



HMS Caprice

(World Cruise 1968)

Association



Newsletter

Dec 2012



Issue No 59



In this Issue

Reunion Costs

Mail Drop

2012 Reunion Report

2013 Reunion - Lincoln

Members Profiles - Malcolm Hawley

The Future of the Royal Navy is Here

Slops for Sale

Book Sales Unearth Information

Finance Report

Association Website

The cover picture is from a silk print and should evoke a few memories of Hong Kong in 1968 when this, and other memorabilia, were obtainable from the Chinese traders for a few dollars. With John Bishop stepping in following Harry's retirement the Association is functioning well - for those that do not pay your subs by standing order a reminder that they are due on Jan 1st. just send them to John so he does not have to chase you!

Graham Latter

Reunion Costs

Reunion deposits, which have been normally £10 per person, are paid by the Association to the hotel and refunded off your final bill. It costs the Association at least £3 per person for rum tot / ladies drink provided at the Reunion dinner.

Also there are sometimes other costs (such as entertainment which will apply at Lincoln next year). We think it right that members and their partners receive these benefits as part of their subs.

However we have realised that guests have been getting one hell of a good deal over the years! While we in no way wish to discourage member's guests from coming along – the more the merrier – we think it only fair that they contribute to these costs.

From now on we will ask for a deposit of £10 for members and £14 for guests - £10 will be refunded from all hotel accounts and in the case of guests the Association will retain £4 for costs.



Mail Drop

RE cover photo - last Newsletter

Thanks for another great magazine, well done. I think the coxswain of the seaboat is none other than 'Flo' Nightingale, Seacat operator and all-round good hand

Don't bother sending me my prize! take care - *Phil Rowe*

Dave Cummings disagrees...

No! definitely not Flo, it is who I said (the gunners writer) he used to type and deliver daily orders (trust me) ask Rip Kirby. P.S. The prize is mine.

Also a note from Dave Jennings see page 8



On the subject of rum Derek Crowley’s daughter Tina had been promised a tot if she turned up in Uniform, which she duly did, looking extremely smart. Tina is the first female Sea Cadet Corps Warrant Officer.

The picture shows her with ex WREN Pat Kirby with their tots, which they duly downed in one (as per the agreement!).

Following an excellent dinner we had a few surprises lined up for our retiring Hon.Treasurer.

He was presented with a framed montage of nauticalia, a specially commissioned caricature (by Lorraine Emmerson) and, courtesy of Engine Room dept., a boxed (empty) bottle of Rum – this was later replaced with a full one from the Association Rum stock. The raffle (with some very interesting prizes) raised £158.



Harry with his swag

At Sunday’s “AGM” it was suggested that a questionnaire be sent out to members to ascertain their thoughts on Reunions – it is enclosed with this newsletter.

**The Association’s very own
D01 Matchstick Model
displayed in its protective case**





LOST PROPERTY

This black cardigan was left by a lady at the Reunion Dinner on Saturday Oct 6th (at least we hope it belongs to a lady – our members have done some odd things in their time but as far as we know none of them are cross-dressers – might just be wrong!)

If anyone wants to claim it please contact us and we will put in the post.



2013 Reunion - Lincoln



The 2013 reunion is at **Bentley Hotel at Lincoln** on the weekend of 4/5th October 2013.

NOTE the date 4/5th October !

Members arriving before or after this date may be awarded the order of the prancing goat.



The Package costs are:

2 Nights (Friday, Saturday), bed, breakfast + Buffet Dinner Fri + Reunion Dinner Sat
£138 per person

Saturday Night Only - bed, breakfast with Reunion Dinner
£74 per person

Additional nights (bed and breakfast ONLY)
£47 per person

Note that there are NO single room supplements at this hotel.

Booking routine as usual through the Association - no need to do anything just yet apart from noting the dates in your Diary. Booking forms and more details will be sent out with the next Newsletter.



Member's



Profiles

Malcolm Hawley

The Life and Times of Yorky Hawley

Born in **Mexborough**, a mining town near Doncaster. Most of my extended family were in the mining industry around South Yorkshire. All miners of that day were adamant "None of my kids will go down the pit". Consequently neither my three brothers or myself ventured underground.

I went to Mexborough Technical School and although I received a good level of education I achieved limited success. After leaving school I extended the hours I worked at a local newsagents; getting up at 6am, doing two rounds in the morning, an evening round and two rounds on Sunday plus collecting money. For that I earned about £2.

I joined the Navy in September 1958 – the deal was, they said – you get kicked out of bed at 6.30am and we give you 10 bob a day. Wow! I thought, I get a pay rise plus a lay-in – I was over the moon!

Leaving **Raleigh** I was drafted to **HMS Belfast** and within a few weeks was dispatched towards the Far East. I had my 18th birthday in Malta, my 19th in Singapore before flying back to Blighty January 1961. In March I joined Collingwood but after three months I was somehow seen as a threat to the greeny empire and was drafted to **HMS Grafton** with

the Portland Training Squadron.

December 1961 I picked up my hook and in June drafted to Fort Southwick, attached to Dryad. That gave new meaning to the term "laid back". On joining the 2½ ringer in charge informed me I'd have to arrange my own accommodation, then pulled out his wallet and said "Do you want to borrow owt 'til pay-day?"

After six months there I rejoined the real world and went to Sultan for the Killicks course; where I scored enough to qualify for the Mechanicians course.

Next on the agenda was a draft to **HMS Victorious**. Again to the Far East, almost non-stop because we had to relieve Ark Royal urgently. We bumbled round the usual haunts, occasionally launching planes until we eventually flew back again from Singapore.

After five weeks leave boosting the profits of Joshua Tetley (no, not the tea bags) I started the two years Mechanicians course.

After a while boozing and watching television became boring so I bought a racing bike and transformed myself into Bradley Wiggins (not overnight I might add). Nevertheless due to a strenuous training regime I found myself able to cycle overnight 220 miles non-stop from Gosport to Mexborough in August 1966.

After graduating from Sultan I was sent on the PO's brainwashing, (I mean leadership), course somewhere near Bath.

Then May 1967 I was dispatched to the **Caprice**, a floating scrap-yard in Chatham dockyard. A world cruise in 1968 didn't seem possible!



On the Caprice in Chatham prior to the world cruise

After Caprice I was drafted to Fleet Maintenance Unit (FMU) Chatham with a brief spell up at Rosyth to do my unit ticket. Then in January 1970 I married my wonderful wife, Pat and after 43 years she's still trying to train me. We moved into married quarters in Chatham. April 1971 I flew to Hong Kong as advance party to **HMS Hydra**, which was to return to Chatham to re-commission. On the return voyage I decided to call it a day and applied for discharge. I sent for an application form for the prison service, filled it in and posted it from Barbados, last stop before Chatham.

I transferred back to FMU Chatham and began the slow process towards joining the prison service in tandem with the equally slow progress towards naval discharge. Finally I walked out of Pompey barracks Wednesday 10th November **1971** and presented myself at

Wakefield prison Monday 15th, not much demob leave there!

When I started governors were disciplinarians with a free rein, when I packed in 27 years later they were accountants ruled from Whitehall. I must have impressed somebody because I was presented with the Imperial Service Medal.

On the personal side we have two children, Cheryl and Mark, plus a final total of five lovely granddaughters aged between 12 and 22. We live in the house we bought in 1972 in a pleasant suburb of Wakefield, "The Merry City".

It's not all been good news – July 1994 Pat had a heart attack. She was rushed to the local A&E, which fortunately is only one mile away, 5pm on this Saturday afternoon. The medical staff did the business, got her on an



even keel and transferred her to the intensive care unit. At 8pm the nurses told me to go home, as she needed to rest, assuring me she's fine and not to worry. At 9.30pm I received a phone call instructing me to go to the hospital at once. From receiving the call to arriving at the ward took 15 minutes, the longest 15 minutes of my life. When I gets there, the "patient's" looking fine but the nurse told me she'd had another minor heart attack, but she's fine now. Pat told the nurse she should not have phoned me but apparently it's hospital procedure. Things did improve, slowly, to the point where although she's not and never will be 100% fit, she's fit enough to do what other pensioners can do.

That was a major factor in me retiring earlier than perhaps I would, which means I'm approaching 15 years of total retirement, slippers and pipes don't apply – yet. We've worn a few tyres out on our caravan touring round Europe, now though, we've been everywhere, got drawers full of T-shirts, so the caravan also has retired and been placed on a seasonal site near York.

We are members of the Elite Racing Club, with 20 horses in training. Stable visits are arranged and hospitality events on race day, very interesting. I'm also a keen coarse fishing – fly-fishing is too posh for me. We spend a few weeks in Lanzarote in mid-winter and in May slot a month in somewhere, generally France but we are flexible. We'll go for it as long as we can because as they say "life ain't a rehearsal".



Likes All 2012 Olympians, Planning holidays, Counting my money

Dislikes Manchester United, Tony Blair, Cars that don't have a good old fashioned handbrake

Re the photo from 1968 in last newsletter



Dave Jennings writes; We were evidently known as the "Famous Five" (don't know why) I believe it was taken at the "Ship Inn" in Sembawang. This is the only photo of me from '68, recently mailed to me as a paper copy from Chris Hole (he has the original). I am on far left, Chris Hole next to me, I need help with the others, could be Dobby and Greg Farmer not sure.



The Future of the Royal Navy is Here (Originally sent in by Derek Crowley)

The Royal Navy is proud of its new fleet of Type 45 destroyers. Having named the first two ships HMS Daring and HMS Dauntless, the Naming Committee has, after intensive pressure from Brussels, renamed them **HMS Cautious & Prudence**. The next 5 ships are to be named **Empathy, Circumspect, Nervous, Timorous and Apologist**.

Costing £850 million each, they meet the needs of the 21st century and comply with the very latest employment, equality, health and safety and human rights laws. The new user-friendly crew's nest comes equipped with wheelchair access. Live ammunition has been replaced with paintballs to reduce the risk of anyone getting actually hurt and to cut down on the number of compensation claims. Stress counsellors and lawyers will be on duty 24hrs a day and each ship will have its on-board industrial tribunal.



The crew will be 50/50 men and women, balanced in accordance with the latest directives on race, gender, sexuality and disability. Sailors will only have to work a maximum of 37 hours per week in line with Health and Safety rules, even in wartime! All the vessels will come equipped with a maternity ward and nursery, situated on the same deck as the Gay Disco.

Tobacco will be banned throughout the ship, but cannabis allowed. The RN is eager to shed its traditional reputation for **Rum, sodomy and the lash** so out has gone the occasional rum ration to be replaced by sparkling water. Although sodomy remains, it has now been extended to include all ratings under 18. The lash will still be available (but only on request). Condoms can be obtained from the Bosun in a variety of flavours, except Capstan Full Strength.

Saluting officers has been abolished because it is deemed elitist and is to be replaced by the more informal, "Hello Sailor". All information on notices boards will be printed in 37 different languages and Braille. Crew members will now no longer be required to ask permission to grow beards or moustaches - this applies equally to women crew members. The MoD is working on a new "non-specific" flag because the **White Ensign is considered to be offensive to minorities**. The Union Jack has already been discarded.



The re-named HMS Cautious is due to be commissioned soon in a ceremony conducted by Captain Hook from the Finsbury Park Mosque who will break a petrol bomb over the hull. She will gently slide into the water as the Royal Marines Band plays "In the Navy" by the Village People. Her first deployment will be to escort boat loads of illegal immigrants across the channel to ports on England's south coast. Border control will not be involved as this is a Naval Operation.

The Prime Minister said, "While these ships reflect the very latest in modern thinking, they are also capable of being up-graded to comply with any new legislation coming out of Brussels." His final words were, "**Britannia waives the rules.**"



Please make out cheques to
HMS Caprice 1968 Association

All profits go to Association funds



Polo Shirts



Sizes available - L or XL
£16.50 Plus 1.50 P & P

Enamelled Crests

Badge with a brooch pin
£4 .50+ £1 P&P



Tie Bar

£5.50 + £1 P & P



Blazer Badges

Very smart gold wire blazer badges (8 cm wide) £11.50 Plus 50p P&P

Cufflinks

£7.50+ £1 P & P

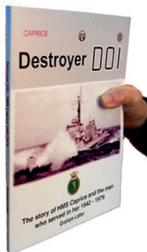


Destroyer D 01

The Story of HMS Caprice
and the men who served
in her 1942 -1979

Discounted for Association
members to £9.50 per copy
plus £1 P & P.

We have very few books left
and so if you want one order
your copy now.



RN Anchor Badges

NEW

£4 .50+ £1 P&P



Caprice Book Sales Unearth Information

Two recent book orders have yielded yet more information of the ship's history

Graham Haddow, from Scotland, ordered a badge & book for his father **Murray Haddow, who was one of the original Crew of 1943**. We have been in touch with him and he is putting together some recollections of his time onboard.

Michael Brown, from Australia, ordered a book for a friend who is constructing a 1:72 scale model of the Caprice. He commented "The CAs were the last destroyers which looked like destroyers to me". Since then he has sent us quite a few photos of the ship, many of which we have not seen before.

- Finance Report -

Funds

Thanks to our previous Treasurer we have a healthy **£925** in the bank. From which this newsletter will cost about £150 to print and distribute. With member's subs coming in January we are financially sound for 2013. **Thanks once again to all you who pay by standing order** – it saves us no end of time and hassle!

Rum

We have **6 full bottles in the Spirit Room** (now located at John Bishops). This is worth around £168 and equates to just over 70 tots, sufficient for next 2 reunions. We are always looking to replenish rum stocks, if you find a supplier who sells at £28 per bottle of blue label or less let us know!

Assets

Apart from rum, the value of other assets which include slops items and postage stamps (purchased at the old price!) totals **£332**

COMMENT – Many Associations would be very pleased to be in our financial situation, which is mostly due to Harry Hobbs' careful stewardship over the years.

Association Website

www.hmscaprice1968.org.uk

Our website is kept fully up to date and you can view newsletters online. It has had over 11,500 hits to date and attracted many new members. There is also a very good picture archive of the Caprice from 1942 to 1979, up to date Association & Reunion News and a Slops page.



HMS Caprice (World Cruise 1968) Association

www.hmscaprice1968.org.uk

The Association, founded in 1995, is open to all who served on **HMS Caprice** at any time during her memorable **World Cruise in 1968**.

An annual subscription of £12 is payable in January.

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The 2013 Reunion is at the Bentley Hotel, Lincoln on 4/5th October 2013

Absent shipmates who have crossed the bar:

Ex Association Members

AB (QA2) John Dunn RO2(T) Dave Windsor ME1 Bob Harris
L.Sea Mick Walsh AB Dougie Richardson LCEM Danny Smith

Ex Crew Members

LRO(G) Ali Dow RO2(G) Dave Matthews ChME Nick Carter
CEA Don Farrow CERA Paul Hockey PO Writer Dave Walters
ME1 Don Swain Lt. Peter Higgs
also - Chinese Laundryman Lou Moon Chuk



*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*