

HMS LLANDAFF COMMISSION 1967 - 1970

The fifth commission of the ship began officially on 21st September 1967. New members of the ship's company had been arriving in Singapore since the 19th where they were flown in to land at Paya Lebar Airport. This was to be the last frigates crew to re-commission and work up in the Far East. It took just two days for everyone to arrive and a further two days for the last of the previous commission to leave.

The commissioning ceremony was held on Saturday the 30th alongside the ship as she lay in the Stores Basin of Sembawang Naval Base, by which time everyone had been kitted out in white uniforms. Three Padres officiated and the ship was dedicated and blessed.



Everyone had a piece of commissioning cake and were then given a 'Make and Mend'.

Progress towards the shakedown week was slow because of defects in the engine room, which necessitated the replacement of cylinder liners. Work was eventually finished and the ship sailed on Monday 16th October down the Johore Straits, into the Singapore Straits and up the east coast to the exercise areas of Pulau Tioman and Pulau Aur where many weeks were to be spent in night encounter exercises, towing, boarding, E.W exercises, NBCDX, sea boats, swimmers, interceptions, air raid reporting, air tracking and many more deviations designed to get everyone to the peak of efficiency, and very cheesed off. The ship returned to the Naval Base on the 23rd for a brief period alongside before leaving for more exercises, during which a helicopter from HMS Bulwark attempted to carry out a transfer despite being given the 'Red Bat.. HMS Bulwark was a Hermes Class of 20,333 tons completed in 1954 and fitted with 26 x 40 mm AA and 4 x 3 Pdr guns, and with a capacity for 45 aircraft she had a top speed of 30 knots.

The third week ended with ceremonial entry to a buoy when there was 'Man and Cheer Ship' for the Sultan Yang de Thomas of Troubridge and Sembawang

Springs with his entourage and Harem. His Prime Minister was one of many who was to lose his headgear to the starboard engine room fan outlet.

At the end of the fourth week the ship anchored overnight at Loyang and Operation Awkward was carried out, involving all of the ship's divers. The final week ended with the customary inspection by the Staff of the Commander Far East Fleet and the ship was deemed fit to carry out its normal role. The ship returned to Singapore and embarked the Mini Moke. Everyone managed to get a good night's rest before embarking on the trip to Hong Kong on Friday 8th December, this was to be a very rough trip as the ship was making a high speed passage in order to participate in a CASEX with HMSm Amphion and HMS Troubridge; progress was so good that a day alongside was achieved before the exercise began.

The Christmas period was the traditional round of sporting activities and parties, the former were against the Welch Regiment for the prize of the 'LLANDAFF LEEK' which was won by the CO of the regiment. Some of the regiment were treated to a day at sea on the 19th, and the ship landed two shore parties at a remote village called Rocky Harbour to repair an electricity generator, and the other to land the Squadron Doctor and the ship's POMA to give out pills, potions, injections and nutty. On the 23rd a party was laid on for orphans before the ship left on a 'Show the Flag' trip on the 29th, and the ship circumnavigated the island and called at Shek Kwu Chau where there was a drugs rehabilitation centre, which was visited by the Captain and Operations Officer.

A smooth passage south to Singapore was completed, passing HMS Daring, our relief, on the way. The New Year began with a day of weapon training followed by de-ammunitioning at the Armament Depot before entering into a short docking period during which time everyone was accommodated in HMS Terror. During this time Station Leave was organised, which for the young Ratings was a trip with Lieutenant Hall to Frasers Hill Rest Camp. The S&S went to Sandy Croft. Lieutenant Welford and Lieutenant Coney led a two week expedition up the East Coast and Lieutenant Cowton led a part on a jungle trip. Those less adventurous soles opted for lower deck leave.

On Saturday 17th February the ship was due to sail for Hong Kong, but at the last minute, the radio room received a signal ordering Llandaff to sail for the

Aden Area, and as some of the laundry crew were due for relief, Lieutenant Hall made the signal, "Unofficials left in TERROR". The ship got under way at 0800 just as the wife and family of Lieutenant Barker were landing at RAF Changi. The following weeks were taken up with exercises in the Aden area with HMS Bulwark and Type 81 frigates from the Persian Gulf. The crossing the line ceremony was held on Sunday 17th March with PO Denis Kingswell as King Neptune and CRS McCooley as Queen Amphritite, the usual heads of departments were tried and sentenced as well as the Buffer who was charged with never having crossed the line in 20 years service, and Able Seaman Hayes was charged with crossing it so many times that he looked upon Neptune as his 'Sea Dad'. The next day the ship visited Gan to refuel and allow those who wanted, the chance to have a swim. By the 24th March the ship was off Sumatra and the first 'Sods Opera' was held, much to the enjoyment of all.



There followed a week in Singapore to carry out much needed maintenance before setting off for Japan. During the trip the ship met up with the squadron leader for the first time; HMS Dido and also HMS Barossa who had been our relief while off Aden. There followed the inevitable exercises before the three ships went their separate ways to Japanese ports.

Llandaff called first at Kagoshima, a medium sized town in the southern island of Kyushu. HMS Barossa was a later Battle Class Destroyer known as Battle Class AD (Air Direction) conversion since being converted in 1962, her original tonnage had been increased by 155 tons and she still retained her original 4 2 4.5" guns but now had Seacat Guided Missiles and a single Squid mounting instead of her previous 20mm AA guns and torpedo tubes, this refit had cut her top speed from 36 knots to 30.5.

Llandaff had to anchor off but that did not prevent full advantage being taken of the attractions ashore. 'Duty Communicators' set up a radio watch onshore to liaise the liberty boat for those returning to the ship. One attraction was the active volcano Sakurajima, and the pumice that it had spewed out (and was floating

around the ship) was found at the foot of the volcano with fields of giant radishes, no doubt helped by the heat and fertility of the land.

The next port of call was Nagasaki which was entered in company with HMS Dido and HMS Barossa, having first completed a night encounter exercise on the way. All three ships berthed together in the city



centre having negotiated the waterway past the Mitsubishi works where giant tankers were being built. Places visited included the Unzen National Park which was home to masses of Azaleas, the Peace Statue and Museum and a tortoise shell factory.

All three ships left in company on Friday 26th April heading for Subic Bay at Olongapo City in the Philippines, participating in GUILLE 1 a series of Weapon Training exercises on the way, and which also included Dido's sea inspection and a fire on board HMS Devonshire. The return trip to Hong Kong began with the meeting up with Ah Moy and her side party who took care of the painting of the ship's side from waterline to beading whilst the ship's company were responsible for the upper works and innards. All too soon the visit was over and the ship arrived back in Singapore on Saturday 25th May for a weeks self maintenance. Captain D's harbour inspection and a 'Make and Mend'. On 3rd June the ship left for pre-refit trials and as many exercises that could be crammed into the hours available. An



afternoon was spent at Pulau Tioman before berthing alongside HMS Triumph on Friday 7th June. The ship now entered a period of maintenance carried out by Triumph who also catered for the ship's company, who in turn, took advantage of sailing and other sporting opportunities. One of the Lieutenants's led a party of

S&S and RP's on a weeks MFV Banyan while Padre Campbell led an expedition to the Cameron Highlands. The ship returned to Sembawang Naval Base on 28th June and finally left on Monday 1st July 1968 bound for Australia.

There was a very rough and hairy passage through the inner Barrier Reef before arriving at Cairns in the State of Queensland on Tuesday 9th July, the ship was greeted by officials from the local Ministry of Health who inspected everyone for lice. Although it was to be only a two day visit, it was still possible to cram in bus tours, a brewery run (the ship's first), and the Moke deciding to leave the road as well as one rating (Spider Webb) returning off shore dressed only in underpants; when challenged, Spider who was an aspiring boxer told the OOD that he was in training. The next port of call was Honiara on the island of Guadalcanal and the capital of the Solomon Islands which is a 900 mile long archipelago in the west Pacific Ocean. The islands came under British protection during 1893-9 and would gain independence on 7th July 1978. During World War II there was fierce fighting between the Japanese and American / Australian troops during which the islands fell to the Japanese in January 1942, but was re-captured by the Americans during the period from August 1942 until February 1943. Although the visit was for only one day the locals were very interested in their visitors, thousands of them turned out to watch a football match, the commentary of which was broadcast on local radio, and as many crowded on board when the ship was 'Open to Visitors'. The open air church was packed when the ship's Padre preached there.

Our next destination was Auckland the largest city in New Zealand which was officially founded as the country's capital during the period from 1840 to 1865 and is still the chief port and industrial centre. This was to be a combined business and pleasure trip combining leave and exercises and the ship arrived on Friday 19th July for a few days before embarking on exercise AUCKEX which was a series of Weapon Training Exercises which included a SUBSMASH and Llandaff was the first to locate the submarine. There followed five hectic days alongside in Devonport dockyard (near Auckland) before leaving for five days of exercise LONGEX in company with New Zealand, Australian, British and American naval and air forces in quite rough seas. The ship left on 3rd August leaving behind a bride of four days and a few men who had decided that the Kiwi way of life was better.

Thursday 6th August the ship arrived in Suva the capital and industrial port of Fiji on the island of Viti Levu. Fiji comprises of some 800 islands which were reached by Tasman in 1643 and visited by Captain Cook in 1773 and they came under British sovereignty in 1874, gaining their independence in 1970. The stoppage was only to last for six hours whilst the ship refuelled before the long trip across the Pacific. The island of Rotuma, which was the next place visited can only be described as a gem of an island; only seven miles long and a mile wide without a shod foot on it. It is ruled by an old Fiji Islander called Fred Gibson who manages a happy band of people who make Copra, dig their vegetable patches, whilst the women fish the lagoons and Orange wine and spirit is the recreational drink, a very pleasant four hour visit ended with Fred presenting the ship with baskets of oranges and coconuts.

Saturday 10th August saw the ship at Tarawa in the Gilbert and Ellis Islands for a six hour visit. These islands were a former British colony and a protectorate from 1892 until 1915. They were to gain their independence in 1978 when they were renamed Tuvalu and Kiribati. A football match was organised against the locals. Llandaff coming second again, and a tour around battle scarred gun emplacements that were used during World War II. When the visit was over the ship set off on her longest ever single run to date which would finish at Pearl Harbour, but not without some nail biting and embarrassing moments. The Navigator had

miscalculated the distance between Suva and Rotuma, he was a mere 100 miles out which meant that the ship had to travel faster to reach our destination on



time so in order to conserve fuel, only one generator was in use and every oil drip was collected in buckets, however, the ship made Honolulu almost on time with less than 2% of fuel remaining. The journey took the ship across the International Date Line (west to east) so we all gained a day. Pearl Harbour was a very expensive place but the welcome was a real piece of showmanship in the American style with Aloha girls with their Leis and a Sousa-phone US Navy band. The host ship for the visit was the USS O'Bannon, which helped the ship's company to integrate into the

American way of life. Three days later, on the 18th August the ship left port saluting the sunken USS Arizona; still where it finished up after the Japanese attack on Pearl Harbour on 7th December 1941, and is now a memorial to those who died.

Monterey, the former State capital and fishing port in California was our next port of call followed by a short visit to Long Beach - an industrial city of many oil refineries, aircraft factories and also home to the former RMS Queen Mary. The ship re-fuelled there on Tuesday 27th August prior to heading for the Panama Canal, arriving at Balboa at the southern end of the canal at 0900 on 5th September where more fuel was taken on before entering the first of the locks at 1400. These consisted of 3 x 30 foot long locks which raised the ship up to the upper level which was constant until reaching the Gatun locks at the northern end, which the ship passed through at 2200, finally leaving the canal at around 2359.

A brief visit was made to Bridgetown, the capital and port of Barbados which had been British since 1627 and becoming independent in 1966, just two years earlier. Relationships were a little strained because of a dispute between the Islanders and Britain about sugar subsidies, but that did not prevent the ship's company taking advantage of the swimming and sight seeing. The ship left on Wednesday 11th September bound for a refuelling stop and *MACK* washing at Ponta Delgada in the Azores. These are a group of nine islands in the North Atlantic being volcanic in origin and the peaks of the Mid Atlantic ridge. Ponta Delgada is the capital and situated on the island of San Miguel. The group have been Portuguese since 1430, they would be granted partial autonomy in 1976 whilst remaining a Portuguese overseas territory.

Saturday 21st September 1968 the ship anchored in Jenny Cliff Bay and Customs embarked to diminish the bargains that had been purchased by imposing duty; even so, most people still considered that their rabbits were bargains even after duty had been paid. Once Customs had been cleared and after many families and friends had boarded, the ship took the short trip up the Hamoaze to her berth. On her arrival the ship had completed 17,000 miles since leaving Singapore.



The ship now entered a combination leave and refit period with those not on leave being accommodated in HMS Drake - not the most inspiring of places but a home of sorts. During the refit the Radio equipment was renewed and the Radar was overhauled, the galley was refitted and the ships side was stripped of paint

and coated with red primer which earned her the name of Pink Lady throughout the dockyard. Able Seaman Claydon decorated the MACK with Christmas Trees in an attempt to boost moral during a very quiet festive period. By the 6th January 1969 everyone was back off leave, number 2 mess and the ME's mess were modernised. Rocket flare launchers were fitted and the ship sailed, on her completion date of Friday 14th March for trials which were quickly followed by acceptance trials for all other equipment, and the ship was pronounced operational on 18th April 1969; although the ship was still having to perform duties of an operational ship before this time. From 11th to 13th April she was Channel Emergency Ship and at 0100 on 13th a signal was received to say that a Naval Tug was in difficulties in the Bay of Biscay and Llandaff was required to put to sea, which meant that a lot of members of the ship's company had to be recalled from shore leave, no mean feat in itself. The ship slipped at 0230 only to be turned back off Ushant when assistance was no longer required.

Around about this time while the ship was in Portsmouth awaiting CSO(T)'s Harbour Inspection, his WRNS driver pulled his car up to the ship's brow and opened the car door for him and he walked up it, only to find out that it was a spare brow going nowhere as both ends were still on the jetty. He had to retrace his steps and locate the correct one, most embarrassing as the reception party on the ship were witness to it all.

Weapons training began on Monday 21st April in the Portland area, working with HMS Grampian as well as Shackleton and Gannet aircraft. At the end of the first week the ship paid a visit to Dartmouth for a few days before resuming training which was to last until 30th May, and included in the training was a trip to

Guernsey where the ship picked up Vice Admiral Mills, his family and dog; he was taking up the position of Lieutenant Governor. From the 2nd June the ship entered a two week maintenance period interspersed with athletics events and a trip to sea with Long Cause school students onboard.

Having landed our guests in the Sound the ship made a fast passage to the east coast of Scotland for a three day air exercise with Lightenings, Gannets, Buccaneers and Meteors based at RAF Leuchars. On completion, she called at Harwich on 20th June to pick up 130 RNRHQ personnel on an eight hour journey to Den Helder and back as part of their annual training cruise. When they had been safely returned to Harwich the ship headed back to Devonport to prepare for the next duty which was the Welsh Investiture Cruise that started on 26th June at Port Talbot, followed by a visit to Llandudno which began on 29th June. While at Llandudno a party of some 70 cadets were taken to sea and in company with RFA Olwen, a number of them were transferred from one ship to another by light jackstay.

The ship arrived in Cardiff docks on Thursday 4th July in company with HMY Britannia and HMS Glamorgan. During the visit the ship's company lined the streets for Prince Charles as he visited Cardiff Castle and visits were made to social and sports clubs as well as the Llandaff Cathedral whose badge the ship carried. HMY Britannia was built as a medium Hospital Ship of 3,990 tons in 1953 and put at the disposal of Queen Elizabeth II during peacetime, she had 2 x 3 Pdr guns for saluting and was capable of a top speed of 22.75 knots. She was finally paid off in 1998, the sixth vessel to carry this name and is now berthed at Leith in Lothian, Scotland, the port of Edinburgh where she is open to the public as a tourist attraction and conference centre; this took effect from the end of October 1998, and is a better end than was suggested by the Queens daughter Anne (Princess Royal) who had wanted her to be scrapped.



The visit ended on 7th July when the ship left for the Clyde area for a week of submarine exercises which were followed by a run to Portsmouth to carry out navigational training for a class of SD's. While off the Nab one night, red distress flares were sighted and the ship diverted to a yacht which was boarded and their problems sorted. There followed a weekend in Portsmouth before leaving for Weymouth Bay to rehearse the part that the ship would take in the forthcoming Fleet Review, which was to be held off Torbay on Tuesday 29th July.

The Fleet review completed, Llandaff returned to Plymouth and the fortnight's summer leave period began, finishing with a family's day onboard on 29th August, after which the ship left for Gibraltar to take up guard duties in the Mediterranean. Two days into the ship's new duties they picked up three Russian warships and an oiler, the warships consisted of a Sverdlov, Kropny and Kotlin Class, which were accompanied as far as Sicily and the ship then made a short visit to Malta before proceeding to Cassis, near to Marseille, where she arrived on Saturday 13th September. Unfortunately, such a heavy swell was running that it was not considered safe enough to grant leave until the last day of the visit.

The ship then took part in an exercise off Malta on 19th September for which several guests were embarked, there was a number of soldiers and WRNS as well as the Captain's wife. On completion the ship headed for Ancona in Italy and exercise DIAMOND BLUE. The exercises were very dull and visits to both Ancona and Porto Corsini did little to rejuvenate the ship's company, but at least there was a ten day self maintenance period to look forward to in Gibraltar starting on 2nd October which would be after the ship had made a four hour stop in Malta for fuel, stores, and a towing exercise with HMS Diana. HMS Diana was a Daring class of 2,610 tons completed on 19th March 1954 and fitted with 6 x 4.5" and 6 x 40mm AA guns, 10 x 21" torpedoes and a single Squid mortar, she had a top speed of 34.75 knots.

On completion of the maintenance the ship returned to British waters spending three weeks in and around the Clyde with visits to Brodick, Lamlash, Rothesay and Faslane before returning to Devonport on 2nd November for a weeks further maintenance in preparation for Captain (D)'s sea and harbour inspections which took place on 17th and 20th November, the latter being the date that the ship

entered Portsmouth for a weekend break and preparation for the following weekend when the ship would be in Amsterdam in company with HMS Glamorgan, Phoebe and Malcolm; all ships leaving on Monday 1st December in thick fog. Llandaff reaching Devonport on the following day, which gave only one day to prepare for the farewell dance being held for those of the first phase who had joined the ship in Mombasa on Monday 26th June 1967.

The rest of the programme includes Christmas leave during which time the ship would be Channel Emergency ship from 26th to 28th December, then to sail for the Clyde to exercise with HMSm Revenge on Monday 5th January 1970, then picking up the rest of the leave party on 12th before heading for Fishery Protection Patrol off Norway with planned visits to Bergen and Tromso, and then returning to Devonport for the last time on 6th February. The new ship's company would be taking over from Thursday 12th February 1970.

During the commission the ship covered 87,500 nautical miles and spent 6,320 hours (263 days and 8 hours) underway.

Names of those who served onboard during this commission.

Officers

W G BARKER	LT (SD) (D)	OPERATIONS OFFICER
H G BRUCE	LT CDR (E) (ME) (S/M)	MEO
M J CHAMBERLAIN	LT (S)	SO
I G COCHRANE	LT (X)	NAVIGATING OFFICER
K G HAMMERTON	LT (X)	EAO
D B MANSERGH	LT CDR (X) (TAS)	FIRST LIEUTENANT
T M MASTERMAN	LT (X)	CORRESPONDENCE
A P MASTERTON-SMITH	LT (E) (WE)	WEO
R F O'SULLIVAN	LT CDR (E) (WE)	WEO
F SAMPSON	S/LT (SD) (G)	SCO
M L SAUNDERS	LT (SD) (G)	GUNNERY OFFICER
R STEWART	MID (GL) (X)	TRAINING
W H STEWART	CDR (X) (O)	COMMANDING OFFICER
R S STUBBINIGS	INST LT	SIO
G WEBSTER	MID (SL) (X)	TRAINING
N D WOOD	LT (X)	TASO

Chief Petty Officers – Seaman Department

N CLARK	FC1
H WARWICK	RP1

A DUNN	COXWAIN
G FORD	CERA

Petty Officers

R BARBER	PR1
D KINGSWELL	UW1
M TROTTER	TAS1

M HOWE	GL1
A MECHAM	RP1
F WAITE	G1

Leading Seaman

B BARKER	RP2
C BECKETT	RP2
A COAD	GA2
P REEDER	UC*
J VAN KUYK	RP2

J BEATTIE	UC
N BISHOP	RP2
J HUNT	GA1
H SMITH	RP1
K WARD	UC1

Gunnery

R BRACKLEY	SG*
K BLACKLOCK	FC2
M BROTHERHOOD	SG2
J ELKINS	SG*
D GRIGG	SG*
I MAYER	SG*
W MURPHY	QR1
M O'BRIAN	GA2
R RUSSEL	SG*
J SLATER	SG*
G TARVER	GL2
K WALDEN	SG*

P BRADLEY	SG*
C BOND	SG2
T DIXON	QA2
N EVANS	SG*
P LAMB	SG*
D MULLEN	SG*
D NEILSON	SG*
P PARKIN	SG*
J SAVAGE	SG*
J SMITH	GL2
T VIRIDIN	FC2
M WILLIAMS	GA2

TAS

J BROWN	UC*
R O'CONNER	UC*
T RILEY	UC*
R TANN	UC*

P HALL	UW2
S PRATT	UW*
D SANDERSON	UC2
B WEXTER	UC*

RP's

P A-ELKINS	RP*
J BEHAN	RP*
M BRADBURY	RP2
P CLAYDON	RP2
P DOVE	RP2
D GUYAN	RP2
R IRVINE	RP*
D MACE	RP2
P NEWBOULD	RP*
D PRESTON	RP*
R PRICE	RP*
F ROBBS	RP*
P STANLEY	RP*
A THOMSON	RP*
R WHITFIELD	RP*

J BALNEAVES	RP*
R BRADBURY	RP2
H CLARKE	RP*
A CUTLAN	RP2
M DALEY	RP2
L HARRISON	RP*
N KEAN	RP*
L MORICE	RP*
R OXLEY	RP*
M PRICE	RP*
R RICHARDSON	RP*
A SKILTON	RP*
M STEVENSON	RP*
S TURNER	RP2
P WILKINS	RP*

Communications Department

P MCCOOEY	CRS (W)
D MACLEAN	CY
G ARTINGSTOLL	LRO (T)
A BUTLER	LRO (T)
J KILKELLY	LRO (W)
W ANDERSON	RO2 (W)
T GATELEY	RO2 (T)
P LANGDON	RO2 (G)
I LOVE	RO2 (W)
S MOY	RO2 (G)
R PAGE	RO2 (W)
R PERRY	RO2 (G)
M SOLES	RO1 (W)

D POTTER	RS (G)
H BOOTH	LRO (G)
M FIELDING	LRO (W)
R BUNN	RO2 (W)
F LANE	RO2 (G)
A LEWIS	RO2 (W)
W MOORE	RO2 (G)
G NEW	RO2 (T)
B PAVIER	RO1 (T)
P SELLEY	RO2 (G)
M STARGATT	RO2 (G)

Weapons Electrical Department

Artificers & Mechanics

A CARTER	OEA1
D HIRD	OE MECH2
A INMAN	CE MECH1
N MORTON	CEA2
G REES	R MECH1
J TOMPKINSON	CREA
G WICKS	OE MECH1

R FAULKNER	R MECH1
J HOWARD	OE MECH2
D KING	COE MECH
H POCOCK	CCEA
M SMITH	R MECH2
P WERNHAM	CCEA

Electrical Mechanics

J GORTON	CCEL
R MARTIN	CCEL
J STRACEY	POEL
H BATES	LREM
R CLARKE	LOEM
A DEACON	LCEM
I WEEDALL	LREM
K ABBOTT	R MECH APP
E BROWN	REM1
C FINNERTY	CEM1
A JACKSON	OEM2
K LOCKE	REM1
M RINGLAND	OEM1
A SPICER	CEA APP
A YARDLEY	REM1

E HORNBY	CREL
G CLARKE	LREM
J COLLINS	LCEM
J KING	LREM
G BOWDEN	REM1
B BURGESS	REM1
L HILL	OEM1
S KINGSWOOD	OEM1
R PARKER	JCEM
G SHELTON	CEM2
P TWELLS	CEA APP

Supply Department

Stores

G MITCH	CPO CTR
T EDWARDS	POSA
A GRAHAM	LSA
M HYDE	SA

C EATON	LSA
K PERRING	SA

Ship's Company Cooks

D CHIVERS	PO CK
R LINNELL	L CK
R DEFESTA	CK
G PALLETT	CK

B COX	PO CK
J DONNELLY	CK
S WATSON	CK

Sick Bay

J BACON	POMA
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Wardroom Staff

G BAKER	PO CK
B ADAMS	L STD
G BIGGART	L CK
M BOWER	J A STD
P WALKER	STD

A WHITE	PO STD
R ATHERSUCH	L STD
L SPEDDING	L STD
A RICHARDS	CK

Writers

A BROWN	PO WTR
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R WHITE	L WTR
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Marine Engineering Department

Artificers & Mechanics

A ACKHURST	SHIPWRIGHT
D IRESON	ERA1
M LEWINGTON	MECH1
D WESTERN	ERA1
B WRIGHT	ERA1

P ARKLEY	ERA1
M JARMAN	CERA
T SMITH (BEM)	ERA1
G WHITBY	MECH1

Engineering Mechanics

D KILLICK	CME
E HOWE	POME
T PHILLIPS	POME
P BASELEY	LME
R DOLTON	LME
M HEFFERNAN	LME
G LEES	LME
P RICHARDSON	LME
A BAILEY	ME1
P BRIFFA	ME1
B DYER	ME1
G FEAR	ME1
I HUNTER	ME1
B LIDDLE	ME1
D MAKEPEACE	ME1
W MORT	ME1
N MURRAY	ME1
A PATTERSON	ME1
S SOLECKI	ME1
T TURNER	ME1

R LEYSHON	POME
J RUSSELL	POME
M COMPTON	LME
P GAVIN	LME
A KING	LME
C McBRYDE	LME
T SMITH	LME
N BALL	ME1
M CRASCALL	ME1
M EDDY	ME1
G HERBERT	ME1
A JONES	ME1
A LLEWELIN	ME1
P MARSHALL	ME1
R MORRIS	ME1
W NASH	ME1
T QUINN	ME1
S TRAFFORD	ME1
R WEST	ME1

Those who joined and left during the commission

Officers

M G BARRETT	CONS LT
L H CAMPBELL	CHAPLAIN
D S COOPER	S/LT (SD) (C)
H FRASER	MID
R G JOHNSON	A/EL SUB LT (R)
G J MERRETT	MID
C R POOLE	SUB LT
A J SAUNDERS	MID
A SMITH	MID
G G WHITE	LT CDR

E C BOND	LT CDR
M B CONEY	LT
E W COWTON	EL LT
D HALL	LT
I B LENNOX	CDR
H W POLHILL	ENG LT CDR
I A ROBINSON	LT CDR
D R SEWARD	MID
M S WELFORD	LT

Ratings

I ARAM	LME
J ALLEN	LRO (W)
K BROWN	CEA APP
R BOWLEY	CREA
J BRIGHT	PO WTR
P BOYLE	ORD SEA
E CALLAGHAN	PO CK
T CLARKE	LREM
C COTTON	L/SEA
D CHALKLEY	JCEM
A DUNNE	AB
D DENNIS	LME
A DANCE	AB
M FIELDER	CE MECH
R GREEN	AB

C ADAMSON	PO
K AYLING	PORE
N BARKER	ME1
J BOWEN	L/CPL
D BAMSEY	AB
T BROADBENT	RO2
A CAMPBELL	ME1
J COCKRAN	COEL
P CANT	L/SEA
J DOCHERTY	AB
T DAWSON	LME
J DOSWELL	POG1
A FOTHERGILL	CPO STD
A FINNEY	ERA1
T GASSON	LME

R GRUBB	L/SEA
B HEAVER	CPO
A HARVEY	LOEM
T HUNKIN	REA APP
P HAINES	AB
S HUGHES	SA
A HOLMES	CEM
R JUDD	PO EL
O JARRETT	SA
M JONES	RO2
G LUYA	AB
L MEDD	ME1
K MOLLOY	AB
T MORGAN	POME
D MURRAY	RO2
A PARKER	OEA1
H PEARSON	SHPT
B PERRETT	RO3
B PURNESS	PO CTR
T SCULLY	LRO (W)
G SMITH	AB
C STEPHENS	MECH
T THOMPSON	L CK
F TURNER	L/SEA
P WALTER	AB
I WARDLE	ME
P WEBB	RO2 (G)
D WILSON	LOEM

E HENRY	LME
E HUGHES	AB
T HAYES	AB
G HARVEY	RO2
K HERETY	ME1
J HULME	CEM
G IRESON	CEA
J JONES	LCEM
D JONES	PO CTR
W LOWE	SHIPI
E MAJOR	PO
K MILLER	POSA
B MORGAN	RO2
K MORISON	RO2
M O'ROURKE	ORD SEA
D PEARCE	L/SEA
M PEAT	LRO (W)
D PILBEAM	L/SEA
B PUXLEY	LREM
B SILK	LME
A SPENCER	CEA APP
R THOMAS	LRO (W)
V THOMPSON	STD
S VARLEY	LME
G WARD	CK
P WATTON	CK
A WHEELER	RO2 (G)
J WILSON	A STD