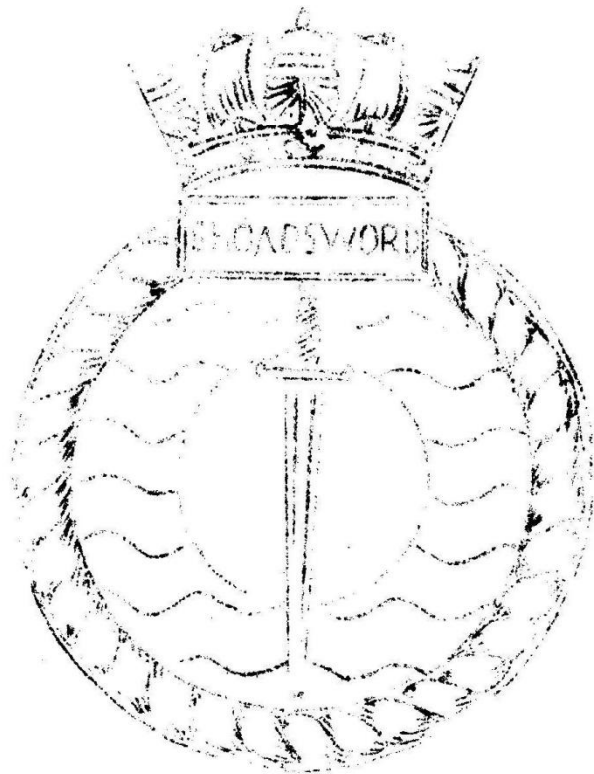


NEWSWORD



FOREWORD BY CAPTAIN A.M. NORMAN, Royal Navy,
Commanding Officer HMS BROADSWORD

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It is with much pleasure that I write the first introduction to this, our first BROADSWORD Newsletter. The ship's Newsletter is produced by members of the ship's company primarily to form a strong link between ourselves and our families throughout the commission and I hope that all our readers will enjoy the contents of this and many more editions over the coming months and years and feel that bit closer to us as a result

This first Newsletter comes at an exciting time as we are about to Commission the ship into the Fleet. This is probably the most significant date in the life of a ship and I am delighted that, in spite of having to change the date of the commissioning at short notice due to the General Election, a large number of families and friends will still be present.

To be a member of the ship's company of the first of a new class of ship is always an exciting event; however I believe that we should be soubly proud of being in BROADSWORD's first commission as she heralds a new era of surface ship into the Navy - the purpose built all missile anti-submarine surface frigate.

For many of us who stood by the ship in Yarrows Yar on the Clyde for years, months, weeks, or days, it was a memorable occasion when we slipped and proceeded down the Clyde on 19 February for our Acceptance voyage south. Our welcome in Devonport on 21st February was equally memorable. Then the hard work began in order to blend ourselves into a team as quickly as possible. At the same time we started our long Trials programme. However it was a very pleasant interlude to see so very many families onboard for the day at sea on 17th April and I hope that they enjoyed themselves and were equally as impressed with the ship as we are. I hope we can have another in the not too distant future.

We have a hard trials programme ahead of us but we are hoping to intersperse that with some ship visits both at home and abroad and I hope that as many families as possible will come onboard as often as possible to see us throughout the year no matter where we are. In the meantime I commend the editors of this first Newsletter for all their hard work in producing the first edition and I look forward to seeing more successful editions in the months to come.



A.M. NORMAN.
Captain, Royal Navy

EDITOR'S JOTTINGS

(A plug for more material)

Well, here it is, the first issue of your Newsletter which we intend to produce on a reasonably regular basis every few months. The content is very much dependant on what you contribute and articles, cartoons etc are always welcomed by the Editorial Staff for future issues. So don't be shy, make an effort and who knows you could well appear in print in the near future.

Remember the Newsletter can only be as good as the material supplied, if in doubt of the suitability then advice is readily available from : CY STANNARD, CPO MACALLISTER or Lt DOXSEY.

We hope you enjoy this issue and look forward to a flood of material for the next and future issues.

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Overheard on the TITANIC:
"Ice with your drink Sir"?

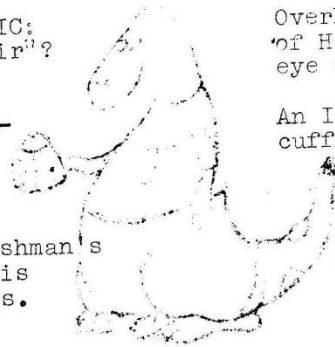
Overheard at the Battle
of Hastings: "Keep your
eye on that one Harold"

Definition of a camel -
A horse designed by a
committee

An Irishman got a pair of
cufflinks for his birthday,
so he had both his
wrists pierced.

How do you tell an Irishman's
age? Chop the top of his
off and count the rings.

How many Irishmen does it
take to milk a cow?
10. 2 to hold the udders
and 8 to lift the cow up
and down



* * * * *

THE ORIGIN OF PUNCH(The drink)

A drink said to have originated among English sailors, and which, in about 1552, consisted of a simple mixture of cane spirit and sugar heated.

On the 25th October 1599, Sir Edward Kennel, C-in-C of the English Navy, offered to his ships' companies, a monster punch which he prepared in a vast marble basin. For his concoction he used 80 casks of brandy, 9 of water, 25,000 large limes, 80 pints of lemon juice, 13 quintos (1,300 lbs) of Lisbon sugar, 5 lbs of nutmeg and 300 biscuits, plus a great cask of Malaga.

A platform had been constructed over the basin to shelter it from the rain, and the serving was done by a ship's boy who sailed on this sea of punch in a rosewood boat. To serve the 6,000 guests one ship's boy had to be replaced by another several times, each one finding himself intoxicated by the fumes from the lake of alcohol at the end of a quarter of an hour.

(Volunteers to act as ship's boys during the next Cocktail Party contact the Petty Officer Steward)

HMS BROADSWORD - STATISTICS

DIMENSIONS:	LOA	131m	436'
	Beam	14.75m	48½'
	Draught	6.2m	21'
	Displacement	4000 tonnes	
Complement:	Maximum	25 Officers and 225 ratings	
	Private ship	17 Officers 50 Senior rates 149 Junior rates	
Propulsion Machinery:	2 Rolls-Royce OLYMPUS TM 3B gas turbines for full power each developing 25,000 shp.		
	2 Rolls-Royce TYNE RM 1A gas turbines for cruising each developing 4,800 shp.		
	This COGOG machinery arrangement allows each of the 2 shafts to be driven either by a TYNE or OLYMPUS engine. Each shaft drives through a non-reversing reduction gearbox to a controllable pitch propellor. In the Ship Control Centre an electronic control system varies pitch and the fuel supply to the engines to produce the required power.		
Performance:	Maximum speed	30 knots (approx)	
	Cruising speed	18 knots (approx)	
Generators:	4 1000 kw machines, each driven by a Paxman Ventura diesel.		
Sensors:	2 Type 910 seawolf, fire control radars Types 968 and 967 warning radar Type 1006 high definition navigational radar Advanced computer controlled sonar system and Electronic Intercept equipment.		
	For surveillance: 2 Ferranti FM 1600B computers are used to control and process data from the sensors. A computer Aided Action Information System (CAAIS) displays selected data to the command in the Operations Room.		
	In action:	2 further 1600B computers are used to control missile guidance.	
Weapons	Seawolf	-	A double headed surface to air point defence missile system. Each head containing 6 missiles for immediate action.
	Exocet	-	4 surface to surface anti-shiping missiles.
	Bofors	-	2 40mm rapid firing policing guns
	STWS	-	2 triple launchers deck mounted for anti-submarine torpedoes.
	LYNX	-	2 Lynx helicopters armed with either guns, missiles or anti-submarine torpedoes.

FILMGOERS GUIDE

Film of the week 'WE FLEW TOGETHER' Starring WALTER PIDGEON, BURT LANCASTER and that spitfire MARGARET RUTHERFORD.
Music by WINGS.

A torrid melodrama about barrage balloon pilots in the trying times of a Liberal Government.

Action from Walter Pidgeon who gave a stirring performance at Blenheim Palace as a rear gunner with no arms.

A block-buster from Burt Lancaster, who portrays an out of work postman in his dotage who gets a second chance to be a P.T.A. Pilot.

Glamour and sex from Margaret Rutherford who plays the third person in a triangle of love.

The TELEGRAM 'MISS IT - NOT WORTH SEEING'

THE TRIPE PLANTERS WEEKLY 'BEST FORGOTTEN'

PAGE THREE - 'I'VE SEEN MORE ACTION AT BROADSWORD'S BOTH WATCHES'

* * * * *

SWORDSPORT

Our Squadron Captain 'F4' on his initial visit to the newest and best at Yarrows, delivered BROADSWORD'S very first sporting challenge; "CLEO are confident of victory on the field of play!!"

The reply; - 'BROADSWORD PICKS UP F4's GAUNTLET'
and the first fixture was set up by our very own LPT - BAZ SOWDEN Squash. Clubzz considered at this stage Squash to be our strongest sport and BROADSWORD 5 CLEOPATRA 0

To mark the great occasion of the 'Swords' first official game under the white ensign, the team lined up on the flight deck for AB BILL BAILEY to capture the 'pre match atmosphere' through the lens. This was to be the frontispiece of our Scrapbook!!

In defence, "The team must have moved" so the photographer said, as no photograph was forthcoming.

Round again - on the second turn out of the Squash team the services of the ship's photographer were booked well in advance - "get rid of him" the team cried as news of the second attempt filtered through - the buzz is we are going to have to try again!

And so it goes on - the squash team has turned out weekly since and among their victims... ARK ROYAL, AMAZON, ALACRITY

After squash came the major sports and the task of moulding teams for Rugby, Soccer and Hockey. Another 100% record goes to the budding hockey players - Goals for: 13 Against: 1

Next the ladies teams - anyone who can provide opposition, names to Clubzz or append name on sports notice board.

A special mention and well done for all those who got the "Sword" off to such a good start:-

Lt. PHIL DeSa for scoring the first hockey goal

CPO 'Pigpen' HOBSON for coming runner-up in the Plymouth and Scotland command rifle championships.

LPT BAZ SOWDEN for scoring the first, rugby try.

L/SEA GEORGE ROBSON for a well taken first soccer goal.

CEM STEVE TELFORD for dunking the first basket in our basketball match

RO JOE FRASER for scoring the first water polo goal.

But most important of all well done to all who have played for the 'Sword' in all the various sports. WELL DONE!!

HMS BROADSWORD
Summary of Service 1944-68

HMS BROADSWORD was a destroyer of the "Weapons(Battleaxe)" Class ordered under the 1943 programme. Built and engined by Yarrow & Co Ltd, Glasgow, she was laid down on 20 July 1944, launched on 5 February 46 and completed on 4 October 48. Of 1,980 tons standard displacement, the BROADSWORD was 365' in length, 38' broad with a draught (aft) of 17'1". Designed top speed was 34 knots with an endurance of 6,500 miles at 15 knots, 4,500 miles at 20 knots and 1,650 at full speed. Armament when built was 4 x 4" guns in twin mountings, 4 x 40mm Bofors in STAAG mountings and 2 x 40mm Bofors in single mountings. The BROADSWORD was fitted with 2 x 21" pentad revolving torpedo tubes for which she carried an outfit of 10 torpedoes. For anti-submarine warfare she was fitted with 1 Squid mounting, for which she was outfitted with 120 missiles, and 1 rail with an outfit of 15 depth charges. In 1953 2 x 4" guns were removed together with the depth charge equipment. In place of the single Squid fitted, she was fitted with a double Squid (Port and Starboard). In 1958 the torpedo equipment was removed.

Upon completion HMS BROADSWORD was allocated to the 6th Destroyer Flotilla. She first went to Portsmouth and in November to Chatham where she was taken in hand on 29 November for completion of modifications, the work being completed on 31 December. She then left for Portland and thence to Campbeltown. In June 1949 she was attached temporarily to the 3rd Destroyer Flotilla for gunnery trials off Malta, returning to the UK in early September to rejoin the 6th Flotilla.

On 29 May 1950, after the Home fleet Spring Cruise, the BROADSWORD left the UK for Norfolk, Virginia, to be attached to the US Operational Development Force, mainly for gunnery trials. She left the USA on 24 August to arrive back at Sheerness on 1 September. After a short docking the BROADSWORD took part in the Home Fleet Autumn Cruise. In 1951 and 1952 she took part in Home fleet cruises and exercises.

In April 1953 HMS BROADSWORD was reduced to the Reserve at Chatham. In August 1953 she was placed in a state of preservation and dehumidification. Then in August 1955 the BROADSWORD was removed from the Special Reserve. In November 1956 the BROADSWORD was towed to Rosyth for refit, not completed until October 1958. On completion she was allocated to the 7th Destroyer Squadron and, after work-up and trials, took part in the Home Fleet Autumn cruise.

During the early part of 1959 the BROADSWORD was in the Mediterranean taking part in cruises and exercises. In April she returned to Portsmouth and thence to Chatham. The BROADSWORD was on the Iceland Patrol from 19 May to 3 June and again from 24 July to 12 August. She then went to Chatham for repairs which were not completed until the end of October.

After a short period on exercises early in 1960 HMS BROADSWORD was transferred in March 1960 to the Mediterranean Fleet where she took part in many exercises and visits. On 29 July 1960 she gave assistance to the SS HARTISMERE after an explosion aboard the latter ship off Malta. In August the BROADSWORD was taken in hand at Gibraltar for a refit, the work not being completed until mid-November. On 25 March 1961 the BROADSWORD arrived back at Chatham having taken part in an exercise on her way home. During her year in the Med she had steamed 36,000 miles while engaged on NATO and National exercises.

The BROADSWORD had a further spell on Iceland Patrol from 6 September to 25 September 1961. She then took part in a number of visits and exercises. In April 1962 she returned to the Med Station where again she took part in many exercises and visits. On 6 December 1962 the BROADSWORD left Gibraltar for Portsmouth, arriving on 10 December to enter the Reserve Fleet.

On 24 January 1964 the BROADSWORD was placed on the Disposal List. In April 1968 she was towed to Rosyth where she was used for a time in connection with torpedo trials. On 18 July 1968 she was sold to T W Ward Ltd for breaking-up at Inverkeithing.

Naval Historical Branch.

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GOLDIE OLDIE SIGNAL

From Commander in Chief 5th Fleet
to 5th Fleet Pacific

//

The war with Japan will end at 1200 on 15th August.
It is likely that Kamikazes will attack the Fleet after this time.
as a final fling.
Any ex-enemy aircraft attacking the Fleet is to be shot down in a friendly manner.

* * * * *

SNIPPET FROM PUNCH

HIBERNATION

Many hibernating animals such as Hedgehogs, Moles and Squirrels have been asleep for a few months now, and often suffer from muscular strain, just like humans do from being in the same position too long but are in too deep a state of unconsciousness to move. Set aside some time to dig them up or extricate them, turn them over and return them gently to their retreat.

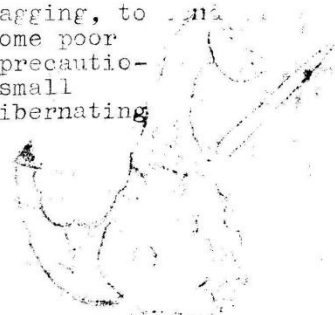
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When removing that accumulated lump of slush from underneath your chassis, take a good look at it first - hibernating animals such as hedgehogs or moles often like to spend the winter near the warmth of the engine. If it is an animal, scrape, spray and make it good, and weld into place again.

----- " -----

It is all too easy, when installing winter lagging, to bond inside your snug fibreglass waistcoat some poor inoffensive hibernating animal. As a purely precautionary measure, remove all lagging, check for small living bumps and replace. If too late, dig hibernating animals well into compost.

* * * * *



DESPITE ADVANCED TECHNOLOGY, CERTAIN BASIC SKILLS WERE RETAINED



(R)

COOKIES CORNER

(or - The beginning of an epic Saga)

As this is considered by us to be the most important department on board (the way to a man's heart is through his stomach) no doubt this article will be read with avid interest, but being a short-notice assignment, you'll have to wait for issue Number 2 for a lengthy in-detail report. This is just a brief resume of the past few weeks.

Time on board has been so far, entirely enjoyable, considering we've had a lot of work on (haven't we all?), what with HATS, SATS, rounds, visitors, families'day and commissioning preparations, but we've a good blend of experience and willingness on board, and in general we feel safe in saying that a good standard has been set on the food side and will be maintained. (If anyone disagrees I'm 6' 1" and weigh 17 stone - Clubs excepted). Preparations are well under way for commissioning, and for recipe number 1 of a regular series, we thought it appropriate to give you the ingredients of the Commissioning Cake:-

- | | |
|-------------|---------------------|
| 9lbs | Sugar (Brown) |
| 9lbs | Butter |
| 124 | Eggs |
| 14lbs 10ozs | Flour |
| 18lbs | Currants & Sultanas |
| 18ozs | Mixed Peel |
| 3lbs | Cherries |
| 1 tin | Cocoa |
| 1 tin | Syrup |
| 1 Bottle | Sherry |
| 6 cans | Guinness |

It took 12 hours baking, and weighs a lot; exactly how much is up to you to guess. Prize for the first correct answer is two eggs for breakfast instead of one.

As a post script, we'd like to say that we in the Supply mess have built up a very good relationship with the Sailors'messes 3P1 and 3P2 a great bunch of lads, and we're looking forward to hearing from reps of other messes with a view to holding some 'Uckers' and Crib championships.

THE STORING TASK

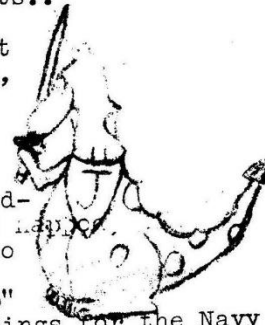
(by DEREK KNIGHT the much missed S.I.O.)

I'm sure it's often wondered (mainly by Wives and Sweethearts) the reason why R.N. personnel stand by a new build ship for such a long period before acceptance - from the technicians side there's an obvious answer, and that is to familiarise himself with all the complex equipments etc, but what about others, and what do they do?

"From a needle to an anchor" what a magnificent saying and one that is so true when describing what a ship has to carry, although when the saying was coined it really was just that, plus sails, cordage, salted beef and biscuits etc, and not as now with spares to cover a wide range of highly expensive equipment fitted on board a modern warship (as the BROADSWORD is) plus, an extensive selection of food to suit everyones tastes. This is where we introduce the Supply Department who are stockists of a scaled down range of spares - scaled down did I say? - you wouldn't think so when I tell you that there is approximately 23,000 items held in the storerooms and that

doesn't include ready use spares held by departments!!

How do we know what spares have to be carried on board not only to support equipments but also for ships husbandry etc? - it is a long story, but roughly about a year before acceptance date, information which is derived from a variety of documentation is fed into computers, that are situated at the various storage depots, and after rationalisation out comes what is called a Consolidated Allowance List. From there on things begin to happen, like the planning packing and arranging to despatch what is known as the First Outfit.



It would be nice to think that we could "shop" from the one source but the magnitude of stockholdings for the Navy is so vast that we obtained our supplies from:- The RAF, other Dockyards, Eaglescliffe, Copenacre, Llangennech, Slough, Deptford, HMSO, and last but not least NAAFI.

About 6 months before acceptance the Supply Officer, CPOSA and staff join at the Shipbuilders yard and are eventually joined by a Senior Inspecting Officer (SIO) and Inspecting Officer, who are civilians appointed to the ship by D.G.ST(N) to assist and advise the S.O. on the acceptance and embarkation of the Ships First Outfit.

The Supply Staff then prepare for a mammoth exercise to deal with the flood of paperwork. Visits are arranged to the various bases/depots, to discuss the Ships Storing Cells, the manner stores should be packed, identified and finally, despatch arrangements, in all a valuable and worthwhile exercise.

The next stage is that the stores arrive - not all at once, but in a controlled flow, and this is where it's 'all systems go'. There's the working party who are made up from ratings from all departments - they do the 'humping' and senior rates who are custodians, accept and are responsible for stores in their particular part of ship. These items are thoroughly checked and each one signed for. At the same time technical senior rates advise on whether the correct items are supply or any additional requirements - they even give some back at times. Running parallel with the acceptance of stores is the embarkation, stowage and location of storeroom stocks and as BROADSWORD is the first of class, each item had to be weighed with the weight and location recorded on a label, this information was then fed into a computer.

Earlier I mentioned 23,000 items, each one has a Supply voucher which once the location has been endorsed on, it has 5 more evolutions before it is finally filled - in all about 115,000 movements, a staggering thought isn't it.

From there on there are numerous other stores to embark - Shipbuilders supply, Provisions, NAAFI to name a few, so spare a thought for the guy standing by - its not 'Booze and Birds' but DAMNED HARD WORK!!!

Article from the SAUDI GAZETTE

The weather forecast is cancelled today because of the weather. Forecasts are obtained from the airport, and roads there from our office were impassable. Whether we get the weather tomorrow depends on the weather.

D.I.Y. COLOUR TV MAINTENANCE

When the picture on your CTV goes fuzzy or looks like a snowstorm and there is a smell of burning, the anodes of the chrominance sub-carrier deflection yoke may need adjustment. This is an easy job using a Wheatstone "Floating Fork" insulated pawl. Bear in mind care must be taken because some assemblies can kill even when switched off or cause a harmful implosion.

As a precaution surround the set with sand-bags and wear anti-flash gear, CB suit and two pairs of non-conductive steaming boots. Deguasse any metal objects within 20 feet to prevent a major fire.

When prepared, remove the tabulated ngogn which secures the graphite flange to the parallel sleeve of the low pass filter. Taking care to avoid the ffarshimelt, and without breaking the protective bush give it half a turn.

With your free hand unstrap the copper braiding round the appleton impeller at the same time ease out the left hand solenoid. WARNING solenoid must not go within 5½ inches of the cockroft and walton potrezebic shunt (sighted on the left of cathodic multiplier extra high tension unit). Connect an ohm discharge pulse generator in parallel, or series, with the red or brown leads, adjust for 0.02 Mho. JOB DONE.

If there are any question or points that need amplifying consult the duty chef....

Next issue:- How to build your own portable pulse doppler anti-missile radar detector complete with fast neutron warning facility.

As I sit here quietly typing,
Pressing letters always griping.
Keeping watches in the MCO,
Slow to relieve and quick to go.
Drinking coffee, always smoking,
Reading books, but seldom working.
Watching the clock hands turning,
Awaiting this watches end, the morning.
Finding frequencies that are clearest,
To us all, Luxy's dearest.
Disting signals in the files,
All we get are tiresom piles(of work)

by ANON (G)

"What kind of watch have you got?"
"A wonder watch".
"Wonder watch. Never heard of that before".
"Well, it's like this. Every time I look at it I wonder what time it is".

Did you hear about the Irishman who thought that the Black Prince was the son of Old King Cole...

Definition of Rhubarb :- Bloodshot Celery....

