



H.M.S.
SHEFFIELD

JOINING BOOKLET

Name LAMBERT	Rating PO
Mess	Bunk & Locker No.
Divisional Officer LT CHAPMAN ANDREWS	Division RADAR A
Pres/Ldg. Hand of Mess	Divisional S.R. PO HOLTBY
Watch & Part 2ND PORT	Part of Ship BOATS
3 Degree Readiness (2 Watch Defence State) EWD	N.B.C.D. State 1 Action Station EWD
Emergency Station FLIGHT DECK	Shelter Station 3G LOBBY
Iceland Emergency Station	Liferaft Stations 18 PORT
Special Duty 1/6 BOATS	Special Sea Duty TOP

FOREWORD

Welcome aboard. This booklet will tell you about H.M.S. *SHEFFIELD*, how the ship is run and a little about her history. The "Shiny Sheff", a name earned by the earlier cruiser, represents the latest and best that our country's technology and production skills can produce. The weapon systems are the finest of their type in the world, and the propulsion system is an advanced, novel but proven design, which uses four gas turbines derived from aircraft engines. It is true to say that *SHEFFIELD*, with her Frigate hull, has a greater fighting capacity than any other ship of comparable size in the Royal Navy.

Our aim must be to use and maintain this sophisticated equipment at peak efficiency. But with this goes the need to make H.M.S. *SHEFFIELD* a smart and happy ship in which we can all be proud to live and serve. Every one has a part to play in achieving this, and I look to you all to maintain the tradition that has always made H.M.S. *SHEFFIELD*'s name synonymous with all that is best in naval life.

Finally I would like to commend to you the desirability of cementing a true and lasting friendship with the City of Sheffield. The people of the City have been more than generous to us, and you will note around the ship the many embellishments and fittings that they have lavished upon us. It is up to us now to earn their continuing pride in the name H.M.S. *SHEFFIELD* and the Navy in which we serve.

A handwritten signature in black ink, reading "Robin J. Heath". The signature is written in a cursive style with a large, sweeping flourish at the end that extends to the right and then loops back down.

Captain,
Royal Navy.

Reminder:

Nothing in this booklet in any way affects, alters or supercedes any ships orders or instructions.

H.M.S. SHEFFIELD

SHIP'S OFFICERS

Captain R. J. P. Heath	<i>Commanding Officer</i>
Lt. Cdr. D. J. Carver	<i>Executive Officer</i>
Commander G. A. F. Hitchens	<i>Weapons Electrical Officer</i>
Commander G. F. Laslett	<i>Marine Engineer Officer</i>
Lt. Cdr. C. T. Aisbitt	<i>Supply Officer</i>
Lt. Cdr. M. G. W. Wykeham	<i>Operations Officer</i>
Lt. Cdr. S. Taylor	<i>Gunnery Officer</i>
Lt. Cdr. C. D. D. Colby	<i>Deputy Weapons Electrical Officer</i>
Instructor Lt. Cdr. D. A. Lord	<i>Education Officer</i>
Lieut. J. R. Mitchell	<i>Master Gunner</i>
Lieut. C. H. Donnithorne	<i>TAS Officer</i>
Lieut. R. A. Rowley	<i>Marine Engineering Trials Officer</i>
Lieut. T. Blakeley	<i>Deputy Marine Engineer Officer</i>
Lieut. A. J. S. Taylor	<i>Navigating Officer</i>
Lieut. J. H. Unwin	<i>Principal Warfare Officer</i>
Lieut. P. J. Moore	<i>Weapons Systems Officer</i>
Lieut. P. C. Chapman-Andrews	<i>Fighter Controller</i>
Lieut. P. Wevill	<i>Communications Officer</i>
Lieut. T. D. S. Iles	<i>Boarding Officer</i>
Lieut. P. R. C. Ashley	<i>Data Group Officer</i>
Sub Lieut. C. W. McD. Stuart	<i>Captain's Secretary</i>

BRIEF DETAILS

DIMENSIONS:

LENGTH	- 412½	Feet
BEAM	- 47	Feet
DISPLACEMENT	- 3,900	Tons

ARMAMENT:

The ship is equipped with a sophisticated computerised weapon system linked to the Seadart (Surface to Air Missile) and the 4.5 Mark 8 Gun.

In addition a Lynx (initially a Wasp) helicopter, armed with anti-submarine weapons, will be embarked after our extended trials period. Modern sonar and radars are fitted. Oerlikon 20mm guns are fitted port and starboard 02 deck for less sophisticated targets.

PROPULSION:

H.M.S. *SHEFFIELD* is powered entirely by Rolls Royce gas turbines. Two Olympus gas turbines enable the ship to attain full power and the two Tyne engines allow the ship to cruise economically.

THE FIRST H.M.S. SHEFFIELD

H.M.S. Sheffield 1937-1967

The *SHEFFIELD*, a "Southampton" class cruiser of 9,100 tons with a main armament of twelve six-inch guns, was built and engined by Vickers-Armstrong Ltd. at Newcastle-on-Tyne. Laid down in 1935, launched in July 1936, she was completed on 25th August 1937 and joined the 2nd Cruiser Squadron Home Fleet. In 1938 she had the first experimental Radar set ever fitted in a ship.

When World War Two broke out *SHEFFIELD* was with the 18th Cruiser Squadron, Home Fleet and in late September, 1939 she was attacked by German aircraft but sustained no damage. The remainder of 1939 and the first three months of 1940 was spent patrolling the Denmark Strait looking for enemy shipping trying to reach Germany.

In the spring and early summer of 1940 she carried out patrols off Norway and assisted in landing marines to reinforce Norwegian defences. In August *SHEFFIELD* joined Force "H" at Gibraltar and until the end of the year she was engaged in convoying duties in the Mediterranean and patrols off the Azores. In February 1941, *SHEFFIELD* and units of Force "H" bombarded Genoa. The following two months were spent supporting convoys in both the Mediterranean and Atlantic.

On 24th May 1941, *SHEFFIELD* sailed with force "H" from Gibraltar to take part in the destruction of the "Bismark". During this operation, which was conducted in extremely bad weather, she was detached to find and shadow the enemy. After sighting the "Bismark", *SHEFFIELD* came under heavy fire, but continued to maintain contact, and succeeded in "homing" "Ark Royal's" aircraft and Home Fleet Destroyers on to the enemy in time to strike the final crippling blows.

On 3rd October, whilst on passage to the United Kingdom from Gibraltar, *SHEFFIELD* sank the German U-Boat supply

ship "Kota Pinang". For the remainder of 1941 and until early March 1942, *SHEFFIELD* was employed in escorting Arctic Convoys. On 4th March she struck what was thought to be a mine whilst escorting one of these convoys. She returned to the United Kingdom for refit and repairs. *SHEFFIELD* returned to escorting the North Russian Convoys in August and remained in northern waters until November when she took part in the North African Landings. In December 1942, *SHEFFIELD* returned to Arctic Convoys, and at the end of the month in the company of other units of the Home Fleet she successfully fought off an attack by "Lutzow" and "Hipper". During this action *SHEFFIELD* sank the destroyer "Friedrich Eckholdt".

In January and February, 1943, *SHEFFIELD* continued with the Russian convoys; during one of these she was severely damaged by gales and was under repair between March and June. In July and in August she operated in the Bay of Biscay on Anti-Submarine and Blockade Breaker duties. In September she took part in the bombardment of Salerno and remained in the Mediterranean until returning to Plymouth in November. In December she returned to the Russian convoys once again, and was present when the units of the Home Fleet sank the "Scharnhorst". Until June 1944, *SHEFFIELD* operated in the Norwegian Leads, attacking enemy shipping and supporting the aircraft carriers "Furious" and "Victorious" in their attacks on the "Tirpitz".

In July 1944, *SHEFFIELD* went to Boston, U.S.A. where she refitted until her return in May 1945, to Portsmouth. From September 1946, until late 1948 she was Flagship of C.-in-C. America and West Indies based at Bermuda. A refit was conducted in 1949-1950.

In April 1951, she returned to the Home Fleet where she remained until returning to be Flagship at Bermuda in October. She had a further period of service in the America and West Indies station in 1953-1954.

In 1955 Sheffield commenced a General Service Commission in Home and Mediterranean waters.

SHEFFIELD relieved the Battleship "Vanguard" as Flagship of the Reserve Fleet, based at Portsmouth, in June, 1960. She took over the role of Flagship to Flag Officer Flotillas, Home Fleet until the summer of 1964 when she paid off for the last time and was placed on the Sales List. She remained at Portsmouth until sold in September, 1967, for breaking up at Faslane.

H.M.S. *SHEFFIELD* was awarded the following battle honours for her service in the Second World War:

NORWAY 1940	NORTH AFRICA 1942
"BISMARCK" 1941	SALERNO 1943
ARCTIC 1941-3	ATLANTIC 1941-3
BISCAY 1943	MALTA CONVOYS 1941
SPARTIVENTO 1940	BARENTS SEA 1942
MEDITERRANEAN 1941	NORTH CAPE 1943

AIR CONDITIONING

H.M.S. Sheffield is fully air-conditioned; to ensure that a comfortable temperature is maintained, all air-conditioning doors are to be kept shut, except when passing through them. The main entrances and exit from this ship are via the airlocks on the quarterdeck, Routine office flat, Workshop flat and Wardroom Lobby.

ALARMS

The alarm rattlers followed by a broadcast may be used to alert the ship for Action stations, Emergency stations, or Crash on Deck. Your Stations are given in the front of this joining booklet.

APPEARANCE OF THE SHIP

H.M.S. Sheffield is a new ship with clean lines and smart appearance, it is up to us all to do our utmost to keep her in this condition. Pay particular attention to the following points:

- (a) Do not drop cigarette ends or paper about the decks.
- (b) Use the litter bins provided.
- (c) Wipe up at once anything spilt on the decks.
- (d) Avoid leaving dirty fingermarks on the paintwork above or below decks.

AVAILABILITY OF OFFICERS

Divisional Officers are available at any time to advise on urgent problems. However you should first see your divisional Petty Officer or out of working hours the Petty Officer of the Day/ Duty Departmental Senior Rate.

BAGGAGE

Due to limited space there is only storage room for one standard green suitcase per rating.

BEDDING

A bedding set consisting of 1 pillow, 2 blankets, 1 mattress cover and 1 set of anti-flash gear will be issued to you on joining.

BEER

Issue will take place from the canteen on production of your beer card. Each man may have up to three cans a day. Beer is to be drunk within 24 hours of purchase and may not be accumulated.

CAMERAS

Permission to bring a camera onboard is to be obtained from the Master-at-Arms.

CAP TALLIES

These are to be worn with the leading edge of the first "E" in Sheffield over the nose.

COMPLAINTS

Study the notices in the Port passage opposite the dining hall before making a complaint. Food complaints may be made direct to the Senior Cook in the galley. If he cannot help, report to the Petty Officer of the Day in the Dining Hall.

COMMUNAL PARTY

Tasks of a communal nature are performed by the Communal Party. No rating will spend more than three months in this party unless he is a volunteer in which case he may remain for six months. All junior ratings can expect a period of communal service.

CUSTOMS

When in U.K. you may land only 30 grammes of tobacco or 25 cigarettes at night, up to seven nights with a maximum of 250 grammes of tobacco or 200 cigarettes for seven nights or more.

DAILY ORDERS

These concern everyone, read them, especially as piping will be kept to a minimum.

DEFECTS

All defects are to be reported to your departmental senior rates.

DINING HALLS

There is only enough seating for about a quarter of the ship's company, so when you have finished make way for the next man. Smoking is not allowed in the dining hall during meal hours.

DRESS

The dress of the day and dress for dutymen are published in Daily Orders. They are not piped. Be sure you are always in the right dress. A smart ship is easily seen by the smartness of her Ship's Company.

ELECTRICAL EQUIPMENT

Electrical sockets are installed in messes and cabins. All private electrical equipment is to be submitted to 1K Electrical Workshop for testing and approval by the WE Department before use. Shaving sockets are not to be used for equipment other than electric shavers.

EMERGENCY STATIONS

Emergency stations are ordered whenever the ship is endangered by damage or fire. On hearing the pipe "Hands to Emergency Stations, Close all red Openings", close all red openings in your vicinity and proceed to your emergency station. D.C. parties close up in D.C. state 1 and check that all red openings are closed, then assume condition Z.

ENTERTAINMENT

The ship is fitted with Closed Circuit Television equipment. As well as producing live programmes, external Television programmes (BBC1, BBC2, ITV) and films (screened onboard) can be received in the TV receivers on messdecks. The ship's library which has a selection of books to suit all tastes is situated in the junior ratings dining hall. See the library notice board for opening times.

FIRE

1. Shout FIRE, FIRE, FIRE.
2. Attempt to extinguish it.
3. Send or shout for help.
4. Report it to NBCDHQ (Dial 999).

Familiarise yourself with the different types of extinguishers and remember the following general rules:

- Oil Fires — Foam Extinguishers.
- Electrical Fires — CO2 Extinguishers (switch off electrical supply).
- Other Fires — Gas/Water Extinguisher.

Grinnell Automatic Fire Detectors are fitted in magazines, the alarm is situated in the port for'd passage in 2 Deck, should this alarm sound, listen for pipes on main broadcast telling you what to do and where to go.

GASH

The ship is fitted with biological sewage treatment plants. DO NOT FLUSH paper towels, rags, cloths, etc. DO NOT POUR dirty water, cleaning fluids or detergent into bowls as this kills the bacteria that reduce the sewage to a clean effluent. This sophisticated plant allows heads to be used onboard even in non-tidal basins. Like every other living being, the bacteria likes to be fed, so be regular!

Note: There is no alternative means of disposing of heads' waste - if the sewage plants are out of action, we have problems!

KIT LOCKERS

Your locker and bunk number are shown inside the front cover of this book and you will be given the locker key on joining. Should you lose the key you will have to pay 20p for a replacement. All lockers are to be locked whilst left unattended.

LAUNDRY

A Chinese Laundry is carried. The laundry routine and charges are shown outside the laundry.

LEAVE

Leave will be granted whenever the Service allows and if possible, to the non-duty watch and non-duty part. Free gangway will be in force up to 2200 except when a boat routine is in force.

MAIL

Mail boxes are situated on the Regulating Office Bulkhead and in the forward cross passage in 2 Deck. They will be cleared at 0830 and 1330 daily or as promulgated on the mail notice board.

MEAL HOURS (Times of Serving)

Breakfast	0700-0745	W/K 0800-0830	Sundays 0745--0830
Lunch	1200-1300	1130-1145	
Dinner	1730-1830	1730-1830	Dinner at Sea as
	(Harbour)	(Harbour)	Promulgated
Late snack in Harbour	2045-2100		

MEDICAL AND DENTAL FACILITIES

Persons wishing to see the Medical Officer are to report before turn to for an appointment later in the day. Urgent cases will be seen at any time.

MONEY

Never carry large quantities of money around with you: money can be deposited with the Supply Officer, placed in your P.O.S.B. or your pay can be sent direct to your Bank, and in any of these places it will be safe. Postal Orders are not carried but the Supply Officer will cash cheques for those ratings who opt to have their pay paid direct to the Bank.

N.B.C.D.

A good knowledge of N.B.C.D. by EVERYONE is essential to the safety of the ship. The ship knowledge questionnaire (issued separately) gives a guide to H.M.S. Sheffield and should be completed by the end of your first week onboard. You must however read and understand Section 15 of Ship's Standing Orders.

ORDERS

Orders which affect you directly are the Ship's Standing Orders and your Departmental Orders. You are to read the orders which affect you, within two weeks of joining. A copy of Ship's Standing Orders will be issued to the President and Leading Hands of each mess.

REQUESTS

Requests are to be made in the usual Service manner through Divisional Senior Rates. The Captain will see Requestmen at 1040 on Wednesdays.

SAFETY PRECAUTIONS

As there is a great deal of remote-controlled equipment and high voltage electricity onboard, danger to life and limb exists for those who do not obey the simple rules in Ship's Standing Orders. Make sure you know of them; if in doubt ask a responsible Senior Rate.

SCRAN BAG

The scan bag will be administered by the Communal Party Petty Officer and will be situated in 2D baggage store. A fine of 3p per article will be charged, the proceeds of which will go to a charity nominated by the Welfare Committee.

SECURITY

No one is to enter compartments with Security Warnings on their doors unless their duty requires them to do so. Equipment fitted in the ship and the performance of the ship or her equipment is not to be discussed ashore.

Be alert for breaches of security both onboard and ashore, if your suspicions are aroused inform the Unit Security Officer (Gunnery Officer) or his assistant (Master-at-Arms).

SMOKING

You may smoke except in places where smoking is:-

- (a) DANGEROUS, e.g. Magazines, Inflammable Stores, Fuel danger areas, Hangar, Flight Deck.
- (b) OBJECTIONABLE, e.g. Ops Room, Dining Halls during Meals.
- (c) OUT OF PLACE, e.g. in Boats, on Ceremonial Occasions, Musters, Rounds.

REMEMBER-THE DECK IS NOT AN ASHTRAY

SPORT

See P.T.I. for any queries regarding sport and sports facilities.

TELEPHONES

A 100-line exchange is fitted for internal use. In naval bases it is possible to dial directly into the Ministry of Defence Network by using the prefix 7. In emergency dial 999.

TOOLS

All tools onboard are controlled by a tool issue system. Private tool kits are not to be formed by individuals. Our engines are as sensitive as aircraft engines and therefore rigid tool control is essential.

VISITORS

Private guests may be entertained in domestic spaces only during non-working hours. Lady guests may be entertained by senior rates with the Executive Officer's permission. They may not be taken below 2 Deck or in cabins. Times for guests:

Guest	Senior Rates	Junior Rates
Private	Secure - 2230	Secure - 2100
Ladies	Secure - 2000	Not Allowed

VOLUNTEERS

Volunteers are required for the following jobs:

- SRE and CCTV Operators.
- Cine Operators.
- Ship's Divers
- Sports Representatives.
- Librarian.
- Barber.

WELFARE COMMITTEE

The Committee, which consists of representatives from all departments is responsible for the administration of the Ship's Fund. Meetings are held once a month. The Committee Secretary will prepare an agenda at least two days before meetings and publish the minutes within seven days. The voting members are: 1 FCPO/CPO, 2 PO, 1 OPS, 1 ME, 1 WE, 1 S & S. Members will be re-elected periodically.

The ship's R.N.B.T. representative is shown on the port forward Noticeboard on 2 Deck.

NOTES

UNIFORMS

b y BERNARDS

Bernards are able to meet the complete Uniform requirements of Royal Navy Officers and additionally provide a service whereby most of their personal requirements and those of their families may be obtained.

Bernards will gladly arrange for an *Officers'* Representative to call by appointment and full particulars of the Bernard Service together with price list will be sent on request.



C. H. BERNARD & SONS LTD.

ANGLIA HOUSE, HARWICH, ESSEX C0123NT Tel. 2281

Officers' Shops at Queen Street, Portsmouth, Tel.: 23535;
30 Royal Parade, Plymouth, Tel.: 66543; 12 Kirkgate,
Dunfermline, Tel.: 23786.

We also have an Officers' Section at 45 Ordnance Street,
Valletta, Malta, Tel.: Central 24665.

This booklet has been provided for
H.M.S. SHEFFIELD
by
BERNARDS OF HARWICH



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Station Tailors' Shops: Arbroath, Brawdy, Culdrose, H.M.S. *Dolphin*, Lossiemouth, Lympstone, Yeovilton, H.M.S. *Pembroke*, H.M.S. *Neptune* and H.M.S. *Cochrane*.

The Bernard Service

Bernards of Harwich provide a first-class tailoring and outfitting service for those on the threshold of their Naval career right through to Flag Rank.

Quality cloths carefully chosen from leading British Mills are meticulously tailored by skilled craftsmen whose attention to every detail ensures absolute correctness, comfort in wear and pride in appearance.

The Bernard Service is available through Branches, home and abroad, while additionally representatives frequently go to other Naval areas to give our customers a personal service. The Head Office has specialist departments to handle mail enquiries and despatch orders.

Where customers prefer to open an account, arrangements may be made for settlement by Admiralty Allotment, Banker's Order or through a Post Office Giro Account, and full details of the Bernard Service and these facilities will gladly be given on request at a Branch or through Head Office.

*Remember—
You Really do Buy Better at Bernards*