

THE CITY OF SHEFFIELD

Sheffield's roots can be traced from an Iron Age fort at Wincobank, a Roman fort at nearby Templeborough and a Norman Castle and parish church. By 1400 local farmers had started using local supplies of timber, coal and ironstone to supplement their incomes by working part time as cutlers and by 1489 they had constructed the first powered grinding wheel.

In the 17th century the minor landowners and ironmakers were mainly Puritan supporters of Parliament who in the Civil War gave active support to Parliament's forces when they besieged the Castle previously captured by royalists. The Castle was damaged in the siege and later demolished. In 1624 Parliament set up the Company of Cutlers in Hallamshire to enforce standards and controls. About 1740 the crucible method of steel making was invented and Old Sheffield Plate was created and consequently the steel industry thrived and prospered.

By 1801 Sheffield was a crowded, smokey town of 45,000 christened by George III — 'A damned bad place. However this was not based on the smoke and squalor but rather the radical unrest that saw support for French Revolutionaries and opposition to recruiting for the French Wars. The unrest reached

such a pitch that eventually a local barracks was built to restore order.

The booming American market ensured expansion of the steel industry and in about 1820 the first integrated steel and cutlery factory was opened at Effingham. The coming of the railways in the 1840s



Steel foundry



Grinders at a 'wheel' about 1850

resulted in the great steel masters of the Victorian age whose massive steel works employed groups of non union workers. This was in marked contrast to the cutlery trade where the closed shop reigned supreme.

Little of this new wealth was spent on improving the town where slums proliferated and not until 1896 was a Town Hall acquired. There were exceptions to the rule and some steel masters were noted philanthropists, for example Mark Firth was one of the founding fathers of the University opened in

1905. In the 1860s the Town Council started a programme of improvements such as slum clearance and the city expanded under this regime. High Wincobank, started in 1905, was the first corporation garden village outside of London.

In the early 20th century bulk steel production moved away from Sheffield where instead efforts were concentrated on the production of high speed, self hardening and alloy steels which were more profitable. Many of these became indispensable to modern armaments and at the outbreak of the Great War Sheffield assumed a crucial importance as steel works became munition factories.

Following the War the skills required for munition manufacture were unwanted and unemployment

soared. While this recession continued the City embarked on a rebuilding programme that produced buildings such as the City Hall. Then in 1939 munitions were once again in demand and Sheffield's factories became targets for Hitler's bombers which only succeeded in destroying much of the City centre. The blitz of 1940 killed 602 people.

Post war energies were devoted to rebuilding the city centre leading to the modern City of Sheffield as we know it today. Industry's concentration on high priced quality steels meant that Sheffield remained at first unaffected by the world recession in steel manufacture. The last decade has seen a decline in traditional heavy industries and much effort is going into rebuilding the City's economy to provide new jobs.



Table blade grinders in 1866



Women helping the war effort, Cammell Laird. 1918



Lord Mayor's Parlour

Town Hall Sheffield S1 2HH Telephone 0742 734025

The citizens of Sheffield join with me in expressing our best wishes to the Ship's Company of the new H.M.S. SHEFFIELD. This is the third of Her Majesty's Ships to carry the city's name, and the people of Sheffield are delighted to renew their connections with the Royal Navy.

The first H.M.S. SHEFFIELD, a Town Class Cruiser completed in 1937, quickly became known throughout the Royal Navy as the "Shiny Sheff" because of the stainless steel, rather than brass, fixtures and fittings presented by companies and organisations in Sheffield, and this nick-name was adopted with affection by the city. The "Shiny Sheff" served with distinction throughout the Second World War, and made her final journey to the breaker's yard in 1967.

The name of Sheffield was soon to be chosen again for the first of the new Type 42 Destroyers ordered for the Royal Navy in the late 1960s. The new "Shiny Sheff" was launched by Her Majesty The Queen at the Barrow-in-Furness Shipyard of Messrs. Vickers Limited in June 1971, and upheld the reputation established by her namesake. The ship joined the British Task Force bound for the South Atlantic in April 1982 and, sadly, on 4th May 1982 she was seriously damaged in an Argentinian missile attack and sank a few days later off the Falkland Islands.

Sheffield took a very keen interest in the two previous ships, and I have no doubt that the special relationship will continue with the new H.M.S. SHEFFIELD, a Frigate in the Type 22 Class built at the Swan Hunter's Neptune Shipyard on the River Tyne.

May God bless her and all who sail in her.

Lord Mayor.

Councillor Peter Horton Lord Mayor



Councillor Peter Horton, Lord Mayor of Sheffield, 1987-88



Rowland Walker, Master Cutler

A message from the Master Cutler

Some months ago I had the pleasure of going to sea on the new HMS SHEFFIELD to see her put through her paces during sea trials. It was an exhilarating and reassuring experience.

This may be a nuclear age but Britain has found more than once in the last couple of decades that the Royal Navy still has a vital role to play in the defence of our country. Just a few hours onboard your fine ship was enough to convince me that this third in line to bear the name of Sheffield will uphold a proud tradition.

For 50 years the links between the first and second HMS SHEFFIELD and the City that I represent as Master Cutler have been strong and deeply valued by all of us. I am sure that this special relationship will continue and be strengthened through your Ship's Company.

Since it was incorporated in 1624 by a group of far-sighted men who were determined that the expanding new industry of that time, the manufacture of cutlery, would not allow shoddy workmanship to tarnish the city's reputation for producing quality goods, the Company has never wavered in its defence of the good name of Sheffield. And though the cutlery industry itself has contracted, the Company is still on its guard to ensure that foreign manufacturers do not cash in on the guarantee that goes with "Made in Sheffield" by using spurious trademarks.

As Master Cutler one of my most important responsibilities during my year of office is to represent the city, to uphold the traditions of the past, but also to safeguard the future prosperity and happiness of its people — just as you will be expected to do for the nation as a whole.

I am sure that this city and this Company will have every reason to feel proud of the new HMS SHEFFIELD and our thoughts will be with you wherever you serve.

Rowland Walker OBE
Master Cutler



LAUNCH DAY

'I name this ship Sheffield' 26 March 1986

On 26 March 1986, at the invitation of Mr David Hardy, Chairman of Swan Hunter Shipbuilders, Mrs Susan Stanley named and launched HMS SHEFFIELD. The traditional launching ceremony started with a religious service conducted by the Reverend Sydney Connolly and was concluded by Mrs Stanley breaking the traditional bottle of wine over the ship's bows. SHEFFIELD's Launch Ceremony was attended by relatives of the 20 men who lost their lives when the previous HMS SHEFFIELD was hit by an Exocet missile during the Falklands campaign. Also attending the launch were the last HMS SHEFFIELD's former Captain, Sam Salt; the Lord Mayor of Sheffield, Councillor Mrs Dorothy Walton, and the City's Master Cutler, Mr Peter Lee.

A ship is the largest thing which moves on land and therefore the launch of a new ship is always an impressive event. As the launch gets close, timber and packing under the vessel is removed until all that holds it just prior to launch are eight triggers. The breaking of the bottle

on the side of the ship signals the release of these triggers and the ship's controlled progress down the four launch ways. Men underneath the ship make sure the triggers are released on time. Once the ship leaves the slipway at a speed of about 12 knots it is brought to rest by drag chains, which are the traditional way of keeping a ship the size of HMS SHEFFIELD under control during launch.



The launch



Mrs Stanley and family

All ready to go







THE CHESTNUT TROOP

HMS SHEFFIELD is affiliated to the 'A' Troop Royal Horse Artillery whose headquarters are currently in Holne, West Germany.

'A' Troop was raised under the command of Captain William Cuppage on 1st February 1793 at Woolwich, in response to a Royal Warrant issued by George IV. From the beginning 'A' Troop, being the senior Troop of the Royal Horse Artillery, held the privileged position of the Right of Line of the British Army. The Troop has maintained an unbroken history up to the present day.

At its formation the Troop had been horsed with chestnut horses, and was thus known as the Chestnut Troop. In 1815 at the Battle of Waterloo, Lord Wellington asked to know the whereabouts of 'A' Troop Royal Horse Artillery, and referred to the Troop as "The Chestnut Troop". In 1902 an Army Order officially recognised this title.

Over the past two centuries The Chestnut Troop has been in action world-wide. It saw action during the Peninsular Wars, in the Crimea, India, South Africa and the Middle East. In all these conflicts the speed of response and panache shown by the Horse Gunners earned them an enviable reputation on the battle field. More recently it has been involved in both World Wars, in Aden, in Belize and Internal Security duties in Northern Ireland.

The Troop has been in Holne, West Germany since April 1982 and is now well versed in BAOR (British Army on the Rhine) soldiering. Whilst prime emphasis is placed on Military Training, other aspects of Army life are never forgotten.

The Troop's links with the City of Sheffield go back many years, and it is indeed proud to retain this association particularly with HMS SHEFFIELD. It is only natural therefore that the KAPE (Keep the Army in the Public Eye) Tour will be concentrating its attention there in November 1988.

An abbot at speed in Canada
- Chestnut Troop



YORKSHIRE VOLUNTEERS

One of HMS SHEFFIELD's affiliated regiments is the Yorkshire Volunteers which is a 'Territorial Army' infantry regiment, of four battalions, which recruits throughout the County of Yorkshire. It is the largest County Regiment in the British Army. The Regiment is privileged to have Her Royal Highness the Duchess of Kent as Honorary Colonel, Yorkshire Volunteers.

Yorkshire Volunteers was formed as a single battalion infantry regiment in 1967 from the Territorial Army battalion of the Yorkshire Infantry Regiments. Tradition is maintained

by the Yorkshire Volunteers companies bearing the ancient Titles of the Territorial Army battalions from which they are directly descended. Thus, for example, the Sheffield Company bears a 'Hallamshire' title. It was their predecessors, the 'Hallamshire Rifle Volunteers' who when formed in 1859 bore the badge of the Arms of the City of Sheffield which is today borne by HMS SHEFFIELD. The Yorkshire Volunteers have recently reorganised internally and expanded to form four infantry battalions.

The Regiment has been set the highest standards by the Territorial Army battalions it succeeds. These battalions were first affiliated to the Yorkshire County Regiments in 1883-87. Prior to that, the Volunteers had common roots being raised as corps of the 'Yorkshire Rifle Volunteers' in 1859. The Territorial Army infantryman of the Yorkshire Regiments has seen active service in the Boer War, 1900-02, and both World Wars. Our Territorial Army predecessors collectively formed the '49th (West Riding) Division TA' and the '150th Brigade of the '50th (Northumbrian) Division TA'. Both these Divisions served with distinction in France and Flanders from April 1915 to the Armistice. In the Second World War, the Divisions served in Norway, France, North Africa, Sicily, Italy and North West Europe.



SHIP'S BADGE

The badges of all Her Majesty's Ships are based on the Naval Crown, the badge of the Royal Navy. This consists of a circle surmounted by four stems of men-of-war and four square sails. The whole of the crown is gold and carries stones and studs, the centre stone is a red ruby the stones on either side are green emeralds; the stones at the extremities are blue sapphire; and the studs are white pearls.

Ships' badges became official in 1918 but from earliest times ships carried decorative shields and banners and later figureheads. Eventually though these became so massive that their weight high in the bows, made the ship nose heavy and difficult to manoeuvre. Then early in the 19th century, as the rounder bow became the normal shipbuilding practice, the decorative bow of elaborate scroll work — often surmounted by a crest or coat of arms became fashionable. From about 1860 this form of decorations became rare and ships began using unofficial badges.

These badges were usually based on the ideas of individual Commanding Officers and included family coats of arms, characters from mythology and the crests of towns and counties. However because of their diversity of design Ships' badges came under Admiralty review towards the end of World War 1.

This review led to the present form of Ships' badges which is attributed to an Army Officer — Major Foulkes, once master of the Tower Armouries who became interested when consulted on a badge design for HMS TOWER. As a result of his ensuing interest he was employed as the Admiralty Adviser on Heraldry and a Ships' Badges Committee was set up and to this day is responsible for the design of all Ships' badges.

Until 1976 design shapes varied according to the class of ship concerned — circular for capital ships, pentagonal for cruisers, shields for destroyers and submarines and diamond for aircraft carriers and depot ships. In 1976 the shape and size was standardised to be a 30mm diameter circle.

HMS SHEFFIELD's badge consists of eight interlaced arrows, silver feathered and pointed gold on a blue background.



BATTLE HONOURS

Motto: With God's help I advance

Norway	1 940	Arctic	1 941 -3
Spartivento	1 940	North Africa	1 942
Atlantic	1 940-3	Barents Sea	1 942
Bismarck	1 941	Biscay	1 943
Mediterranean	1 941	Salerno	1 943
Malta Convoy	1 941	North Cape	1 943
		Falkland Islands	1982

The award of Battle Honours to HM Ships is intended to foster 'esprit de corps' among their officers and men who are thereby encouraged to take a personal interest in the war time exploits not only of their present ship but also those of the same name which distinguished themselves in the past. On 1 October 1954, the Admiralty published an official list of Fleet Actions, Campaigns, etc for which a Battle Honour was awarded. Before that date Battle Honours had been displayed in ships solely on the authority of the Commanding Officers.

Battle Honours are awarded for successful war service rather than as a record of service. This implies not only the actual sinking or capturing of an enemy warship, but also the sinking of enemy merchant ships in escorted convoy; engagements with enemy light forces, or operations which resulted in the more or less complete frustration of the enemy's intention at the time, although no warship may have been sunk. In deciding which actions are to rank as Battle Honours, the Admiralty set out the following guidelines:—

A Battle Honour will be awarded for those actions which result in the defeat of the enemy, or when the action was inconclusive but well fought, and in exceptional cases where outstanding efforts were made against overwhelming odds. One will not be awarded for a British defeat, or when the action was inconclusive and badly fought.



SHEFFIELDS' PAST

The Southampton Class Cruiser

The first HMS SHEFFIELD was a 1,100 ton light cruiser, armed with twelve 6 inch guns. Built at Wallsend-on-Tyne by Vickers-Armstrong, she was launched in July 1936 by Her Royal Highness the Duchess of Kent and completed 13 months later when she joined the 2nd Cruiser Squadron, Home Fleet. In August 1938 SHEFFIELD was the first warship to be fitted with a sea going prototype radar, the Marconi Type 79Y, to give long range warning of aircraft.

At the outbreak of the Second World War SHEFFIELD was one of the very few radar equipped ships and as such was a vital Fleet asset. During the opening months of the war she accompanied the Fleet on sweeps in the North Sea and Atlantic, patrolled the Denmark Strait to intercept German Ships trying to pass around Iceland and took part in the early stages of the Norwegian campaign, ferrying troops to Namso and assisting with the evacuation of Adalones on 30 April.

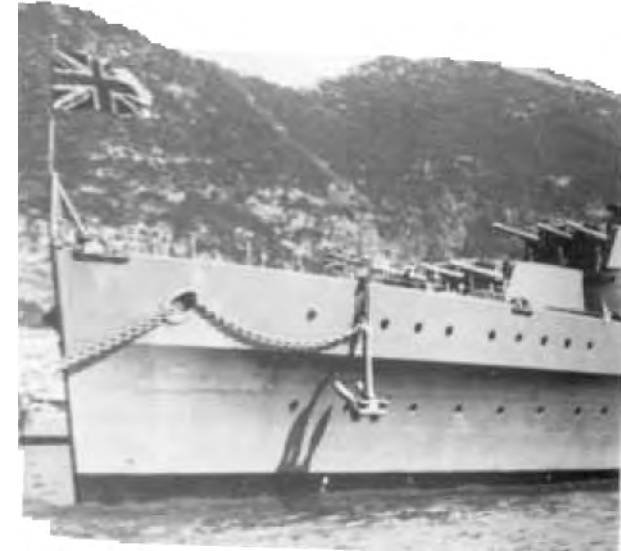
May 1910 she joined the Nore Command and was in readiness for anti invasion duties until August when she was allocated 'H' which is from its based in



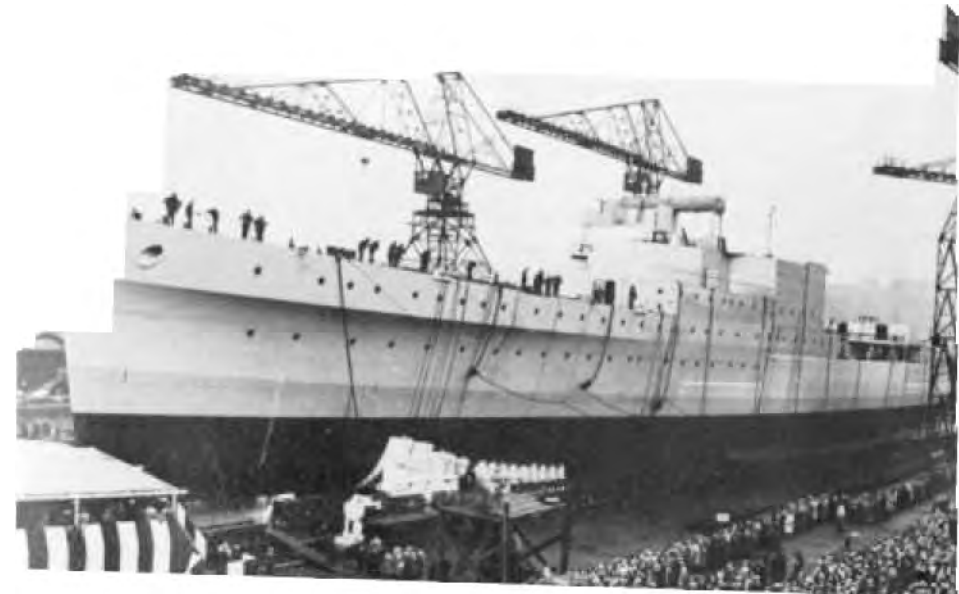
Marina

Gibraltar was to fill the vacuum left in the Western Mediterranean by the withdrawal of the French Fleet and also cover the Atlantic between the Azores and Gibraltar. Thus the SHEFFIELD, during the next 14 months escorted Malta bound convoys, accompanied aircraft ferrying operations to Malta and, in February 1941, bombarded Genoa and, to the west, supported Atlantic Convoys threatened by German surface raiders and played an important shadowing role in the successful hunt for the BISMARCK in late May 1941.

From October 1941 until June 1944 SHEFFIELD served with the Home Fleet once again, based at Scapa Flow and in Iceland; occasionally she was detached for the North African and Salerno invasions in November 1942 and September 1943. However her main task in this period was the protection of Russian convoys. She was put out of action for 17 weeks after striking a mine off Iceland on March 1942 but in the Battle of the Barents Sea on the last day of the year she sustained no damage while beating off an attack by the pocket battleship LUTROW and the heavy cruiser HIPPER on a convoy bound for Murmansk. SHEFFIELD also escaped unscathed a year later when she was present at the



all



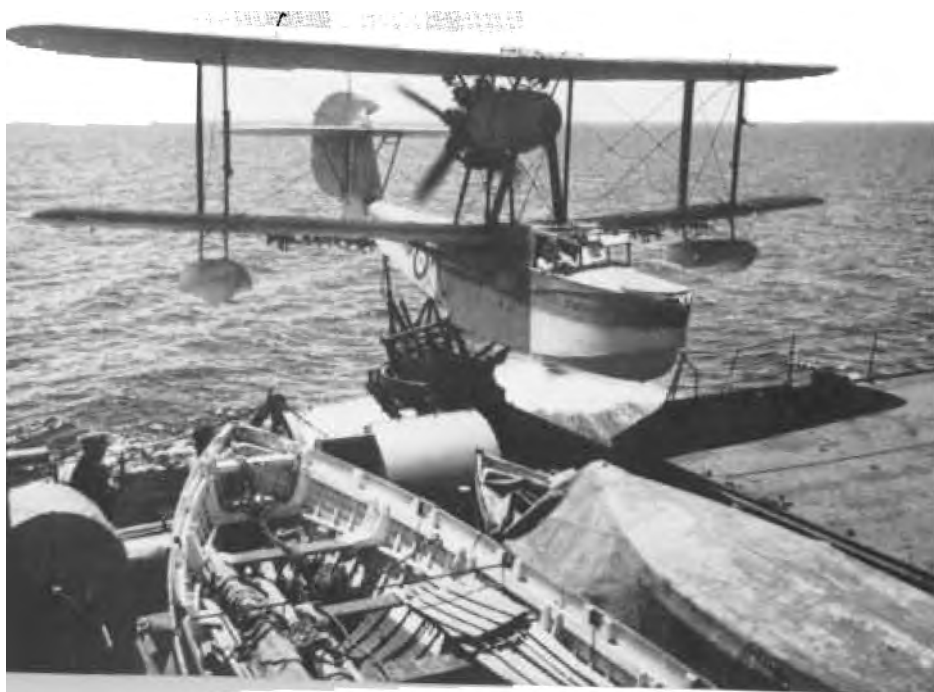


sinking of the SCHARNHORST off the North Cape, thus depriving the Germans of their only effective capital ship.

During her last months with the Home Fleet in 1944, the SHEFFIELD screened the carriers while they struck at the battleship TIRPITZ in Kaae Fjord, Norway. During May and June she carried out further attacks on enemy shipping in Norwegian waters.

In July 1944, the SHEFFIELD proceeded to Boston Navy Yard to refit and did not return to the United Kingdom until May 1945. At this time there was no urgency to complete the work outstanding and she did not re-enter full commission until May 1946. In February 1948 the SHEFFIELD put ashore a landing party of Royal Marines at British Honduras during a period of unrest.

May 1941 the Walrus about to be catapulted



In November that year she returned to the United Kingdom to carry out repairs during 1949-50. After this the ship returned to duty with the Home Fleet in April 1951.

On 31 May 1951 Her Majesty Queen Elizabeth (now Her Majesty the Queen Mother) embarked in SHEFFIELD at Liverpool, and escorted by HM Ships BATTLEAXE and BROADSWORD left for a visit to Belfast. On the 1 October SHEFFIELD left Portsmouth to join the America and West Indies Station, the first of three such commissions up to 1954. On the last of these whilst in New York harbour she was visited by the Duchess of Kent, who launched the ship in 1936 and who was able to see a portrait of herself which was damaged by shell splinters in the action in which the BISMARCK was sunk in 1941.

From 1955 until mid 1960 SHEFFIELD was allocated principally to the Mediterranean Fleet, returning to become Flagship of the Reserve Fleet at Portsmouth. Her final commission, which ended in the Summer of 1964, was as the Flagship of Flag Officer Flotillas (Home) laid up at Portsmouth. She was sold for scrapping in September 1967.



Operator checks Arctic Convoy style



Mainmast damage following BISMARCK action



Interrogation of Master of sunken Friedrich Bremen