

# RMS Tartar

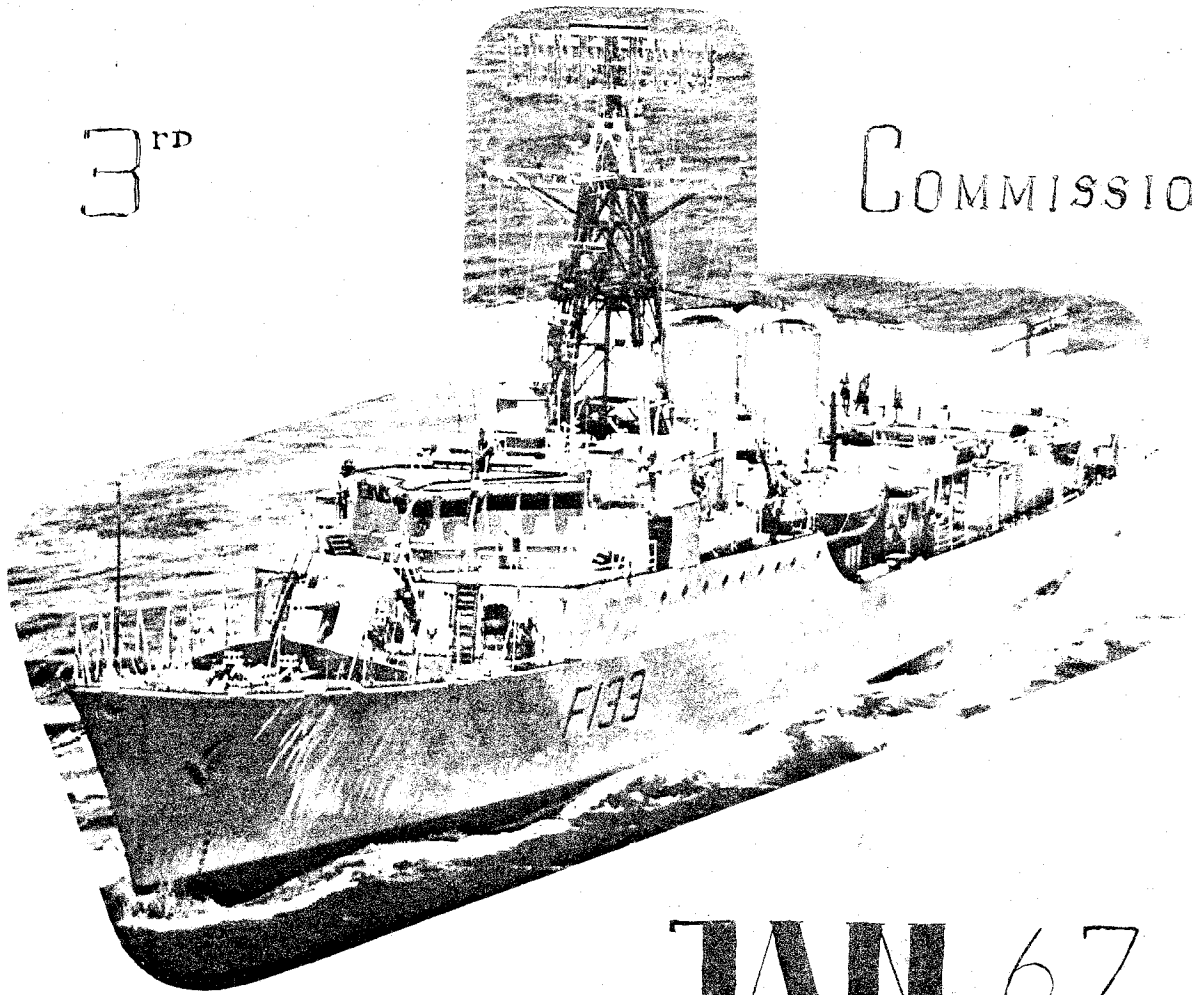
WITHOUT

FEAR



3<sup>RD</sup>

COMMISSION



JAN 67

MAY 69

FOREWORD BY THE CAPTAIN

It gives me great pleasure to write the introduction to this brief account of HMS TARTAR's third commission.

During the last two and a half years HMS TARTAR has operated in areas which she has not been seen in before.

By comparison with other ships' commissions we would be justified in thinking we have had a dull time. However, let us not forget such highlights as our welcome in South Africa and Mauritius and our visits to London and Mombasa. Also we should take pride in the fact that we have overcome our equipment failures, we have met all our commitments, we have steamed nearly one hundred thousand miles, spending six weeks at sea at one stretch, and we have acquitted ourselves well in the many exercises and training tasks we have been called upon to undertake since our return to U.K.

In summary we have worked together as a team in upholding the name and spirit of our predecessors and we have been, in the words of the Naval Prayer 'A security for such as pass on the seas upon their lawful occasions'.

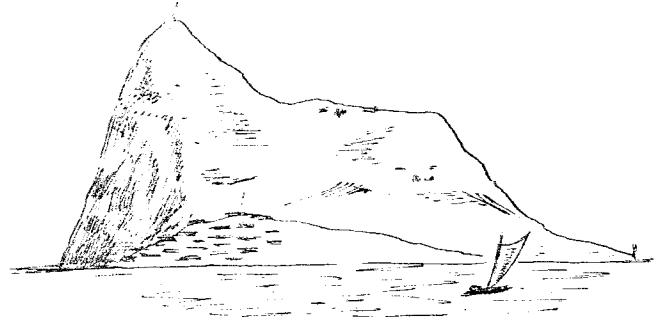
I would like to take this opportunity of extending to you and your families my very best wishes for the future.

CAPTAIN CAMERON RUSBY, M.V.O., ROYAL NAVY



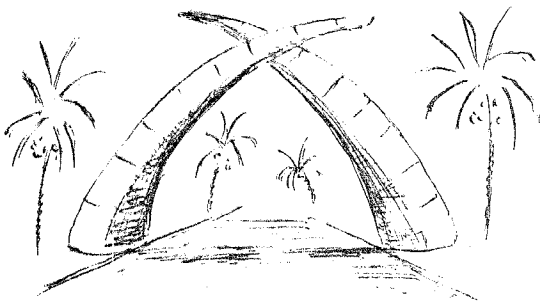
HMS TARTAR recommissioned on 12th January 1967, in Portsmouth, under the command of Captain J.R.C. JOHNSTON, Royal Navy. After a dockyard refit and sea trials in the local areas, the ship began her work-up at Portland on 1st August. The Sea Inspection came at the end of September and was followed by a leave period, prior to deploying to the Far East Fleet.

On 7th November 1967 the ship left Devonport for her first visit East of Suez, calling briefly at Gibraltar and for a fuelling stop at Freetown before reaching Simonstown at the end of the month. After a thoroughly enjoyable visit, and a short Beira Patrol, the ship made a passage to Mauritius, where five days were spent over the Christmas Holidays.



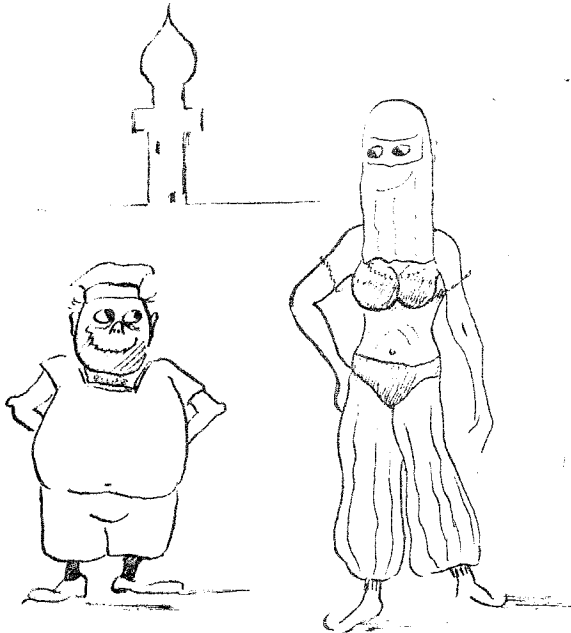
On New Years Day 1968 the ship arrived at Mombasa, where an enjoyable month was spent carrying out self maintenance. Many of the ship's company were able to take leave and go up country to either Nairobi or one of the game parks, or else enjoy the excellent facilities at the Silversands leave centre.

The highlight of this period was the three day cricket tour to Nairobi during the annual Cricket festival. The teams of fifteen members each, were shown an amazing amount of hospitality during the visit and some good cricket. The ship was honoured to have been invited to send a team and the visit was a most memorable one.



Most of February was spent on Beira patrol, but in early March, TARTAR visited Mahe, in the Seychelles, for four days. Although the weather was poor the visit was nevertheless an enjoyable one, particularly for those who were able to visit Praslin Island for a day. On the 8th March the ship arrived in Mauritius again to take part in the Independence Celebrations, and to wear the flag of the Commander Far East Fleet, Vice Admiral W.D. O'BRIEN. Guards were paraded and a most impressive ceremony was witnessed by some members of the ship's company. The ship was honoured on one occasion by the presence onboard of the Prime Minister, Sir SEEWOOSAGUR and Lady RAMGOOLAM, at an official reception.

The third Beira patrol followed in the middle of March, and another brief visit to Mombasa, before the passage to the Persian Gulf. The ship reached Bahrain on 2nd April and Captain C. RUSBY, MVO, then assumed command.

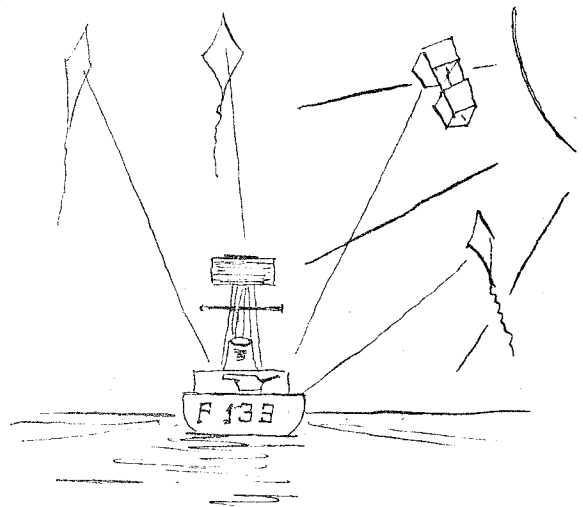


A self maintenance period lasted until the end of the month, when the ship paid a two day visit to Mina Al Ahmadi (Kuwait). Early in May a visit to Doha took place and this was followed by a period with a Task Force from the Far East Fleet. During this the RFA Fort Sandusky was taken in tow, owing to a machinery breakdown, and the tow was maintained for two days while repairs were effected. Towards the end of May TARTAR took part in a three day exercise with two Iranian frigates and after this spent a few days alongside at Bahrain to enable the ship to prepare for the Commodore Naval Forces Gulf's Sea Inspection.

In the middle of June, Commodore T.E. FANSHAWE (CNFG) was taken on a goodwill cruise along the Batinah Coast and, during the ten days, fourteen different places were visited, most of them being small fishing villages. A day was also spent at the interesting town of Muscat.

Two weeks alongside in Bahrain followed, and the ship then left the Gulf in the middle of July, after a three and a half months tour of duty. A brief visit was paid to Mombasa (which was curtailed due to inclement weather) as well as a two hour call at Majunga, in Malagasy before TARTAR returned to Beira for her fourth and longest Beira patrol, which lasted for 33 days.

In this month the main problem was boredom and therefore a number of sporting and recreational activities were indulged in. However, in spite of kite flying, deck hockey, football, weightlifting, and of course Mail recovery, the most popular pastime remained curling up on the upper deck with a book and getting a good sun tan for the time when TARTAR would wave farewell to those cloudless days.



Another enjoyable visit was paid to Simonstown before the ship began the long passage home, towards the end of September. After a brief and unexpected stop at Dakar, French West Africa, and three days in Gibraltar during the "Fearless talks", TARTAR finally reached Devonport on the 7th October after just under 12 months service abroad and having already steamed over 70,000 miles - more than during either of the two previous commissions.

Some welcome leave was followed by a five month period with the Western Fleet. This included two spells in the Londonderry area, visits to the Azores, Dartmouth and London, a large NATO exercise and a visit to Lisbon. During the visit to the City of London in February a strong liaison was re-established with the Borough of Barnet, the London Borough that had adopted the ship on commissioning in 1963, after an association with the previous ship of the name.

The final weeks of the commission were spent exercising with HMS EAGLE, and when HMS TARTAR finally returned to Devonport at the end of April 1969, she had steamed nearly 90,000 miles since commissioning in 1967. During the foreign leg of the commission she spent 62% of her time at sea.



'ALF A TOT SAY'S SHES BACK IN  
TOMORROW!!

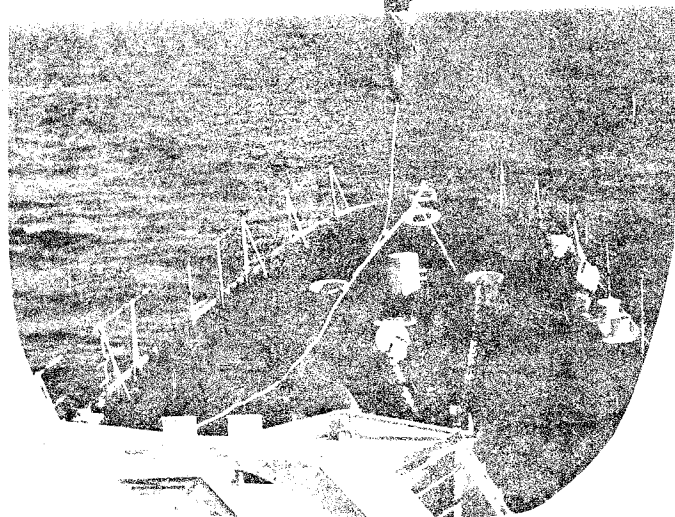
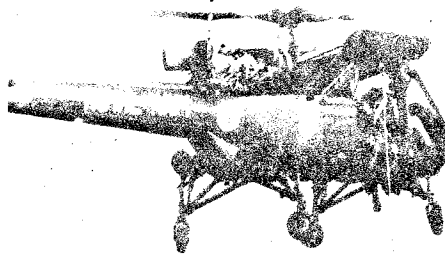
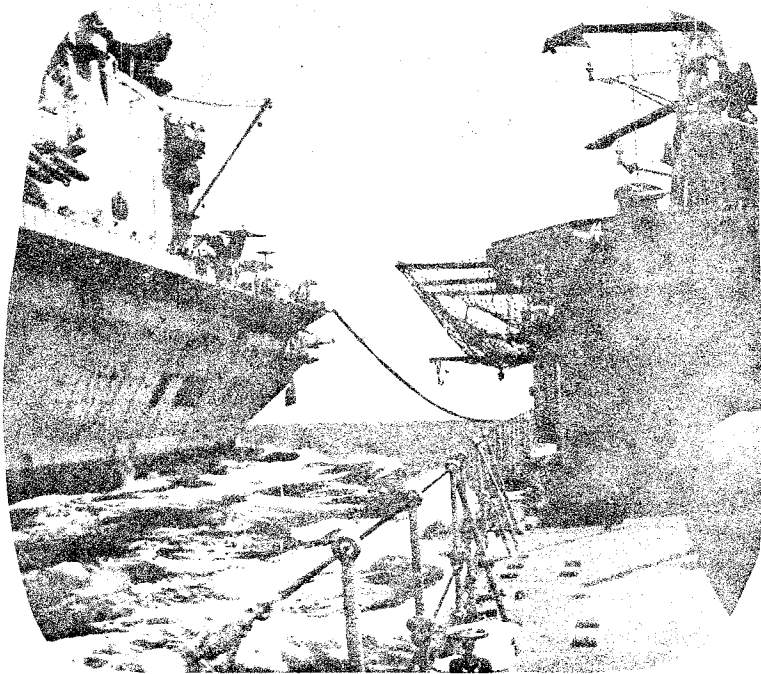
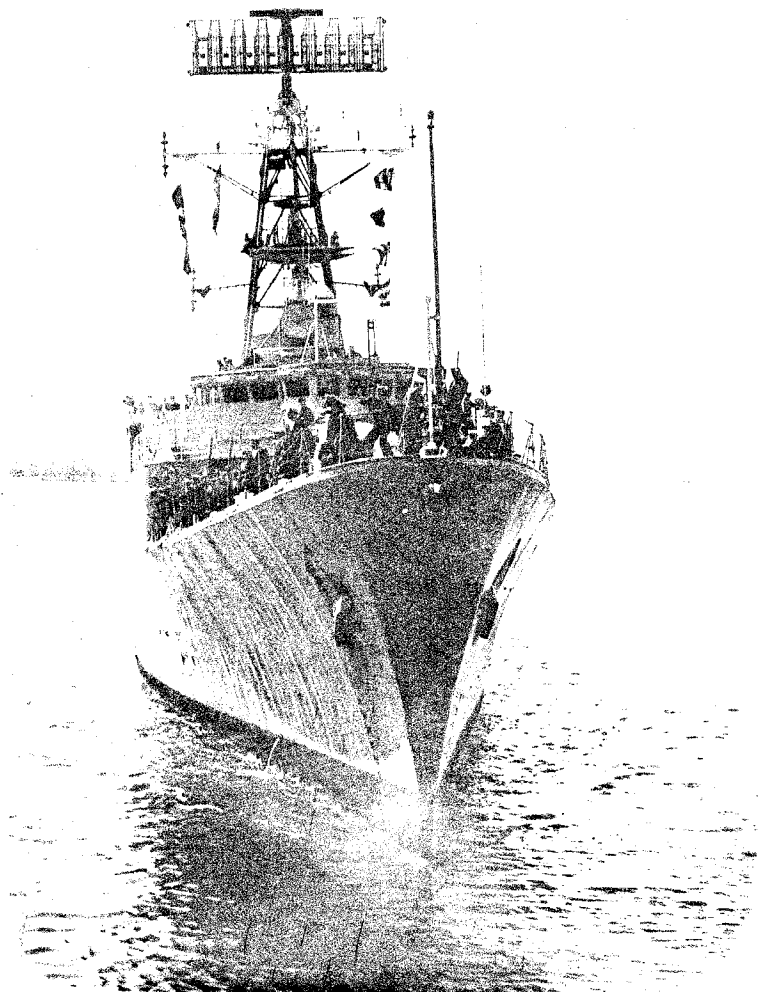


PHOTO  
ROUND UP.



DEPARTMENTAL NEWS

The Forecastle Division.

The first time the division actually got together was having a divisional photograph taken on commissioning day. The big task then was to get our part of ship up to the standard required. This we eventually managed to do. Fuelling, Towing, RASing, these all became just part of our many tasks. At CNFG's Inspection in the Gulf we passed with flying colours. Entering and leaving Harbour we were always first in and first out, but always last securing for sea. Sporting-wise we held our own and were always keen to field a team when required.



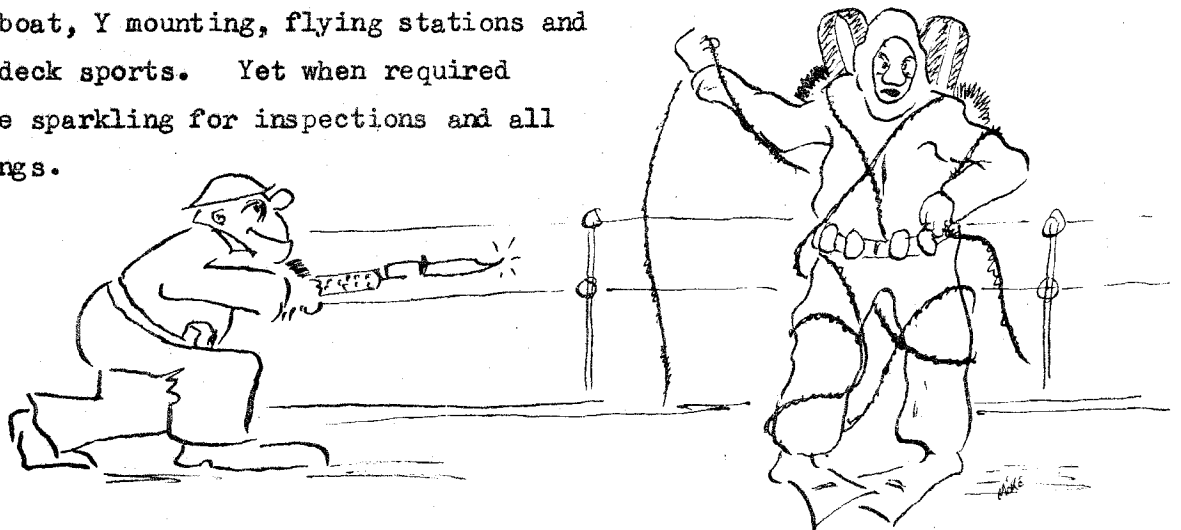
The Top Division.

The gangway area, being the busiest part of the ship, situated slap in the middle of Main Top Territory, meant that our work was cut out ensuring that visitors to the ship always had a good first impression. Of course one of the snags was that our wooden decks, being reasonably clear of obstacles and softer than metal, were used for sporting events such as soccer, hockey etc., but with a little effort we overcame these problems. We reckon that the highlight of our efforts was TARTAR's visit to London, with our part of ship immaculate.

The Quarterdeck Division.

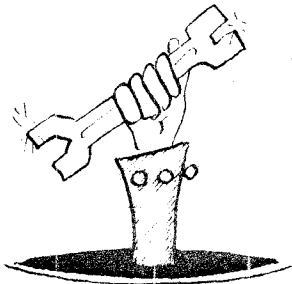
Throughout the commission the Quarterdeck had to put up with a variety of intrusions, the ship's speed boat, Y mounting, flying stations and all sorts of deck sports. Yet when required could still be sparkling for inspections and all other happenings.

AWKWARD ?



### The Royal Marine Detachment.

The Royal Marine Detachment has now been formed up for two and a half years and in that time have had very few changes. Probably the most exciting and interesting time was spent on the edge of Empty Quarter in Muscat and Oman, under the high Jebels. Apart from that we have formed guards for all occasions, raided HMS DOLPHIN, chased attack swimmers and above all enjoyed our runs ashore.

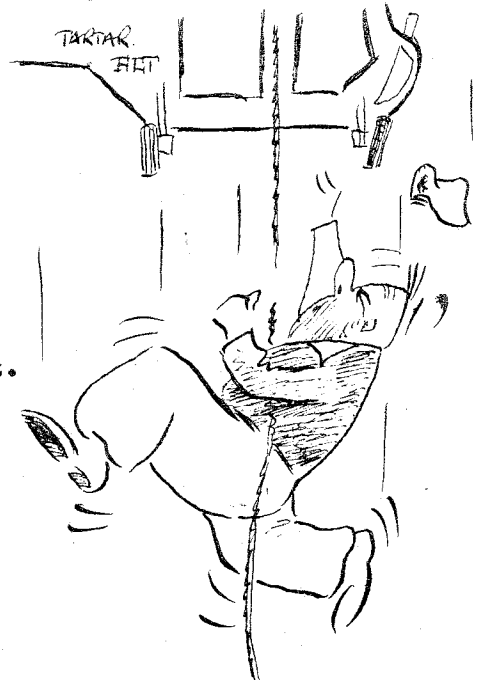


### The Engine Room Division.

A few liquid facts. During the commission TARTAR drank her way through 11,706 tons of Dieso and, prior to changing over to Dieso, 3,708 tons of FFO. The Helo consumed 95.6 tons of Avcat. For main engines and auxiliary machinery 21,531 gallons of OEP 69 oil was used. Ship's motor boats engines, diesel engines, J and E diesel consumed a further 2,962 gallons of OMD 112.

### The TARTAR Flight.

The Flight formed prior to the official ship's commissioning and went without change until arrival in Bahrain. There was then a change in Flight Commander and aircrewman, Lieutenant STEVENS relieving Lieutenant NICHOLLS and LEM GALLAGHER being relieved by LEM BECK. During the commission the Wasp carried out its duties in all roles. Armament carrier, passenger carrier, mail remover and deliverer, ambulance, beer and bread wagon, cargo carrier and many winch transfers. Its records include over 300 flying hours, more than 800 deck landings, over 200 passengers carried and at one time, for the ship's stomach, a load of 500 crayfish. In conclusion it may be said that XS 570 did its duty, but not without the occasional complaint. This is not surprising, as it was the longest serving Wasp in front line duty and may therefore be said to be "entitled".



### The Diving Team.

The diving team has been made up of 4 seamen and 4 Royal Marines and has dived in most ports visited during the commission. A happy liaison was struck up with the diving team of HMS MAURITIUS and an interesting collection of cowrie shells was collected. Apart from banyans, other jobs were collecting mail dropped by Shackleton off Beira, recovery of PTAs off Lossiemouth - very cold - replacement of the 162 windows and a variety of odd articles dropped over the side. On the whole it was a very good diving commission with plenty to do.

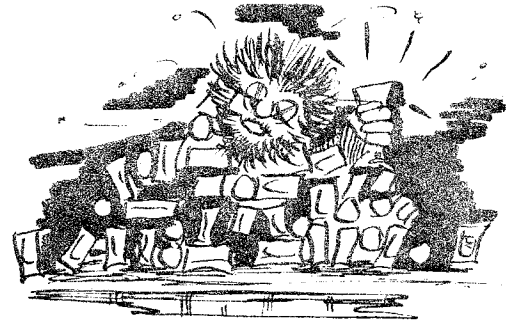


The Communications Division.

The TARTAR Comms started the commission in the normal manner of our time, in that they were all young and with little experience. CY Middleton and RS Silk heading the two departments with their assistants A/LRO (T) Noxon and RO1 (G) Spencer, the backbone of the staff. RO2s (T) Anderson, Cannon, Nayler and RO2s Burhouse, Hewitt, Strange, all with the exception of Andy having just completed their Sub Spec courses. To complete the staff RO3s Winchester and Hunt, JRO (U) Harries, Davies, Lewis, Hubbard, Sturman, Rudd, North, Vincent, Buckley, and Marine Murphy.

On completion of the commission this staff (who had handled 65,433 signals on the broadcast, 150,212 coded signals groups, 12,568 distributed signals, and spent approximately 3,150 hours looking for an officer to give them to) had all taken one step up in advancement, RO3 Winchester doing exceptionally well in qualifying RO1 (T).  
By The NAAFI.

A few facts from the canteen staff; the sum of £1,800 was paid to the Welfare Committee in rebate, 220,000 cans and 5,000 gallons of beer were drunk. Also 65,000 goffa's, 100,000 cans of minerals and three and a half million cigarettes. 120lb of tobacco were smoked.



The Supply and Secretariat Division.

Although working in obscurity at most times, offices and store rooms are always a hive of activity. With the help of all concerned twenty seven store-ships were carried out, as well as eight replenishments at sea, and an estimated 500 tons of foodstuffs were handled, excluding potatoes.

To date:- 12,513lb Bacon and 194,040 Eggs consumed.

3375 tins of instant coffee - equivalent to 243,000 cups of coffee.

Footnote:- The Wardroom consumed 4.5 cwt ground coffee.

Sweetener:- 30,000 lbs sugar.

The Goan Division.

For us it has been a hard, but on the whole enjoyable commission. No matter what the weather we have tried to provide food and service with a smile, both the chefs and the stewards. Of course during the commission we have been far from home, for the most part, and are naturally looking forward to being re-united with our families. For us probably the highlight of the commission was the visit to Lisbon, Portugal, with so many ties with our home country.

Soccer.

With CPO Collins in charge of the soccer team, the team has had a good run, losing only six first team matches during the last two years. The best win was against the Queen's Regiment in Bahrain with a score of 3-1. The team consisted mainly of the following:- ABs Jardine (Capt) Scott, Argument, E.Turner, Davies, Griffin, Cpl Lane, Mne Taylor, SA Healey, COA Ward, PO CK Williams, and LM(E) Heaps.

A.I.O.

During the last twenty seven months the RPs have performed a continuous service for the bridge and command. At the beginning of the commission we were all rather shaky, but a workup at Portland soon knocked us into shape, and now their isn't anything that their Lordships could throw at us that we could not handle well and efficiently. We've had busy times and not so busy times, but we feel the busy times outweigh the other, and we seem to have progressed from exercise to exercise. The NATO exercise at the end of the commission, and the subsequent report, was a good indication of the standards that the RPs have reached.

T.A.S.

So far we have had four TASOs and we were wondering if it was us or just circumstances that the expenditure was so high. From our side of life the commission started off very slowly with an easy workup, but we made up for it. During the last six months the sonar was operating almost continually at sea. The Long Course TASOs exercise was, we think, the most rewarding exercise, when we were presented with a plaque by JASS for the longest range detection in the Londonderry area.

The mortars have fired 164 bombs since June 67 and the bathy has been dipped over 250 times with the loss of just one - perhaps it didn't feel like flying that morning.

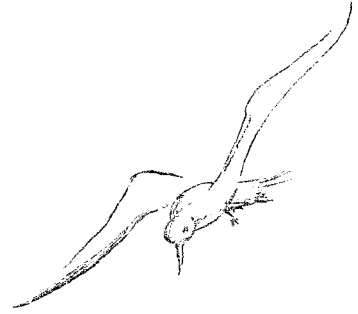
Electrical World.

We were the lads who for two and a half years brought a little light to your ordinary lives and in doing so we consumed 500 flourescent tubes and 5,000 fuses. Working endless hours of overtime and receiving a record of one legal Make and Mend on a Saturday..

The Radio staff kept us in contact with the World allowing the crew to phone to the U.K. from East Africa, with good reception, on numerous occasions. The Radar people kept us constantly in the picture and with regards to the 293 it is estimated at doing approximately 9 million revolutions. For all the moans and groans we still managed to get five lads to recommission the ship.



DRAFT CHIT



YOU JOIN SEPTEMBER SIXTY EIGHT  
A LONG FLIGHT OUT FROM GUZZ,  
"WHERE IS SHE CHIEF?" I SAID TO HIM,  
WELL SIMONSTOWN'S THE BUZZ.

SURE ENOUGH, THERE SHE WAS  
INSIDE THE HARBOUR WALL,  
I INTRODUCED MYSELF FOR DAYS,  
BUT GOT NO JOY AT ALL.

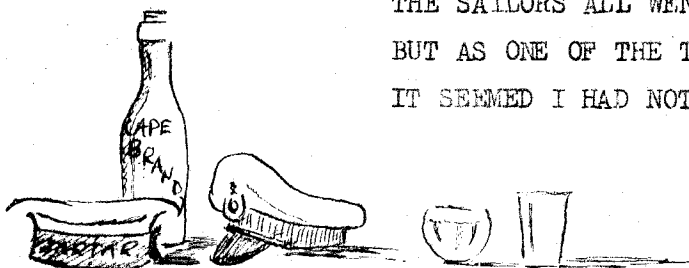
IT MUST HAVE BEEN LOCAL BRANDY  
MADE EVERYONE FORMAL AND STIFF,  
BUT OH WHAT A WAY THEY RESPONDED  
WHEN JIMMY FELL OVER THE CLIFF.

THEY TOLD ME THE TALES OF THE GULF,  
THE BANYANS IN ELPHINSTONE KHOR,  
OF THE HEAT ON THE TRUCIAL COAST,  
BUT I'D BEEN UP THERE THREE TIMES BEFORE.

WE LEFT ON THE CAPE TOWN ROLLERS  
STEERING A COURSE JUST OFF NORTH  
WHEN JUST OFF THE SEAPORT OF DAKAR  
THE BOGEY OF BOILERS BROKE FORTH.

DON'T FRET MY LADS SAID THE SKIPPER,  
WE WILL JUST DROP THE ANCHOR AND WAIT,  
AND WHEN WE GET CLEARANCE AND FUEL,  
WE WILL HEAD FOR THE GREAT CASEMATE GATE.

WE ARRIVED BACK IN GUZZ IN THE SUNSHINE,  
THE SAILORS ALL WENT HOME THAT DAY,  
BUT AS ONE OF THE TARTAR'S SHIP'S COMPANY,  
IT SEEMED I HAD NOT BEEN AWAY.



PEDRO.



MIKE

ALLA TIGD

SIR, TARTAR IS IN DRY DOCK !!

THANK HEAVENS FOR THAT !!