ships on 1 May. She was then

despatched towards Ascension Island to meet, and escort, the amphibious assault force including the liner CANBERRA—from 16 May. HMS PLYMOUTH was in the lead of the assault on San Carlos Water during the night of the 20/21 May, indeed she was the first ship to enter San Carlos, escorting waves of landing craft to their beaches. For the remainder of that day, the ship played a vital part in the air defence of the amphibious shipping from Argentinian air attacks, and indeed later took under tow the damaged frigate HMS ARGONAUT after she had been hit and crippled. HMS PLYMOUTH continued in this exciting and exacting role for the next nine days; spending the nights bombarding enemy positions or on escort duties with vital supply ships coming to and from the Task Force, or on patrol duties within Falkland Sound.

At this stage my young ships company had grown up overnight. Not only had they witnessed, at close quarters, the sinking of two fine British Warships ARDENT and ANTELOPE, and were mourning the loss of a number of brave men from those and other ships—including their burial at sea from HMS PLYMOUTH on one sombre occasion—but were maintaining constant readiness against attack by enemy aircraft by day; and the threat of attack by surface ships and submarines by night. Although these were particularly arduous and demanding times, our spirits were always high, and in particular we received tremendous support from our wives and families at home,

FIRST MEN INTO SAN CARLOS?

Deep in the ship's forward magazine these two young men had too much on their mind ... A game of uckers took their minds off the ammunition around them.



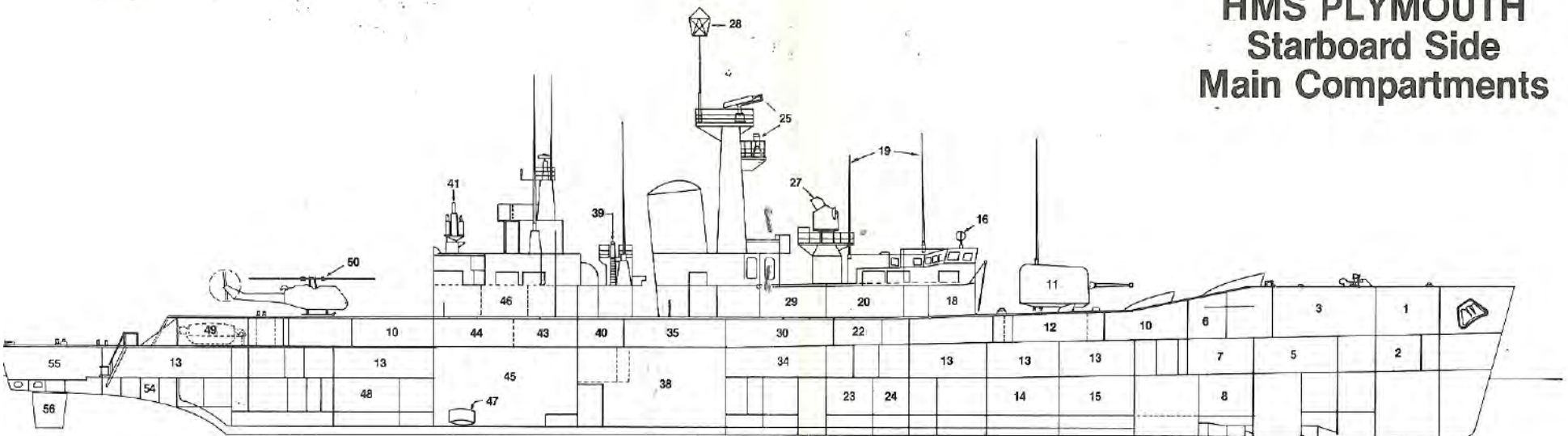
ON PATROL OFF THE FALKLANDS

Her pennant numbers painted out and everyone on board at defence stations for hours...weeks...& months.

and from our many friends in the City of Plymouth, whose timely messages were a constant source of inspiration.

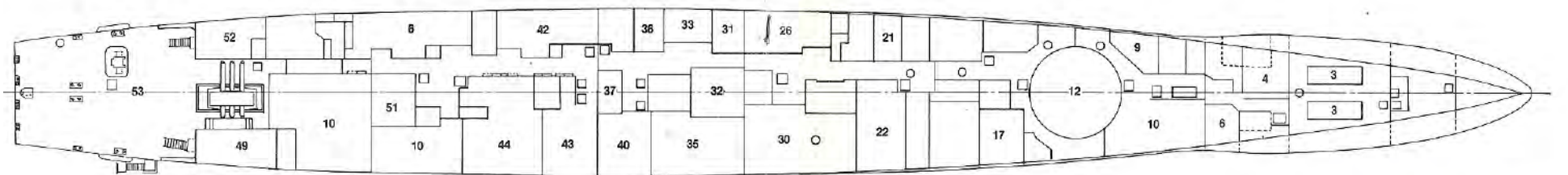
At this stage HMS PLYMOUTH was withdrawn from "bomb alley" as San Carlos was known, to join the aircraft carrier Battlegroup one hundred and fifty miles east of the Falklands. On the 30 May we came under Exocet attack from Argentinian Etendard strike aircraft. Fortunately these attacks were driven off without loss to the Task Force. After replenishing with stores and much needed ammunition, the ship returned to San Carlos on the night of the 1 June. The routine of daytime air defence and night-time patrolling and probing enemy positions continued until the 8 June. On that day, whilst endeavouring to carry out a daylight bombardment task on Vest Falkland, HMS PLYMOUTH was attacked by five Argentinian Dagger (Mirage V) Aircraft whilst alone and outside the sanctuary of the land and seaborne air defences of San Carlos. It subsequently turned out that these aircraft were due to carry out an attack on the landing ships SIR GALAHAD and SIR TRISTRAM at Fitzroy. Although HMS PLYMOUTH was struck by four bombs and a large number of cannon

HMS PLYMOUTH Starboard Side Main Compartments



KEY

- | | | | |
|--|----------------------------------|-------------------------------|-----------------------------------|
| 1 Botswain's Store and Lamp & Paint Store | 15 4.5" Shell Room | 29 Sonar Control Room | 43 Senior Ratings' Dining Hall |
| 2 Cable Locker | 16 M/F Direction Finding Coil | 30 Wardroom | 44 Junior Ratings' Dining Hall |
| 3 Diesel Generator Compartment
(2 x 500kW Generators) | 17 Transmitting Station Annexe | 31 Officers' Galley | 45 Engine Room |
| 4 Switchboard Room | 18 1st Lt's Cabin | 32 Funnel Uptake | 46 Hangar |
| 5 Main Naval Store | 19 Radio Aerials | 33 Scullery | 47 Stabiliser |
| 6 Junior Ratings' Bathroom | 20 Operations Room | 34 Officers' Cabin Flat | 48 Fuel Tank |
| 7 Sonar Instrument Room | 21 Weapons Electrical Office | 35 Preparing Space & Galley | 49 Laundry |
| 8 Naval Store | 22 Main Communications Office | 36 Provision Issue Room | 50 Wasp Anti-Submarine Helicopter |
| 9 NAAFI Canteen | 23 Provision Rooms & Flour Store | 37 Boiler Downtake | 51 Sickbay |
| 10 Senior Ratings' Mess | 24 Cold & Cool Rooms | 38 Boiler Room | 52 Mortar Handling Room |
| 11 4.5" Mk VI Twin Mounting | 25 Radar Aerial Outfit | 39 Emergency Conning Position | 53 Quarter Deck |
| 12 Gunbay | 26 Combined Radar Office | 40 Engineers' Workshop | 54 Fresh Water Tanks |
| 13 Junior Ratings' Mess | 27 Gunnery Director | 41 Sea Cat Launcher | 55 Steering Gear Compartment |
| 14 4.5" Magazine | 28 Electronic Warfare Coil | 42 Sea Cat Magazine | 56 Twin Rudders |



HMS PLYMOUTH Deck Plan (02 Deck) Main Compartments



MINUTES AFTER THE AIR RAID
The ship is on fire and listing to starboard. Help is summoned from other ships in San Carlos water.



HMS PLYMOUTH AT SAN CARLOS
The bomb damage to funnel and flight decks can be clearly seen now that the smoke has cleared.



Bomb damage to the flight deck. A fully primed mortar bomb on the deck exploded having been hit during an Argentine Air Raid.

ALL SMILES NOW... THE WAR IS ALMOST OVER > > >

Leading Weapons Mechanic David Clark raises a smile as he peers through the hole made by a 1000lb bomb which passed through the mortar projectile room—luckily without exploding.

shells, I believe it was a stroke of good fortune that she was able to draw this enemy attack away from the amphibious shipping, who might well have suffered even more severe losses. We claimed the destruction of two attacking aircraft and damaged two others, but the ship herself was also damaged. Five casualties were sustained but they were speedily evacuated by helicopter, and all fully recovered. One bomb detonated a depth charge which was at readiness on the flight deck. This caused a serious fire below decks; which took our brave fire fighters some ninety minutes to extinguish with valuable aid from nearby ships. The second bomb passed through the ships funnel without exploding, and a further two completely wrecked the anti-submarine mortar and its handling equipment aft—before passing out through the mortar well without exploding! Hurried repairs overnight and during the daylight hours of 9 June, left the ship, once again, floating, moving and fighting! She left San Carlos that night for more effective repairs which were undertaken by Naval personnel from MV STENA SEASPREAD, two hundred miles east of the Falklands. They soon restored the majority of the ships fighting capability and HMS PLYMOUTH was back on the gunline off Port Stanley by 14 June, the night before the Argentinian garrison surrendered.



HMS PLYMOUTH entered Stanley Harbour on 17 June, the first British Warship to do so during the operation, and assisted in setting up Naval control of the Harbour. After a brief spell in San Carlos Water for further minor repairs, the ship left the Task Force on 21 June to return to UK via Ascension Island—with HMS GLAMORGAN, another battle casualty. On the eight thousand mile return voyage, we paid a four day visit to Gibraltar to prepare ourselves psychologically for a tumultuous welcome to our home port of Rosyth on 11 July; having steamed thirty four thousand miles since leaving UK. During our operations in the South Atlantic, HMS PLYMOUTH fired nine hundred and nine four-point five-inch shells in anger, mainly in support of military operations ashore; nine Sea Cat anti-aircraft missiles; and we claimed the loss of five enemy aircraft. Although many ships had as much, if not more, individual successes and disasters, HMS PLYMOUTH is one of the very few ships to have been involved in every action throughout the campaign; displaying consistent preparedness for a wide variety of tasks. A number of her officers and men were subsequently decorated.

WELCOME BACK TO ROSYTH...

The welcome was "unbelievable". Much had happened since she left her Scottish base port just a few months earlier.



OFFICERS AND MEN DECORATED FOR SERVICE DURING THE FALKLANDS WAR:

<i>DSO</i>	Capt. D. Pentreath R.N.
<i>BEM</i>	P.O. (Missile) J.J.T. Waterfield Lt. Cdr. K.M. Napier R.N.
<i>Mentioned in Despatches</i>	Ld. Aircrewman J.A. Harper Ld. Radio Operator (T) R.J. Hutcheson Radio Operator (T) 1st Class R.J. Ash

War damage repairs took until early December to complete. After a short visit to Gibraltar and a period in Rosyth, HMS PLYMOUTH sailed for the West Indies where she took part in Exercise 'CORAL FRINGE' and paid visits to the islands and mainland USA. The ship returned to Rosyth in August.

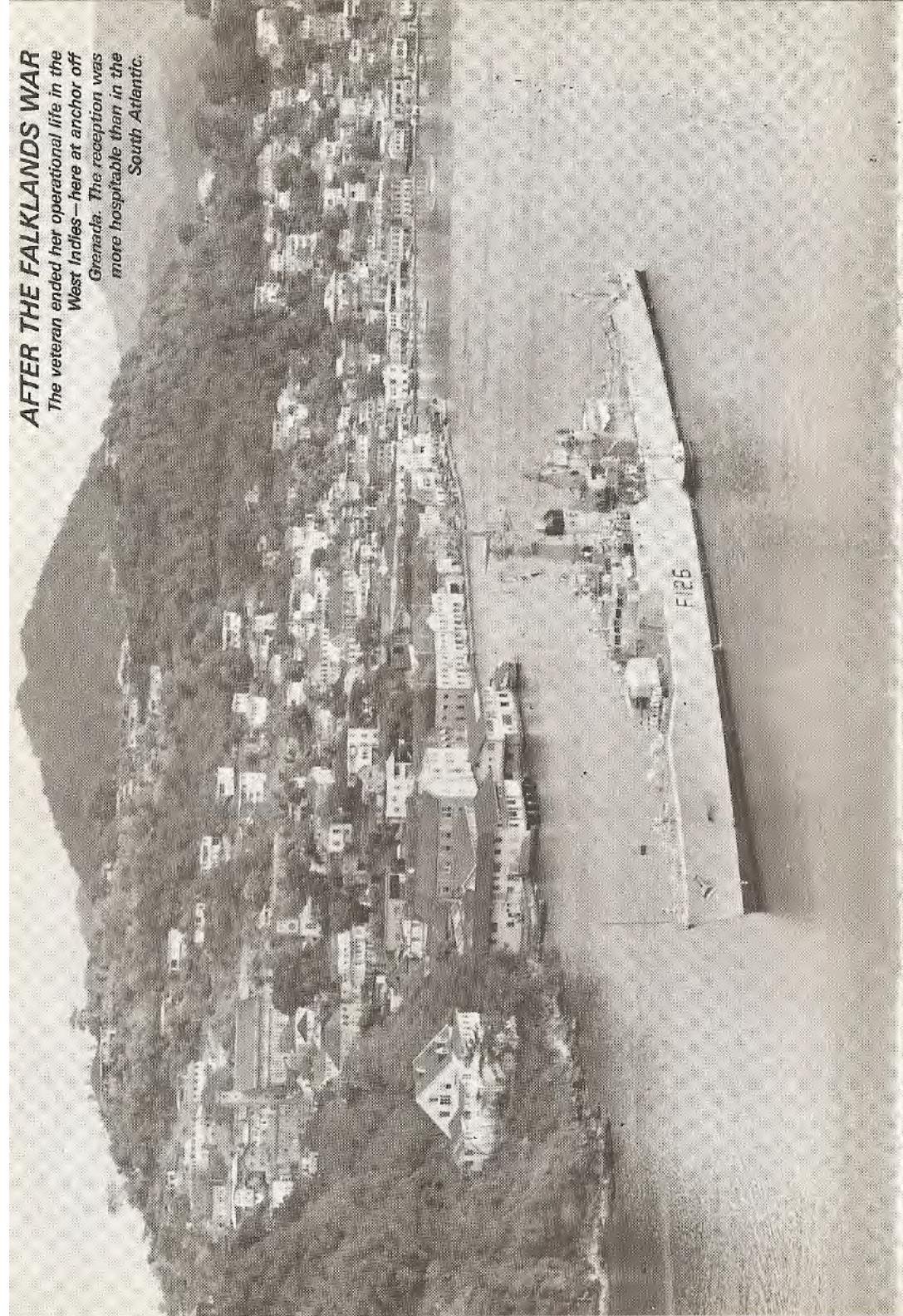
On 20 January 1984 the ship sailed again for the West Indies, this time as Senior Ship of the Dartmouth Training Squadron providing sea experience for officers under training. She returned to the UK three months later. After exercises in the Baltic the ship visited her adopted West Country city for the first time in nearly three years.

April 1985 saw the ship once more in the Caribbean as West Indies Guard Ship. She returned to Rosyth in July to commence her final refit in which the Cheverton Motor Boat was removed and additional 20mm guns mounted.

Sea trials completed, the ship sailed to Portland to work up. During the last week of training a fire broke out in the boiler room which claimed two lives. In spite of this blow to morale and the damage sustained, the ship returned to Rosyth under her own steam for more permanent repairs—within ten days.

The following year HMS PLYMOUTH remained in Western European waters spending April in Gibraltar and the following month in the Mediterranean, returning to Rosyth in July. Further patrols and training periods in UK waters were followed by a West Indian deployment beginning in November 1987. Christmas was spent in St Petersburg, Florida. After visiting some 20 ports and islands in North, Central, South America and the West Indies, PLYMOUTH returned to UK to be decommissioned on 28 April 1988.

In 27 years' of service HMS PLYMOUTH has been commissioned 8 times under 16 Commanding Officers, and has exercised all over the world, steaming over half a million miles.



AFTER THE FALKLANDS WAR

The veteran ended her operational life in the West Indies—here at anchor off Grenada. The reception was more hospitable than in the South Atlantic.

Rome wasn't built in a day

We should explain that in June this year the Falklands veteran was heading for a watery grave as a missile target. Since then the Warship Preservation Trust and a strong team of volunteers have worked small miracles to open the ship for public display this summer. The ship, in its current state, is only open thanks to much hard work—and a lot more remains to be done. On present plans (July 88) the ship will remain open to the public until the end of September. She will be refurbished for her 1989 season. Details regarding 1989 opening hours will be available from the Tourist Information Office; telephone Plymouth 264849 or 223805. Make sure you plan to see HMS PLYMOUTH next year. You will notice the difference.

Warships aren't cruise liners

By their very nature, warships are dangerous places, and that's if you are a full-time sailor. Visitors should be aware of the hazards of living on, and moving about, a warship. Deckheads (the ceiling!) tend to be lower than at home; sills (steps) exist throughout the ship and there are plenty of hard corners for the unsuspecting. Please be aware of these "inbuilt hazards" throughout the ship and take care of your children.

Ladders

There are a few ladders in the ship which are quite steep. The children will love them but, older visitors should approach them with care. Do as the sailors do; when descending a ladder go down back to front and take it carefully. You will find it a lot easier.

Tell your friends

We trust you have enjoyed your visit to the ship today, and will tell your friends. The only way the HMS PLYMOUTH project will succeed is for plenty of visitors to clamber over her.

If you have not enjoyed your visit, tell one of the staff on board. We will do our best to rectify the problem and improve matters for the visitors who will follow you.

SAFETY FIRST

Please note for fire and safety reasons,
HMS PLYMOUTH is a no smoking zone.

Where does all the money go

To open the ship for your inspection has cost a lot of money. Just to get her here from Portsmouth was well over five thousand pounds in towing fees... Then add the insurance, staff costs and you can see the project is ambitious.

With a large can of grey paint costing some £180, you can begin to see maintenance costs are not cheap. If you feel you would like to contribute to the ships long term upkeep, in addition to your modest entry fee, a suitable receipt is available as you go ashore. All contributions are obviously gratefully received.

Souvenirs

Make sure you visit our souvenir shop in the ship's hangar before you go ashore; a wide range of inexpensive goods are on sale to help you remember your trip to this famous Falklands veteran.

Your guides are here to answer your questions—however silly they may seem. Please do not hesitate to ask; like that well known company, we aim to please.

Help keep the old girl afloat

To get the ship open this summer, we have had a generous donation from Mr Peter De Savary, and other businessmen. Without their support the ship would not be here today. We also owe a grateful "Thanks" to our unpaid volunteers. If you have time and talent available and can help out, why not ring Bill Bond on Plymouth 708438 and "sign up".

The Directors of the Warship Preservation Trust would like to thank the management of Associated British Ports for their kind donation of the berth at which HMS PLYMOUTH lies—and the warehouse facility.

We regret there are no toilet facilities on board. The ship has no water supply at present. SORRY!

LITTER—Please take yours home . . .

**PLEASE SIGN OUR VISITORS BOOK IN THE SHIPS OFFICE
AS YOU GO ASHORE.**

The Ship's Project Team . . .

The Ship's Project Director's feet have not touched the ground since it became known that there was a 'possibility of saving the ship and bringing her to Plymouth. **Mike Critchley** is a former Royal Naval Officer who served in HM Ships Stubbington, Blackwood, Ark Royal, Eastbourne (a sister ship of HMS Plymouth) Lofoten, Dainty and Bulwark during his 11 years in uniform. He now runs his own company publishing Naval Books. He has written over twenty books himself. The HMS Plymouth project was designed to be "a little light relief"—it turned out to be a lot more—but he likes a challenge! Although born and bred in the Portsmouth area he now lives in Cornwall with his wife and three daughters.



Everyday the ship has one of its two Project managers onboard. They have only been "on the books" since the middle of July but have achieved a lot in a very short space of time.

"Father" of the pair is **Harry Simmons**. He joined the Royal Navy back in 1951 as a seaman, qualifying as a weapons mechanic in 1962/4. His seagoing days were spent in HM Ships Devonshire, Triumph, Opossum, St Kitts, Camperdown, Blackwood, Messina, Hardy, Hartland Point, Bulwark and Fearless. In 1973 he qualified as a Careers Advisor. For the last 15 years he has interviewed many thousands of potential recruits for the Navy. Now he's back on a ship again himself! Married with five children, he lives in Plymouth.



Keith Gane joined the Royal Navy in 1958 and trained in underwater warfare. His first ship was a sister ship of HMS Plymouth (HMS Blackpool) where he spent his first two years of life afloat in the Far East—he then served in another sister ship—HMS Londonderry—in the West Indies.

He volunteered for service in submarines in 1963. His "boats" included HMS Astute, the nuclear powered submarine Dreadnought, Andrew & Auriga. After service onboard the submarine Opportune in 1981 he moved ashore, as a sailing instructor at HMS Raleigh, before leaving the service in 1983.

Married with a son and daughter he lives in Plymouth.



Our volunteer co-ordinator **Bill Bond** joined the Merchant Navy back in 1939 as a boy rating. By 1940 he was in the Royal Naval Reserve. His war service included the North Africa and Burma campaigns. He left the sea in 1949 and went into civil aviation for 21 years as a Flight Radio Officer and later a Flight Engineer. He now lives in Plymouth—currently "signing on" our team of volunteer helpers.

Our ships engineer is **Mac McComb** Although still serving in the Royal Navy in the Plymouth area he gives up much of his free time to keep the ship in the best, possible mechanical state. Having served onboard this ship for 2 years as an engineer he knows where to look when a problem crops up...





Her last visit to "her" city. Just back from the USA & West Indies. She paid a farewell call in April 1988. No one expected her back...