

As a Lt (E) (ME) I was the trials officer for most of the ships' acceptance trials working for the Machinery Trials Unit of the MoD. Then, as a Lt/Cdr I was the MEO of Ambuscade, following which I was the desk officer for the Class on the staff of FO Plymouth (when that's where all the engineering decisions concerning the operation of the ships were made there). From there I was appointed to the staff of FOST as the ME Searider for all the Gas Turbine ships.

The Falklands war happened in this period and I became the Engineering repair manager on Stenna Seaspread - the heavy repair ship, looking after repairs and maintenance of all the ships in the South Atlantic, including most of the T21s [Amazon was the only one to miss the event being, as usual, in refit!]. In this time I spent a few weeks as the MEO of Ambuscade again until a more permanent MEO arrived. Then back to Stenna Seaspread, after which back to FOST. Following all of this, and as a Commander now, I was appointed to the T21/T42 ship section desk in the MoD, again doing what I could for the T21s. It was in this job that I first met the Pakistan Navy who, at the time, were interested in buying some new build T21s (modified!) from Vosper. However, this came to nought.

I resigned from the Navy to work for YARD and in this job I again became involved with the Pakistan Navy when MoD Disposals offered Amazon for sale. The PN wanted all 6 remaining ships and I advised them how to go about getting them, to the extent that they asked me to be a part of the PN team negotiating the sale with the UK MoD, a role which I did undertake.

So, as you can see, I was very involved with the Class and their people from acceptance to disposal. They have been an important part of working life and I would like to help perpetuate their memory.

Mike Townson