



HMS Caprice (World Cruise 1968) Association



HMS CAPRICE entering Sydney 1968

Newsletter

April 2007

Issue No 042



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The cover picture of Caprice entering Sydney harbour in 1968 was originally submitted by Phi Rowe. For the uninitiated it is **not smoke** coming out of the funnel but what engineers euphemistically refer to as an **economical haze!** Details of this years Reunion are shown opposite, and by the Summer Newsletter we hope to have chosen the venue for 2008.

Many thanks to those members who are now paying their subs by standing order - it makes our job so much easier. If anyone else can be persuaded just contact me and I will arrange to send you a form. **Graham Latter**

Mail Drop



From John West

My youngest son has just become very busy as a semi professional musician and as he has not got a driving licence I am in the hot seat (a bit like being in the mob again living out of a suite case).

At the moment I am all over the country until he passes his test, so the York Reunion will be out of the question but next year we will make a concerted effort to attend.

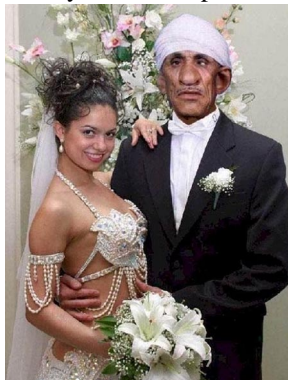
Have a good reunion

From Slinger Woods

On our way to San Fran, the starboard lifeboat broke one of its lashings and was holed. We also lost a life raft but didn't know it until a major sea search was about to be launched as its radio beacon had started transmitting. (See also page 8)

From Chappie

Based upon this photo which person owns an oil well? Answers on a postcard please to Harry Hobbs for prize draw.





2007 Reunion on Oct 6 Newington Hotel - York

The attendance is looking very promising to date. Opposite is a list of members now confirmed to attend.

The Hotel has 44 rooms and, with members guests, we may well fill it. The Hotel has allocated all rooms to the Association at present but will only hold them until next month. If you are not on the list you need to get a deposit to me pronto to guarantee accommodation.

Note that the Association forwards your deposit to the Hotel on your behalf. Thereafter a contract exists between individual members and the Hotel with respect to cancellations. If you do need to cancel please do it as early as possible, but through the Association then we MAY be able to save some or all of your deposit.

We had previously urged members to consider coming by train. The hotel is only about 5 minutes from the Station and a taxi will cost about £5. However the fares examples given by the Rail Companies were a tad optimistic! It is still a fast and easy way to get there but I am afraid you will have negotiate the best deal you can via the complex (bizarre) ticket pricing structure - best of luck.

We will be giving final details in the Summer Newsletter. The Reunion should be advertised in the Navy News soon.

Members Attending to date

Brian & Pat Hobbs
Graham & Jean Latter
Roger & Jennie Rivett
John & Jean Bishop
Brian & Eleanor Watson
Phil & Jackie Evans
Clive & Shirley Skeet
Dave & Linda Silva
Ron & Sandra Kirkpatrick
Tony & Vanda Vanson
Trevor Cole
Bill & Liz McCutcheon
Derek & Susan Crowley
Keith & Rita Vaughan
Colin & Sue Gannaway
Bob & Donna Mason
Mike & Sue Smith
Colin Chippendale
Phil & Barbara Rowe
Greg Farmer
Gordon & Linden Chapman
Mick & Rita Walsh
Phil & Pat Briggs
Peter & Joan Cook
Gordon Duffy
Bob & Frances Logan

Future Reunions

Bob Logan has been looking at possible venues in the Bristol Area for us. Bristol has a very interesting historic docks area and is easy to get to by road or rail.

Dave Silva has been sussing out accommodation possibilities in the Medway Area with a view to re-visiting the Cavalier in Chatham.



HMS Cavalier Association

The association had been in touch with HMS Cavalier Association and made a modest donation towards the on-going restoration costs on the Cavalier at Chatham Dockyard.

Members attending the Chatham Reunion in 2000 had a very nostalgic trip around the ship, but a lot more work has been done since then and it is hoped that machinery spaces may be open to the Public soon.



HMS Cavalier - now preserved at Chatham



Panama Canal 1968

Gordon Duffy has sent this picture of Caprice approaching one of the Panama canal locks in 1968. The starboard seaboard had obviously been repaired after the Pacific storm! (see page 8)

Gordon has sent a few interesting pics of 1968 which we will put in future issues.

Campaign against Political Correctness

Fans of our politically incorrect page, opposite, may be interested to know there is now an organisation dedicated to fighting this nonsense and exposing it for what it is.

Campaign Against Political Correctness
Trevose House, Orsett Street, Kennington
London SE11 5PN

Phone or Fax: 07092 040916
e-mail: info@capc.co.uk

I am a fully paid up member! - Graham Latter





...sounds like a decent bloke to me From Phil Rowe

Sheriff Joe Arpaio, the Maricopa County Sheriff (Arizona), keeps getting re-elected. Here are some of the reasons why:

He created “tent city jail” to save Arizona spending millions on an expensive prison complex. He has jail meals down to 40 cents per serving and charges the inmates for them. He banned smoking and porno magazines, took away their weightlifting equipment and cut off all but movies suitable for kids. He says: “They’re in jail to pay a debt to society not to build muscles so they can assault innocent people when they leave.”

He started chain gangs to force the inmates to do free work on county and city projects and save taxpayer’s money (followed by chain gangs for women so he wouldn’t get sued for discrimination!)

He took away cable TV but found out a federal court order required cable TV for jails. So he hooked up the TV again but only allows the Disney channel and the weather channel (asked why the weather channel? he replied: “So these morons will know how hot it’s gonna be while they are working on my chain gangs.”)

He cut off coffee because it has zero nutritional value so therefore a waste of taxpayer’s money. The inmates complained, and he told them, “This isn’t the Ritz Hotel. If you don’t like it, don’t come back.”

He also bought a lecture series on US history that he pipes into the jails. Asked by a reporter if he had any lecture series by a Democrat, he replied that a democratic lecture series that actually tells the truth for a change would be welcome and that it

**IN Politically
CORRECT
Page**

might even explain why 95% of the inmates were in his jails in the first place.

With temperatures hotter than usual in Phoenix (116 °F) the inmates were given permission to strip down to their government-issued pink boxer shorts. On Wednesday, hundreds of men wearing pink boxer shorts were chatting in the tents, where temperatures reached 128 °F . “This is hell, it feels like we live in a furnace,” said Ernesto Gonzales, an inmate for 2 years with 10 more to go. “It’s inhumane.”

Joe Arpaio, who makes his prisoners wear pink, and eat bologna sandwiches, is not sympathetic. “Criminals should be punished for their crimes - not live in luxury until it’s time for parole, then go out and commit more crimes so they can come back in to live on taxpayers money and enjoy things many taxpayers can’t afford to have for themselves.”

When the inmates complained of the heat in the tents he said: “It’s between 120°F to 130 °F in Iraq and our soldiers are living in tents too, and they have to walk all day in the sun, wearing full battle gear and get shot at, and they have not committed any crimes, so shut your god-damned mouths!”
Good on you Sheriff! If all prisons were like yours there would be a lot less crime and repeat offenders.



This is the first of what I hope will be a series of members telling us a little about themselves. I had always assumed that Harry had joined just before Trafalgar (although that may have been Harry Winterbottom) - Ed.

Harry (Brian) Hobbs

The World became a better place on 28th.June, 1935 when I arrived in Ely, Cambs. Born in the heart of the Fen Country hence recognised as a "Fen Tiger".

I quickly made an impact by throwing my first dummy out of the bedroom window and me nearly with it.

Educated (somehow) at Soham Grammar School (recently scene of the Soham murdered girls). I spent most of my time dodging lessons and left school at 15 to join my Father working on a local farm. My education was completed later in life when I did all my G.C.S.E.'s by Correspondence courses whilst in the R.N. Before joining the R.N. I was a commercial printer's apprentice in Ely.

At 18 I entered the R.N. at Portsmouth in June,1953, just in time to view the Fleet at Spithead for the Coronation of our present Monarch.

My Naval History

June-Oct 1953 Training at Portsmouth and Wetherby - **HMS Ceres**.

Oct.1953 - 1956 **HMS Mull of Galloway** and **HMS Narvik**, both based at Harwich. At that period there were over 100 ships in reserve down river at Manningtree including the Aircraft Carrier, HMS Glory.

1956- 1957 **HMS Royal Prince**, R.N. Rhine Squadron we had 4 bases in Germany, with LCT's LCM's and LCA's - manned by Royal Marines & R.N. stokers.

1958-1960 **HMS Forth** based in Malta Depot ship for 4th.S/M Squadron including WW2 subs. inc. Tally Ho!, Sea Devil, Sanguine, Tiptoe and Seraph.

1960-1963 **HMS Cochrane** then joined **HMS Malcolm** - type 14 frigate on which spent 2 years plus on fishery protection duties, Iceland and Norwegian Patrols -this woke me up to the real sea-going Navy! Hence I could always claim I had seen more ripples on my tot than some people had seen at sea.

1963-1965 **HMS Messina (L3043)** 12 months spent in the Persian Gulf before clanking our way up the red sea through suzez canal for 6 months refit in Gibraltar.

1965-1966 Shore based at R.N.R. Mersey based at **HMS Eaglet**, Liverpool.

1966 Volunteered for Trials crew when **HMS Caprice** came out of reserve at Rosyth to take on the crew of HMS Blackpool which was sold to the New Zealanders. 6 months spent on Caprice before being drafted to **HMS Protector** - 4 months on her before I went P7R and was drafted into Victory Barracks to await



the return from the Far East of **HMS Caprice** which I rejoined in 1967.



**THEN
Miyazu
1968**

1968 The CapriceWorld Cruise

1969 **HMS Ganges** - some of you may remember this place!

1970-1972 **HMS Afrikander**, staff of the Senior British Naval Officer, based at Simonstown.

1972-1973 **HMS Intrepid** Dual role of Commando Carrier and Midshipman's training ship.

1973-1975 **HMS Bulwark** A real Commando Carrier.

1975-1978 Having been in possession of my Chief's Buttons for the past 5 years I was now eligible to apply for the **RN and RM Careers Service** before finally leaving the RN in 1978.

1978-1980 I became self-employed running a Post Office & General store. Soon tired of stamping Pension Books so changed tack to go to college and qualified as a Social Worker specialising in Education.

1980-1996 Various jobs in Cambridgeshire and Norfolk centred

around social work. Went part-time until 1998 when I retired altogether.



I married my darling wife in 1956. We have 3 lovely, adorable children Daniel, Jeremy and Sally We have 6 grandchildren and enjoy their visits immensely.

Likes Most sports, Travel, Reunions, Gardening , Sleeping. Not forgetting RUM

Dislikes All Smartarses, Badly Behaved Children and Smelly Tiffies.

Talking of Tiffies, Gordon Duffy has passed on this picture taken during R & R in HMS Terror. To the right of member Graham Jackson is none other than the infamous ERA Bungy Williams.

He will be remembered, amongst other things, for the night he went ashore in HK and crawled back the following morning with a full pack of hounds tattooed over his back chasing a fox, whose tail could be seen emerging from a certain aperture. I would love to track him down to see what the hounds are up to these days - Ed





That roll to Starboard

Memories of that Pacific Storm in 1968

From Harry Hobbs

We took a very heavy roll to starboard just as I had completed a hairy passage over the flying bridge (the iron deck, as usual was out of bounds), behind me was "Scribbles" also heading for the after PO's mess.... it being very close to tot time. No way could I reach the hatch down from the Squid deck to the after accommodation area and luckily managed to grab hold of the port side wire line which I held on to furiously and looked over the side to actually view our port-side bottom—instead of the usual roll back to port again the ship then took a second roll to starboard, at which moment I really thought we were going to turn over - luckily the old girl righted herself and I made a rush for the hatch, which was already being opened from down below by some more than very inquisitive ratings. Meanwhile a very drenched and sodden wet PO Writer crept up behind me with teeth chattering gasping for a fag and in obvious need of some sustenance - rum was up a little later that day, therefore when we got down to the mess both Scribbles and I had a tot (dare I mention it in front of the Jimmy) out of the bottle, which I always had at hand for emergencies.



From Graham Latter

I was off watch in the Tiffies mess. We were all sitting on the deck, as it was the only safe place in that sort of weather. We were all expecting after the first roll to starboard it would roll back to port but to

our horror came further roll to starboard. We all just looked at each other and thought we were going right over.

From Dave Silva

I know I was on watch but all I remember was sliding across the plates and landing up grabbing the ladder.

From Derek Walsgrove

I remember it well. I was one of the Chief's messmen and was standing in the after flat below the hatch down from the ECP/squid deck, a route that we used via the catwalk to get forward, when the upper deck was out of bounds.

A few minutes after the ship took that roll down from above came the late PO Writer Dave Walters (with two others) completely soaked and his no 8's shirt badly ripped. I think he was on the catwalk at the time.

When you can't decide whether to stand on the deck or bulkhead it must be more than 45 degrees. Can anybody tell me just how many degrees she went over - the ERA's might know from the list indicator, or were they too busy hanging on? There was much discussion after that day with remarks like "she was built for Atlantic convoys so she could take it and come back" - I wondered at the time!

From, Peter Fowler

The starboard seaboat was smashed up. The Supply Officer would not leave the bridge because he was convinced that we were going to sink! (*Interestingly, if we had rolled over he would have been down the deepest! Ed*)

From Mark Ruddle

I only have a very vague recollection of the event. I think I was on the bridge and I



don't think anything particularly unusual happened, just an enormous goffer which rolled us over about 70 degrees I think. I seem to remember Puma saying they had been able to look down our funnel but that may be untrue. I also seem to remember that all that was left of the seaboat was the disengaging gear and the chains normally attached to the sides of the boat, hanging from the davits. (*It was still there but badly smashed according to Peter Fowler - Ed.*)

I believe that all RN ships are designed to reach their maximum righting moment at around 70° and can go over more than 90° and still come up again. After 90° other things happen like water flooding down the funnel which hinder the self-righting process and I don't think many come upright again. I remember as a mid on the Vanguard being told that the main turrets had nothing to hold them in place except gravity and that if the ship turned over the turrets would fall out and the ship would therefore right itself.

Technical Information from Robin Davis (Caprice Chippy)

In practical terms there is no limit to how far a ship can roll. In theory it could go to 179 degrees and still come back upright. When battleships were first built their turrets were so heavy that they were supposed to slide out if the ship went past 90 degrees to assist them to come back upright.

Providing the centre of gravity is below the centre of buoyancy the ship will float upright. The distance between the two is called the metacentric height. The shorter the metacentric height the more the ship

will roll. From this can be calculated the 'maximum righting moment'. This is the angle at which the force pulling the ship back upright stops increasing and starts to decrease. As far as I can remember the maximum righting moment for Caprice in it's normal full load condition was around 45 degrees. After going past its maximum righting moment a ship sort of hovers for a moment before starting to come back up - the further past the longer the hover.



As for the Puma seeing the ships bottom, I suppose if the ship did roll to 45 degrees they may have caught a glimpse of the bilge keel but not any further.

When the ship left Chatham in 1968 it had been somewhat overstocked in preparation for the trip out east. Much of the extra weight was above the waterline. Consequentially although there was no wind and the sea was absolutely flat calm the ship would roll from side to side. This was a result of a reduction in the metacentric height. The strange thing is, I have no recollection of the Pacific roll to starboard whatsoever!





Treasurer's Report

Funds in bank £1317 (less owed to Hotel for deposits £460) = £857. Projected expenditure for the Reunion and Newsletters is £500 - £ 600.

12 Subs for 2007 are **still unpaid** = £144
Come on folks – we should not have to chase you! Better still pay by standing order as 60% of members are now doing then you will not forget in future.

We are very grateful to those members who add a donation as well as paying their subs on time.



Spirit Room Report

Rum stocks are ample for this years reunion! Your Jack Dusty is hoping to dispatch some volunteers abroad to purchase extra stocks at duty free prices.

(Any members contemplating visiting Gibraltar please contact us urgently.)

Slops

All profits go to Association funds

Please make out cheques to *HMS Caprice 1968 Association*

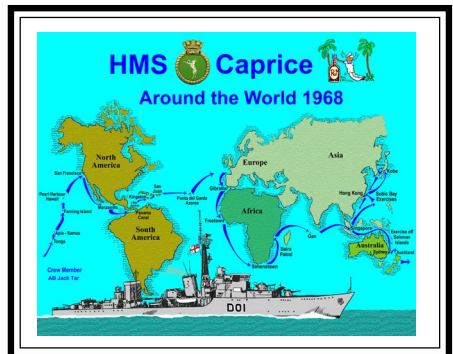
Lapel Badges & Brooches

£5 each inc postage within the UK



Framed Wall Charts

Coloured map depicting the 1968 World Cruise and personalised with member's name £16 each inc postage within the UK.
(£8 - unframed)





What's a Stoker Worth? 100 Mexican Pesos! (£4.65) From Peter Fowler

While we were in Manzanillar I was directed to collect one our Stokers from the local Police Station. As I could not speak Spanish I took along an English- speaking local along to translate for me.

The Police informed me that the Stoker could be released for 100 Pesos! I went back to the ship to get the Supply Officer to provide said amount (to be deducted from his pay) and returned to collect the Stoker and an official receipt (see on right).

The Stoker was keen to return onboard as soon as possible for a shower as he had been in a communal cell with a number of Mexican down and outs!

I cannot remember the culprit's name - can any member help out?

TESORERIA MUNICIPAL DE MANZANILLO
ESTADO DE COLIMA

CUENTA NUM. _____ N^o 3248

Nombre: _____ Art.: _____ Ino.: _____
Especificación: *Quinto*
Ubicación: _____
Entero: *Centeno*
lo siguiente por los conceptos que se indican:

Cuota(s)	100.00
Período o unidades que se pagan	
25% Adicional	
5% Campaña Alacrán	
Suma	\$ 100.00
Recargos al _____ % sobre \$	
% Gastos de Cobranza sobre	
Gastos de embargo	
TOTAL	\$ 100.00

Manzanillo, Col. *Noviembre 23* de 1988
El Jefe Calificador.

Thanks for that Peter - Hope you can make this year's reunion as you have indicated that you hope to. **NOTE** Going through previous newsletters I discovered that this article was originally in printed a 2002 Newsletter, but thought it worth repeating in the hope of our newer members identifying the culprit.

We have had many new members since the early newsletters so I will be looking to see if any other articles might be of interest to them - Ed.

H.M.S. Caprice (1968) Association

HMS Caprice CA Class Destroyer D01

The Association was formed in 1968. Full membership is restricted to ex-officers and ratings, who served on HMS Caprice during her existence 11 month Battle Cruise of 1968.

Members are held annually and regular newsletters are published. It's members' card and present number 70, which after 10 years from a date of departure, can be an indication of what an unfortunate year 1968 was for those aboard. Please contact Captain Luff of HMS D01 if you were onboard then and wish to register.

©HMS Luff administers the Association with the Newsletter Website Editor
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Buckton Lodge, New Fife, Ayr
North Ayr, Ayr G85 2SE
Tel: 01294 101440

Association Website

www.hmscaprice1968.org.uk

Our website is kept fully up to date and you can view this and other newsletters in colour.

There is also a very good picture archive of Caprice and up to date Association & Reunion News.



HMS Caprice (World Cruise 1968) Association

www.hmscaprice1968.org.uk

The Association, founded in 1995, is open to all crew members who served on HMS Caprice at any time during her memorable 11 month World Cruise in 1968. An annual subscription of £12 is payable in January.

Secretary & Newsletter/Website Editor

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**The 2007 Annual Reunion is on
October 5/6th 2007 at
THE NEWINGTON HOTEL
147 Mount Vale
York YO24 1DJ**

Absent shipmates who have crossed the bar:

Ex Association Members

AB (QA2) John Dunn RO2(T) Dave Windsor ME1 Bob Harris

Ex Crew Members

LRO(G) Ali Dow RO2(G) Dave Matthews ChME Nick Carter
CEA Don Farrow CERA Paul Hockey PO Writer Dave Walters



*They shall grow not old, as we that are left grow old.
Age shall not weary them, nor the years condemn.
At the going down of the sun, and in the morning,
We will remember them*