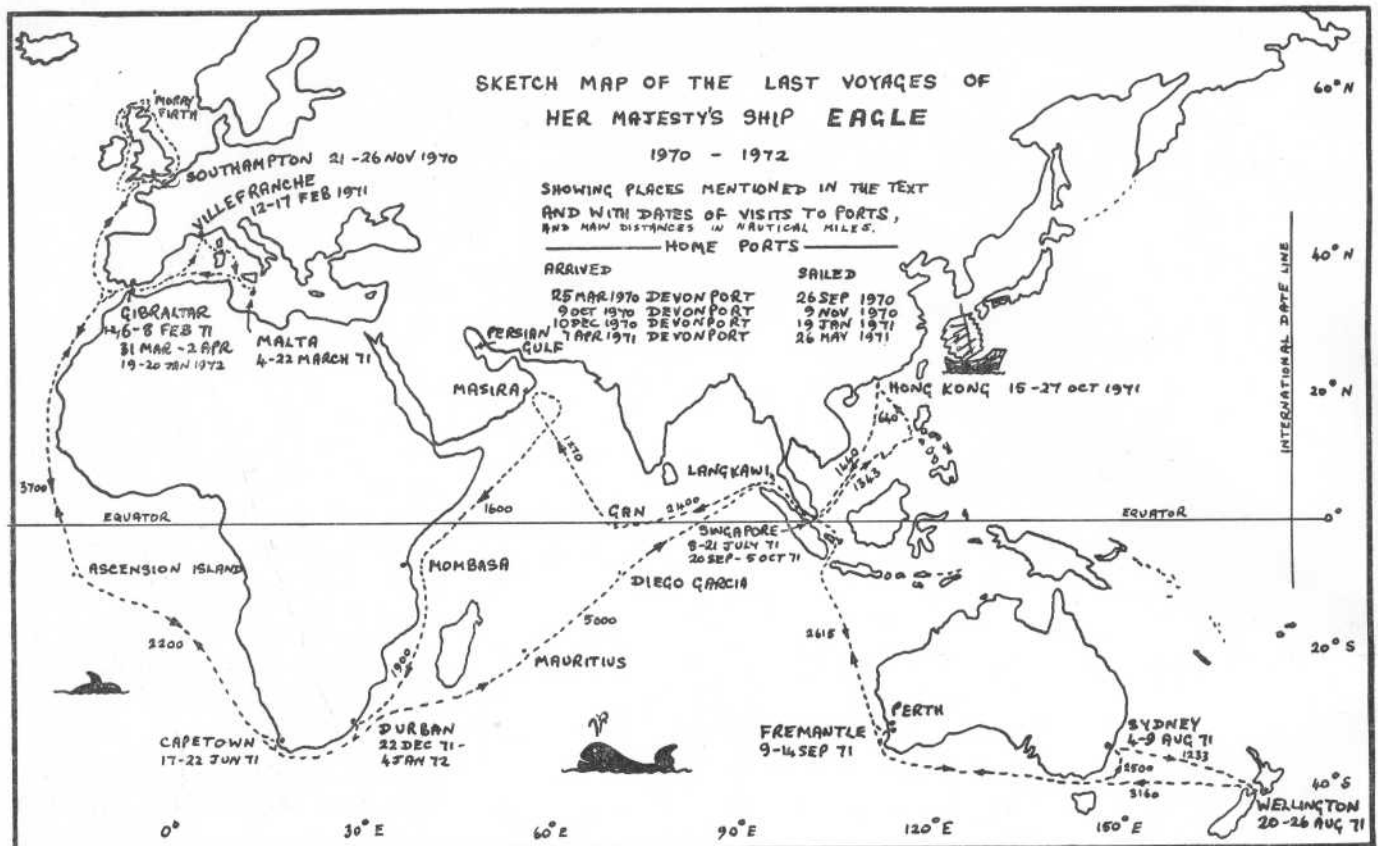


HMS EAGLE





Introduction

This is a book about HMS EAGLE for those who served in her, but many others will read it: wives, parents, sweethearts and friends. To those who do, may I suggest that you concentrate on reading between the lines. If you do this you will recognise at once the labour of love which the compilation of this book entailed.

You will also recognise that here is the last saga of a Great Ship, prepared to fight if needed, prepared to aid anyone in distress, prepared to represent her country honourably on all occasions and in all parts of the world. In the many photographs you can meet the men of EAGLE, no less a band of brothers than the men of Nelson's ships.

Between the lines in this book, with its frequent understatement, you will find an anatomy of the Royal Navy revealed in the character, courage, fortitude, humour and kindness of EAGLE's officers and men.

EDITOR'S NOTE - We regret that this souvenir book is in 'paperback' form, but by sacrificing hard covers we have been able to include a lot more material than would otherwise have been possible with the money available. Should you wish for a copy bound in boards, then, it is quite easy to get this done by any bookbinder - it would not be very expensive. (For those of you in possession of the book of the first half of the commission, from 5 March 1969, the two could be bound together.)

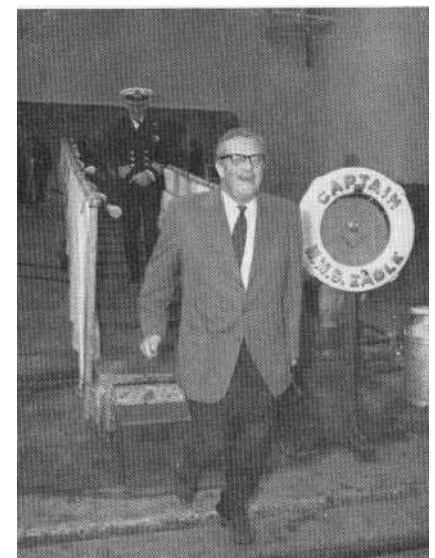
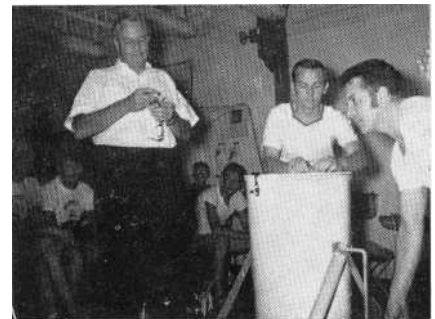
The author of the book of the first part of this last commission concluded by saying, 'We'll be back'. Yes, here we are. As the 'Through Deck Cruiser' is being considered by the powers that be, we might conclude by saying, with certainty, 'We'll be back *again*'.

CONTENTS			
GENERAL NARRATIVE	2		
RAS	16		
DEPARTMENTS			
Seaman	17		
Communications	21		
Weapons Electrical	23		
Supply and Secretariat	26		
NBCD Party	30		
Divers	31		
Church	32		
Maren	33		
Air Engineering	38		
Air	40		
800 NAS	42		
826 NAS	46		
849 NAS 'D' Flight	48		
899 NAS	49		
SAR	52	Rugby	63
Fleet Chiefs	52	Hockey	65
Medical	53	Squash	65
Dental	54	Cricket	66
Weapons Supply	55	Water Skiing	66
Laundry	55	Harriers	67
Meteorological	56	Golf	68
Education	56	Fencing	69
Royal Marines	57	Cycling	69
Eagle Players	58	Surfing	70
'Eagle Express'	59	Shooting	70
Children's Parties	60	Water-polo	71
Radio 4XO	60	Judo	71
Eagle Brass	61	Canoeing	72
Cinema Staff	61	Tennis	72
Thrash	61	Dog Shooting	72
SPORTS	62	A BRIEF HISTORY and	Back
Soccer	63	PHOTOGRAPHS of EAGLE	Cover

PLEASE NOTE * Names are listed in order for all group photographs, taking the back row first, left to right. Asterisks are used to indicate the separations between rows. For example: ** indicates the start of names referring to the second row from the top; ***for the third, etc.



Left: Captain I. G. W. Robertson, DSC, Royal Navy, arrives on 1st June, 1970 with the ship in dry dock and (on right) is introduced to Commander E. M. G. Johnstone by the previous captain, Captain J. D. Treacher. Below: On Watch; Off Watch (drawing one of the lucky car-winning tickets for the Highwayman Draw); Going ashore, on 28 January 1972 for the last time



Foreword

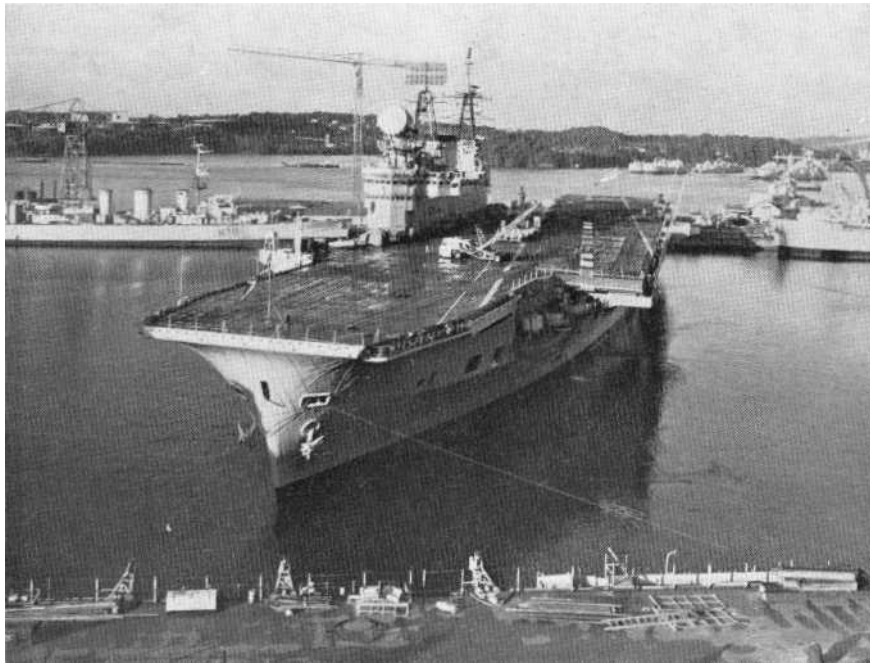
HMS EAGLE
at Portsmouth
28 January 1972

It is a great honour to be asked to write a few words for the book of the last Commission of this famous EAGLE.

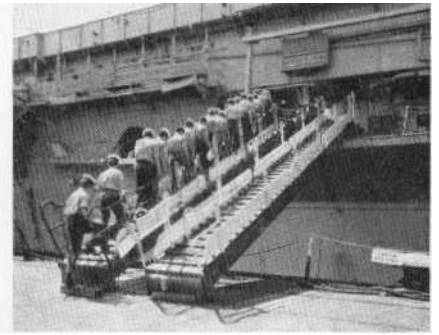
When we first met, I stated that my aim was to try to achieve a 'whole' ship. This meant that everyone was to work together, whatever his job, to attain, at the end of the day, the maximum operational efficiency out of the aircraft - our prime weapon.

I believe that, together, we have well and truly accomplished this aim. We have not, as far as I am aware, turned down or found too difficult any task we have been called upon to perform, and, as you know, these have been many and varied. We have taken part in moments of history - covering the withdrawal from our military bases in the Far East and the Persian Gulf. Above all, we have achieved an immaculately clean, smart and efficient ship. This has been a corporate effort.

From the bottom of my heart I say to each and every one of you, thank you: God bless you, and good luck in all your endeavours in the future.



A tight squeeze



Home from home

DED

In April, after leave had been given, all but the RAs took up residence in HMS CENTAUR, towed especially round from Portsmouth to provide accommodation for us whilst EAGLE underwent docking and rectification of essential defects.

Daily orders took on a new importance: they published the caisson opening times. When it was open, the walk from EAGLE to CENTAUR, around the basin, was a long one. (It took from ten minutes to an hour - depending on whether lunch or work was at the other end.)

Captain Robertson joined and the twin hulks under his command took on steadily changing appearances. CENTAUR became a lively home, where an 'EAGLE spirit' developed, due mainly to the successful innovation of the Eagle Club. EAGLE herself began to look more ship-shape as the rectification programme went ahead smoothly.

Summer leave came and went. The Tot went. The dock was flooded and we floated again. On being warped out to the tidal berth we were able to vacate CENTAUR and establish ourselves, thankfully, 'at home' again.



Make room for a small one



Divisions with AGRS





Arriving at Southampton



The Mayor of Southampton stirs it

WORK UP & ORI

We sailed for trials on a Saturday afternoon (26 September). The squadrons found their sea-legs and various evolutions were practised: Thimblehunt, Emergency Stations, and so on. The machinery, too, was put through its paces, and we returned on 9 October for a short rectification period. This became another docking for work below the water-line after a rock had been struck on the way past Drake's Island.

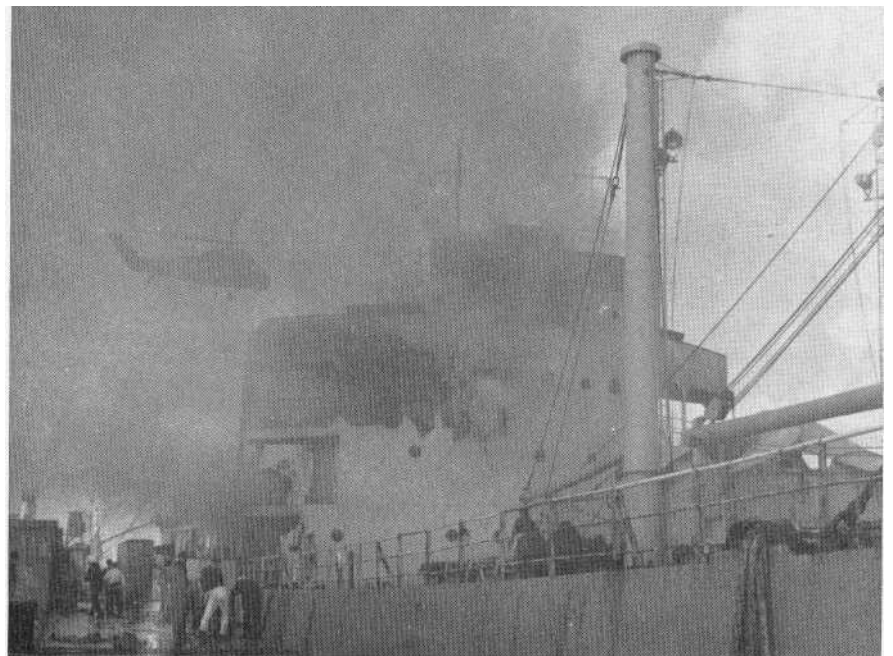
All was fixed and we sailed a month later and worked ourselves up the West Coast on the first leg of a 'round Britain trip'. It was 'all go' in the Moray Firth for some time, in company with CAVALIER, MALCOLM and the submarines AURIGA, AENEAS, ZEE HUND and POTVIS. The words *AMBER* and *RED* took on a new significance: to some it meant that meals were available round the clock.

We came down the East Coast and took a long week-end off in Southampton: the first of many splendid runs ashore in foreign parts. Duly refreshed, we steamed round to the Bristol Channel and were off Brawdy on Friday 27th where we held the second work-up with DANAE, CHICHESTER and OSIRIS, returning to Devonport on 10 December.

On 19 January we sailed for our third work-up and the Operational Readiness Inspection, carried out off Gibraltar on 8-9 February. There was little time for leave there, and inclement weather did not help, stranding several hundred ashore one night. The Inspection was carried out by Rear-Admiral Treacher and his staff. With his recent and intimate knowledge of the Ship, we were braced for a thorough going-over. We got it, and 'passed' with flying colours.



Fuel and food but no chance of sleep



Firefighters at Gibraltar - the SS BYZANTIUM



Arrival at Villefranche



Carnival at Nice



Perfume galore

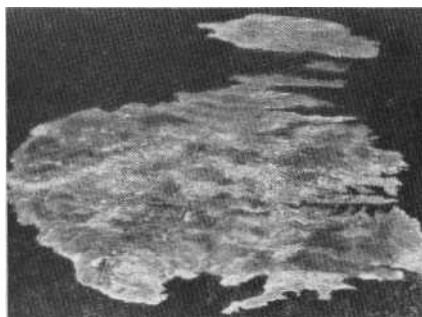
THE MED

In the crisp morning air of 12 February we went to the buoy in the centre of the Bay of Villefranche and took a well-earned opportunity for recreation. The British community extended a welcome and, through their generosity, many coach-trips were made possible. Some of us were content to sit in the local cafes; others visited Nice or

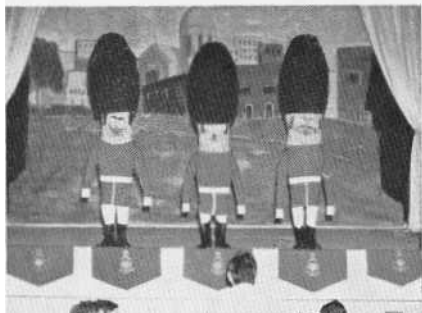
toured into the Alpes Maritimes, Grasse, Cannes or Monaco. No one broke the bank at Monte Carlo, and we sailed for some exercises before arriving for a period of self-maintenance at Malta. Some wives had flown out, and there were a few anxious faces on board as our entry into Grand Harbour was delayed by the weather for some hours.

Whilst some worked on board, others worked at LUQA. There was recreation, too: sport, theatricals and adventure

training away from it all at Golden Bay in the North. We sailed on 22 March and were able to call in at Gibraltar for a couple of days on the way home. On the 7th we returned to Charlie Buoy and, after clearing Customs in the forenoon, we embarked families and sailed with them up the Hamoaze. The mail strike had caused many to be out of touch with their homes during the whole of this trip and we were all glad to be back.



Maltese Islands



Eagle's Grenadiers



Leaving Malta



'Golly, it's good!'

DEPLOYMENT

For those trying to put their houses and gardens in order, April and May passed far too quickly. The Ship was loaded down with stores of every description. Because of the Far Eastern 'run-down' we had to take everything we might need (for nine months) with us. RFA RELIANT helped out and together we sailed for the Bristol Channel on 26 May. From there we picked up the jets, last-minute stores and stragglers before deploying to the East on 1 June. We closed within flying range of Gibraltar and passed close to the Canaries. GLAMORGAN, RELIANT, RESOURCE and TIDPOOL were all following

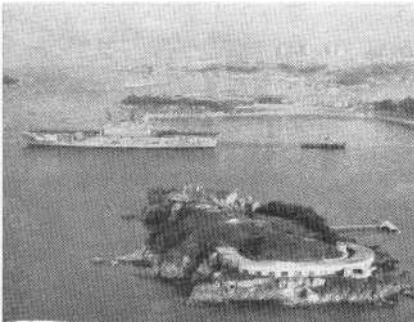


All in white

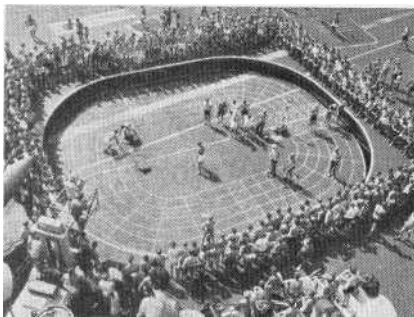
roughly the same route and the pattern for the voyage was established. We topped-up from the URG (underway replenishment group) and rushed off to fly in some suitable spot. As they caught up, we topped-up again. After a day or so we chased on and topped-up as we passed by - and so on. It was strange how we always seemed to meet up on Sundays, though...

With the prospect of months at sea now becoming a reality, the Ship Spirit, which had been smouldering and

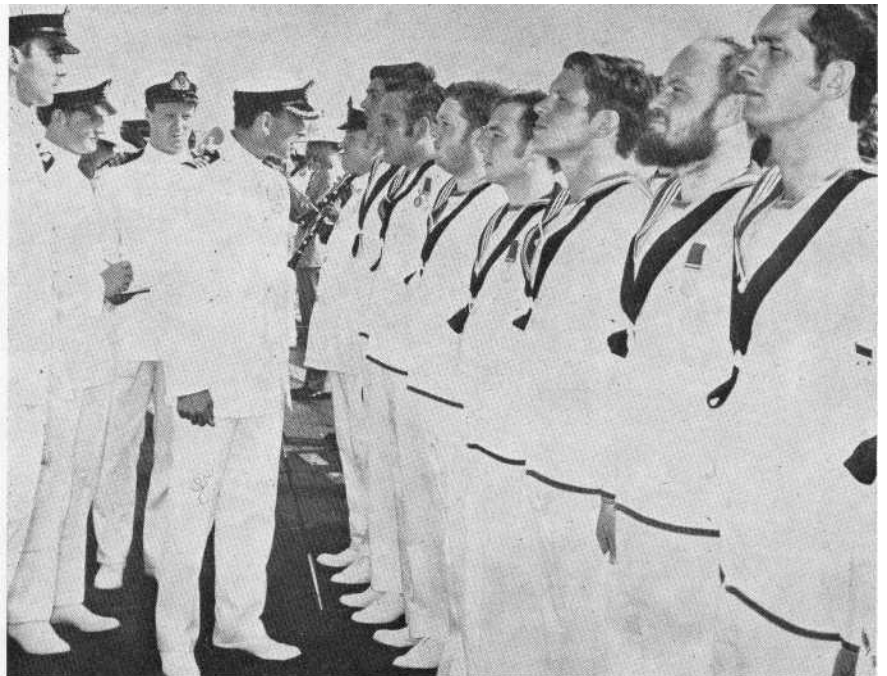
flickering at times such as the ORI, steadily glowed. Individuals began to find ways of spending their time profitably during the long sea passages the Ops Team dreamt up exercises; the Command thought of divisions (just to check that we'd brought our whites). The 'Off Watch' group, which had been functioning quietly since the ORI, became more meaningful as it thought up and arranged entertainment for all. The first of many 'Singalongs' was held on the cable deck on 5 June.



Sailing from Devonport



Horse-racing



Commander Johnstone inspects



The PMO gets a ducking



Photographic evidence



Ascension Island

CROSSING THE LINE

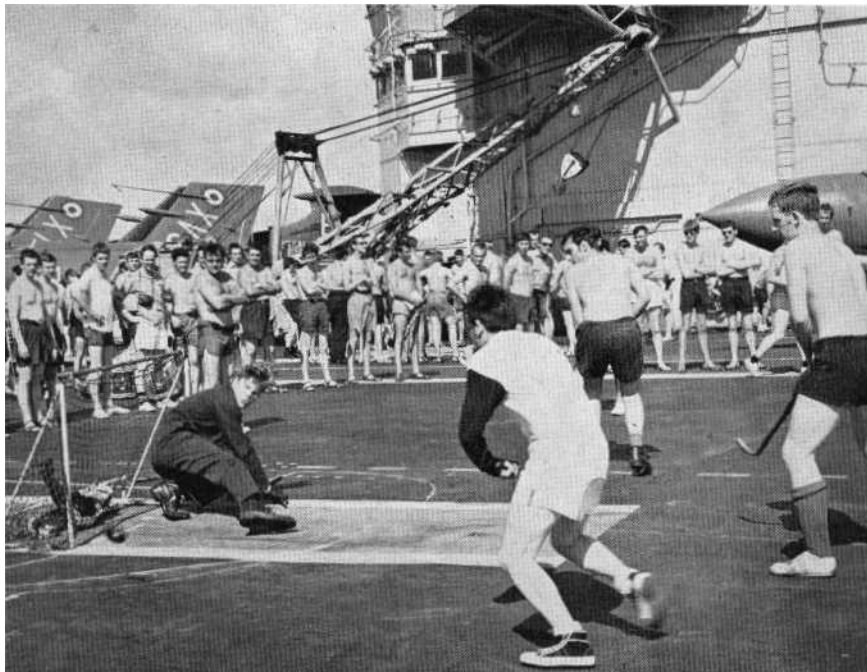
Tradition has it that ceremonies are performed in obeisance to King Neptune as ships cross the Equator, and a day was set aside for such merrymakings. Initiation, sacrifice, call it what you will: a representative selection of the Ship's Company were selected to be shaved, dolloped, whitewashed and thrown to the bears. With full court regalia, mermaids, policemen, etc., the Captain was the first to sample the

EAGLE twin-tub, whiter than white, dollopwash. (He was accused of - 1: sailing on time; 2: 'Did deprive the Ship's Company of Whit week-end'; and 3: was seen to smile at the return of the squadrons.) The Commander, Doctor, Dentist, Schooly, youngest chap on board - were all for it and all were duly accused (in rhyme, too!) and ducked. The formalities over, the duckings became less formal and a few

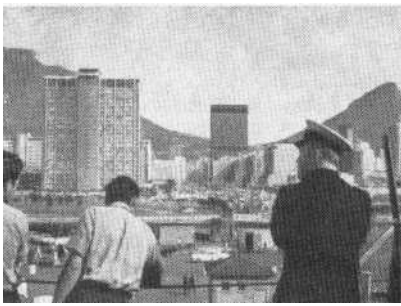
innocent and unprepared spectators were manhandled into the water, and by mid-afternoon the pools were filled with volunteers and pressed (or pushed) men. Of course, someone had to pull the plugs out; the waters drained away and revealed a small collection of keys and false teeth at the bottom of the pools!

When aircraft movements permitted, the deck space was given over to organised sports. Sometimes, complete knockouts or marathons were arranged; at others the fitness enthusiasts ran around the aircraft and did their press-ups in quiet corners. For the 'spectator only' sportsman there was horse-racing, with opportunities to buy, bet, or just to watch. If you liked none of that, then the sun was shining, the sky was clear, and all was set for a spot of bronzing.

As we approached Ascension Island, with its runway available as a diversion, our aircraft became more active and, of course, some mail arrived. The football team, the Royals and some other visitors were landed on the Island, and the helicopters were called on to shift loads of earth up the barren mountains in order to provide a roothold for trees being planted amongst the ash of the volcanic wastes. As darkness fell, the visitors were brought off and the course was set for Capetown. We did not close St Helena and changed back into blues in preparation for 'winter' down south.



It must be a goal . . .



Main street at our doorstep



In the mountains



Dawn, and the EAGLE, strikes Capetown

CAPETOWN...

We were certainly glad of our blues for the ceremonial entry into Capetown. The helicopter brought out the pilot and the Admiral - Flag Officer, Second-in-Command of the Far East Fleet. We watched as the first rays of sunshine dissolved the table-cloth and crept down from the tiny lift house at the top of Table Mountain to the flats and office blocks below, and we listened to the noise of the saluting guns as they echoed round the rocks. Berthed as centrally as one could hope for, we were quickly ashore for a 'leg stretch' and the first chance to savour the tremendous hospitality that became a feature of the cruise. Special offices were set up on board and ashore to cater for invitations to lunches, for drives and barbecues.

For those who enjoy sightseeing there was, of course, the cable-car trip to the top of the mountain. Some visited the Rhodes Memorial at Rosebank, and many took coach-trips farther afield: either round the Cape and to the Cape of Good Hope itself, or along False Bay, past Cape Hangklip and up into the mountains that are inland. There was beautiful scenery in contrasting styles - from the sheer cliffs of the Cape to the wide open stretches of sand in False Bay; from the ruggedness of the mountains to the flatness of the plateaux behind them; from the barrenness of the mountainous moorlands to the fertile apple-growing areas and vineyards.

After five days, on Tuesday, 22 June, we sailed towards Singapore, slowing down off Mauritius to land and deliver mail and to 'show off' some of the aircraft in a flypast and demonstration.

We also landed a helicopter at Diego Garcia. It was the first aircraft ever to land on the new airstrip being constructed there by the Americans. We collected their mail and were able to fly it off almost the next day as we got within range of the Penang areas. We exercised there for some days before entering Singapore on 8 July for a period of assisted maintenance at the Sembawang Shipyard. For some there were wives to meet them; for some the challenge of an inter-departmental multi-sport Olympiad; and for all there were the swimming-pools; the many small bars of Sembawang or the bright lights and fascinating life of Singapore City itself. 'Rabbits' were purchased, although with the prospect of another visit there many people were holding back, probably to save up a little more cash. On the 21st it was time to press on farther eastwards.



Rear-Admiral D. J. Williams and his Staff

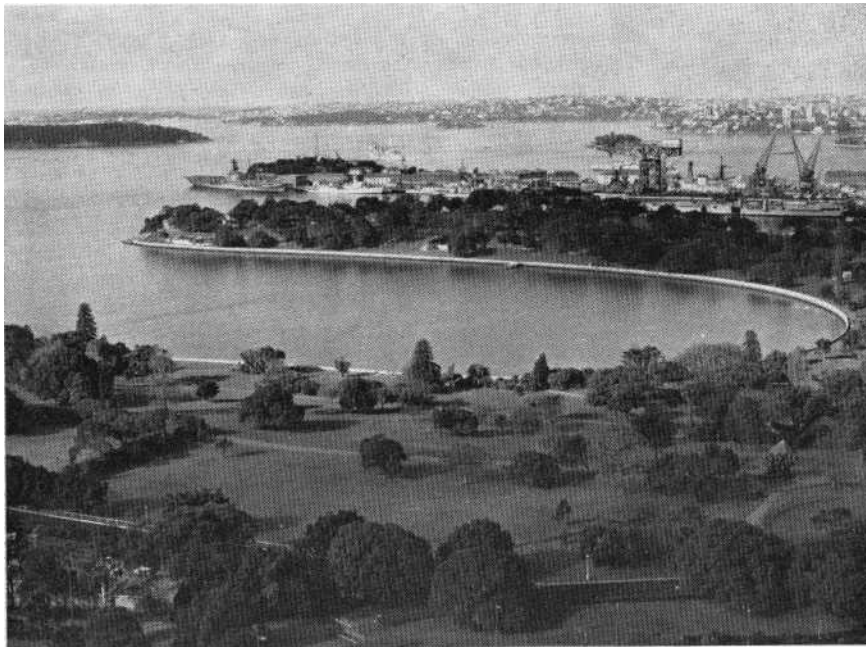
... AND SINGAPORE



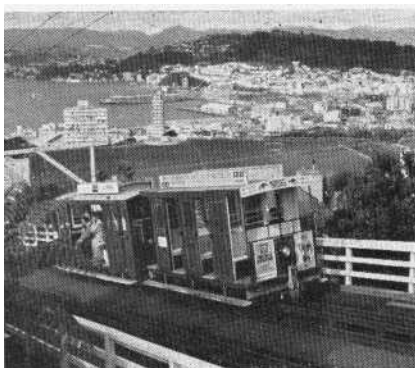
'Haircut, sir?'



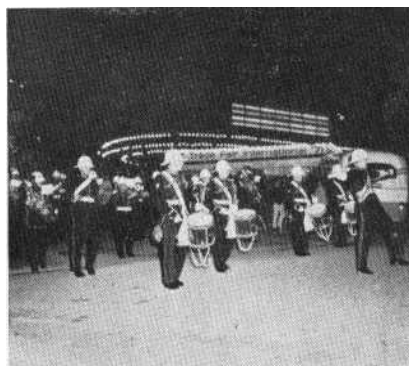
Morning mist at Sydney



Sydney Harbour (with EAGLE and HMAS MELBOURNE, left, at the RAN Base)



The railway - Wellington



Royals at the fair

DOWN UNDER SYDNEY, WELLINGTON, FREMANTLE AND . . .

The passage to Australia was marred by a fire in one of the two plants used for making liquid oxygen. This was very serious and potentially extremely dangerous. Whilst the entire Ship went to emergency stations, the fire was fought and contained within the area of the plant. Within a few hours all was under control, and the damage, although severe, was very localised. The Ship returned to the Singapore areas and flew the two men who were injured, in the initial explosion, to hospital.

Our operational efficiency was not unduly affected and we were soon exercising, as planned, off Perth. We moved across to the eastern end of the continent and, after a little more flying, entered Sydney on 4 August and began to sample life in Australia. Some never got farther than King's Cross, just up the road from the dockyard. Others were off to the beach (Bondi, of course - although there were several others) and there were coach-trips, too: into the bush or to the wilds of the Blue Mountains and Katoomba. In many ways Sydney was like London: busy, alive at night and, alas, expensive. The Australians were very friendly and some related (almost with pride) their ancestry ('Yes,' said the taxi-driver, 'I'm a fourth-generation convict.') Miss Elizabeth McCracken, a young nurse, came on board to receive a small gift from the Ship - she was born on board during the Coronation Review at Spithead. Our visit was a hectic five days - one of those long week-ends when everything happens so fast you never have time to recover.

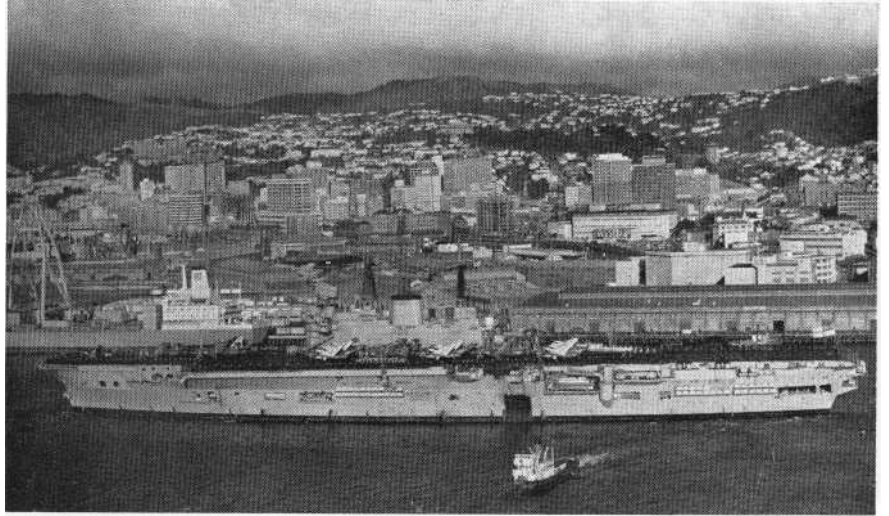
On sailing, we met with bad weather and the plans to go through the Cook Strait and exercise to the east of New Zealand were cancelled, as the Ship and her escorts (GLAMORGAN, DANAE, ACHILLES, JAGUAR, HMAS OVENS and HMNZS WAIKATO and WIRANGI) took shelter. Fortunately, the weather improved sufficiently for the entry into Wellington to take place as scheduled. Our visit there coincided with a trade fair and the delicate negotiations on the Common Market. The New Zealanders, especially the ex-servicemen, of whom there were thousands, were boundless in their enthusiasm and generosity. It was a visit never to be forgotten. Some went to Auckland, others saw the hot springs, others were just dragged from one party to another in a haze of hospitality. Again, five days was the ration -

not long enough for the initial impetus to die down, and just long enough to be able to cope before dropping with exhaustion. We sailed, and headed westwards for another visit to Australia.

Fremantle is the port for Perth at the mouth of the beautiful Swan River. Perth is the capital of Western Australia and is a charming city with ocean to the west and desert to the east and an extensive agricultural belt around it. There were sights to see there, and the visit got off to a swinging start with the Ship's Dance - the big hooley of the Commission - held on the first night in. Whilst some loners went off into the bush, the less adventurous athletes walked from Fremantle to Perth and back for charity. In comparison to Wellington, the visit was quiet, but nonetheless very enjoyable - another long week-end and we sailed again on 14 September for Singapore.

For those who had lounged at the pool all day during their first visit to Singapore, time was running short: sights had to be seen and, of course, the remaining rabbits had to be purchased - although some felt that Hong Kong would offer better prices. More wives arrived. The changes as the British Forces left became noticeable; the sentry at the gate of HMS TERROR was frequently wearing the grey-green uniform of the Australian forces. At a short ceremony there, the Far East Colour was paraded and transferred to the Ship. Many of the visiting dignitaries, most of them servicemen, commented on the smartness and bearing and precision of the EAGLE guard at that function; an historic event, we were proud to have been the bearers of the Colour and to have acquitted ourselves at the ceremony so well.

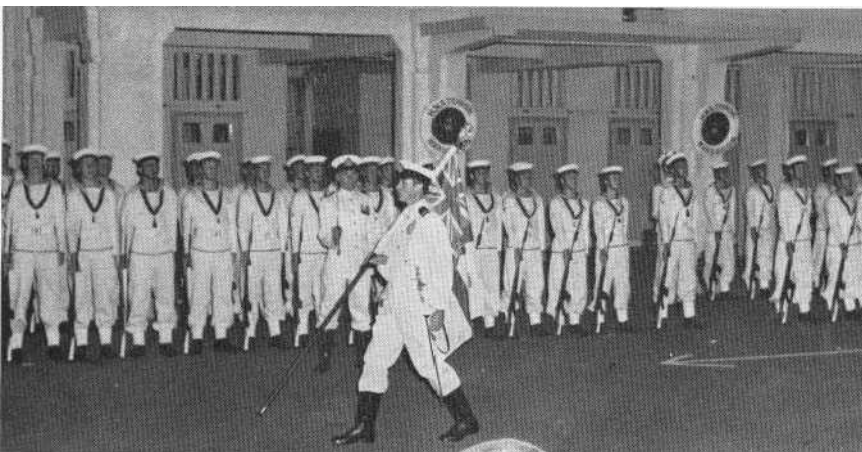
... SINGAPORE AGAIN



Leaving Wellington



Arriving at Fremantle



The Far East Colour leaves Singapore to be returned in EAGLE to Portsmouth

HONG KONG

The passage from Singapore to Hong Kong was to have included extensive exercises off the Philippines, but three tropical storms played havoc with the programme and we spent some time avoiding the storms. It was during this time that we heard an SOS from the SS STEEL VENDOR that had drifted onto a reef whilst its engines were out of action. Helicopters from 826 Squadron were scrambled and were able to winch the crew of forty men to safety before their freighter, loaded with cement, began to break up on the rocks.

With that adventure behind us, we salvaged what we could of the practice programme and managed to avoid the typhoons and steam for Hong Kong for a period of self-maintenance and an opportunity to see the sights. Shopping was a favourite activity - as was sight-seeing, be it in the Wanchai area by night, or up The Peak, or round the New Territories, or down to the south of the Island to the beaches, or for a meal in the floating restaurants at Aberdeen.

Being at a buoy meant coming and going by boat, but we soon got to grips with the boat and wallah wallah routine. The guard performed at a ceremony to mark the retirement of the Governor-General, and the aircraft flew past for Princess Anne who was starting a visit to the colony as we left. Between those two events the wardroom hosted many dignitaries from Hong Kong for the annual celebration of Trafalgar. A dinner is normally held at HMS TAMAR



Wreck of the SS STEEL VENDOR

but on this occasion our wardroom was chosen as the venue, and the Queen's Far East Colour was displayed behind the top table.

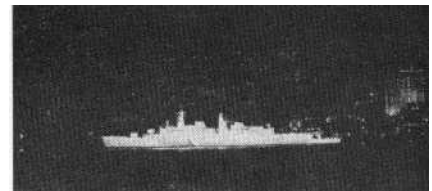
Some wives took the opportunity to join their husbands, and for everyone it was a 'last-minute shop to catch the post'. Postie and his staff were very busy dispatching the last lot of sea mail that would get home in time for Christmas.

The Side Party, too, was busy, co-operating with Jenny and her side party

to get the Ship's side looking clean: it was quite a sight to see the local painters swinging in the wind on planks suspended from the flight deck by a couple of thin ropes. The Sea Kings in the meanwhile were dangling strange bits and pieces from their aircraft as they assisted the authorities ashore with several load-lifting jobs up mountain sides.



Arrival at Hong Kong.



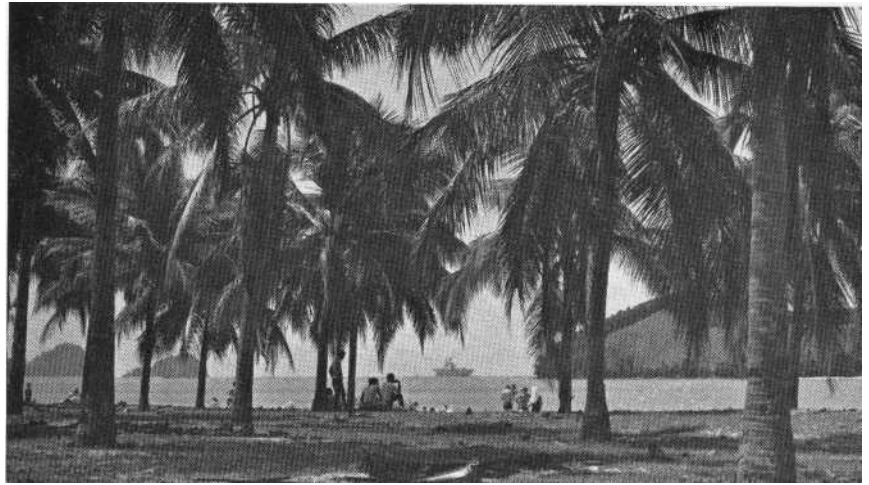
GLAMORGAN by night



Seen near the border of Communist China

ALL AT SEA

We had braced ourselves, in Hong Kong, for the next part of the Commission - a return to Singapore, followed by exercises and then 'standing by' to cover the withdrawal from the Persian Gulf: all the time at sea. Our departure from Singapore, where we did not stop, and the demise of the Far East Fleet was marked by a steam-past and fly-past for the Commander-in-Chief. All our aircraft, and all the other ships, took part. We went straight on into an exercise - Curtain Call - with ALBION, GLAMORGAN, SCYLLA, ARETHUSA, ACHILLES, ARGONAUT, GHURKHA, HMAS SWAN, HMNZS OTAGO and the RFAs. During this time the entire fleet went to anchor at Langkawi for a few days. Although we were a long way off the beach the order of the day was 'get ashore and have fun'. For those who like a bit of organised sport there was 'It's a Knockout', for which many appropriate stunts had been devised. There were opportunities to get sunburnt, or to huddle, in the shade of the palms, for coconuts or bananas. Meanwhile, the cooks and the NAAFI staff were doing great lines with barbecued steaks and soft drinks. There was a fishing competition, too - the total catch comprising two, under six-inch, tiddlers! The Pudding-stirring ceremony was performed, and the normal daily routine of work was tempered with the usual round of Off Watch activities.



Eastern shores



The Admiral and the Commander watch 'It's a Knockout' on the beach at Langkawi



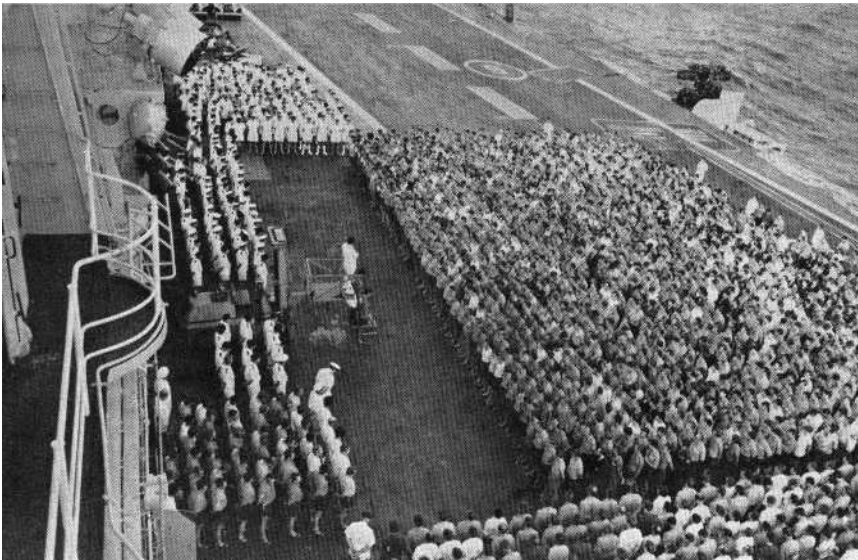
Mixing the 1971 pudding



A 'Highwayman' intermediate draw during a Singalong



Gannets overhead



Clear Lower Deck



Durban - queuing to see us

THE GULF

From the Penang Areas we travelled across to Gan for a further few days of flying before proceeding to the close proximity of the Persian Gulf. We spent most of the time within sight of the RAF base at Masira and were able to get in a great deal of flying. Allowing the aircraft to practise their bombing and rocketry was a good way of starting to de-ammunition the Ship.

The Eagle Players put on a revue in the Upper Hangar, and the Squadrons put on an air display in which even the Gannets managed to frighten us all by coming low and close, to fly, seemingly, through the maze of aerials that we carry. After the long stretch at sea we were preparing ourselves for the forthcoming visit to Mombasa. It never came. The political situation required us to remain in close proximity to the Gulf and so we resigned ourselves to an extra week or so at sea and to missing the delights promised to us in the 'Eagle Express' SPECIAL on Mombasa, issued on the same day as the announcement was made. Auld Nig was unable to refresh his 'Hazy Memories' which had become a feature of every port of call.



Later, the situation in Pakistan warranted assistance and a busy evening and night was spent in transferring stores across to ALBION which detached from us and sailed towards that troubled country with half of 826 Squadron and their aircraft on board as well. We headed towards Mombasa and, as we passed by, held our Christmas Pantomime and bade farewell to the Admiral and his staff (transferring them to TRIUMPH) as we continued to Durban, where we arrived on 22 December.

Having spent 56 days at sea, we were glad to be ashore - no real records were broken (a surprising number of men were on board and at sea for a longer stretch during the Beira Patrol), but it was a long spell that, thanks to efforts all round, went surprisingly well.



Ready for show

DURBAN

Our berth in Durban was, unfortunately, on the 'wrong side' of the docks - it was a long, hard haul around the harbour (how many railway lines to cross ?) but the boats were running regularly and the inconvenience was little impediment to the enjoyment of all. There were always crowds on the jetty just looking at the Ship, and we had record attendances on 'Ship Open to Visitors' days. The general public never quite grasped that visiting at other times was by private invitation only. There were plenty of such invites, too, as grateful men showed around their hosts.

Christmas and the New Year seemed to be one long holiday, and there were hundreds of South Africans prepared to share their time, homes and hospitality. Car-trips and coach-trips to the nearby game reserves and scenic spots were frequent, and many men travelled farther afield to the game parks of Zululand. For those who preferred to entertain themselves there was the beach and the many other attractions that any large holiday resort can offer.

Christmas came and, with it, entertainment for children. Father Christmas flew in by helicopter to give them a welcome and gifts. The shipwrights had been busy previously as we crossed the Indian Ocean and had built a splendid Wendy House and a Fort and other accessories for use in an orphanage. With the help of the staff ashore, a suitably deserving orphanage was found and the gifts were taken there and assembled. In addition, several odd-jobs were done around the grounds and buildings.

On Christmas Eve and Christmas Day itself there were the usual festivities on board for those not invited ashore. A service of lessons and carols was held in the hangar (and we'd been practising, too, with community hymn-singing on the flightdeck of an evening whilst at sea) and there was, of course, Christmas Fayre and an extra can of beer all round. Christmas in the sun may have been unusual for some, but it was certainly pleasant, and the visit as a whole was regarded - with that at Wellington - as being the best of the Commission.

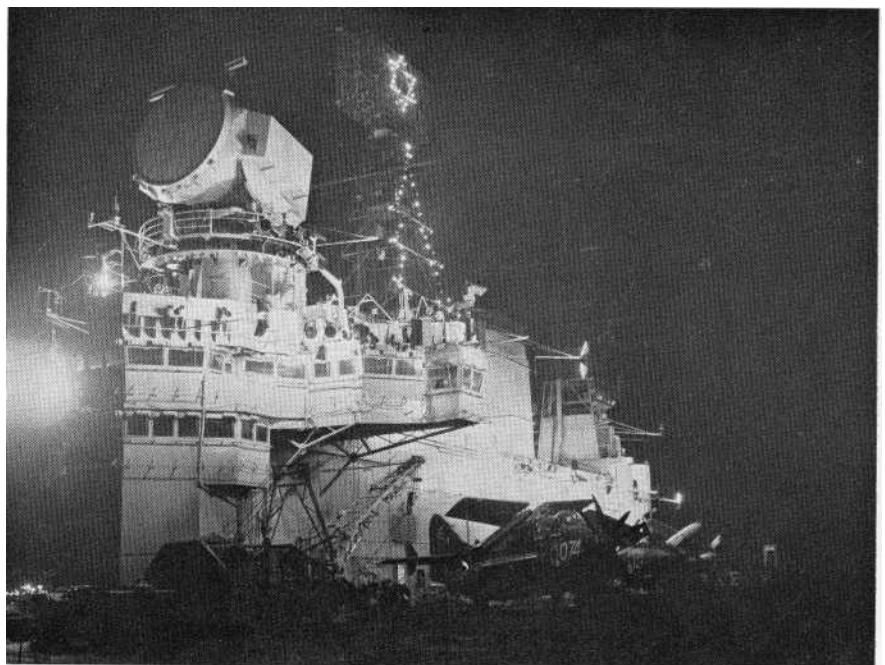
We sailed at an early hour on 4 January and loitered off Simonstown long enough to pick up and land mail. We didn't stop at Ascension on the way back and, shortly after leaving that area, we were ordered to close Gibraltar with **all speed** to stand by to go to Malta.



House-building chippies



Father Christmas arrives



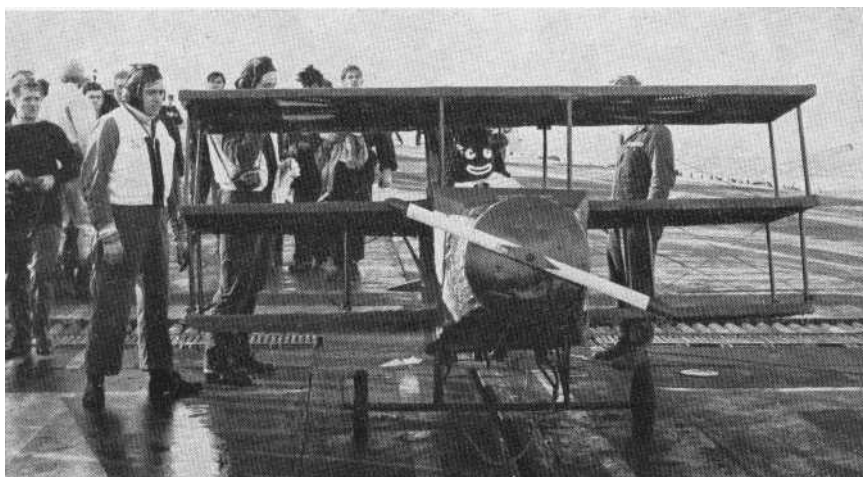
Lit up for Crimbo



The last of the heavies



The Captain launches the little E



Positively the last fixed-wing launch

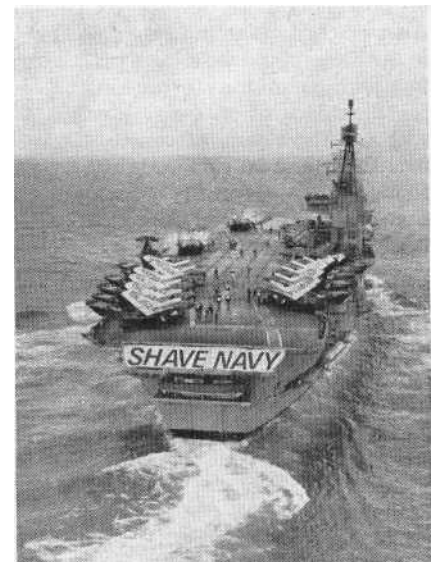
BACK IN THE CHANNEL

The thought of going to Malta caused deep gloom all around, but it was not to be so. Having been much shaken around by the hard-pressed machinery (which pleased all by its steady performance) we arrived at Gibraltar on 19 January.

True to form, the weather was changeable. On arrival, the sun shone and all was calm. As many as could, took leave and went ashore. On the next day conditions were worse and leave was not granted, so, as soon as the last-minute essential stores were embarked, we 'upped pick' and were away.

The winding-up operations were in full swing. For months, meetings had been drawing-up plans for scrapping the Ship and, more immediately, the squadrons worked hard to ensure that all the aircraft were serviceable. In spite of some rude messages and flower-power signs, that appeared on them overnight, the jets disembarked as planned (or within an hour or two of it). On the next day the Gannets flew off: not quite the last fixed-wing launch from the EAGLE. *That* was reserved for a replica of the Red Baron's aircraft, and By Golly, it went (splash). A scale model of the EAGLE was also launched, making more smoke than ever the big E could have done!

826 Squadron flew themselves off, chacons and all, and the only aircraft that remained was a Buccaneer which had had its guts removed and so was unable to fly off anyway.



No doubt the razor blades, like the Ship and its crew, will be sharp and keen'

THE END

We anchored off Spithead on the 25th and the Customs men - seemingly hundreds of them - came aboard to do and take their duty. The question everyone had been sweating over ('How much will they want for my lot?') was soon answered and the general feeling was that we were treated fairly.

Overnight the wind got up and, for a time (for those awake to it), the possibility of not entering harbour as scheduled was real. The morning dawned quiet enough, if a little wet, and we entered as planned, watched by crowds ashore. The families streamed aboard as soon as the brows were out, and leave started as soon as possible. The wind got up and blew a gale for days: how lucky we were!

Within a few days, Captain Robertson left and Commander R. F. White, who had been organising the run-down project from the shore-side for several months, took over as Commanding Officer. De-ammunitioning started, and de-storing and de-equipping got under way, helped by a huge bridge - built by army engineers - that enabled transport to drive on and off the Ship. At the time of writing, all was going smoothly and almost too fast, thanks to the detailed forward planning and co-operation from all the departments concerned, both afloat and ashore.



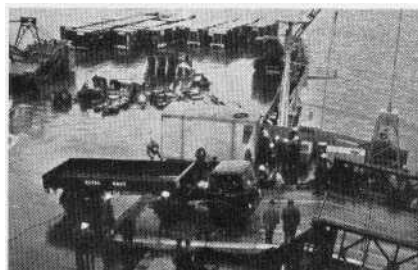
Customs - grin and bear it



The Far East Colour is laid up on return to Portsmouth



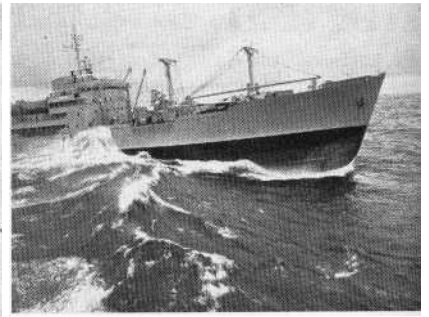
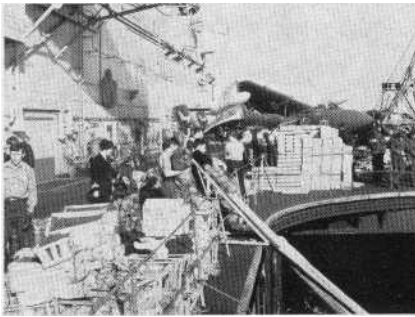
Entering Portsmouth, January 26th, 1972



The biggest brow ever is ceremonially opened (left) and de-storing starts (above)

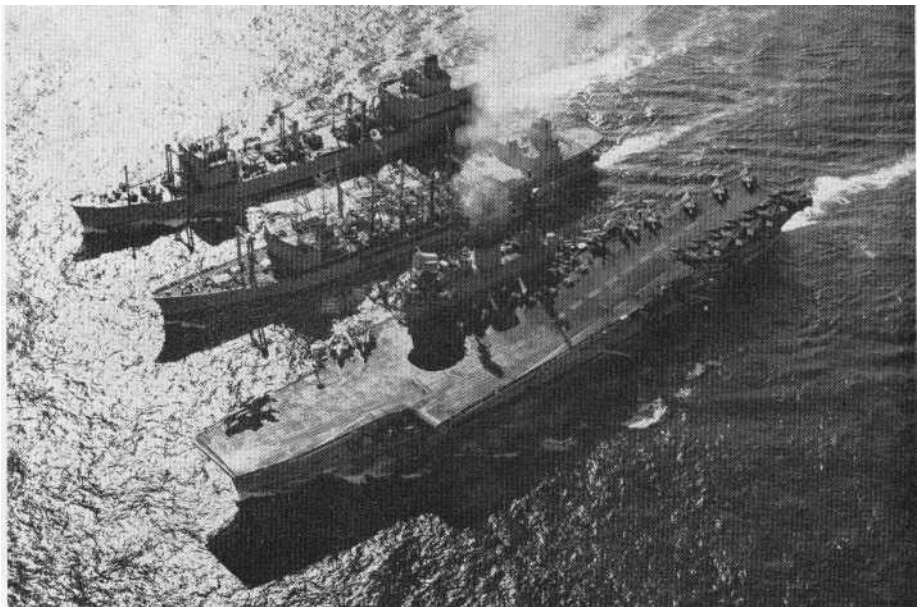
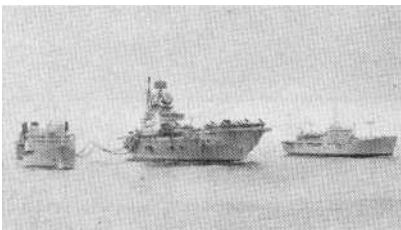


Commander White greets the First Sea Lord who came to see 'The Bridge'



REPLENISHMENT AT SEA

Used so frequently, RAS is a word in its own right, and it is an evolution that is carried out at least once a week (on Sundays) but usually every three or four days (for fuel) and weekly (for stores). During the Commission, the weather has only once or twice delayed a RAS and, solids or liquids, rough or smooth, wet or dry, the evolution takes place and involves just about everybody on board. There are opportunities for humour, too - We give Green Shield Stamps' flags have been flown and, on one occasion, the light line that makes the first physical contact was sent across on a golf ball hit by the Gunnery Officer, Lt-Cdr Pike (first shot, too!). Below is a selection of some of the ships that have served us over the past year or two - featured are the Royal Fleet Auxiliaries TIDEPOOL, OLMEDA, LYNESS, RELIANT, RESOURCE and OLN



SEAMAN DEPARTMENT

Since the year `dot', when the first ship sailed the seas, there have been seamen. Today, in modern warships, the seaman is one of the most versatile of sailors. Here in EAGLE it has been the seaman's lot to undertake a diversity of tasks ranging from the normal securing of the ship alongside or at anchor, to assisting the Weapons Electrical Party; filling allotted billets in the Communal Party; firing the self-defence weapons; running the Ship's routine; compiling the Action Picture for the Command; and many others. The seaman lives up to the title of `Jack of all Trades', and if he is `Master of few' it is because of the variety of tasks he is asked to deal with. Here are but a few of the seaman's tasks explained in more detail.

The Boatswain's Party. This section of seamen was divided into two gangs, the Heavy and the Light.

The Heavy Gang was a small band of happy pilgrims who operated from the smokey den situated on 3T1 boat-space. They could often be seen in this area during quiet periods. Their everyday work included the manufacture, repair and maintenance of the ship's running and standing rigging. But the one primary task was that of providing, maintaining and rigging the replenishment at sea (RAS) equipment. These were the yellow-helmeted men you may have seen perched on top of the stump



The Boatswain's Party: * AB Terry TURNELL; AB Dago KITTIS; AB Morty MOORTON; AB Des TICER; AB Peter BARCROFT; LS Taff THOMAS. ** PO Gerry Cox; CPO Sails PIDDINGTON; Lt Don MASON; PO Jim BOWMAN.

masts during a solids RAs waiting to connect the jackstays. Or you may have seen them swinging from a 'sky-hook' in one of the fuelling pockets, during a liquids RAS, waiting to connect the hose jackstay. Likewise, they were the men who performed the duties of `buoy jumpers' whenever the ship secured to mooring buoys.

The pre-requisite for joining this small, hardworking and reliable team was a better-than-average knowledge of

seamanship; a hate for film-shows or make-and-mends; the capacity for hard work; and the willingness to wear overalls when all your chums were wearing sparkling whites.

The Light Gang was an even smaller band of pilgrims: the Chief Sailmaker and his Mate. While it can be said that `Sails' was not actually required to make any sails, there were very few other tasks involving the use of canvas, PVC, or fabrics, which he did not undertake.



Radar Plot - Port Watch : * AB Paddy SHIELDS; OS Bins BINLEY; JS Dickie HILTON; AB Dave PRICE; OS Johnnie HOUGHTON; AB Buster BROWN; AB Dougie TASSIE; OS Middy MIDDLETON; AB Andy COUSE; AB Ivor LLOYD; AB Sharky WARD; AB Trey KEEBLE; JS Robert KELLAWAY; OS Shiner WRIGHT; AB Benny HARTY; AB Yorky HOPES. ** AB Peter BIGGS; AB Brian CRONIN; AB George RUNHAM; JS Steve NICHOLLS; AB Cassius CLAYTON; OS Barry SMITH; AB Tack WALL; AB Ginge BEARDALL; OS Jim HENDRY; OS Mac McCANN; JS Spud EDWARDS; JS Keith SAVILLE; AB Mick WALSH; AB Raymond TOWERS; LS Jack DEMPSEY; AB Nocker NOLAN; AB John DOHERTY. *** AB Vic HAMPSHIRE; LS Terry LELLIOTT; AB Jan CHILDS; LS Noddy KNOWLES; PO Taff GOUGH; PO Ted CROZIER; PO Spider WEBB; PO Terry NEWLOVE; LS George MORRIS; AB Phil CAIRNS; JS Buck TAYLOR; LS Rick MAUGHAN. **** CPO Mick POOLE; Lt Chris EARLE; Lt-Cdr Tom TAYLOR; Lt-Cdr George ATTRILL; CPO Pete LAPHORNE; Lt Brian WESTLAKE; Lt Robbie ROBINS.



Also the pride of the WEL Dept, EAGLE'S 4.5-in turrets fire a broadside to starboard. This picture is of the last firing ever in the RN from such a highly armed vessel

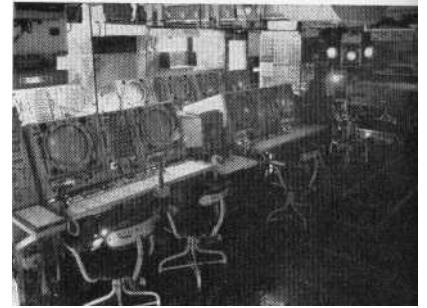
The jobs ranged from supplying and fitting the canvas swimming-baths; the court costumes, and wigs, for the Crossing the Line Ceremony; providing numerous backcloths and stage fittings for 'Sods Operas'; to coachwhipping the Commander's telescope. Apart from rabbit jobs, it was the task of this small gang to maintain and repair all the canvas and PVC fittings onboard. Not much, you might think, until you count the ladder screens; liferaft covers; weather deck screens; RAS chutes and, of course, the blue piping on the Captain's bridge chair. All these tasks have been undertaken successfully and cheerfully and one wonders who will replace the sailmaker when the last of these craftsmen leaves the Service.

The Direction department was a team of highly specialised seamen who

manned the eyes of the fleet, EAGLE'S radar equipment. The team consisted of some ten Direction Officers (led by D - Lt-Cdr George Attrill) and up to 95 Radar Plot ratings (led by the CPRI - CPO Peter Laphorne). At sea the department worked as directed by the Direction Officer, but in harbour, as they were all seamen, they worked as directed by the First Lieutenant.

Due to the complex air radars (984, 965R) and their associated computers (ADA system DAA) certain key officers and ratings joined before the Docking and Essential Defects Period (DED) in order to become fully conversant with the overall system before the new team joined during the DED. As seamen, most of the DED was spent in chipping and preserving the upper deck and painting the boats. A display was mounted for the MAYFLOWER '70 EXHIBITION at Plymouth showing the capabilities of some of the ship's radars and how the modern battle decisions are made.

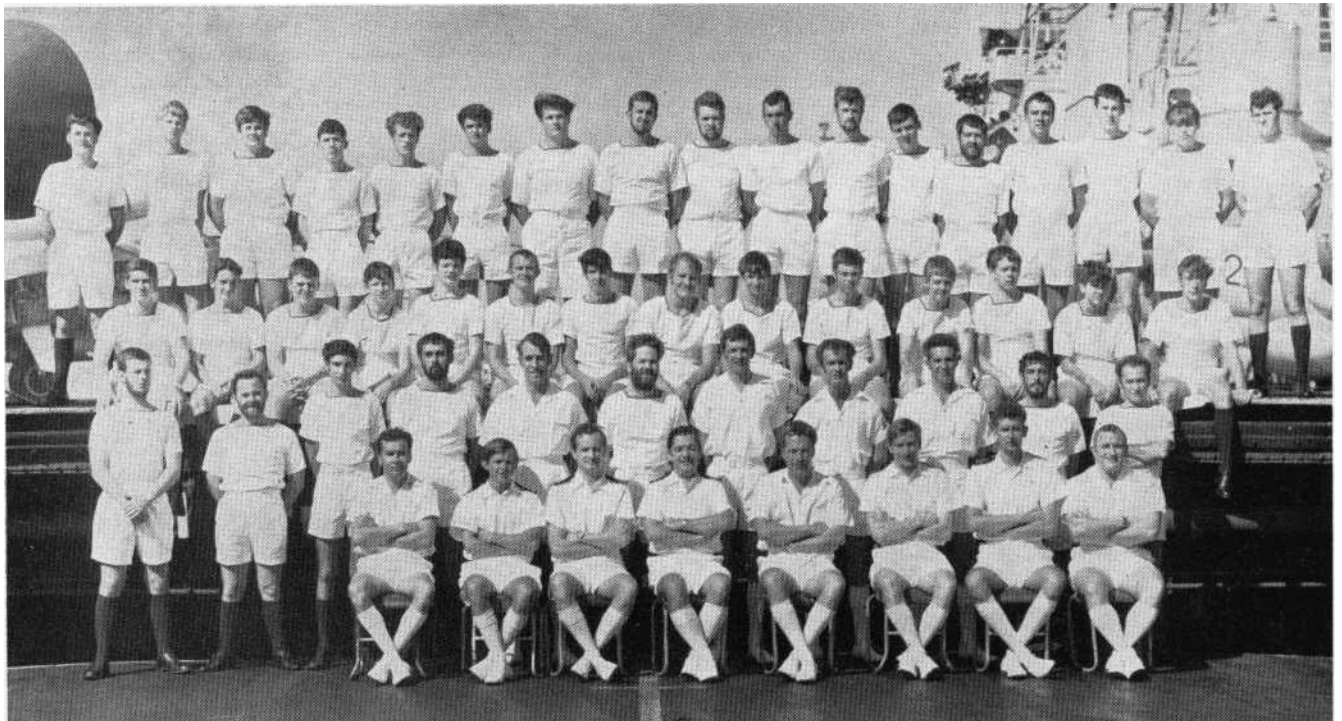
Towards the end of the DED, the usual round of Pre-Commissioning Training (PCT) on ADA started under the instruction of the Deputy Direction Officer (Lt-Cdr Tom Taylor) and the CPRI. This was promptly followed by Command Team Training (CTT) at Portsmouth, and members of the Air Squadrons (the ones who would be



Operations room

controlled on the ship's radar) joined in. During CTT the team was given a very good work-out on all the factors of the Command and Control and utilised the new procedures that were to come into the Fleet nearly six months later.

After the PCT and CTT the ship sailed for trials in September 1970. This kept the department very busy dealing with the radar performances; checking them and the radios with fleet requirement aircraft; checking the computer system out; and making sure all the equipment was in good working order. During the three work-ups the team became more and more proficient at its jobs so that at the Operation Readiness Inspection, in February 1971, it gave a good account of itself.



Radar Plot-Starboard Watch: *AB Paddy POWER; AB Tug WILSON; JS Jan BUCKLAND; JS Paddy MCMASTER; LS Ginge BIHET; OS Alan WILLIAMS; AB John JOHNSON; AB Colin PRATT; AB Steve HUXTABLE; AB Tug WILSON; AB Ginge TEAGUE; JS Jock CALDWELL; AB Dave SHIRES; LS Robbie ROBERTS; AB Bungy WILLIAMS; AB Taff MORGAN; AB Pat PATTERSON. ** AB Jim LACEY; AB Brum SHIELDS; JS Boris BEDALL; JS Martin PYRE; JS George WALSH; AB George BAIN; AB Ken KENNEDY; AB Alan FLEMMING; JS Tanzy LEE; OS Steve HAMMOND; OS Kevin CHATBURN; JS Steve GORE; JS H. T. HEIGHTON-TOWERS; AB John SEDEN. *** AB Raymond DOHERTY; LS Bungy WILLIAMS; LS John LANG; LS Jimmy GREEN; PO Father ROWLANDS; LS Wally WOLLINGTON; PO Pete BROADBENT; PO Tom SWEENEY; PO Tommy TUCKER; LS Sam MILLING; LS Shiner WRIGHT. **** CPO Mick POOLE; S/Lt Chris MASTERMAN; Lt Colin BONNER; Lt-Cdr. George ATTRILL; CPO Pete LAPHORNE; Lt Clive CHANEY; Lt Garth MANNING; CPO Bill LEANING.

Also during the Mediterranean period, hidden talents were found within the department, proving they could play as hard as work. Members of the team joined singing groups, organised cycle clubs, took up lots of sports and eventually produced a sketch for PANOMANIA with a cast of twenty.

Back at Plymouth for Easter and a Self-maintenance Period, the team had to undergo another PCT due to the change-round Of D's and RP's. With this, and leave, completed, the ship sailed for a quick shake-down and the re-embarking of the Air Group. Two of the Squadrons had their own Direction Officers; the fighters (899) Lt Ron Brumhill, and the helicopters (826) Lt-Cdr Maurice Mayers. Once all were aboard, the Ship set off for the Far East.

Flying and exercises were the team's bread and butter whenever the ship was at sea, and so it is not surprising that the trip to Singapore, via Capetown, meant more work for the Air Reporting Officers, POs Gough and Broadbent, and their assistants.

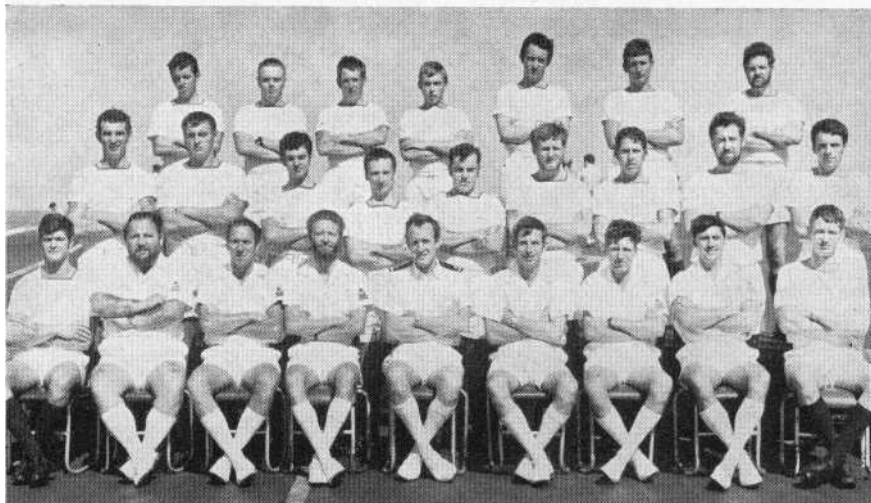
At Singapore a large number of shore activities were undertaken by the team once more. The new boys had to be shown round the sights; rabbits bought; sports played; and another show was put on. 'Vote for Crun' had fifteen of the direction team in it. Meanwhile, improvements in the system DAA were being made, and the results reported back to the ADA Rule Writing Group for inclusion in future systems. Our 'Link 14' - a system of transmitting information from the computer to small ships - was working overtime.

Next came the Australian and New Zealand exercises and once again the Direction Team, as they do in all exercises and operations, controlled the all-weather Vixen fighters against intruders and strikes on the ship. They also controlled the Airborne Early Warning Gannet aircraft that fill the gap in the ship's radar and the Anti-submarine Helicopters that hunt for submarines. They listened to the Buccaneer aircraft that stike the enemy. 'D' and 'D2' controlled the Air Defence of the Fleet, using the radars, fighters, missiles and guns to ensure that no enemy aircraft or missile got through the air defence cover. Every member of the team was vital to this task and was continually alert. The surface side of the team provided the Command with an up-to-date tactical picture of the surface and sub-surface continually at sea. During this period the team claimed their 1,000th successful interception.

The Direction Team were constantly trying out new methods of presenting the overall concept of both Air



Seacat Teams: * LS Ken VARDY; AB Polly POLLARD; LS Terry HICK; AB Smudge SMYTH; REM Jimmy GREEN; AB SteVC MCQUEENEY; AB Dutchy MOULTON; LS Jed THOMAS; AB Taff TRAHAR. ** OS Arthur FARMILOE; OS Reg FERGUSON; AB Jonah JONES (MJ); REM Les PATRICK; LS Dicky DAWSON; LS Sharky WARD. *** LS Gilly GILBERT; LS Robbie BURNS; AB Yorke BARCROFT; AB Moses Moss; POGI Griff GRIFFITHS; Lt Chris MORGAN; AB Rigger MOORTON; LS Darby ALLEN; AB Paul EALEY.



Gunnery Control Teams: * AB Chris PEARSON; AB Bagsy BAKER; OS Jumper CROSS; AB Yorke WATERWORTH; OS Anthony BUTTLE; AB Topsy TURNELL; AB Yorke BARCROFT. ** AB Taff JONES (LM); AB Pete BOYCE; OS Taff UPHAM; AB Ted THAXTER; AB SteVe STEPHENSON; AB Keith HEXLEY; AB Barney BUSH; AB Jock BERTRAM; LS John JOHNSON. *** LS Jock DUNCAN; POGI Griff GRIFFITHS; PO Buster BROWN; POGI Chats HARRIS; S/Lt John NUNDY; CPOGI OZZY OSBORNE; PO John MAIDMENT; PO Gerry Cox; LS Dicky BIRD.



Navigation Division: * LS Jan GREEDY; LS Mick ROWAN; AB Neil RUTHERFORD; AB Lenny LEONARD; ORD Ron DOOLER; AB Dad HADDON; ORD Pete PETERS; ORD Toz TOZER; AB Ginge Pocock; AB Phil JAYS. **LS Mick PRESTWICH; LS Gilly GILBERT; Lt M. H. C. AYLWARD (N2); Lt-Cdr J. F. S. TRINDER (NO); PO Robbie ROBINSON (CQM); LS Sharky WARD; LS Dicky DAWSON. *** AB Taff HARWOOD; JS Shep SHEPHERD; AB George CHURCHER (Nav Yee); JS Daisy FURLONG; OS Dennis SNELL.

Defence and tactical picture compilation to achieve greater speeds and accuracy for the Command, and have just completed trials on yet another system to see if it is compatible in a multi-threat environment.

Both the Direction Officer and his Deputy have been utilised as planners by the staffs in the Far East as they have no direction expertise of their own. This placed greater responsibility on those further down the line in the team, and it was gratifying to see the good response from all the team to this greater responsibility. It is confidently expected that 2,000 interceptions will be completed before the end of the commission, and the team will depart with the knowledge of having been in a computerised Action Information Organisation that holds its own against all-comers from any Service and from any nation.

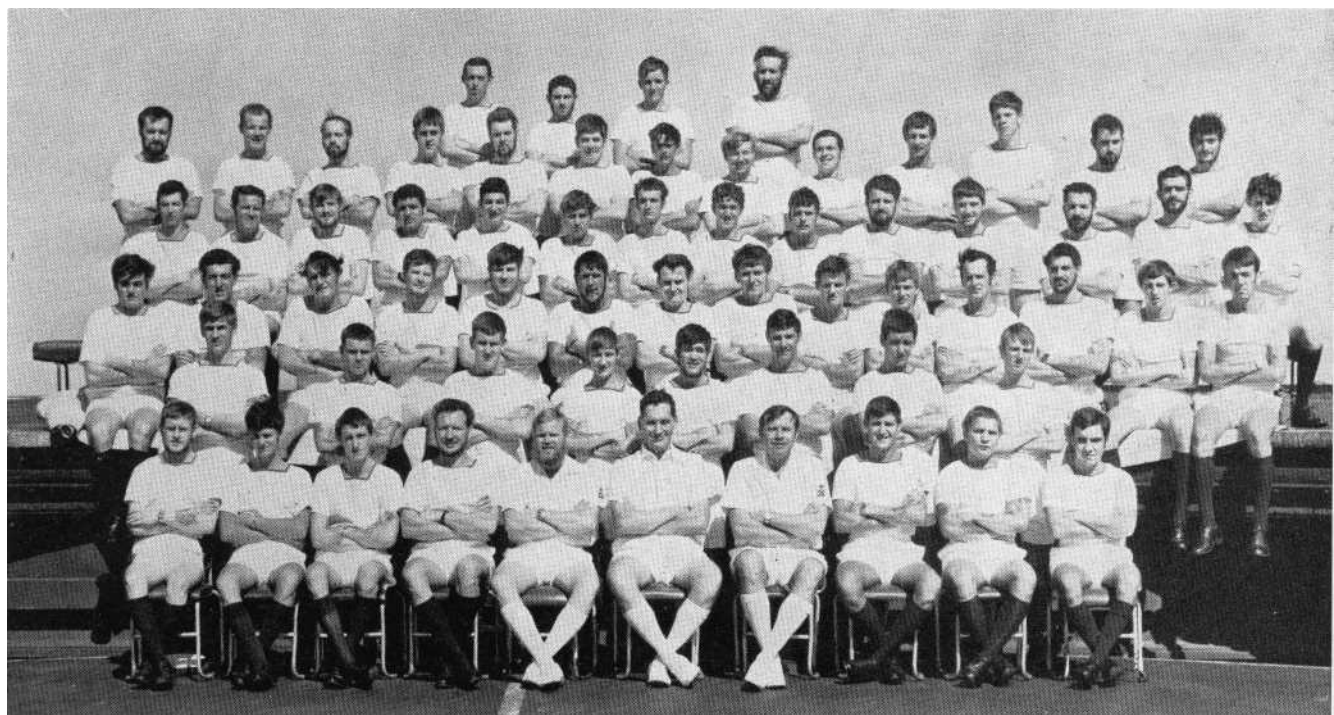
The Upper Deck Division is the composite name for the seamen who work in a seamanship job as well as their subspecialist work as an RP, TAS, or Gunnery rating. The work round the 'Parts of Ship', as they are known, is divided into Cable Deck (Lt Don Mason and Petty Officers Brady and Rayworth); Top - which includes all the PV spaces and Fuelling pockets as well as the booms and ladders forward (Lts Graham Churton and Clive



The Side Party - Hong Kong Style: * ORD Tug WILSON; PO Tommy TUCKER; Lt Don MASON; Lt-Cdr Charles POPE (*First Lieutenant*); Lt Colin BONNER; CPO David LOMAN; Capt I. G. W. ROBERTSON; AB Paddy POWER; Lt-Cdr Tom TAYLOR (*Mate of the Upper Deck*). **Jenny is standing next to PO Taff GOUGH (*Captain of the Side*) who is just behind the cake with which she and her Side Party had been presented. *** LS Jack DEMPSEY; AB Brian GLEESON; AB Ginge MULLEN; AB Jock TASSIE; AB Lofty LOFTUS.

Chaney, backed up by Petty Officers Sweeney and Broadbent) Boats (Lt Chris Earle and Petty Officer Newlove); and Quarterdeck (Lts Jock Mullen, Robbie Robins and John Corbet-Milward, and Petty Officers Maidment and Crozier). All the team are directed by the Mate of the Upper

Deck (Lt-Cdr Tom Taylor) and the Chief Boatswain's Mate (CPO David Loman). Apart from the problems of keeping all the working areas clean - not an easy task in the case of a lady as old as EAGLE - the seamen run all the boats; put out the booms and ladders; provide the gangway staff to man the



Quarters Teams: * OS Martin BECKLEY; OS Shep SHEPHERD; OS Speedy HEELEY; AB Father HADDON. ** AB John TUDBERRY; AB Willy EVANS; AB Bonzo BOYNES; AB David MANSELL; AB Butch HUXTABLE; AB Paddy GLEESON; OS Brum BARRETT; OS SCouse S. KING; AB Alan PARTRIDGE; AB Toz TOZER; OS Nick NICHOLAS; AB Keith MURGATROYD; LS Joe GOWAN. *** OS Taff DAVIES; AB Butch SYMMONS; AB Burl IVES; AB Joe HOPE; OS Dick HUSSEY; AB Yorky BRAMMER; AB Barney BARNES; AB Mac MACPHERSON; OS Jock CLARKE; AB Jacko JACKSON; AB Smudge G. L. SMITH; AB Danny LEWIS; AB Taff KITTS; OS Michael TELFORD. **** AB Terry NURSE; AB Hutch HUTCHINSON; AB Dusty FOGG; AB George BRUCE; AB Chris MANSFIELD; AB Chris BAIRSTOW; AB Lenny LEONARD; AB Jim DALE; AB Fred FITTON; AB George DOEL; AB Steve STEVENS; AB George DATE; AB Fess PARKER; AB Jonah D. D. JONES. ***** AB Jim LACEY; AB Keith LAWLER; OS Ginge ROAD; OS George DAYMOND; AB Taff PARKER; OS Kaboobi DOWNS; AB Desmond TICER; AB Stan AULTON. ***** AB Jock KELLY OS Fred MCCARTHY; OS Steve PETERS; LS Father ROWAN; PO Blondie RAYWORTH; Lt-Cdr Owen PIKE; PO Perry MASON; LS Taff BOULTON; AB Arnie ARNOLD; AB Taff K. P. ROBERTS.

Seaman Department -continued

ladders; and keep the Quarterdeck in good ceremonial state for our embarked Flag Officer. At sea, seamen keep a continual 'Watch on Deck' that provides lookouts and lifebuoy sentries; mans the seaboat and, of course, ensures that the splash target is working correctly. On top of this they man both rigs during a RAS(s) as well as rigging the chutes down the forward lift and pushing the large variety of stores down it, such as beer, frozen meat, flour, and many other items. RAS(L) also requires a set of seamen to connect the rigs and tend the distance lines while all the relevant FFO, Avcat, Dieso and lub oils are pumped in. The Forward Steering Position is manned by the gangway watchkeepers and, when we are flying, the RPs (who come from the deck division) man-up the Operations Room. During Casexes the TAS ratings from the division man-up the Sonar Control Room, and during the shoots the Gunnery rates from the division man the 4.5-in guns, the Seacats, and the directors. The final part of the division's responsibility is that of the Ship's side and liferafts - this is the domain of the Side Party (Lt Colin Bonner and Petty Officers Gough and Tucker). This is the happy band of ruffians that can be seen manning the gash chute and swinging with breathtaking arrogance from nets that seem barely secured to the ship's side. In harbour they are to be seen covered in grey and black paint either adrift on a catamaran or in the Side Party Motor Cutter (although in Hong Kong they used jenny's boat a lot).

The Deck Division must have applied more paint and chipped off more rust than the rest of the Ship put together, but statistics do not record the totals. A cheerful team, they have learnt a lot about big ship seamanship that will hold them all in good stead in their future ships.



Painting - in dock

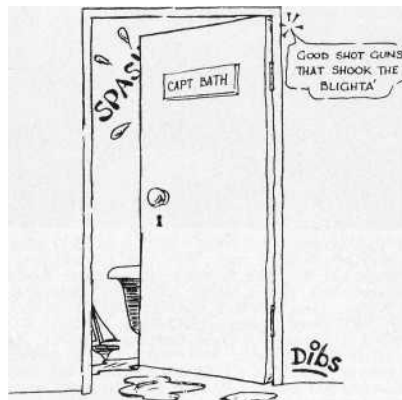
COMMUNICATIONS DEPARTMENT

The Communications Department enjoyed the commission amidst piles of paper, principally produced for the benefit of the flags: FOCAS, FOFWF, F02FEF, FOCAS again and FOF2 in a new hat all hung out those fab red and white tablecloths (consumable stores, rate book value £5.26) to help the fight against pollution by catching the soot from the funnel.



Hoisting 'The Flag'

It was fortunate that enough paper was carried, as the amount that has had to be pushed around the information factory surprised us all. The first weeks after the DED showed the sad fact that signal traffic rises from year to year throughout the service. Therefore, LRO Jan Creek, in charge of the stores palace down in to Echo, added a few thousand sheets to the stationery demand, and gave it to CY Robbie Roberts. He added a safety factor before it went up to the SCOs' office. The SCO had the last word by hastening the demand by signal before going on leave. In a few days the complete demand arrived, followed a week later by the complete demand again as a result of the hastener. We sailed, therefore, with over five million sheets of signal paper to use in seven months. It is not going slowly; two million, four hundred and thirty-eight thousand sheets have been used so far.

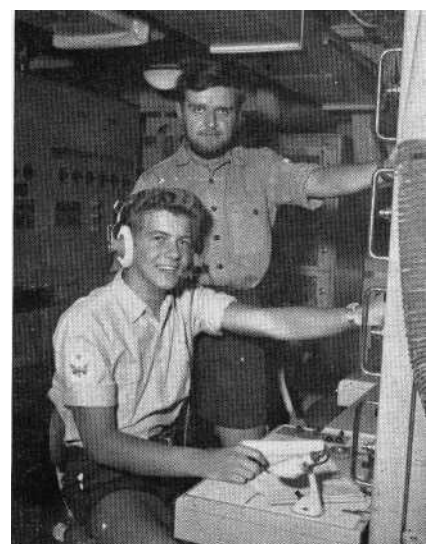


The original figure was based on the previous commissions' distributed traffic record. Between May '69 and January '70 the last commission handled 2,300 signals a month (21,249 in all). Old two-commission salts like R02/R01/LRO Ken Rowlands assure us that they did work last commission. On our first leg, from October '70 to May '71, we averaged 3,300 signals a month (26,159 for the period). Imagine that the patron saint of Communications was poised above the ship, as she sailed from Plymouth across the Equator, and could no longer contain himself. From June '71 to November '71, a brief six months, the average per month was 7,300 signals a month (44,111).

This means our staff for this commission should have been paid more than three times as much as the last commission's (based on productivity). We never had time to collect it.

These statistics are dull, so think instead of the marriages and babies. LRO Tom Shawyer, RS Taff Kidney, RS Dave Mahy, LRO Paddy Gavin, RO(W) Mitch Mitchell and RS Tug Wilson all became proud fathers, but RO Taff Arthur beat us all by fathering twin boys. SCO (Lt-Cdr Goring) could not match that, although he tried hard with a daughter in the Shake-down period and another daughter in the Run-down period. However, pride of place must go to SCO2 (you remember, the Killick Sparker when Nelson's father was a lad) Lt Gerry Reed who became a grandfather. He says it will not affect his golf.

Other sports activity started off with a bang with a football match against the ladies of Bodmin (Cornwall), who



In the CCR

beat us 5-1. Rugby was our next sport but it was not quite the same thing. HMS DANAE beat us, and LRO Brigham Young was only on the pitch three minutes. Football was played in every port, except South Africa with the number of wins and losses more or less even. Normally, 'Communications' have been joined to the 'Seaman Division' in major inter-departmental sports. However, for the Sports Olympiad, we broke away to be the lead sub-department of the Miscellaneous Division. The banner was raised in the MCO, and the Regulating Branch, the Band, the Sick Bay, the Midshipmen and F02FEF Staff ratings flocked to enter. Unfortunately, other members of the ship's company kept cheering us on as the 'Gash' - but we came well over half-way-up in the competition and entered every event.

Our success in other fields included young (W) Stephen 'Campers' Campion who reported a Russian submarine. It was not detected in the Electronic Warfare Office, but 'Campers' pointed out its periscope was following in the wake of the ship. It was finally identified as the splash target. On the Bunting side, an exasperated Scouse Barclay underlined REYKJAVIK as an unintelligible

garble of a place-name. Sparker extraordinary Taff Jones was asking round the office (and looking at the world atlas) to find TOTO. The signal had said 826 Squadron were disembarking in TOTO and he wanted to be first in the buzz of future ship's movements.

Call-signs are always a problem, but the following is an extract from the Submarine Safety Net Log:

From (Call-sign SCYLLA), to (Call-sign EAGLE)

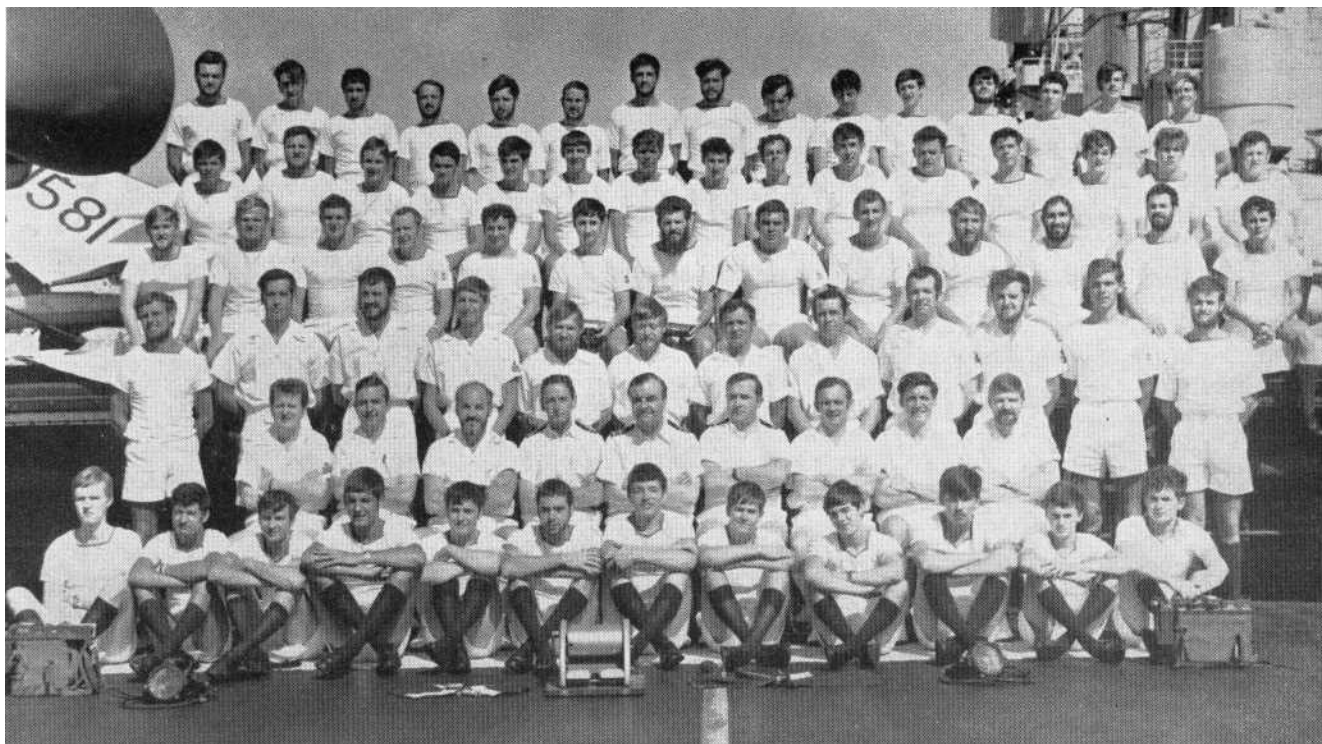
'Why have you surfaced?'

From (Call-Sign EAGLE), to (Call-sign SCYLLA)

'Beyond my capability to submerge - you want (Call-sign FINWHALE).'

For many of us, EAGLE has been our first Aircraft Carrier; for others their first ship, and for some their last. The prospect of serving in a big ship usually meets with a lot of apprehension. It was the same at first in the big E, but most in the department will agree we have had a lot of fun and some really great ports of call, where many new friendships have flourished. There is one thing to be said for big ships, during rough weather they hardly ever rock the coffee boat!

Whilst on passage from the South Atlantic to Portsmouth, EAGLE completed a continuous period of over seven days working an HF MRL directly into Whitehall TARE, the modern communications computer. (In order for it to correctly digest and process signals, the instructions that are sent must arrive perfectly - atmospherics usually distort signals from ships. Even if only slightly corrupt, the computer throws a fit.) This set up a record for a seagoing ship and is a communications milestone. EAGLE's traffic into TARE was constantly monitored and its consistent high quality won for the ship a GOLD COMSTAR award (commendation for signals Transmitted Accurately and Rapidly). This was the first-ever such award made to a ship and, in the Words of the Controller, Defence Communications Network, reflects great credit on the ship's Communications and WE staffs. It may be bragging a little, but we are proud to quote FOCAS, Who signalled: 'Very many congratulations on achieving this milestone as the culmination of your consistently high communications standard throughout this commission'.



Communication Division: * RO Lotty SHORTEN; RO Taff MORRIS; RO Bungy WILLIAMS; RO Alex BAXTER; RO Frankie VAUGHAN; RO Jim ROOT; RO Rick SOUTHALL; RO Alf GARNETT; RO George HINDMARCH; RO Mitch MITCHELL; RO Jock GALBRAITH; RO Jamie JAMESON; RO Bas BARRETT; RO Kit CARSON; RO Jenks JENKINS. ** RO BUCK TAYLOR; RO Ginge WAISTER; RO Taff SPRUDD; RO ScoUse BARCLAY; RO SCOUSe WATERFIELD; RO Les JEVANS; RO Les LANGRIDGE; RO Davey DAVIDSON; RO Speedy WEATHERSON; RO Tanzy MUTE; RO Paddy BUGG; RO Jaycee KERR; RO Taff ARTHUR; RO Robbie ROBSON; RO ScoUse BUTLER. *** RO Scoby BEASLEY; RO Nick NICHOLSON; RO Ken CRONE; LRO Tom SHAWYER; LRO Paddy DOYLE; LRO Ken ROWLANDS; LRO Tanzy LEE-HYNES; LRO Jan CREEK; LRO Jim JEFFERSON; LRO BUCK RODGERS; RO Banjo BAJONA; RO Sticky PLAISTER; RO Doc MEADES. **** LRO Brigham YOUNG; RS Nick NICKERSON; RS Allan EVISON; CY Robbie ROBERTS; RS Dabs BARLOW; CY Pete FAIRCHILD; CY Mick RICHARDSON; RS Colin DUCKWORTH; RS Tug WILSON; RS DaVe HEPPEP; LRO John VEAR; LRO Bart WELCH. ***** RS Taff KIDNEY; CRS Peter MCCOOEY; CRS Fes PARKER; Lt Jerry REED (SCO2); Lt-Cdr E. Y. C. GORING (SCO); S/Lt Arthur KERRISON (SC03); CCY Shorty SLATTER; RS Terry FISHER; RS Happy DAY. ***** RO Bungy EDWARDS; RO Les RICHMOND; RO Smiler HINDLEY; RO Smudge SMITH; RO Sreaky BACON; RO Heiners COOK; RO Stan STUART; RO Steve CAMPION; RO Dolly GRAY; RO Doug BURNETT; RO Titch BEYNON; RO Taff JONES.

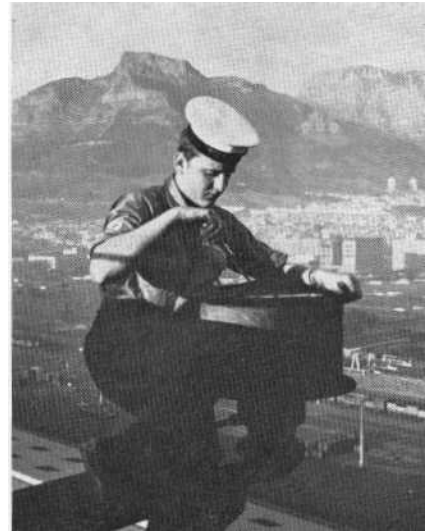
WEAPONS ELECTRICAL DEPARTMENT

Now this is the tale of the last Commish,
 Of seventy/seventy-one,
 When the Greenies have gone on doing their thing
 just as they've always done.
 What have they done to distinguish themselves
 From those who have gone before:
 The LOX plant fire ? That forced lube pump ?
 Or dear old nine-eight-four?
 Now these were just a few of the things
 Which were headlines for a while
 When most of the time was the same old grind
 With wiring by the mile,
 And thousands of lamps and hundreds of fans,
 Motors and starters galore;
 Two frigates of guns and fuses by tons
 And missiles twenty-four;
 Broadcasts and 'phones, radar and comms,
 Computers, batteries, boats;
 Projector sights and flight deck lights,
 Catapult switches with floats;
 Lifts for aircraft, lifts for bombs,
 Galleys with ovens and fryers;
 Laundry machines, compasses, cranes,
 Heaters and coolers and driers.
 There was AC(L); there was DC(L);
 That's wiggly amps and straight.
 Whenever the steam was available
 They contrived to generate.
 Their amps and volts went all over the ship
 In the main by means of a ring,

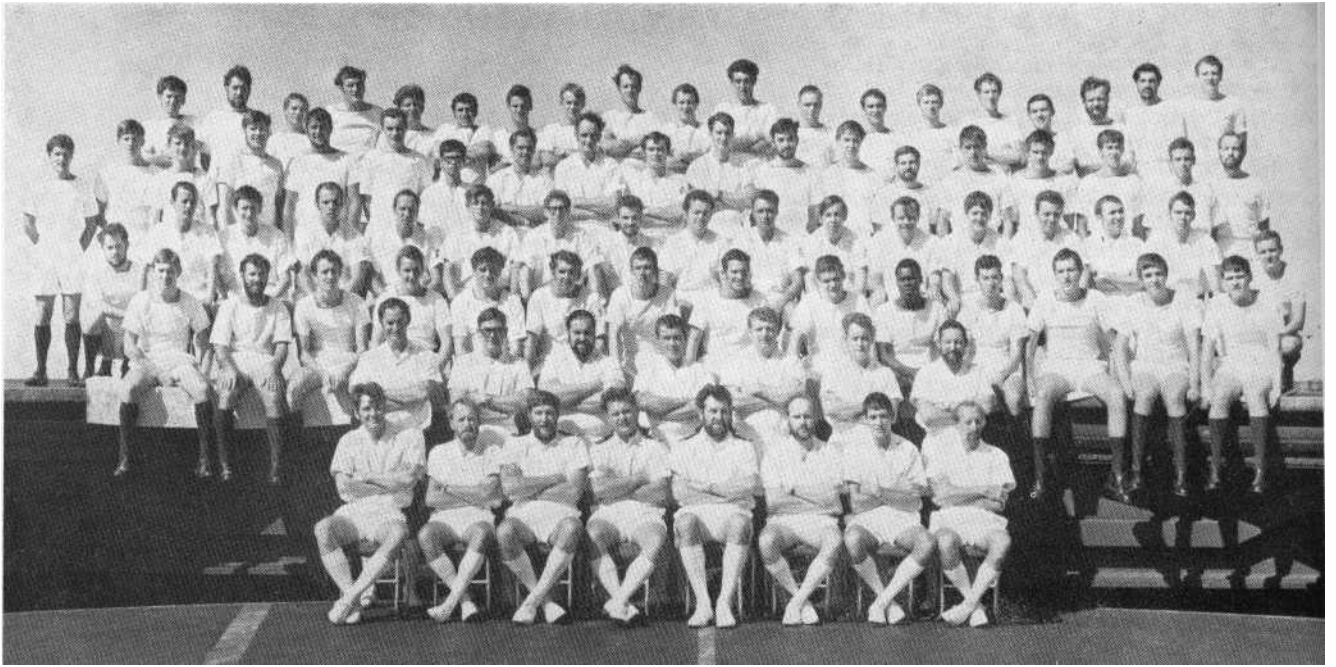
But most of their time was spent down below
 (Is that wiring held up by string?)
 They'd a very big part in the DED
 When `Rotators' was the cry.
 They'll remember a Megator here and there,
 And that FL PUMP in `Y';
 And those circulators; refrigerators;
 In `B' the element drain;
 And AELs and telephone bells;
 (Have they flooded that space again?)
 But it may be the thing they'll remember best
 Is the sweat of a southern clime
 Like chasing an earth in a sauna bath
 With continuous overtime.
 And others erected intercoms
 And looked after the audio range
 Like films, SRE and Singalongs,
 And *that* telephone exchange.
 Four point fives and Seacats each had a day
 At the end of the DED.
 They managed to clobber a Rushton apiece:
 There were quite a few TTB.
 Then the fifty men who look after those things
 Had four hundred days to wait
 Before they again had a chance to maintain
 A respectable firing rate.
 The sonar was fine except for the time
 When divers went down in the dome
 To change the transducer: restored to the user
 His underwater telephone.



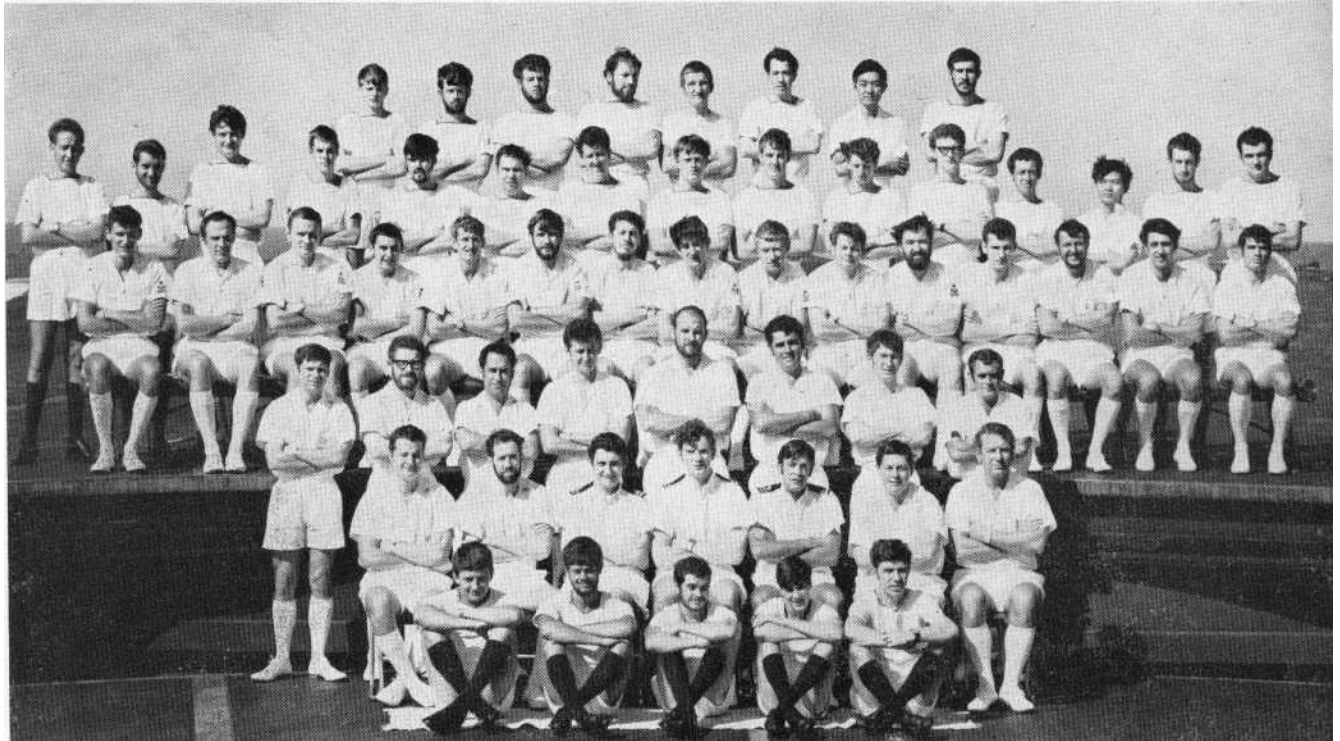
Weapons Electrical Department -Officers, Group CPO and Office Staff: * OEA(L)1 Tony POLMEAR (AC); REA1 Peter HUBBARD (Radar); CCEL Bryan CORK (Telex and Internal Comms); COEL Mac MACARTNEY (DOM L); COEA Geoff LLOYD (FDL). ** OEMIN(L)1 Alan SALES (DCL); A/L/COEA(O) Charlie YENDALL (Weapons L); CREA Dave GERREY (984 Radar); COEL Taff DAVIES (Regulating); COEL Trev JONES (WEOW); CREL Harry HARRIMAN (Radio). *** S/Lt P. A. LIVERTON (Control L); Lt J. EDYVANE (FDL & DOM L); Lt A. D. SEEPPEY (984 Radar); S/Lt R. H. ROBERTS (Weapons L); Lt A. W. JONES (DCL); FCOEA(O) John BIGGINS (DOM L). **** Lt P. J. M. TURNER (Radio); Lt-Cdr J. S. HOLMES (DLO); Cdr I. A. McLELLAN (CDR L); Lt G. C. HERBERT (ACL); Lt P. R. C. JOHNSTONE (Radar).



On right: Above - repairs aloft, Capetown; Below - Seacat firing



Weapons Electrical Department - Weapons L, Control L and FDL Groups: * AB Jim DALE; AB Bert BERTRAM; ORD Arnie ARNOLD; AB Dusty FOGG; AB Taff TRAHAIR; AB Joe HOPE; AB Fred FITTON; AB Dicky DOEL; AB JOCK STEVENS; ORD Bungy WILLIAMS; AB Colin HUTCHINSON; AB Bagsy BAKER; AB Steve MCQUEENEY; A/LOEM Paddy MEGANNETY; AB Smudge SMYTHE; AB Alan PARTRIDGE; CEMN4 Butch CASSIDY; AB George DATE; OEMN4 Bill BAILEY. ** OEM1 JoCK WERESZCZUK; AB Jacko JACKSON; OEM1 Titch ACOURT; AB Pelican MANSFIELD; AB Bimbo BAIRSTOW; CEM1 Taff WELBOURNE; REA App TAN AH HIN; OEMN(O)3 George MAITLAND; CEMN3 Dave HAMLIN; OEMN(O)3 John DALTON; CEA2 SHEDDEN; REM1 Bill BASSETT; CEMN4 CUSHING; REMN4 Dave LOWE; A/LOEM Jacko JACKSON; CEM1 Mark EMPSON; AB MCPHERSON; CEA App MUNRO; AB Bonzo BOYNES. *** A/POREL Larry EVANS; CEA2 GOUDGE; OEMN(O)3 Steve WHETLOR; PO Buster BROWN; REMN2 HARRIS-SMITH; OEMN3 Sweeney TODD; CEMN3 SWIFT; CEMN3 Jeremy CHAPMAN; OEMN3 Alfie MARKS; OEMN3 Sid PAMMENT; PO MASON; OEA2 Ted HEATH; POREL KILBRIDE; OEMN(O)1 HAMMILL; REA2 MILES; REM2 MOONAN. **** LCEM MCINTYRE; OEM1 Kevin CULLUM; AB Moses Moss; ORD Butt BUTTLE; OEM1 John MUSSELL; AB Terry NURSE; A/LOEM Steve BROADY; LCEM Sandy SHAW; OEM1 Gary HIRD; OEM1 Mick COOKE; AB Ainsley EDWARDS; AB Colin DAVIES; CEM1 Dolly GRAY; CEM1 Dicky BOULTON; LOEM Scouse HAWKES. ***** OEA(O)1 Alan PINNEGAR; OEA(O)1 CRAIG; OEA(O)1 Ted BURTON; OEMN(O)1 George SARGENT; CREL Maurice MERCY; OEA(O)1 Reg IFOULD; CEA1 BLANDEN. ***** CEA1 PENNINGTON; CEA BONNING; S/Lt P. A. LIVERTON; Lt J. EDYVANE; S/Lt R. H. ROBERTS; A/L/COEA(O) Charlie YENDALL; COEA(O) Geoff LLOYD; OEA(O)1 Albert BURDEN.

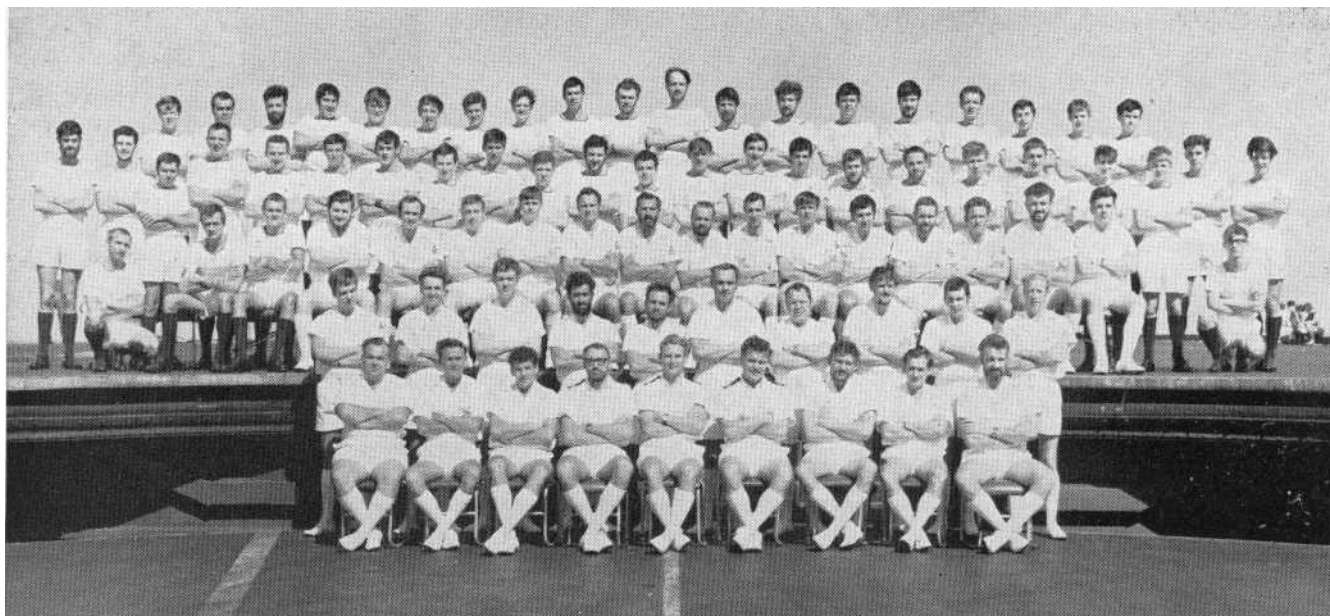


Weapons Electrical Department -Radio, Radar and Communal Groups: * JREM Mack MACKAY; A/LREM Shaun SLOAN; REMN App Sam SAMW ELL; REM1 Robby ROBINSON; CEM1 Taff JAMES; OE M2 Hebbly HEBDEN; REA App TAN KAM Loo; OEM1 Rupert GROVES. ** REM1 Jonah JONES; REM1 Brian GOOCH; REM1 Cas STEELE; REM1 Nev RADBOURNE; REM1 Scouse LONGSTAFF; LREM Adam BAXTER; REM1 Mick SPROATES; REM1 Sharky WARD; REM2 Jock STUART; REM1 Trev SHARP; LREM Darby ALLEN; LREM John BINGHAM; REA App Smiler ONG; REMN App Derek SIMPER; REM1 Sidney WIGGS. *** A/POREL Robby THEOBALD; A/POREL Graham HINTON; POREL Les WHITMEY; A/POREL Taff SLIGHT; A/POREL Brian VOCKINS; A/POREL Lou BARRY; POREL Tony THOMPSON; REMN2 Tony FAKES; A/POREL Basher BATES; A/POREL Dave LoviCK; REA2 Ian DREDGE; A/POREL Dodger LONG; REMN2 Barry HUDSON; A/POREL Dave BULMER; REMN2 Clem GREENHILL. **** CREL Fred BURLETON; REMN1 Taff DAVIES; REMN1 Alan MEAD; REA1 Bill GARLICK; REA1 Bob HUBBARD; REA1 Chris ELLIS; REMN1 Doug MAYNARD; REMN1 Albert SIMCOCK. ***** CREA Dave GERREY; REA1 Peter HUBBARD; Lt A. D. SHEPPEY; Lt P. R. C. JOHNSTONE; Lt P. J. M. TURNER; CREL Harry HARRIMAN; CREL Steve BUCHANAN. ***** REM1 Fitz FITZSIMONS; REM2 Mac MCILWHAM; REM1 Jimmy GREEN; REM2 Buster BROWN; REMN App Dave VAUGHAN.

Then up in the Island were Radio Mechs,
 And others were down in 6N,
 And the signals that flowed undoubtedly showed
 The equipment was working like ten.
 Some bested LORAN and closed circuit TV
 And teleprinters to boot.
 Yet again it was ceded a RADHAZ was needed:
 The aerials were covered in soot.
 IFFs a big if, and won't read out in SIF.
 FUI sometimes suffered from rain.
 Here's a shot in the arm, CCAS like a charm,
 But TACAN is blinking again.
 As for that time-delay and the AN-SPA display
 just behind the Ops Room door,
 If it goes wrong again I'll just have to complain
 For I'm basically feeling sore.
 And there's nine-eight-four which was young no more,
 Things loosened at every jolt.
 It wanted some doing to keep it all going,
 It very near shot its bolt!
 So they straightened the rack with an aircraft jack
 And mostly it worked till the end.
 With the rest of our radar, and even our ADA,
 Aren't we due for a make and mend?
 There were earlier hitches with catapult switches
 But later a mod stopped the rot:
 It was worked out on board and won an award
 From the Fund of the late Herbert Lott.
 Stabilised sights and innumerable lights
 Kept the Flight Deck Team on the go,
 But most out and out was when winds were in doubt:
 How fast and which way do they blow?

Now last but not least were that body of men
 Who looked after the lighting and vent
 You'd hardly discount since we started to count
 Thirty thousand more lamps have been spent.
 Theirs was the work that could never be done,
 That Forth-Bridge-like task of DOM(L);
 For it's hard to have everything, everywhere, work
 In a thousand-room floating hotel.
 When tragedy struck with the oxygen fire,
 Came with it the biggest task yet:
 All sections, and airmen, restored things to rights;
 The challenge was very well met.
 There's lots of additional things could be said:
 Of Hangar Displays and support
 For four X-ray Oscar; for Eagle Express;
 And inter-departmental sport;
 And regulating and maintenance plans;
 Expeds and spare gear store;
 And we mustn't forget the guy who types
 There's probably many more.

Should you be a Greeny (including an Oily)
 And find that you're not in this time
 Don't think that the reason's that you've been forgotten
 It's simply that 'Bomb Lifts' won't rhyme.
 And if it should happen you sometime have waited
 For a Greeny who left you one night
 And never came back in the morning: We're sorry,
 The user is always right!



Weapons Electrical Department: - DCL, ACL and DOM L Groups: * A/LOEM Ludo LAING; LOEM Fred BRISTOW; A/POEEL Mick CHERRY; OEM1 Ken HAYWARD; OEM2 Paul MARKHAM; OEM1 Nobby CLARK; OEM1 Dave RUDGE; OEM1 Bob WALLEY; OEM1 Dennis WHEATLEY; OEM1 Mick CHAMBERS; CEMN4 Lofty MINTY; REMN4 Sam GEER; A/LOEM Dutchy HOLLAND; LOEM Bob WARDLE; OEM1 Tony LOCKS; LOEM Steve BRIGGS; OEM1 Reg FARMER; JOEM Jock FALL; OEM1 Vie VICKERS. ** OEM1 Paddy GRAHAM; OEMN4 Jan CURRYER; OEM1 E. C. TONGS; LREM John JOHNSTON ; A/POEEL Brigham YOUNG; OEM1 Lawry LAWRENCE-BROWN; OEM1 SCOUSe LOCKTON; OEM1 Mac MCDONALD; OEM1 Steve PRICE; ORD Buster BROWN; OEM1 Bob GRAHAM; OEM1 Richard MALONEY; OEM1 Slinger WOOD; OEM1 Steve HUMPHREYS; OEM1 Sooty SUTTON; OEM1 Norm GILHAM ; AB Dutchy MOULTON; REM2 Andy ANDREWS; REM2 Taff HOWELL; OEM2 J. BEST; REM1 Yorky PATRICK; OEM1 Stu EDIS; OEM1 Frank WORRALL. *** OEMN4 Jonah JONES; OEM1 Buster BROWN; OEM1 Phil ABBOTT; OEA2 C. KELYNACK; A/POEEL Bob ELLIS; OEMN(O)2 Chats HARRIS; A/POEEL Stew STEWART; OEMN(O)3 Tomo THOMPSON; POEEL Jan FLOOK; POEEL Brum WHITTAKER ; OEMN3 Topsy TURNER; Dinger BELL; OEMN2 Tansy LEE; OEMN3 Ginge BAMBER; A/POEEL Ziggy NEWMAN; OEA2 Wiggie BENNETTS; POEEL Greenie Bungy WILLIAMS; OEM2 Taff SCREEN. **** OEA2 John HEYWOOD; POEEL Sam SAWDON; OEMN1 Smudge SMITH; OEMN1 J. B. BRODHURST; OEMN(O)1 Henry STARTUP; OEMN(O)1 Rocky STONEMAN; COEL Jan TRUMP; OEMN2 Blood REID; OEA2 Graham RICE; POEEL Jock CAMERON. ***** OEA(L)1 Tony POLMEAR; FCOEA(O) John BIGGINS; CCEL Brian CORK; Lt G. C. HERBERT; Lt A. W. JONES; Lt J. EDYVANE; COEL Pete RAFTERY; OEMN(L)1 Alan SALES; COEL Mac MACARTNEY.

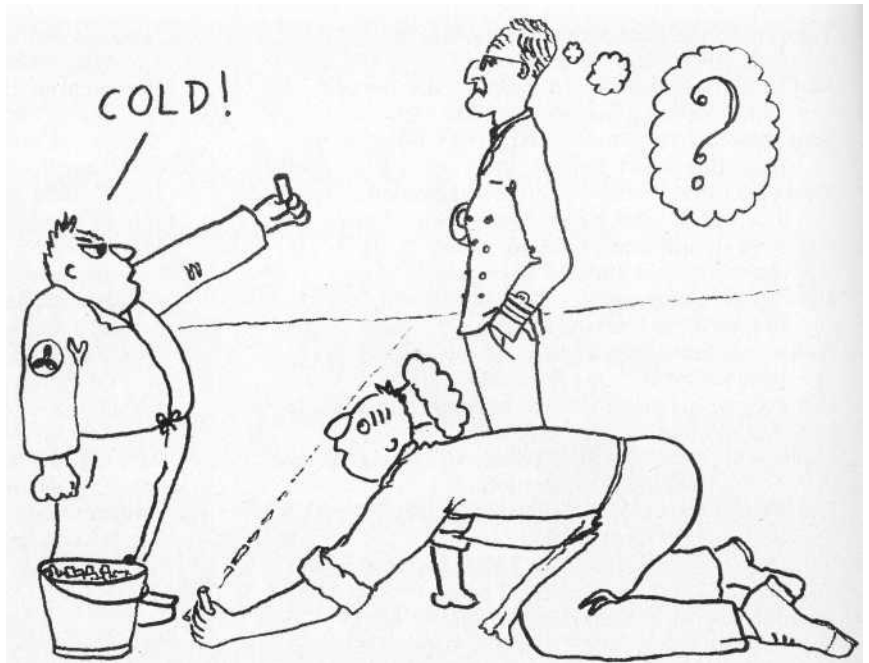
SUPPLY AND SECRETARIAT

Led by Commander R. Richards, the S and S Department supplied and secretaried its way successfully through the commission. Our quota of crises, spread over these eighteen months, were handled with the Pusser's customary verve and vigour, while in lighter moments there was always time to have a laugh at the oddities, inconsistencies and extraordinary incidents thrown up by the system and the people operating it.

The **Captain's Office** fought the escalating bumf war with determination and aplomb, aided by the Secretary, Lt-Cdr Brian Jones, whose endearing habit it was to ditch half the ship's correspondence over the side the minute it arrived onboard. The Sec's refreshingly practical approach to paperwork did not prevent mountains of letters on a vast range of subjects from finding their way through the Duke of Torpoint (L/Wtr George Driscoll) and Wtr Ken 'Hollolegs' Holloway into the hands of Fleet AB Buster Brown, the one-man Post Office. It is to the Secretary's eternal credit that only one Lieutenant, one CPO Wtr, one PO Wtr, two L/Wtrs, two Wtrs and one Fleet AB wound up in Netley ... with him.

One young lady, seeking a pen-friend onboard, wrote to the ship enclosing a photograph of herself. In her post-script she added the disclaimer, 'My legs aren't different sizes, it's just the way I'm standing.' - a statement which caused much ribald comment amongst the office staff.

It is a commonly held fallacy that Writers can in fact write and spell.



If all the chips cooked on board during the Commission were laid end to end you can bet your boots that some twit would slap in a food complaint to Cdr (S) faster than you could say 'Store Ship'

This myth was exploded by one of their number onboard (who shall remain nameless) who awoke one morning after a particularly heavy run ashore to discover that during his revels, in a misguided moment, he had had himself tattooed with the words, 'BORNE TO BE WILD'. *In vino veritas!*

The **Pay Office** survived nine money changes and one new Pay Code seemingly unscathed, also decimalisation and devaluation of the Rand - the latter happening as the money was en-route to the Ship. In addition to the normal services, they also operated a local savings scheme, the Bank of Eagle, to help people save up to meet Customs Duty. So, while they dished



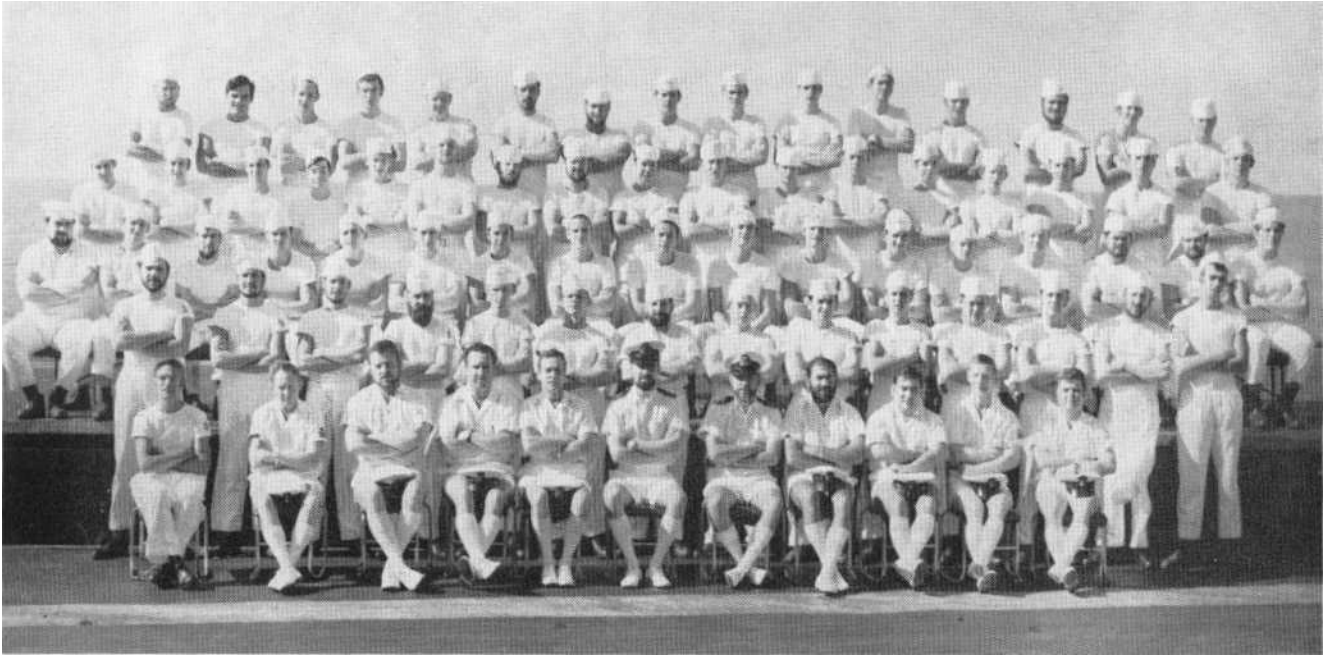
D Day - at Villefranche

out the lolly over the Pay Tables, the POSB and the Bank of Eagle were busy raking it in again; the difference between what went out and what came back was, one imagines, equally divided between Rabbits and Tigers.

The **Ship's Cooks**, by and large, kept us fat and happy, in spite of the difficulties raised by an invasion of rats and Rope Disease in the Bakery. PO Ck Bob Hamilton, in charge of the Bakery, was kept pretty busy producing bread not only for EAGLE but for the ships in company too. His real speciality though, was iced cakes. The tooth Deck Landing, Messdeck Rounds, Birthday or Christening - you name it, he had a cake for the occasion. After one particular spate of 100th, 200th, 500th Deck Landing ceremonies, it was rumoured that the Bakery staff had asked if they could have a Buccaneer when they baked the 1,000th cake.



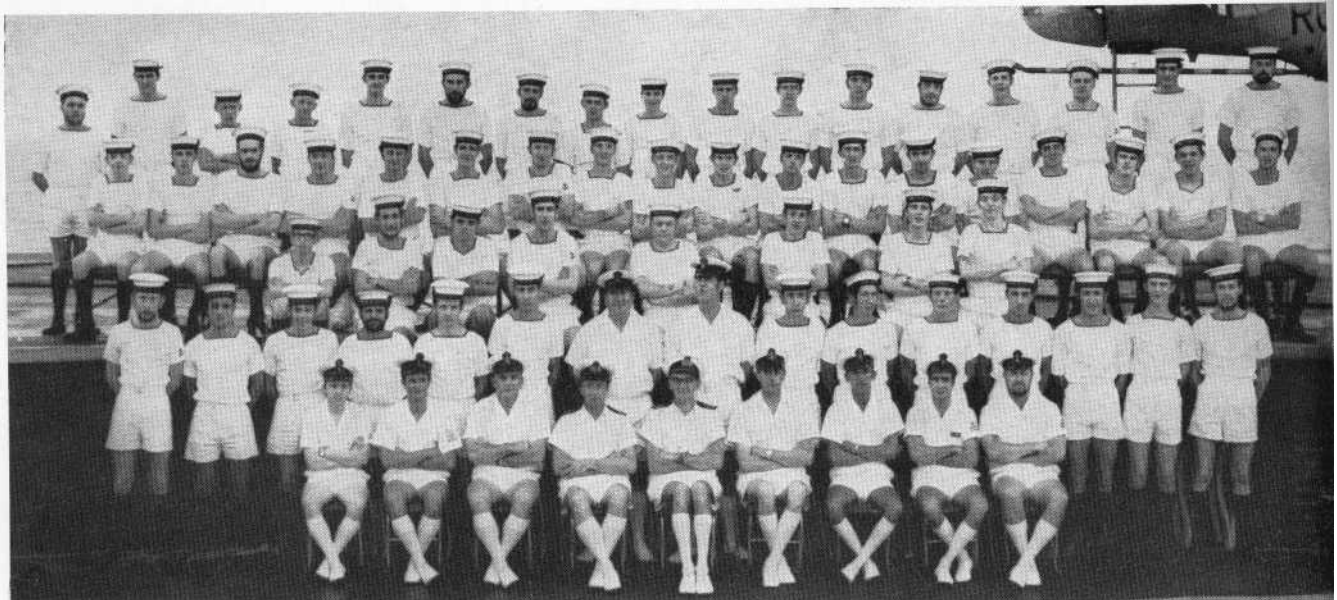
Captain's Office: * AB Barny BARNES; LA JOE MARSHALL; Fleet AB Buster BROWN; L/Std George HARRISON; PO/Ck Wally WALTON; L/Wtr Glyn TASKER; Wtr Hollolegs HOLLOWAY; L/Wtr George, Duke of Torpoint, DRISCOLL; Wtr Charlie HARVEY. ** CPO/Wtr Ken SHOBBROOK; Lt-Cdr Brian JONES (Secretary); Captain I. G. W. ROBERTSON; Lt Martyn THOMAS (Assistant Secretary); PO/Std Pete HEAD.



Ship's Company - Cooks' Division: * Ck HANNAM; Ck LEE; Ck WILLS; Ck DYER; Ck DOBSON; Ck SOMERVILLE; Ck EAGLE; Ck STANLEY; Ck MARSH; Ck POOLE; Ck ROBERTS; Ck GRIFFIN; Ck DILLON; Ck V. WOOD; Ck ROBB. ** Ck WATT; Ck RUDGE; Ck HARTFIELD; Ck G. WOOD; Ck LOCKWOOD-LEE; Ck AVERY; Ck GILHAM; Ck MELVILLE; Ck BAINE; Ck MITCHELL; Ck TRAYNOR; Ck PHILIP; Ck GILSON; Ck BENHAM; Ck EARLS; Ck JONES; Ck OSMOTHERLY. *** L/Ck DURRANCE; L/Ck HILL; L/Ck PORTER; Ck HEMBURY; Ck HICKMAN; Ck McNICHOL; Ck STONE; Ck POWELL; Ck BROWN; Ck MAZZONI; Ck ARTHUR; Ck KING; Ck TAYLOR; Ck MACDONALD; L/Ck AVERY; L/Ck PRATT; L/Ck WILD. **** L/Ck CUSSEN; L/Ck HUSSEY; L/Ck MURRAY; L/Ck HEWETT; L/Ck HENDERSON; L/Ck WOOD; L/Ck STEVENSON; L/Ck NICHOLLS; L/Ck COMBS; L/Ck JONES; L/Ck POTTER; L/Ck PEARCE; L/Ck BALDEN. ***** L/Ck CUMMINS; PO/Ck LEE; PO/Ck HAMILTON; CPO/Ck HALL; FCPO/Ck FIELDING; Lt W. M. JOHNSTONE (S); Lt S. F. T. COOKS (SCA); CPO/Ck THOMPSON; PO/Ck WHEELER; PO/Ck ROBINSON; PO/Ck TOSNEY.



Naval Stores - Stores Accountants and Pay Office Writers: *LSA JoCK BARRIE; SA Harry HARRISON; SA Andy PROBERT; SA Kegs FLOWERS; SA Danny THOMAS; SA Shiner WRIGHT; Wtr Desperate DANN; Wtr John SWEET; SA Paddy MCCORMACK; Wtr Charlie HARVEY; Wtr Chad CHADWICK. ** LSA Father REES; LSA Stumpy SIMPSON; LSA Jimmy JEWELL; LSA Dick CURTIS; SA Father FINDLOW; SA Shiner BRIGHT; SA Doc HALLIDAY; SA Rich PAUL; Wtr Paul GILGRAVEY; L/Wtr Ted RODRIGUES; Wtr Smudge SMITH; SA Robbie ROBERTSON. *** L/Wtr George STOREY; PO/Wtr Tom THOMAS; PO/Wtr Pete VIGORS-EVANS; PO/Wtr Bungy WILLIAMS; POSA Ted HEATH; POSA Len HARVEY; POSA Alan DEACON; PO/Wtr Bryn THOMAS; LSA Jan DARKS. **** POSA Wally WALTERS; CPOSA Frank O'SULLIVAN; CPOSA Vince MATTHEWS; Lt John HARRISON; Lt Brian COGHLAN; CPOSA Tom MASTERS; CPO/Wtr Trevor CREALOCK; PO/Wtr John HAMOND.



Wardroom Staff - Ship's Company Stewards: * L./Std Stumps HADLAND; Std Bagsy BAKER; Std Topsy TURNER; L/Sid Alan MEYHEW; Std Mick FRANCIS; Std Norman ELVIDGE; Std Jim LIDDLE; Std Paddy SLATTERY; Std Mac F. MACKENZIE; Std Moses WRAY; Std Willy WILLIAMSON; Std Paddy BURROWS; L/Std Mac MCINTYRE; L/Sid Tug WILSON; L/Std Scouse BATES; Std Ben BENHAM; L/Std Mama DUKES. ** Std Smudge SMITH; Std Bunny WARREN; Std Mac MACOY; L/Std Jed STONE; Std Brum RITCHIE; Std J. J. SMITH; L/Std Alan RICHARDSON; Std Scouse DRURY; L/Std Emma EMMERSON; Std Dave DEADY; Std Jan SPRY; Std Able KING; L/Std Bugs MORAN; Std Brigham YOUNG; Std Jock HARLAND; Std Jan STALLARD; Std Tug WILSON; Std DaVe BOSTOCK. *** Std Joe 90 STEWART; Std Steve DAVIS; Std Roy GILL; L/Std Chris INCE; Std Ginge RUSSEL; Std Eddy NEWMAN; Std Johnno JOHNSON; Std Robby ROBERTS. **** L/Std Marv BRIDGEN; Std Mario CATANIA; Std Mick CRAVEN; Std Mick CARROBOTT; Std Paddy HORAN; Std Knocker WHITE; PO/Std Shiner WRIGHT; PO/Std Bruce HIBBERD; Std Harry HOUSLEY; Std Amos BURKE; Std Ken RIDER; Std Mick WHEELER; L/Std Pricey PRICE; Std Clemm CLEMMETT; Std Nobby CLARK. ***** PO/Std DaVe KANE; PO/Std Mick O'CALLAGHAN; CPO/Std Paddy MORTON; Lt Ray SAUNDERS (WRCO); Cdr R. RICHARDS (CDR(S)); FCPOSA ELWOOD; CPO/Std Jumper COLLINS; PO/Std Jan WYATT; PO/Std Bob HAYMES.

The high point of the commission for the Chefs, of course, was the Western Fleet Cookery Competition, where EAGLE pulled out all the stops and carried away first prize in the Ship's Company section and second prize in the Wardroom section. After the convincing win, it is said PO Ck Hamilton whispered in CPO Ck Thompson's ear 'A piece of cake'.

Fleet Chief Ck Alfie Fielding, master builder in spun sugar (who will knock you up an edible Eiffel Tower at the drop of a chef's cap) took charge of the cookery displays at the various ports we visited, drawing crowds of drooling spectators to the S and S stand, where mouthwatering masterpieces stood as monuments to the skill and craftsmanship of our chefs.

Also prominent on the culinary scene were L Ck Mel Harper, who did a



CCY Slater receives a cake from Cdr (S), in the shape of a boot, to mark the five-hundredth S126 of 1971

twenty-eight

sculpture of the Captain in margarine; and Lt Cooke, the Ship's Company Catering Officer, who turned out to be a dab-hand at making models in marzipan.

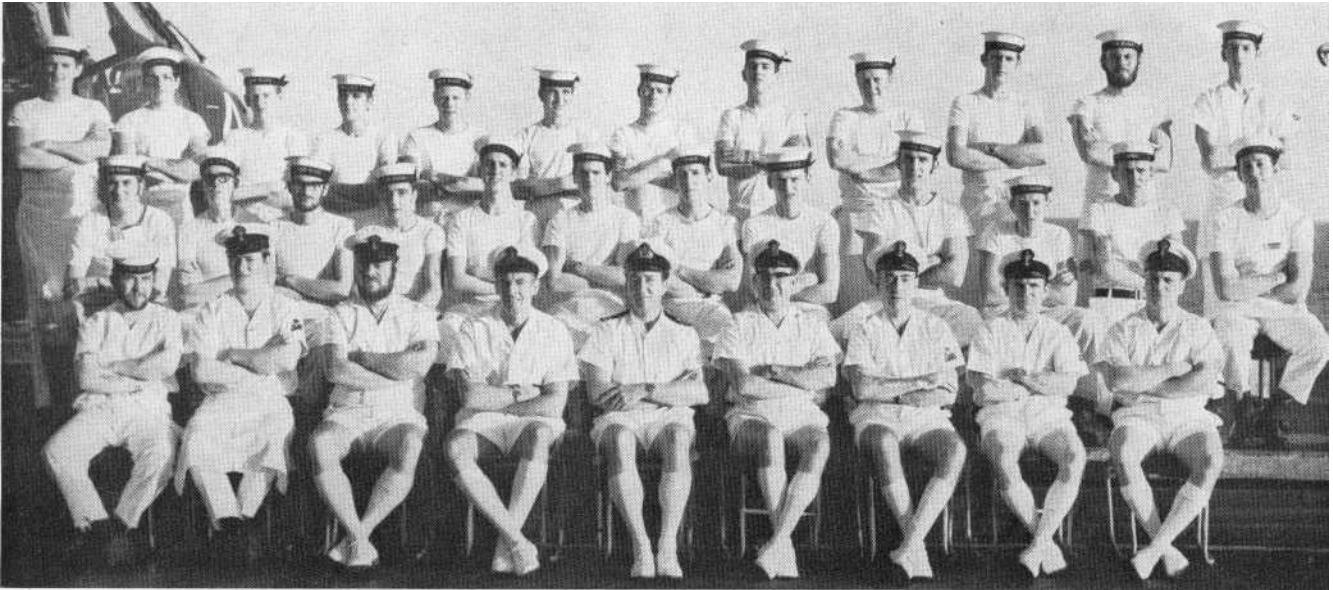
Down aft in the Wardroom, the Stewards handled an endless string of Mess Dinners, Cocktail Parties and Happenings of one sort or another with their usual panache. They, too, had their fair share of amusing incidents; for example, you can imagine the bewilderment of the poor chap who was tersely ordered, early one morning, to go and do the shakes on one and two decks! They also produced a fine crop of talent at the Ship's Saturday Night Singalongs. PO Std Shiner Wright, under the stage name of Ricky Dennis, had a large following for his impassioned renderings of well-known songs; and The Stewards, a popular group, provided music whose virtuosity was exceeded only by its volume.

Between prolonged bouts of stock-taking, the staff of the Quarters Office succeeded in flogging us tons of clothing and mess gear. CPOSA Ron Russell dealt with the many and varied problems of the office with cool efficiency. He was not put out by the 30,000 paper cups which were flown out, unannounced, to the ship while we were in Hong Kong; stowing away a few large packing cases was no problem. What caused the consternation on that occasion was the fact that the wretched cups all bore RAF crests.

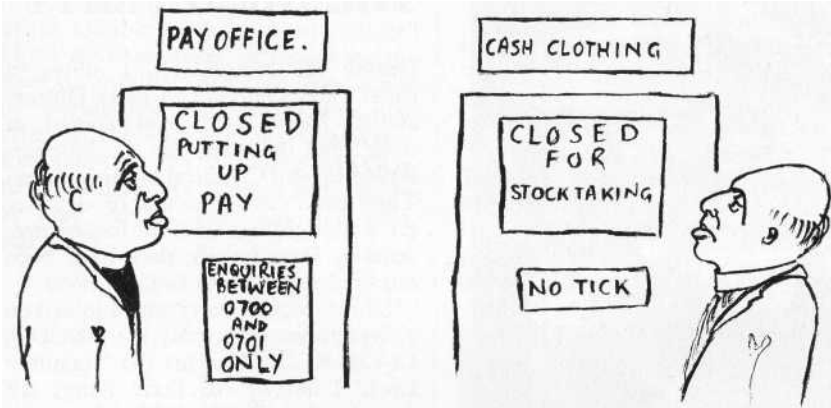
SO (Q) himself, S/Lt Hunter, showed a fine sense of timing during one particular RAS(S): patrolling the Flight Deck as the stores were being struck down, he spotted a bag of flour which had burst on the canvas chute to the Sick Bay. He immediately ordered water to be poured down the chute to lubricate things a bit, and then followed the water with another 56-lb bag, hoping to clear the resulting sticky mixture. His plan succeeded well. Unfortunately, the PMO, poking his head out to discover who was making such a devil of a mess of his Sick Bay, was just in time to catch the gummy bow-wave. The ensuing acrimonious words are mercifully not on record.

The Jack Dusties, ensconced in their dungeons below sea-level, have managed to supply most of the nuts and bolts most of the time. Their chief talent seems to consist of producing more signal traffic than any other department, which at least keeps the Communicators busy.

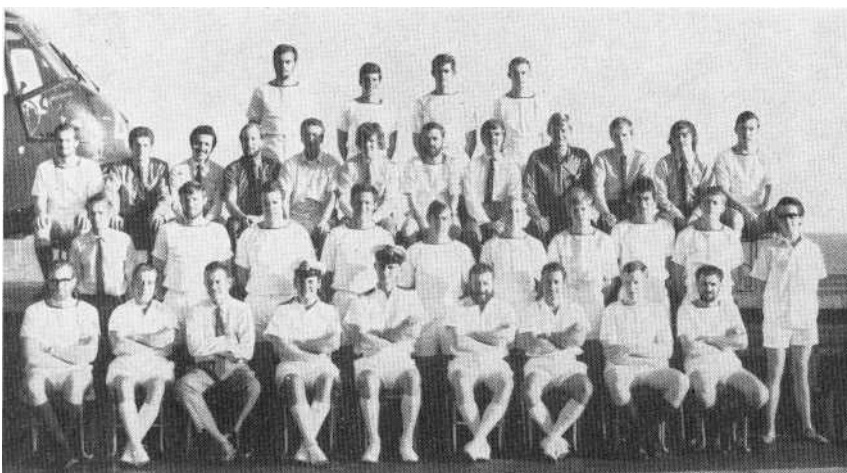
On the sports field, the department excelled at soccer, with strong teams from both 6F Mess (Scribes and Jack Dusties) and the Stewards. At other sports the department did moderately well. The supply officers were narrowly beaten at the two skittles matches against RFA RELIANT and, late in the evening of the return match, DSO (Lt-Cdr Claro) was heard to mutter strange things about life not being 'all beer and skittles'.



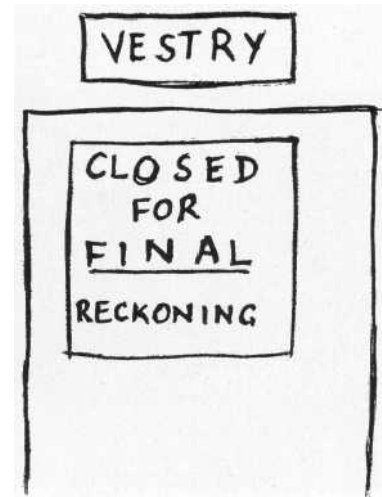
Wardroom Staff - Cooks: * L/Ck Premo MORRIN; Ck Geordie SNYDER; Ck Ginge FENWICK; Ck Norman POTTLE; Ck Fred DINSDALE; Ck George ARMSTRONG; Ck Thomo THOMSON; Ck JoCk SANDERSON; L/Ck Ginge KIDDELL; Ck Pedlar PALMER; Ck Russ RUSSELL; L/Ck Mal HARPER. ** LSA MAHONEY; Ck Cookey COOK; Ck Dave OASTLER; Ck Taff LATHAM; Ck Keith DRAYCOTT; Ck George IRWIN; Ck Andy SHOREMAN; Ck Mac MCCALLION; Ck DaVe TOWNSEND; Ck Taff HALL; Ck Dodger LONG; L/Ck Charley COOK. *** L/Ck Coll COLLETT; PO Bob HERON; PO Bill CAMPBELL; CPO Dutchy HOLLAND; Lt Ray SAUNDERS; CPO S. A. MORETON; PO Mick DOOLE; PO Berrie BUCKLEY; PO Danny DAVIDSON.



Some of the cartoons, such as this, have been drawn especially for this book: others have appeared in the 'Eagle Express' and are included here as a reminder of the services rendered to the Ship by Doodle, WAG, and the many others for whom we have, regrettably, insufficient space



Quarters, Catering and Naafi Staff: * AB Tomo TOMLINSON; AB Nobby CLARK; AB Bungy EDWARDS; SA Stan LOWE. ** SA Pat LISTER; B. HANCOCK; M. WEBSTER; D. CHESSWORTH; R. GRAY; S. BROWNE; LSA Ken RIMMER; C. PIERCEY; T. PINK; R. FULLER; K. LUGG; SA Ollie OLIVE. *** Derek CROCKFORD; AB Burl IVES; AB Steve HUXTABLE; AB Brian SYMONDS; LSA Jessie OWENS; LSA Ron LANSLEY; SA Harry FRESHNEY; SA DaVe HYSLOP; SA Nick NIXON; Chris THOMAS. **** LSA Stu BAILEY; CPOSA Ron RUSSELL; Mr Tom HOLLAND (Canteen Manager); S/Lt HUNTER; Lt-Cdr CLARO; CPOCA Rocky SWORDER; CPOSA John ROADNIGHT; LSA Bernie FENTON; LSA George COLEMAN.





NBCD Party, June 1971: *POMEM BARNETT; MEM WOODVINE; MEM PEET; MEM MEARN; LREM(A) MORRISON; NAM BALDRY; Lt-Cdr R. D. HARMAN (NBCDO); MEM MCNEILL; AB CLARKE; OEM GRAHAM; LA ADAMS; PO LAIDLAW; CMEM WILSON. ** PO BOWMAN; POMEM MARROWS; AB PASIFULL; MEM MCCARTHY; JS NICHOLS; AB KING; NA POET; MEM ROBB; NA WINTER; AB MENDAY; AB MORGAN; MEM FOSTER; POMEM SANSOM.



Watch below, a.m., Sunday 5 December, 1971: MEM STEPHENS; NA HAUXWELL; POMEM ANDREWS; MEM GREEN; OS MURPHY.

999 SQUADRON - THE NBCD PARTY

During the commission, 1 officer, 2 Chief Petty Officers; 20 Petty Officers and 83 Junior Rates have worked, at some time or other, for the Nuclear, Biological and Chemical Defence Party. Their main concern is one of vigilance for watertightness and fire-hazard prevention. Occasionally they have been required to deal with fire and flood.

Of the original party which joined on 7 September 1970, only the NBCDO, Lt-Cdr R. D. Harman; PO 'Hamilton Loch' Laidlaw; AB Dave King; AB Jock Pasifull; MEM Dickie Peet, and MEM Ginger Foster have remained throughout. Chief MEM Tug Wilson



NBCD Party, a.m., Sunday, 5 December, 1971: * NAM RYAN; POMEM BARNETT; NA FOSTER; MEM PEET; EM(A) CLARK; CEM WELBOURNE; MEM PEAT; Lt-Cdr R. D. HARMAN (NBCDO); MEM MCNEILL; AB DOUGLAS; NAM COSTON; LA ADAMS; PO LAIDLAW; CMEM WILSON; OEM BROWNING. ** POAF JAMES; PO SMITH; AB PASIFULL; AB SKRIABIN; AB RUNHAM; AB KING; OS HENDRY; OS HARTY; MEM BRADY; MEM BENNETT; MEM SHAW; MEM FOSTER; POMEM MUSGRAVE; MEM HANDLY.

NBCD Party - continued

has been the NBCDO's Assistant since 6 February 1971, and other longtimers include POMEM Barnie Barnett; MEM Mac McNeill, and Leading Airman Daisy Adams.

Apart from the occasional NBCD Exercise, we have gone about our work quietly and mainly unnoticed except for the passing by of a red-and-black shirted figure wearing a blue helmet. Incidentally, since 8 September 1970, the NBCD Patrols from HQ1 (and, like the Windmill, we never close) have walked on your behalf 28,750 miles just keeping an eye on things.



Regrettably, we have no records as to the number of 'Local Fuel Danger' Pipes we have made, although we do have the original shell-case. Any offers on paying-off? Did you know that fitted in the ship are 284 Gas/Water Extinguishers, 193 'Foamites', 256 C02 Extinguishers, 351 Nozzles and 4 miles of hose carried especially for your safety ?



Other Departments can measure their effectiveness by the number of successful launches, recoveries, firings, etc. We cannot use this yardstick. The fewer successful 'actions' we have the better. Our job is primarily to prevent, although occasionally we have to cure. However, the LOX fire on 23 July 1971 and the activities of person/persons unknown on 10 September 1971 in Fremantle did not find us wanting.

We are glad to have been of service. You will be pleased to know that HQ1 will remain open for normal service until the ship is handed over on completion of de-storing.



Some of the Divers: * Lt J. CORBET-MILWARD; MEA(P) Kenny EVERETT; EA1 John CRAGGS; AA1 Zeus HOLLOWBY; PO(Met) Bogey KNIGHT; POMEM Mick MEEKINS; POEL Henry COOPER; REA1 Sharky WARD; POEL Skin SLIGHT; Instr Lt B. HARRISON. ** LAM Roy ROYAL; NAM HARRY HARRISON; LAM Bas DUNN; MEM Chick MURRAY; AB Lex BAXTER; OEM Jimmy JAMES; LS Sticky GREEN.

DIVING

The sixty-eight divers borne by HMS EAGLE must constitute one of the largest single diving teams in the Fleet. Practically every single branch on board is represented, and a hard core of keen divers has never failed to volunteer for irksome jobs out of working hours.

Routine jobs include standing by the 'crash boat' organisation for the recovery of a ditched helicopter; surveying the Ship's bottom and taking readings of the wear in the shaft bearings; underwater welding; and 'Operation Awkwards', the searching of the Ship's bottom for possible mines. There have been unusual jobs, too, such as recovering valuable items lost over the side; unblocking the Ship's underwater inlets; and, on two occasions, the divers

have been down to check for the navigator that the Ship has had the calculated six feet of water under the keel.

Since leaving Devonport some recreational diving has taken place, the highlight of which was the association with the Atlantic Underwater Club of Capetown. We were most hospitably looked after and had a few interesting days fishing out of season for crawfish. Much has been learned and much achieved by EAGLE's diving team since those early days practising 'Awkwards' for the ORI in the cold and dark anchored off Portland. The diving team was not called on to enter the water for that evolution during the ORI, but two of the diving officers were requested to simulate enemy attackers. Unfortunately, rumour had it that the SBS from Gibraltar were likely to be doing this 'attack' and the interrogation team did not seem to recognise their shipmates or show much mercy. It was a good job the Admiral's Staff were there to see fair play!

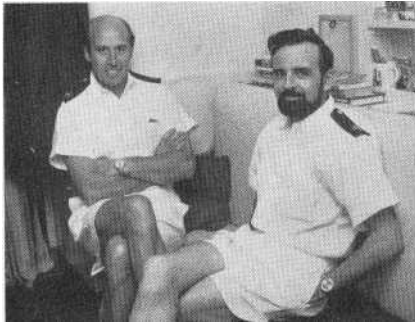
Many long hours have been put in by the supervisors - CPO King and, latterly, PO Trotter; the maintainers, under OA1 Burden; and the storekeeper, LS Johnstone.



Diving on the 'Speedwell'



Checking the equipment



Our Chaplains: Rev Arthur NUNNERLY; Father Kenneth KING.

NEWS OF THE CHURCH IN EAGLE

The Revd. Arthur Nunnerley, who relieved the Revd. Alan Hewison, joined the ship in October 1970 and will become Chaplain at HMS ROYAL ARTHUR, at Corsham, in March 1972. The Church of Scotland and Free Church Chaplain, the Revd. David Huie, transferred to HMS ARK ROYAL in May 1971 and we were joined then by the Revd. Father Ken King. After leaving HMS EAGLE, Ken King will be serving at the Royal Naval Hospital at Haslar. Whilst we were in the Far East our Chaplains included HMS GLAMORGAN in their parish and ministered to them by helicopter. Whilst visiting Australia and New Zealand the Small Ships Squadron Chaplains, Ian Hulse and Bernard Moore, were in company with us.

It was very appropriate that the Chaplains could visit Ascension Island in June and spend a day with Bishop Capper and the Island Chaplain. In Australia, Cardinal Gilroy of Sydney, who once served at sea, was delighted when presented with a Ship's Crest by Ken King and Ian Hulse. Bishop Myles McKeon of Bunbury, who is in charge of the Stella Maris Clubs in Australia, came on board in Fremantle. Bishop Gilbert Baker, Anglican Bishop of Hong Kong, celebrated Parish Communion in our Chapel and



Community carol-singing, Indian Ocean, 1971

thirty-two



confirmed Bill Wentworth, Robin Halford, Bob Scott, Paul Raine, Michael Rowley and Malcolm Fuller. They were photographed with the Bishop at a party in the hangar after the service. Whilst we were in Hong Kong a Jesuit Father conducted a Moral Leadership Course at Maryknoll House, Stanley: Kevin Meehan, Christopher O'Connell, Frank O'Sullivan, Paul Chapman and Martin Pyke attended.

HMS EAGLE has a fine Chapel, one of the best in the fleet, and it has been well used. Besides the usual round of

Sunday services there has been Holy Communion and Holy Mass each weekday. The Chapel has never been closed and it has been available for prayer and quiet right round the clock. A Wednesday night Bible Study Fellowship was formed early in the commission and a regular study has been made of St. Luke's Gospel. A Monday night Discussion Group has had quite a following, with lively interest in subjects such as Christian Ethics, Evolution and The Bible, and also Heaven, Hell, Death and judgment!



MARINE ENGINEERING DEPARTMENT

Comprising all those 500 members of S.T.E.A.M. (Society for Tampering with Enormous Antiquated Machinery).

On 28 January 1972, with a big sigh, EAGLE'S machinery fell silent for the last time after nearly twenty years of 'burning and turning'. In fact, her eight Admiralty Three-drum Boilers were first flashed in September 1950 and they thus celebrated their 21st birthday during the Fremantle to Singapore leg of the Ship's last commission. Of the 8 megawatts of electrical power that could be generated, 500 kW was provided by each of the four Metro-Vickers turbo-generators which were built in 1926 and gave faithful, if somewhat noisy, service right to the end.

No more will 120 MEA(P)s, Mechanics and MEMs change the watch every four hours, and no more will those engaged on rounds climb up and down 4,000 feet of steel ladders in the machinery spaces, through endless armoured hatches and doors, designed as protection against the attack which fortunately never came.

This will be regarded by many as no small blessing, although there is no doubt that there will be a considerable feeling of pride as they relate to their grandchildren tales of how they sweated it out, at 127°F (54°C), in the machinery spaces of one of the last of the real 'big ships'.



Marine Engineering Department - Officers: * Lt R. F. DALE (OSMO); Lt P. M. K. DODGSHUN; Lt K. F. WARD (FDE04); S/Lt M. COWELL (Assistant Shipwright Officer); S/Lt C. A. NIX (TLO); Lt R. CORSER (Senior Watchkeeper). ** FCMEA(P) P. ALFORD; Lt D. J. CRITCHLEY (XUO); Lt R. M. VOTE (MARENTO); S/Lt D. A. RAPKINS (Personnel); Lt J. V. WRIGHT (DBO and OSM 11); S/Lt S. P. EDGAR (BUO); FCMEM N. MUSK; FCMEM(H) HUSBAND. *** Lt-Cdr A. A. TEAPE (FDEO); Lt-Cdr J. L. L. GADSBY (DCEO); Cdr P. G. HOWARD (MEO); Lt-Cdr J. G. DINNAGE (Senior Engineer); Lt-Cdr E. J. J. WADY (Shipwright Officer)

The beginning of the end of EAGLE'S last commission was in March 1970 when the ship was hauled into No.10 dock for a six-month DED ('Docking and Essential Defects') - Maren's Moment in the limelight. In what seemed no time at all, the Double Bottoms Party had rigged their spaghetti of fire-hoses in the dock bottom and the atmosphere was filled with the clamour of windy chisels.

Pieces of machinery came and went, as did many members of the depart-

ment; even our temperamental steering-gear, which used to break down regularly twice a week, was sent to Hasties for rejuvenation and managed to bear up under the strain on its return.

The DED saw the first test of NBCD knowledge for many of the new Mareneers with a serious fire in 4SO mess which took an hour to locate and four hours to extinguish. Of all those who did an excellent job of tackling it, CMEA(P) Birch deserves a special



Maren 'A' Unit: * MEM Derv RICHARDSON; MEM Kathy KIRKBY; LMEM Slinger WOODS; MEM Jock ANDERSON; MEM Otti OTTENSEN; LMEM Ginge HEAD; MEM Jan BINDING; LMEM Paddy CONNOLLY; MEM Jim CRANSTON; MEM Taff DAVIES; MEM Chelsea MALYON; MEM Brum SELVEY; MEM Jock FINDLAY; MEM Jock FLOCKHART; MEM Mac McKLUSKIE; LMEM Ollie HOLLINGSWORTH; MEM Brum OFFLEY; MEM Chick HENDRY; MEM Jenks JENKINS; MEM Basher BALLARD; LMEM Andy NAILOR. ** LMEM Higgy HIGSON; MEM Ted HAYFORD; MEA3(P) Mick O'BRIEN; LMEM Jimmy BOND; MEM Tom NEASON; MEM Catweazle THORPE; MEM Joner JONES; MEM Brad BRADY; MEM Tweeds TWEEDY; MEM Stevie STEPHENS; MEM Paddy CASEY; MEM Jock JOYCE; MEM Robbie BURNS; MEM Smudge SMITH; MEM Ronnie WEST; MEM Gunny HOBBS; MEM Charlie WADHAM. *** MEM Johnne JOHNSTONE; MEM Duncan MACKENZIE; MEM Fred BARKER; MEA2(P) Kenny EVERETT; MECH2 Ken RIBBONS; MEA2(P) Sharkey WARD; MEA2(P) Jan BREWER; POMEM Jonah JONES; POMEM Jimmy GREEN; POMEM Jan HOWE; MECH2 Sooty BLOWER; MEM Moxley MORON. **** MEA2(P) George STUART; CMEM Tex HAYMAN; CMEM Jim TERRY; MEA1(P) Phil MARRIOTT; CH.MECH John LINKSTON; S/Lt D. BUCKLER ('A' UO); CMEM Bob BRENCHELY; MEA1(P) Keith BOXALL; MEA1(P) Nobby CLARKE; MEA1(P) Dave JOHNS; MEA1(P) Bagsy BAKER. ***** LMEM Nutty HATCH; MEM Tug WILSON; MEM Dips DIPROSE; MEM Tich HORBURY; LMEM Father WITTINGHAM; MEM Monkey MONK; MEM Shan SHANANHAN; MEM Spaz SPARROW; MEM Crazyhorse HARDACRE. On Watch: POMEM F. S. FULLER-SUTHERLAND.



Outside Machinery and Double Bottoms Division: * App Tom TAYLOR; App Eddy McKERR; LMEM Spider WEBB; MEM Pinky PERKS; LMEM John DENNIS; MEM Arthur SILLS; LMEM Daisy ADAMS; MEM Danny KAY; LMEM Terry JEFFRYES; MEM Wally GLENN; MEM Joe BEAVER; App Harry HARROP; MEM WILES; MEM Blondie KNOWLES; App Keith McDoNALD; MEM Aggis LIGERTWOOD. ** MEM Pansy POTTS; LMEM Mick MAPLEDSEN; LMEM Jumper COLLINS; LMEM Adrian ELVIN; MEM Keith HUTCHINS; MEM Dicky DREW; MEM Aggie BULPIN; LMEM Dave MANLEY; LMEM Terry AUSTIN; MEM Bogy CAMPBELL; MEM Flo FORD; MEM Joe MERCER. *** MEM Denis LAWLER; POMEM Father DOWELL; POMEM Ginge CORNEY; MECH Nobby HALL; POMEM Mick HORNER; POMEM Roger CRAGG; MECH Bill JONES; MECH Bunny WARREN; MEA(P) Bas GEACH; MEA(P) Ian MURRAY; MEA(P) Woody HERMAN; CMEM Tug WILSON; MEM Paddy HYNES; LMEM Sam WELLENS; MEM Red REDSHAW. **** MECH Jed HEWITT; MECH Roger SHOREY; CMEM Les SUTTON; Lt R. M. VOTE (MARENTO); Lt J. V. WRIGHT (DBO & OSM II); Lt-Cdr J. L. L. GADSBY (DCEO); Lt R. F. DALE (OSM I); CMEA(P) Pete WOODYARD; FCMEA(P) Pete ALFORD; MECH Dusty MILLER; CMEM Bob BARLOW. ***** LMEM Smudge SMITH; MEM Harry JONES; MEM Ernie PREECE; JMEM Jock WRIGHT; LMEM Roy PEATMAN; MEM Gareth EVANS; MEM Ruby MURRAY; MEM Jan RYDER; MEM Fish BRADFORD; MEM Andy ANDERSON. On Watch: POMEM John HILTON; LMEM Pert PERTILLER; MEM Brum HARDACRE; MEM Pedler PALMER; MEM Ginger CHILDS; MEM Pincher MARTIN; MEM Ginger WADE.

mention for pulling out two members of the fire brigade who had been overcome by heat.

The DED also saw the ship's company

moved into CENTAUR, the end of Rum Issue, the dock strike (and all our visions of driving cranes and shunting locos), and CMEA(P) Dorrington's

'D' Tours operating at full strength with two of the most notable being the evening at Lopwell Dam and the evening on the ferry up to Calstock.



Maren 'B' Unit: * MEM Mick STOKES; MEM Frank Cooves; MEM Paddy RODGERS; MEM Steve COURSE; MEM Woody WOODVINE; MEM Brum MADDOCKS; MEM Mac MCCONKEY; MEM Sharkey WARD; MEM Taff MACPHERSON; MEM Jack SIMMONS; LMEM Taff EVANS; MEM Dave HUNT; JMEM Ted EDWARDS; MEM Mat MATTHEWS; MEM Tansy LEE. ** MEM Tiny TIMMS; MEM Icky HICKMAN; MEM Taff WALTERS; LMEM George BLAKEY; MEM Doc FOSTER; MEM Pincher MARTIN; MEM Parky PARKINSON; LMEM Scouse OAKLEY; LMEM Elmer MURTON; LMEM Ken PRICE; MEM Jock PETRIE; MEM Tommy MUDD. *** MEA(P)2 John TURFREY; MEM Charlie WATT; POMEM Duke WELLINGTON; MEA(P)3 Dai EVANS; MECH3 Noddy PEEL; MEA(P)2 Bill LETTCH; POMEM Basher BRIGGS; MEA(P)2 Bri WHAPPLES; MECH2 Barny BARNES; MECH2 Mick CARNEY; MEM Dick PEET. **** POMEM Pete PRICE; MEA(P) Phil BASTOCK; MEA(P)1 Taff POTTS; MEA(P)1 Brian LAMBERT; CMEA(P) John HAYES; S/Lt Sam EDGAR; CMEM Bob FITZER; MEA(P)1 Dick ROWAN; MEA(P)1 Donald DUCKETT; MECH3 Bob HoPE; MEA(P)1 Charlie MUNN. ***** MEM Jona JONES; MEM Brum LILLEY; MEM Jock MITCHELL; MEM George THOMAS; JMEM Angus MCCANN; JMEM Taff MELD; JMEM Nobby NELMS; JMEM Scouse SYMS; MEM Sugar KANE. On Watch: POMEM Chick MURRAY; LMEM George BEST; LMEM Taff DAVIES; MEM George ASLING; MEM Paul BELGRAVE; MEM Ches CHESWORTH; MEM Knobby CLARKE; MEM Hoppy HOPKINSON; MEM Shady LANE; MEM Arty SHAW; MEM Whisky WALKER.

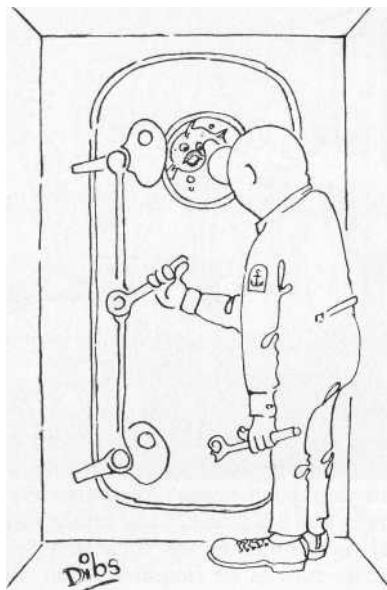
thirty-four

In September (just as we were beginning to get the caisson opening times weighed off) the DED came to an end, and on the 26th we sailed for trials: without leaving 'Y' Unit on the jetty, as had been suggested!

Then followed a Full-power Trial; noise-ranging trials off Portland; and two weeks of tightening-up nuts and bolts and restoring the machinery to a ship-shape condition before returning to Guzz on 9 October.

It was while entering Guzz that a small disturbance in 'B' and 'Y' engine-rooms marked the loss of several blades off their respective propellers as the ship touched the bottom. 21 October saw EAGLE once more tucked into No. 10 dock, after a very disgruntled BULWARK had been pulled out of the dock half-way through her refit, and it was there that EAGLE had to suffer the indignity of being fitted with an odd three-bladed propeller. (It was widely rumoured that whilst the ship was in dock again, FDEO actually found the Golden Rivet - it had popped out of the bottom of one of the avcat tanks.)

A week after entering dock, DBS once again cleared up their spaghetti, the dock was flooded and we were off to the Moray Firth, in the beginning of November, before a visit to Southampton. Southampton holds bitter-sweet memories for the catapult crews, who spent the whole period sorting out



sealing-strip problems on the catapults, but for all the others it made a welcome break from trials and work-ups.

October saw Cdr Howard relieve Cdr Dennison as the MEO and in November many states Amber and Red during the second work-up in the Bristol Channel. It was during one such state Amber that the Maren Department was rocked to its foundations by a young Greenie who came down to the MCR and asked if there were any 'L' defects for him to fix!

After Christmas at home and another AMP, EAGLE sailed for the Mediterranean. First stop was Gibraltar for a quick rabbit-run, but it turned out to be remembered more by the Mareneers for their part in fighting the fire that swept the superstructure of the BYZANTIUM - a Cypriot cargo ship at the detached mole. It was with great enthusiasm (and, no doubt, visions of villas built with salvage money) that the technical boarding parties and HQ1 staff humped tons of foam, hoses, extinguishers, and such like equipment by boat across to the mole. (Talking of salvage money. . . .)

And so, via Villefranche with its splendid (but slightly blurred) memories, to Malta. On the way, a full-power trial was held during which 'B' unit struggled valiantly to keep their end up with their three-bladed disadvantage, and the Badgers caught the COD: the 1,000th recovery since the DED.

It was on the way back to Plymouth after the self-maintenance period in Malta that the following conversation took place, the bridge having telephoned the EOWW in the MCR: OOW (on bridge) - 'Are we in fact doing 108 revs on all shafts?' EOWW (in MCR) - 'Yes, doing 108 on all shafts.' OOW (after pregnant pause) - 'Well, we are not going as fast as we usually do for 108 revs; can you see if you can do anything about it?'



Maren 'X' Unit: *LMEM Yorke Lamber; MEM Dodger DRODGE; MEM Oscar RIDLEY; MEM Father GOBBETT; LMEM George CARR; MEM Paddy HANLON; JMEM Steve BINNEE; LMEM Jasper COLLER; JMEM Ganges DAMES; MEM Taff LAKE; LMEM Soapy WATSON; MEM Reg WHITEHOUSE; MEM Quas ABBOTT; LMEM Mick GOODE; MEM George TURNBULL. ** JMEM Tiny HAYWARD; MEM Ginge FOSTER; MEM Jim GREEN; MEM Mick WEBBER; JMEM Skin HEASMAN; MEM Dolly GRAY; MEM Robbie ROBERTSON; MEM Lorry LORENTSEN; MEM Dave GUNTER; LMEM Bogie KNIGHT; MEM Patch MORRIS. *** MEA3(P) Graham STOKES; MECH2 Curly HOWARD; MECH2 Slim MACDONNOUGH; POMEM Max BRAND; MEA2(P) Jock FORRESTER; MEA2(P) Shag TUCKWELL; MECH2 Dicey TRAYNOR; MECH3 Florrie FORD; MEA2(P) General CONEY; MECH2 Speedy SPENCER; POMEM Jan MEEKINS; POMEM George ROUTLEDGE; POMEM Jan THOMSETT; POMEM Steve DYBALL. **** MEA2(P) Reg HARDY; MECH1 Fred GASKILL; MEA1(P) Pete BRYANT; MECH1 Pincher MARTIN; CH.MECH George SCOTT; Lt D. J. CRITCHLEY ('X' UO); CMEM Terry MORIARTY; MEA1(P) Chris HIBBS; MECH1 Bungy EDWARDS; MEA1(P) Dave VINES; POMEM Tug WILSON. ***** MEM Whisky WALKER; JMEM Buck TAYLOR; MEM Ernie BECKETT; MEM Scouse MCCALLEN; MEM Dai JENNINGS; MEM Bungy EDWARDS; MEM George BENTON; JMEM 'Big Jock' CAMPBELL; MEM Gibbo GIBSON.

After yet another assisted maintenance period in Devonport (AMP, three small letters, but oh, what a wealth of meaning to the Maren Department), we sailed for the long leg of the commission - to the Far East.

The first run ashore was in Capetown, where all those who had never been before were able to put its reputation for hospitality to the test. By all accounts, it passed the test admirably, and it was with dark rings under the eyes that we sailed for Singapore for ... yes, another AMP.

It was on the passage from Singapore to Sydney that the tragic explosion and fire occurred in the Port Lox plant. To most onboard the prospects of runs ashore in Sydney, Wellington and Fremantle were looking decidedly dodgy; but, in the end, the programme remained unchanged, and it was a question of 'take your jacket off' as the Shipwrights, Greenies and Badgers knuckled down to repair the damage - no mean task, and one which kept everyone busy almost until the second visit to Singapore.

In Sydney, JMEM Slattery, the youngest junior rate onboard, presented the flowers to Elizabeth McCracken when she came onboard: which reminded us that Maren has the youngest junior rate, the oldest junior rate (LMEM 'Sticky' Bunn) and the longest-serving rating onboard (MEM 'Danny' Kay, who has served in EAGLE since July 1965).



'OK, Chief, slap her into third and put your foot down'

After Sydney, the Badgers had to do some quick maths and consulted graphs and tables before recovering and launching some Australian Skyhawks and a Tracker, while on the same day most of them saw their first 'live' barrier run, as we caught a Vixen with a collapsed port undercarriage.

Wellington will never be forgotten for the incredible kindness of the New Zealanders; and Fremantle, the next stop, for the Ship's Company dance. A marked lack of 'birds', especially towards the end of the evening, reduced at least one divisional officer to holding a divisional meeting in one corner of the dance floor. During the flash-up in Fremantle, a request for permission to turn the shafts under steam was sent to the OOW on the quarterdeck. The reply came back: 'Yes, that's OK, but you will only be turning the shafts, not the blades, won't you?'

From Fremantle it was back to the delights of Tiger, Chinky Nosh, and Bugis Street before dodging Typhoons for two weeks and then a 12-day SMP in Hong Kong (or the 'all-time rabbit run'). With the strenuous boat routine and choppy waters the shipwrights, who could appropriately be called 'the splinter section' of the Department, had to take time off from making picture-frames, Ship's crests and cement-boxes to repair the numerous battered Ship's boats. Their diversity of trades after Hong Kong even stretched to catching rats in the potato locker.

It was a long haul from Hong Kong to Durban - fifty-seven days (after the visit to Mombasa had been cancelled) - but it provided opportunities for the white moles of the Maren Department to stretch their legs on the flight deck and catch up with the much-neglected 'bronzing'.

Fifty-seven days at sea is one of the longest stretches that the Big E has ever done without a maintenance period, and so it is not surprising that she needed a rest every bit as much as we did. The rest, if it can be called that, came in the form of a really tremendous visit to Durban over Christmas and the New Year. It is fitting that the last run ashore should have been considered by most of the Department to have been the best ever.

Then we set off for home - and even on the last lap the old girl showed that she still had life in her as she was



Maren 'Y' Unit: * JMEM Alex ALEXANDER; JMEM Frank SLATTERY; JMEM Pete HANDLEY; MEM Stan STANLEY; MEM Mac MCKINDOE; MEM Albert COSTELLOE; MEM Phil MCKINLAY; MEM Mick MCCALLION; MEM Ginge WADE; MEM Bing CROSBY; MEM Ginge PICKUP; JMEM Tug WILSON; MEM George MELLETT; LMEM Robby ROBISON; MEM Buster BROWN; LMEM Oily HALFORD. ** LMEM Big Robby ROBISON; MEM Fred FREESTONE; MEM Wiggy BENNETT; MEM Badger BROOKE; MEM John BUFTON; MEM Pricey PRICE; MEM Brum MOLESWORTH; MEM Tab HUNTER; MEM Taff HEWETT; MEM Yorke PREECE; MEM Jan COLEMAN; MEM Polly PERKINS; MEM Basher BATES. *** LMEM Baggys BAKER; POMEM Sam SANSOM; POMEM Spike HUGHES; POMEM Brian HEWITSON; MEA2(P) Don DONALDSON; MECH2 Albert PEARSON; MECH3 Taff EVANS; LMEM Pug PEPLOS; LMEM Pincher MARTIN; LMEM Ian NEAL. **** MEA1(P) Spud MURPHY; MEA1(P) Arty SHAW; POMEM Ken HUMPHRIES; POMEM Bomber WELLS; CMEA(P) Dave DA-SILVA; Lt M. J. SHORT (Y U O); CMEM Buster BROWN; MEA1(P) Jim JEFFRIES; MEA2(P) Plod SPRINGER; MEA1(P) Dolly GRAY; MEA1(P) Dick COULSON. ***** MEM 'H' HAZLEHURST; MEM Tich McKECHNIE; MEM Marty CROSSLEY; MEM Thatch THATCHER; MEM Cyril JACKSON; LMEM Jock DALY; LMEM Jumper CROSS; JMEM Smudge SMITH; JMEM Waggy WAGSTAFF; LMEM Victor JOHNSON; JMEM Glyn MARK. On Watch: MEA2(P) Geoff ANTCLIFFE; MEA2(P) Brian JENKINS; MECH2 George HODGSHUN; MEA2(P) Spike WHITLEY; MEM Louis SPENCER; MEM Dick COMBSTOCK; MEM Charlie ROBB; MEM2 Scottie SCOTT.



Chippies' Division: * MEA(H) WATERS; MEA(H) BRENCHER; MEA(H) DAVIS; MEA(H) HARDY; MEA(H) BRIMBLECOMBE; MEA(H) BLACKBURN; MEA(H) VEAL; MEA(H) POTTER; MEA(H) HULBERT; MEA(H) MAYS; MEA(H) DONATI; MEA(H) WHITE. ** MEA(H) BEAL; MEA(H) ATKINS; MEA(H) COLLEY; MEA(H) MARLOW; MEA(H) CANDY; CMEA(H) GARTELL; S/Lt COWELL; Lt-Cdr WADY; FCMEA(H) HUSBAND; MEA(H) WARD; MEA(H) VOISEY; MEA(H) STORRS; MEA(H) CLEWES; MEA(H) SMITH. *** MEM BURTON; MEM PRICE; MEM MCINDOE; MEM MCKECHNIE; MEM WATSON; AB BANKS; JS MAULDON; JS MCMURDOE; AB TOZER; AB BRAMMER; AB FERRY; AB BRUCE; AB LACEY; MEM STAPLES.

required to steam at twenty-seven knots for twenty-four hours. Everything, and everybody, got pretty hot, but all went smoothly and she made a great impression all round.

During the last few months of the commission the Maren Training Section managed to put some of the stragglers through the hoop to bring the grand total of those who have qualified for advancement (all rates) to just over 200, not including all those who acquired their boiler watchkeeping certificates and AMCS.

We obviously cannot close without delving into the mine of useless information: 100,000 tons of furnace fuel oil, and 20,000 tons of AVCAT were

burned up, while the evaps managed to push out something over 200,000 tons of fresh water, all since the DED. Come to think of it, the oil companies still owe us 10,407,128 Green Shield stamps from the first half of the Commission alone....

From Hong Kong we were on the way home - but, in spite of this, `Y' unit still had the dubious distinction of being trailed more miles than any other unit, and had its shaft locked more times than any other unit. Their MEA(P)s spent more hours inside a steam drum at 130°F than any others, but by the end of the Commission the stokers, MEA(P)s and mechanics gave the impression of being the most experienced (or so they say), the fittest, and

perhaps the happiest onboard. They did become, however, prone to break into hysterical laughter occasionally and `Y' unit officer was heard walking around muttering incessantly something about wishing the wizzer would fall off the end so that he could turn in for an hour or two.

Before long, EAGLE will be no more than memories to all who served in her. For the Maren Department she will conjure up memories of the Auto Controls Workshop, middle watch sarnies, funnel smoke, limers, Harry Boiler Fronty, DCEO's voice, endless RASing, zizz, pipes, bumph, boat routines, painting and cleaning, rounds, the Auto Controls Workshop....



Badgers Division: * MEM MCILROY; MEM TUCKLEY; LMEM DEAN; MEM JACOBS; NILM RUSSELL; MEM DANGAR; LMEM VINN; MEM E. T. JONES; MEM ROBINSON; MEM ANDERSON; MEM A. JONES; MEM HOWARTH; MEM DEMPSTER; MEM J. D. REILLY; MEM PIATOWSKI; MEM WIGZELL; MEM JELLICOE; LMEM R. J. A. BARKER; MEM MCINTYRE. ** MEM MILLEN; MEM JENKINS; MEM E. J. JONES; MEM GEEN; MEM GILES; MEM MARGAN; MEM R. A. SMITH; LMEM GRAY; MEM CLIFTON; MEM SKIBINSKI; MEM BLANCHE; LMEM WILSON; MEM DURNFORD; LMEM SAUNDERS; MEM GILL; MEM JOHN; LMEM KELLY; LMEM BRIGGS; MEM DOLLEY; MEM FISHLOCK; LMEM GIBBONS. *** MEM REFFELL; MEM ATKINSON; MEM MUTTICK; LMEM DENNENY; MEM BEARDMORE; MEM WILD; LMEM RENDELL; POMEM TODD; POMEM STRUTTON; POMEM NEWLANDS; POMEM MOULD; POMEM STOKES; LMEM WHITTHREAD; LMEM P. BARKER; MEM FULLARTON; MEM FRASER; MEM SAMS; MEM LEACH; MEM LONG. **** MEM LECKENBY; MEM NICOLL; POMEM ELDER; MEA(P) FRIER; MEA(P) LAY; MECH WARK; MECH JOINER; MEA(P) MOYLE; MEA(P) VAUGHAN; MEA(P) STUBLEY; MECH WILBRAHAM; MEA(P) ROGERS; MEA(P) STAPLETON; MEA(P) VOISEY; POMEM BRAZIL; POMEM MCGLOIN; POMEM GALLACHER; MEM MANSFIELD; MEM BROTHERS. ***** MEA(P) ELLIOT; MECH LUNN; CMEM THOMSON; CMEM BRAY; S/Lt WARD; Lt-Cdr TEAPE; Lt WILLINGALE; S/Lt RAPKINS; CMEA(P) OLD; MEA(P) GRABHAM; MEA(P) PARKINSON. ***** MEM ADDIS; MEM FILLINGHAM; MEM COUNIHAN; LMEM BOYD; LMEM KING; MEM MORTON; MEM MILLER; MEM CUSSELLE; MEM M. REILLY; MEM DANIELS.

THE AIR ENGINEERING DEPARTMENT

The role of the AED is to co-ordinate the maintenance of the squadrons, support them and provide a link with the ship.

The responsibilities of the department include Aircraft Control on the flight deck and in the hangars; Safety Equipment; Air Engineering Services and Support; Air Ordnance; Air Electrical and Air Electronic Workshops. AED also co-ordinate and control the numerous engineering reports and returns made by the squadrons.

Aircraft Control is the section of the department where the link-up between the squadrons and the ship is the most obvious. In addition to being responsible to the AED, the section has responsibilities to the Air Department and co-ordinates all movements of aircraft and equipment on, around, and to and from the flight deck and hangars. 'If asked a question you should know the answer' seems to be the key to success for the section's members with the divers problems and requirements that are thrown in their direction there are times when making the flying programme work is the least of their problems.

Backing up the Aircraft Control section are the **Hangar Parties**. These are the men who are responsible for the security and safety of everything in

the hangars. Their primary job is the movement of aircraft in the hangars so that serviceable aircraft are available at the lifts to go on deck and spaces are available for unserviceable aircraft that require to be worked on in the hangars. This requires a considerable amount of organisation and co-ordination. The ultimate test of this organisation came when the ship's port liquid oxygen plant caught fire and the hangars had to be emptied of aircraft 'at the rush'. This was achieved in a most professional manner, very quickly, with no fuss and no damage to aircraft.

Also working in the background of the hustle and bustle of flying stations is the **Safety Equipment Section**, which is responsible for servicing the parachutes and life-rafts (with their associated survival packs) and working the miracle of actually putting quarts into pint pots. The majority of the equipment used is serviced every fourteen weeks, so the task is almost non-stop when considering the 56 ejection seats of the jet squadrons, 15 static seats of the Gannets and 24 static seats of the Sea Kings, not forgetting also the SAR Wessex Flight.

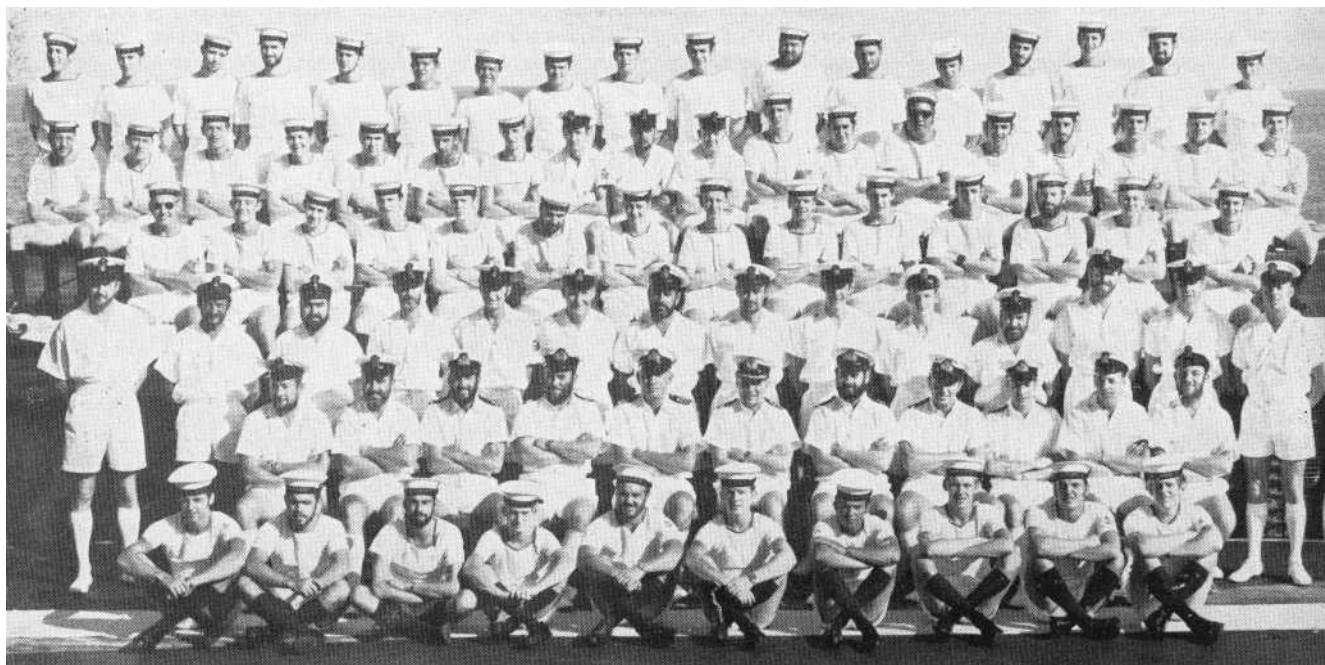
The **Air Engineering Services** section is responsible for the direct services from the ship to the squadrons

on the flight deck and in the hangars. These include fuel, air, electricity and also the filling of liquid oxygen packs for the use of heavy breathing Vixen and Buccaneer aircrew and providing gaseous oxygen for the more sedate Gannets. The section also provides hydraulic pressure by means of a ring main with 24 consoles to facilitate the ground testing of aircraft hydraulic systems.

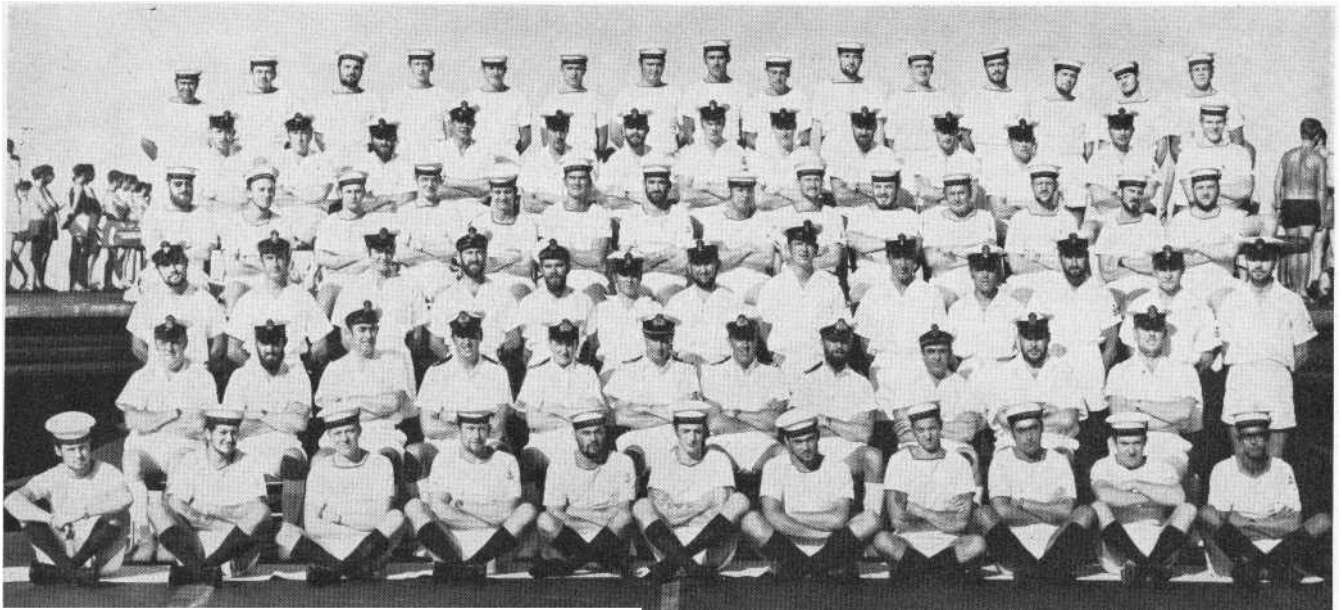
Other direct services come under the collective heading of **Ground Equipment**. This covers a multitude of items, including the supply and servicing of 9 mechanical handlers, 17 power-driven hydraulic rigs, 50 jacks and 22 replenishment cans and trolleys.

The section is also responsible for the maintenance of the ship's motor transport (three Land Rovers) and also the crash and salvage equipment, including Jumbo - the large, yellow mobile crane.

The **Support Section** of AED provides support for the squadrons while they are away from their parent station. Although squadrons are considered fully equipped and self-contained units, to enable them to be fully independent would mean a vast increase in the size of each squadron. As each squadron's basic requirements are the same, this service can be condensed into this one



Air Engineering Department - Services; Support; Safety Equipment; Aircraft Handlers: * NAAH HARRISON; NAAH COPELAND; LA HARRIS NAAH BEARD; NAAH WHITE; NAAH SOANES; NAAH BOWMAN; LA CAHILL; NAAH WOOD; LA NEWSOME; LA PRING; LA MCQUAID; NAAH STEVENS; LA ELLIS; NAAH DUNNE; NAAH AHERN; LA MEENAN. ** LAM COLLINS; NAM RYAN NAM BALDRY NAAH STEWART; NAM HILL NAM TITT; NAM WOOD; POAF ACTON; POAF PESKETT; POAH HIGGINS; NAM PETERS; NAM JOHNSON; LAM BRETTTELL; NAM GRODEN; LA SEALY; NA HILL; NAM NA RIPLEY; EMA BUTLER. *** LEM(A) DALE; NAAH CURD; NAAH CARUANA; NAAH CURLING; NAAH MCCONNELL; NAAH THOMPSON; NAAH MCQUIRE; NAAH PALMER; NAAH THOMPSON; NAAH COOKE; NAAH FLICK; LAM SYMES; NAM COSTON; LAM Cox. **** POAF ROWE; POAF ECCLES; POAF MONAHAN; AM2 BOHILL; POAF ALEXANDER; CAF NEWHAM; AMI LIDDLE; CAA TRAPNELL; AA1 SINCLAIR; AA1 DAVEY; CAF KELLY; AA1 JOHNSON; AMI WEIR; POAF OLIVER. ***** AMI YOUNG; AMI THOMPSON; S/Lt D. MCFADZEAN; Lt B. GODEFROY; Lt-Cdr J. N. NUTTALL; Cdr J. E. HOMMERT; Lt G. L. STEPHENSON; S/Lt P. J. MOLLOY; S/Lt J. S. CANT; CA MANSLEY; AA1 YOUNG. ***** LAM REDMAN; NAM WILSON; NAM TAYLER; NAM BREMNER; LAM MCNALLY; NAM DEANS; NAM PUHLHOFER; NAM ROUND; LAM EVANS; LAM CLARKE.



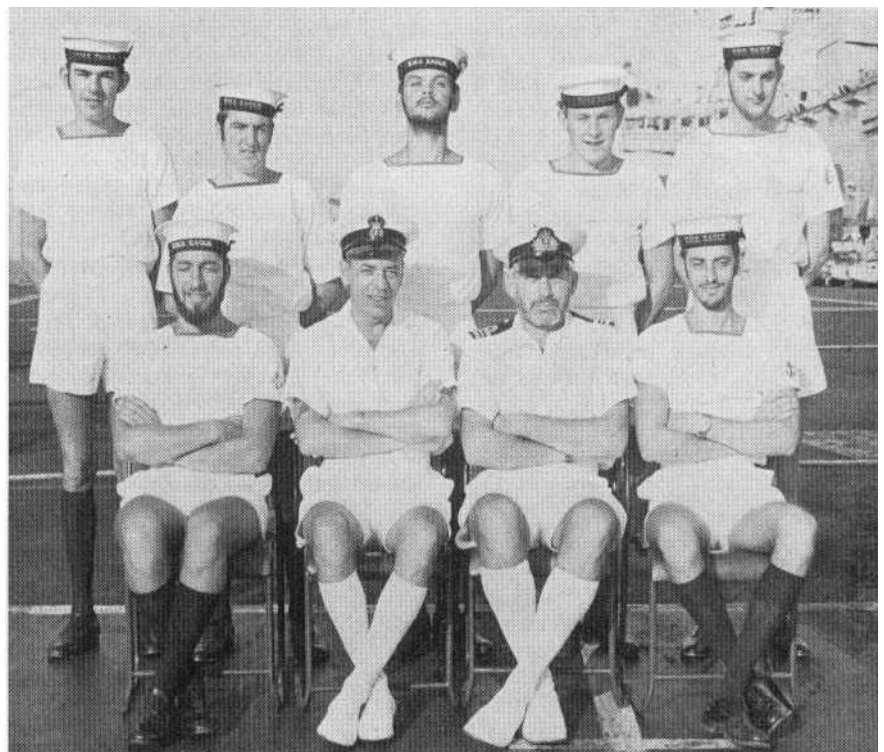
Air Engineering Department: Ordnance - Electrical - Radio - Guided Weapons: * LAM(O) PRESTIDGE; NAM(O) MITCHELL; EM(A) BIDDER; REM(A) REEL; LEM(A) FALLON; EM(A) SMITH; REM(A) TIMOTHY; LAM(O) BALDWIN; LAM(O) MARSH; REM(A) DABELL; AB SIMMONS; LAM(O) GARNER; NAM(O) REYNOLDS; OEM(A) KNOX; LAM(O) WHITWAM. ** RELMN2(A) SAUNDERS; ELMN1(A) CUFF; POREL(A) LILLEY; POEL(A) WHITWORTH; OELMN2(A) DAVEY; ELMN2(A) SWAN; POEL(A) FURNEAUX; POREL(A) CHILTON; POEL(A) SMITH; POAF(O) JAMES; POEL(A) JONES; POEL(A) COOPER; NAM(O) CLAKE. *** EM(A) GAWTHROPE; REM(A) CURTIS; LREM(A) McEWEN; EM(A) BLOOR; REM(A) WHOTTON; EM(A) HAMILTON; LREM(A) PARRY; LAM(O) HUTCHESON; LEM(A) DAVISS; LREM(A) MORRISON; LAM(O) HUFTON; OEM(A) PITT; NAM(O) DAVIES; EM(A) LEE. **** REA1(A) WARD; REA1(A) POTTER; REA1(A) EDGINGTON; ELMN1(A) CAMPBELL; REA1(A) CROOKS; REA2(A) JOHNSON; POREL(A) WHITE; EA2(A) GLASS; POOEL(A) TITLEY; POAF(O) OLIVER; POAF(O) ALEXANDER; EA2(A) STURGESS; RELMN2(A) GRANT. ***** CEL(A) HOLLAND; CRELMN(A) EVANS; CREA(A) ROBBINS; Eng S/Lt R. S. LANGTON; Lt-Cdr R. M. KENNEDY; C/lt D. A. JONES; Eng Lt J. CHAMBERS; Eng S/Lt J. F. B. GALE; CELMN(A) MARRIOTT; CAA(O) HUGHES; COEL(A) CARROLL. ***** NAM(O) McGUINNESS; LAM(O) DEACON; OEM(A) DUNNINGTON; LAM(O) KINCH; LAM(O) CLARK; NAM(O) AMSCHL; OEM(A) STOCKDALE; NAM(O) COLLIER; NAM(O) SCOTT; LOEM(A) KENNEDY; LAM(O) FORSTER.

section. It provides a large workshop facility including hydraulic bay; tyre bay; expert welding; sheet-metal repairs; fitting and turning; and a section which has had a steadily increasing task - the engine repair section.

One aspect which is sometimes welcomed is the **Inspection Section** or 'The Friendly Policeman', whose main aim is to ensure correct standards and practices are maintained by the squadrons and by the AED itself. This section also provides the expertise as far as flaw and crack detection is concerned, using the very latest methods available.

Last but not least, in the Support Section is the **Head 'bumf' Office**, co-ordinating all the many records, returns and information required by those in their many offices in UK.

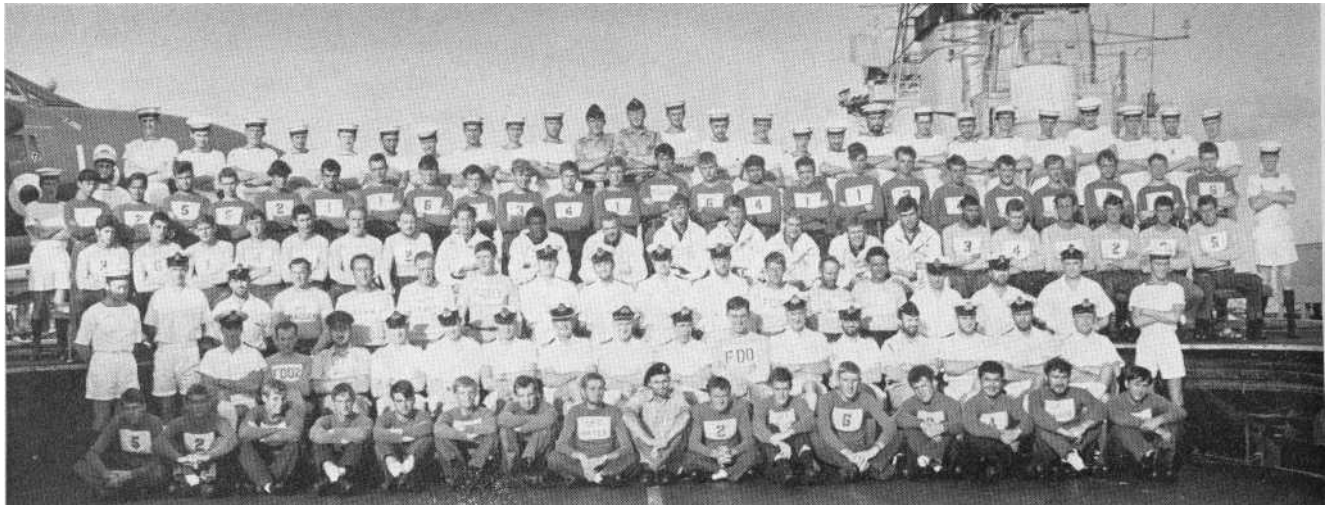
Fifty people work in the **Electronics Maintenance Room (Air)** and its associated departments and yet it is a place about which an alarming number of visitors have said 'I never knew it existed'. Situated at the rear end of the lower hangar, behind two small doors, the normal work in the EMR involves the maintenance of electronics and radar from all types of aircraft. In addition, the EMR has been responsible for the repair of watches; cameras; copying machines; typewriters, etcetera - just another of those back-room sections which go unnoticed but is essential for EAGLE'S operational efficiency and the effectiveness of her aircraft.



Safety Equipment Section: * NA GRODEN; LA EVANS; NA PITTS; NA WALKER; LA THOMAS. ** LA KLAR; CA MANSLEY; Lt-Cdr NUTTALL; LA SEALY.

Finally, let us not forget that aircraft and all their associated equipment are only platforms from which to launch weapons. The **Air Ordnance and Weapons Section** is responsible for servicing the squadrons' armament equipment and ejection seats. Although

the armourers have been depleted in numbers, and face redundancy on the ship's return to Portsmouth, they have shown loyalty, professionalism and enthusiasm of the same calibre as the rest of the AED right up to the end of the commission.



Air Department: * LA HALES; LA HOWIS; LA ANDERSON; NA FLETCHER; NAGOALBY; NA PENMAN; NA HART; NA MCCULLOCH; LA SHERBURN; NA; NEEDHAM; LA MITTON; Pte COX; CPI MORRISON; NA CROWN; NA HALLAM; NA GRIFFITHS; NA ROWLEY; NA MCCULLOUGH; NA SHAW; LA RAESIDE; LA SIMPSON; LA BALSTON; NA CUNNINGHAM; LA PRIESTLEY; NA WILSON; LA SQUIBB; NA HARDYMAN. ** NA SWAFFIELD; NA LAING; NA MARR; NA MARRISON; NA POET; NA JACKSON; NA HODGSON; NA GILCHRIST; NA HOSKING; NA MOWAT; NA CULLEN; NA DRAPER; NA CARROTT; NA BODNARCHUK; NA BLUNDELL; LA DEWIS; NA KEENAN; NA CONNER; NA JONES; NA CAMPBELL; NA TURNBULL; NA MULHERN; NA GRIFFIN; NA HAY; NA PATCHING; NA FORD. *** LA MARSHALL; LA HORSPOOL; LA HATHWAY; LA PERRY; LA DALY; LA GRAINGER; LA WOODHEAD; LA FRASER; NA BARCLAY; NA YOUNG; NA RUSHFORTH; NA MARRIS; NA KORTH; LA HOWELL; NA HEAD; LA SLOMAN; LA BAILEY; LA FURNISS; LA DAVIS; LA RICHARDS; LA BLACKER. **** PO GRIFFITHS; PO SMALLY; PO WILSON; CA EVISON; Lt GLENNEN; Lt GOMM; Lt FULLER; Lt BATES; Lt RAINE; S/Lt PARRACK; PO BUNN; PO BARNETT; FCPO COLLINS; PO KNIGHT; CA MILLER. ***** LA DEBENHAM; CA JENKINS; Lt BEATTIE; Lt HARDAKER; Mjr CRICHTON; Lt-Cdr FRASER; Lt-Cdr WALSH; Lt-Cdr GRIER-REES; Cdr YOUNG; Cdr DACAM; Lt-Cdr PINNEY; Lt-Cdr THORPE; Lt-Cdr PORTWINE; Lt-Cdr SIDFORD; Capt SCARLETT; Lt LAURIJSSSEN; Lt SULLIVAN; Lt HAWKINS; NA WINTER. ***** NA WALSHAW; NA DOCHERTY; NA IRWIN; NA McFARLANE; NA BISHOP; NA MARSHALL; NA KEDDY; NA WILLIAMS; Sgt JOHNSON; NA KEIRLE; NA MCPHERSON; NA HALES; NA BAMFORTH; NA McENANEY; NA ROBERTS; NA SMITH.

AIR DEPARTMENT

The Ship's Air Department is headed by Commander (Air), Commander B. G. Young, RN, and consists of the Flight Deck Handling Parties plus a pot-pourri of smaller sub-sections (Photographic, Meteorological, Operations, and so on). We were first flung together in those far-distant days of Autumn 1970 during the work-ups in the Moray Firth and in the Bristol Channel. Everyone was given a chance to find his feet - not to mention his sea-legs! Since then we have not looked back and, although names and faces have changed, the initial impetus has never worn off and the value of the work-ups has come to be appreciated by all.

The department as a whole is made up of 20 officers and 112 ratings. The **Flight Deck Party** accounts for four of the officers and 73 ratings. They provide the expertise and manpower required for the positioning and moving of the aircraft on the flight deck. For those interested in statistics this commission has seen about 3,700 launches and arrested landings, although not all of these were by EAGLE's aircraft. In the spring of 1971 we recovered and launched a Trader aircraft from the USS FRANKLIN D. ROOSEVELT, and whilst we were exercising off the coast of Australia in the summer we had Skyhawk and Tracker aircraft of the Royal Australian Navy operating from our deck: a good demonstration of operational flexibility. The Flight Deck

forty

Parties work even when there is no actual flying taking place, and it is worthy of note that quite often, while a lot of us have been tucked up in bed, they have been working away on the roof preparing for the following day's flying.

Needless to say, all this activity on the flight deck has had to be preserved for posterity. Did you know that every launch and recovery is recorded on cine film by a photographic rating from the roof of Flying Control? Any event on board of particular interest is attended by a photographer, and there has always been a comprehensive selection of stills of all the places we have visited and all the things we have done available from

the **Photographic Section**. Every time we enter a harbour a colour cine film is taken for use by the UK TV news.

A good example of action photography was the rescue by helicopter of 41 members of the crew of the SS STEEL VENDOR when she ran onto a reef during a typhoon in October 1971. Some of the pictures taken from the air of that rescue would do any newspaper proud, and they were circulated to the international press by the Associated Press network. (See page ten.)

The weather we have experienced during this commission has not always been calm. Typhoons Elaine, Faye and Gloria in the South China Sea were only part of the story, and the **Meteorological Office** has certainly had its

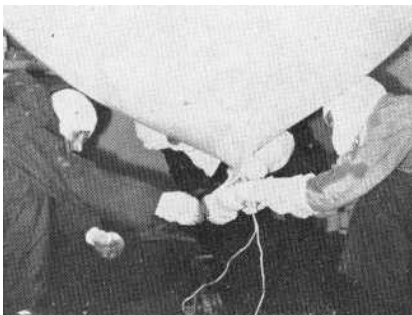


Skyhawk launch



The Flight Deck parties ready for any eventuality as a Sea Vixen with a faulty wheel assembly makes the only 'barrier landing' of the Commission

moments. Ironically, the worst weather we encountered was off Land's End in the autumn of 1970 when force 11 winds were recorded. Even though the normal jokes are cracked about the weather men the forecasting in EAGLE has been most accurate. We have not been able to change the weather but have always had plenty of warning to lash and stow when storms have been on their way. In addition to the routine weather forecasting for the ship, the Met Office has often had to produce individual long-range weather briefs for our aircraft making long-distance flights for mail, transfer of men in compassionate cases, or the collection of stores.



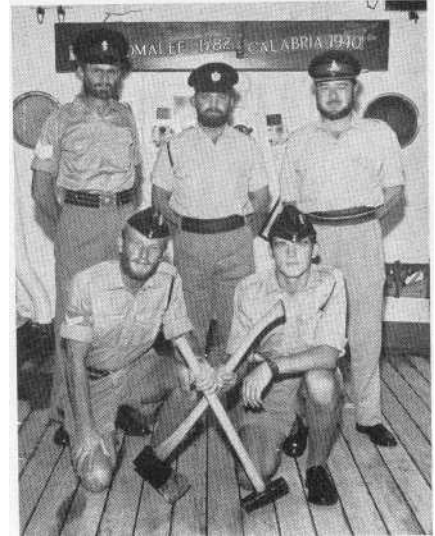
Many hands make light work - the met staff prepare a balloon

Apart from producing our No 1 popularity programme *Eagle Round-up* on the Main Broadcast every day, the Operations Section has gone to great lengths to ensure that we don't run

out of such things as FFO, AVCAT, strops, and, oh yes, beer! (So all those Replenishments at Sea were not just coincidental as some of us thought!) The Operations Team has religiously produced Flying Programmes and has planned our programme down to the finest details such as flying bread, mail and movies around the fleet. In fact, the Operations Desk looks more like a travel agency than anything else. Everyone on board has to thank the team for keeping us regularly supplied with mail in whichever part of the world we have been operating. Just think how grim life would have been without all those frequent letters from home.

In addition to (allegedly) getting more than their fair share of mail, the **Carrier Controlled Approach Team** has 'done its thing' at regular intervals. Along with 'talkdowns' in foul weather, all-night recoveries to the deck are made by the CCA, and each landing is personally debriefed by the pilot, the landing safety officer and the talkdown controller. The CCA team also man the safety cell in the operations room and the local controller's position in flying control. Rumour also has it that the Air Traffic Control Officers have also organised (?) the Ship's transport; the Air Office; the Chinese laundry crew and the Ship's furniture and 'rabbit' store.

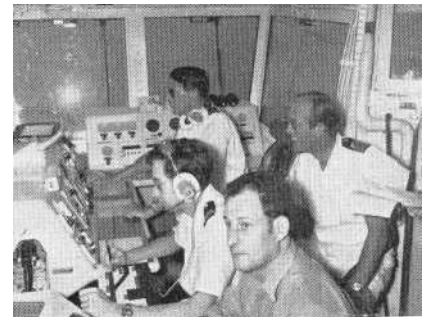
The Air Department also plays host to the British Army's contribution to EAGLE as far as the **Carrier Borne**



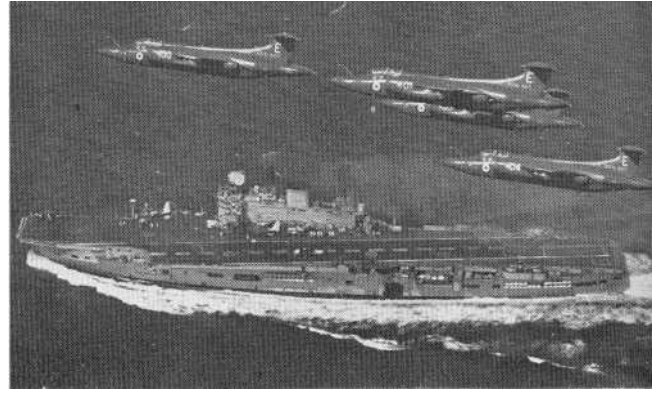
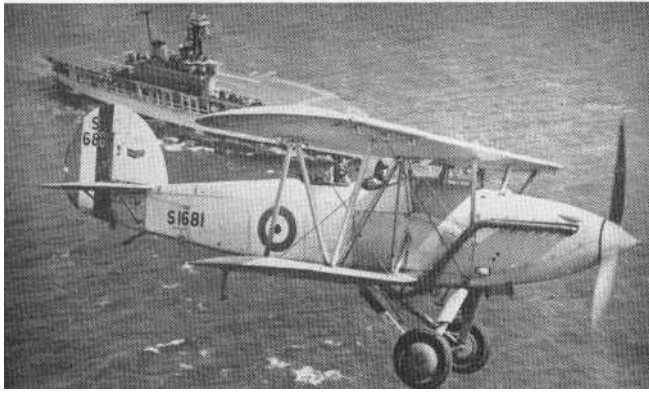
63 Carrier-borne Ground Liaison Section:
* Sgt JOHNSON; Captain SCARLETT; Major Crichton ** Cpl Morrison; Pte Cox.

Ground Liaison Officer and his men are concerned. Apart from their great love of initials and their normal duties (co-ordinating army support exercises, forward air control and rangework), they have spent many hours working for the THRASH (Telephoning Homes, Rendering All Sailors Happy) organisation which comes into its own during our visits to foreign ports. The ship has been inundated with many private invitations which were received in South Africa, Australia and New Zealand. The CBGL team is also responsible for the topographical map store and they are certainly well prepared, having at any one time over twelve tons of maps available - more than 150,000 sheets.

Every empire has its Mecca and ours is naturally enough the **Flying Control Position**, otherwise known as FLYCO or the First-Floor-Front. Contrary to popular opinion, naval airmen do not remove their shoes on entry and advance on their knees ... not quite! From here every launch and recovery is supervised; the end-result of the work that is going on behind the scenes all the time.



Flyco



A Hawker Osprey Mark 1 of 800 Squadron flying past HMS COURAGEOUS in 1933, and a section of four Buccaneers overfly 'Mother' in 1971

800 NAVAL AIR SQUADRON

As the premier squadron in the Fleet Air Arm, 800 has probably featured more than any other squadron in books of commissions. It is hard to believe that (short of a major reversal of defence policy) this is to be 800's final appearance.

It started way back in 1933 flying the Hawker Nimrod and Osprey. There were twelve aircraft then (nine Nimrods and three Ospreys, at an approximate cost of £8,000 each), thirteen officers and about fifty ratings. Between 1933 and the present day, the squadron has flown thirteen different types of aircraft. It has been based on eleven different aircraft carriers, and HMS EAGLE has been 'Mother' since 1964. Seven parent air stations have hosted us, the longest host being Lossiemouth, where we have been since 1959.

In actions, 800 has won its spurs on numerous occasions. To prove the point: it has been awarded eleven battle honours, four more than HMS EAGLE, which has a history dating back to the seventeenth century; the other squadrons embarked can only muster twelve honours added together.

Here we are now, some forty years after we started, with fourteen Buccaneer S2s at a cost of approximately one million pounds each, enough to buy a squadron of Nimrods at 1933 prices. During this commission we have averaged 30 officers and 230 ratings, over four times as many as the original squadron.

With the demise of the fixed-wing carrier, and more especially that of HMS EAGLE, 800 slides, albeit not quietly, into oblivion, leaving the role of the teeth of the Royal Navy to our arch friendly rival 809 Squadron.

What about this last commission? Love is a four-letter word, so is Wren or Spey. Ever since the arrival of the

former, we have had nothing but trouble with the latter. Lt-Cdr Dickie Wren took over from Big Joe Billingham in January 1971: shortly afterwards we had our first engine 'failure'. By the time we arrive home one year later in January 1972 we estimate we will be well over the 100-mark in engine failures. This approximates to one engine for every two flying days, the worst case being of six in one day. This is neither the time nor the place to labour the point, but it can be justifiably said that this is the one factor that has dominated 800 throughout the commission. Nevertheless, the fact that we *have* fulfilled our commitments and we *are* a fully operational squadron must be entirely due to the maintainers, who have worked doggedly through long frustrating hours to keep the aircraft in a serviceable state. Not only have they maintained the aircraft, the most praiseworthy fact is that they have somehow managed to maintain their equanimity.



Celebrating the fiftieth change

Enough on engines!

The squadron re-embarked in January 1971 for the third work-up prior to moving south to the sunnier climes of the Western Mediterranean. Apart from the aforementioned *bete-noir*, which occasioned Buccaneers to be spread liberally around our various diversions, events progressed as planned. Lts Lockley and Hill decided that a variance of Uckers, Boo-style, was in order, and both ended up with a double ECU change. Fg/O Walmsley tried to prove King Canute wrong and ended up wet. Our erstwhile Monte Carlo rally team of Lts Reardon and Collins mistook a brick wall for a road, carrying out considerable damage to the wall. Were there a prize for the greatest number of injuries during this period, the aircraft would only beat the aircrew by a short head.

The last week in March and first week in April saw Buccaneers in various states, and via various routes, returning to Lossiemouth for a well-deserved leave. Following a month's good day and night flying at Lossiemouth, we re-embarked all fourteen aircraft at the end of May and, after five days in the Channel, set off southwards for our Oriental cruise.

We had the odd day's limited flying before and after a week's sojourn in Capetown, but it was not until the Ship arrived off Penang in early July that we were able to get down to concentrated flying again. However, enough is enough, and we were all glad to get to Singapore a week later, with the lucky ones disembarked to RAF TENGAH.

To say we left our mark in Singapore would be the understatement of all time. The H1-F1 industry would have quite happily gone into voluntary retirement; red hats at CHANGI pool became a legend in their own time; the girls at the Hyatt saw the same lecherous faces all night,



Evening land-on

every night; and Jimmy kept us a permanently reserved table in Bugis Street. Even the Boss splashed out and bought a camera, although at the time of going to print its main driving force, a cockroach, is way behind on its FLEXOPS.

We left Singapore and started chasing winter around the Southern Hemisphere. The weather became less reliable than the engines, and many good flying periods were completely lost through high winds and heavy swell.

For those not suffering from the after-effects of a boxing match, and who could get ashore, Sydney proved as hospitable as ever. There followed a

week's very successful flying during which time some were introduced to the terrors of flying from the deck at night.

Our next port of call, Wellington, turned out to be perhaps the highlight of the commission. The 'Great Escape' took place, and the aircrew for one were noticeable by their absence, being scattered all over the North Island. Nothing was too much for the locals, and whether it was pig-hunting, bare-back riding or other diversities, our strangest whims were eagerly met.

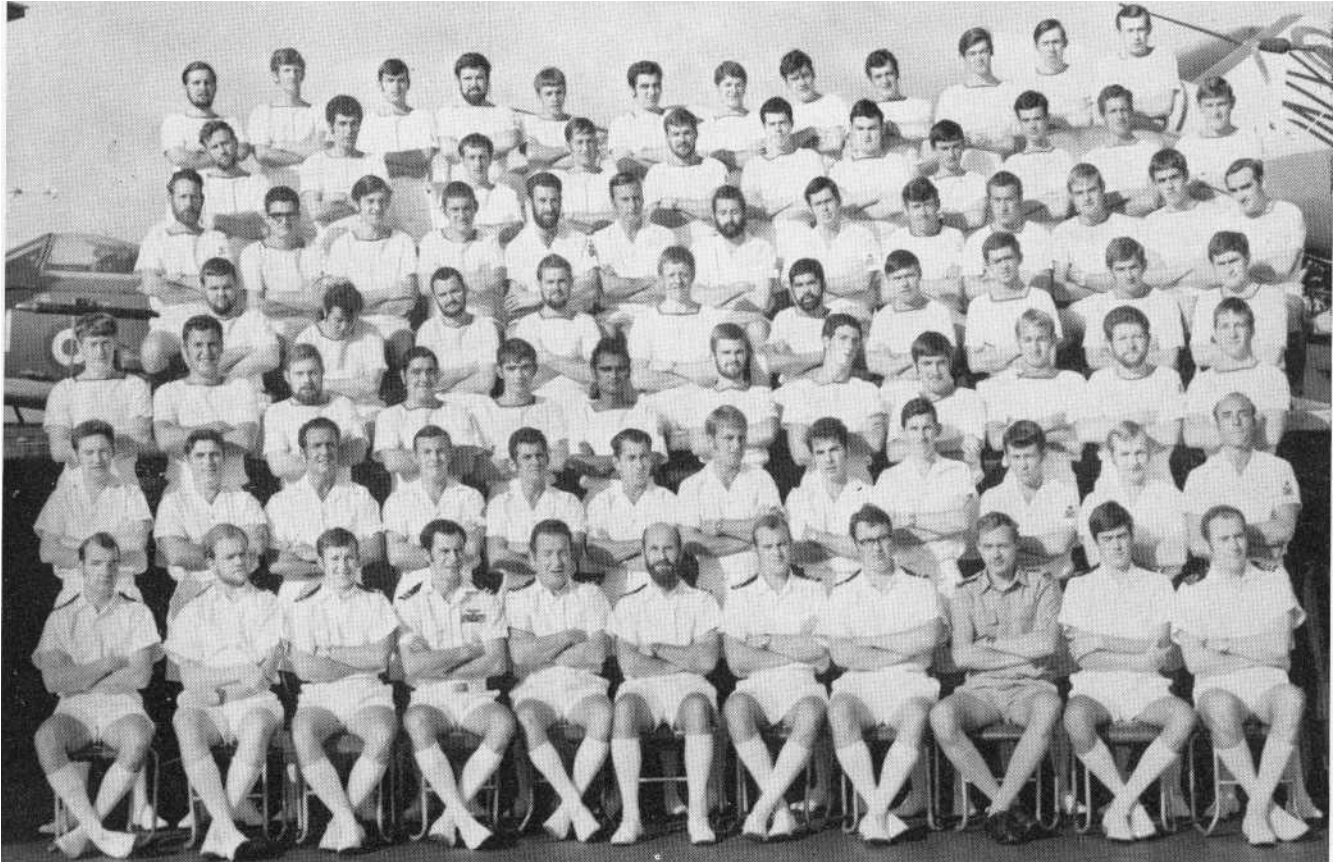
The planned flying between New Zealand and Fremantle was again dogged by weather and, to a lesser extent, serviceability. After Fremantle, however, the Gods were in our favour and a few much-needed flying days were achieved whilst in transit to Singapore. On 19 July we disembarked six aircraft to TENGAH, which now belonged to the Singapore Air Force, and spent two weeks morning and night flying, and, of course, revisiting old friends and places of enjoyment.



In and out the houses

The most intense and productive flying period of the commission was planned to take place off the Philippines in October. This was hampered by the presence of three females called Elaine Faye and Gloria, who were about as feminine in temperament as a vitriolic kai-tai.

Hong Kong is a favourite haunt for the sailor, and we were not disappointed. Some people more fortunate than others had their wives out and little was seen of them for two weeks.



800 Naval Air Squadron - White Watch: * LA Topsy TURNER; NAM(AE) Paddy HOUSTON; LEM(A) Ken ALDER; LA Ginge WALSH; EM(A) Fitts FITTON; EM(A) Paddy POLLOCK; NA Tex SHAW; NA Ken LLOYD; NA Duncan McDONALD; NA Jan COLE; NAM(AE) Pete FULLER; NA Gerry LONIE. ** LREM(A) Ginge BEADLE; LREM(A) Dabs DABREO; LAM(AE) Brian GALLIGAN; LAM(AE) Mac McLAUGHLAN; LAM(O) STEVENSON; NA Eric HABEL; NA Dumpy BROGAN; L/Wir Colin BROWN NA Albert TONGS; NAM(AE) Pete O'MALLY; NA Speedy WALKER. *** LEM(A) Tony WILKINS; LSA Scott CURRY LAM(AE) Ken BARKER NAM(AE) BROWN; NA GARDINER; POEL(A) Lofty COURT; POAF(AE) Terry CROWTHER; AA2(AE) Brad BRADSHAW; AA2(AE) Ian LOWRIE; LAM(AE) Rodge BARKER; NAM(AE) NAM(AE) Al NEVETT; REM(A) Dougy LEAL; NAM(AE) Les IVESON; LAM(AE) Mac McNEIL. **** REM(A) Paul MYATT; EM(A) Andy FLEMING; EM(A) Jim CAMPBELL; NAM(AE) Mac McGUINNESS; NAM(AE) Ginge BROMLEY; OEM(A) Mac MCSWEENEY; NAM(AE) Paddy GALLOWAY; NAM(AE) Scouse KELLY; NAM(AE) Oily HOYLE NAM(AE) Tess O'CONNOR. ***** REM(A) Steve PLATTS; NA Al BATTY; LA Jim SPEIRS; LAM(O) Bomber BROWN OEM(A) Sharky WARD LREM(A) Fred SHIBOO; NAM(AE) Stew FORBES; NAM(AE) Tony ELDRED; LA Taff EVANS; NAM(AE) Smudge SMITH; LAM(O) Dave SYMINGTON; REM(A) Mel PEARSON. ***** AM1(AE) Andy McMAHON; AAI(AE) Zoose HOLLIMBY; CEL(A) Ken STOYLES; REA2(A) Malcombe LIDDLE; REA1(A) Jim SMART; AM1(AE) Roy COOKS; ELM2(A) Scouse DEARY; OELM1(A) Reg JOBLING; RELM2(A) Shep WOOLEY; AA2(AE) Dave FORSYTHE; ELM2(A) Dennis DEARING. ***** Lt I. G. MILNE; Lt M. J. PRIESTLEY; Lt D. H. J. OWEN; Lt D. D. HILL; Lt-Cdr I. A. CAMPBELL; Lt-Cdr R. WREN (CO); Lt A. S. LEEMING; Lt M. B. TATTERSALL; F/O R. P. KEMP; S/Lt A. H. DAVIES; Lt T. W. LING.

We left there for a whole six weeks at sea en route to Mombasa. There was an amazing lack of razor-blade usage on board, and facial growth appeared everywhere, except for CAA Jackson who was told to shave off by the PMO and then the next day told to grow it again.

Apart from the fact we were at sea the whole time, November turned out to be the best month of the commission. We flew well over 300 hours and dropped the greatest weight of bombs since the TORREY CANYON episode. There was no let-up on engine failures and general serviceability, but the boys in the shed did their stuff and kept the birds in the air.

At the beginning of December the Iranians decided to show a bit of political aggression, which was enough to keep us in the vicinity of the Persian Gulf and cancel our visit to Mombasa. The Durban visit was not endangered and we duly arrived there after fifty-

six days at sea, on 22 December. Christmas away from home and families is never ideal, but, if we had to do it again, Durban would indubitably be the squadron's choice. The hospitality we received was boundless and, with no imminent flying period, everyone had the opportunity to take some leave and get in some genuine R and R. The squadron disbanding party at the Athlone Hotel was generally held as being the best thrash of the commission, and everyone from the Boss downwards got as wet outside as they did inside. Many were sorry to leave Durban but, having rounded the Cape, we are now heading northwards on the final leg and look forward to a welcome homecoming at the end of the month.

800 Squadron has not just been active in the flying sphere on board. The Family Edition Of EAGLE EXPRESS is dispatched, thanks to Fleet Chief Lockwood and his team of stalwarts in the Staff Office. Radio 4XO has two

keen volunteers in Lt Dick Stephenson and King EL Nevitt. Lofty Court, Slatts Slater and Shep Shepherd do their thing with various noise-making pop-groups. The way he sells horses, Nick Toner should get a job at any bloodstock auctioneer's. 800 ran the EAGLE AID PROGRAMME in Wellington and was highly successful thanks to Fleet Chief Lockwood and his band of volunteers.

We have also made our mark in just about every sport on board. Colin Scully, Pincher Martin and Scouse Deary all represented the Ship at soccer; whilst at cricket we had Robin Cox, Dick Stephenson, Spud Tate, Tugg Wilson and Eddie Race all pounding that funny little red ball around aimlessly with a piece of wood. Our swimmers were Nige Garbett, Tiny Marshall and Chris Walsh, who all played water-polo for the Ship. Scott Curry, Malcolm Beech-Allen, and even the Senior Observer, when he could



800 Naval Air Squadron - Red Watch : *NAM(AE) Scouse HARRISON; NAM(AE) Taff MORGAN; REM(A) Brian PETRIE; NAM(AE) Chris WALEH; NAM(AE) Bob HETHERINGTON; EM(A) Brian MASSIE; NAM(AE) Al PACKER; LEM(A) Paddy NELSON; LAM(AE) Bill GRAINGE; LREM(A) Windy WINDSCHEFFEL; NAM(AE) Jock MCGREGOR; LAM(AE) Nobby CLARKE. ** NAM(AE) Joe AITKEN; LREM(A) Alec GAULD; LAM(O) Colin SCULLY; LAM(O) Chico KERR; NAM(AE) Geordy HADDON; NAM(AE) Paddy HOSKER; NAM(AE) Mario DE-MARCO; LEM(A) Keith DUGAN; NAM(AE) Tony WIFFIN; NAM(O) Scouse ALDRED; NAM(AE) Tam BAIN; NAM(AE) Ron LEWIS; EM(A) Scouse HUSSEY. *** LM2(A) Lee HAZELWOOD; EA2(A) Pete MORRIS; LM2(A) Andy RUSSELL; EA2 (A) John WEIR; AM2(AE) Tammy ADAMS; POEL(A) Ian DuNCAN; POAF(AE) Pat PATERSON; CEL(A) Innes GRANT; POAF(AE) Paddy DOWLER; POAF(AE) Henry WALES; OELM2(A) Dave MORTON; POEL(A) Jess JESSETT; POAF(O) Bungy EDWARDS; POAF(AE) Ivor MILSOM; POREL(A) Pete MINTER. **** EM(A) Scouse MCWILLIAMS; NAM(AE) Tommy SMYTH; NAM(AE) Scouse BOWNESS; EM(A) Ian PARK; NAM(AE) Duncan LEECH; REM(A) Dinger BELL; NAM(AE) Les SLATER; LAM(AE) Taff PERKINS; NAM(AE) Nigel GARBETT; NAM(AE) Steve JONES; NAM(AE) John LAWS. ***** POEL(A) Mick JAYNE; AM1(AE) Paddy HOOD; AM2 Mick WILLOUGHBY; POAF(AE) Al Summers; AA2(AE) Basher BATES; AA2(AE) Fred GRIFFIN; LM1(A) Sid CLARK; POREL(A) Andy AVERY; POREL(A) Red SKELTON; CAM(O) Mac MACKENZIE; CEL(A) Brian REEVE; REAI(A) Jan Toms; POREL(A) Dave CHRISTIE. ***** POREL(A) Shep SHEPHERD; RELM1(A) Dennis BROOKS; CEL(A) Peter KEMP; AM1(AE) Don SMITH; CEA(A) John FEWSTER; AM1(AE) Nick TONER; CAF(AE) Tom MARGETSON; AA1(AE) Dave NIVEN; CAF(AE) Paddy JACKSON; EAI(A) Hugh MALTBY; REAI(A) Nag PRIVETT; RELM1(A) Cyril CRAW. ***** CAF(O) Doug DALTON; F/O J. D. WALMSLEY; Lt P. A. J. COLLINS; Lt A. G. FRANCIS; Lt-Cdr P. T. LIBBY; Lt-Cdr J. L. WILLIAMS; Lt C. R. W. MORRELL; Lt R. A. LOCKLEY; Lt R. P. COX; FCREL(A) Arthur LOCKWOOD; CAA(AE) Colin JACKSON.

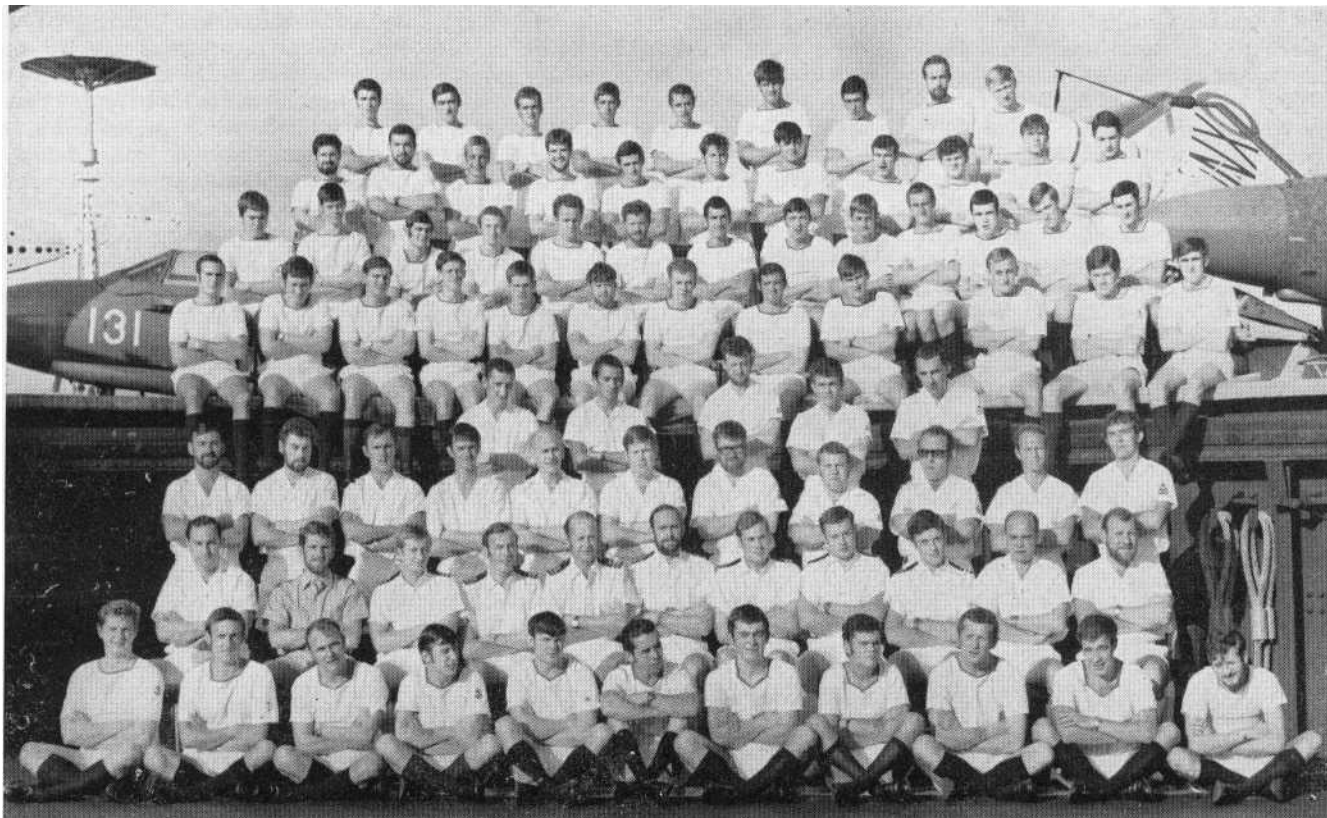
summon the energy, were seen to pound little white balls around aimlessly on the hockey pitch. One could go on naming people endlessly, virtually everyone had something to offer in one sphere of life or another; however, we have to draw the line.

Let us close with a few simple facts. This year we have flown about one million miles; that equates to forty times around the globe or to the moon and back twice. We have used about 2,000 tons of fuel, which would keep an avcat-driven car going for about 1,500 years at 10,000 miles per year. We have dropped over 2,000 bombs and over 3,000 rockets on poor unsuspecting targets.

Well, that just about wraps it up. It has been an often testing but successful commission. Just about everything that could go wrong, went wrong; yet we came out of it with flying colours and a sense of pride in our achievement. We would thank everybody who has been in this final commission of the premier squadron and wish them the very best for the future.



Buccaneer tanker giving fuel to a Sea Vixen on combat air patrol over the Indian Ocean



800 Naval Air Squadron - Blue Watch: * NAM(AE) Mick SHANLEY; NAM(AE) Dave LEES; REM(A) Rosco Ross; REM(A) Brian COPPARD; LAM(O) Bill SCOTT; LAM(AE) Tiny MARSHALL; NAM(AE) Jimmey SHAND; Std Cameron McDoNALD; Std John JOHNSON. ** LREM(A) Keith KIRKLAND; LAM(AE) Simmo ROYAL; EM(A) Keith RODCERS; REM(A) Alec DUNN; NAM(AE) Mac MACLEAN; OEM(A) Mac McDDONALD; NAM(AE) Jim MURISON; Std Nick NICOL; Ck Chris CAVANAGH; Std Andy LE GOAZIOU; Std Marty ALLESTON. *** EM(A) Jonah JONES; NAM(AE) Robbie ROBERTSON; NAM(AE) Bagsey BAKER; NAM(AE) Mick BRINKLEY; L/Std Boggy BRUCE; NAM(O) Ginge MOLLISON; NAM(AE) Charlie ALLPORT; LAM(O) Pincher MARTIN; NAM(AE) Happy HAPGOOD; LAM(O) John HALLAM; Ck Jimmey GREEN; NAM(AE) Scouse YARWOOD; EM(A) Mick DILUCIA. **** OEM(A) John HEMINGSLEY; NAM(AE) Allan HARDEN; LAM(O) Jan McKIRDY; Std Paul CHAPMAN; NAM(AE) Tim MAEL; LREM(A) Fred HAYNE. EM(A) Ginge MUIR; NAM(AE) Mel LEACH; REM(A) Tony CAMMACK; LAM(O) Eddy RACE LAM(O) Ginge DICK; LEM(A) Tommo THOMAS. ***** POAF(AE) Ken BULLER; REA2(A) Derek TATE; POAF(AE) Buck TAYLOR; POAM(AE) Trevor JAMES; REA2(A) Wurzell STENTIFORD. ***** CREL(A) Neil PURGE; AA2(AE) Mick WOTTON; AA1(AE) Bob BROAD; AA1(AE) Brian DAVIES; AM1(AE) Mick WILLIAMS; EA2(A) Jim WILSON; LM2(A) Ginge COOKE; AA2(AE) Mick WARNES; POOEL(A) Chick HAYES; OELM2(A) Graham SEDDON; POAM(AE) Nibbs FARMER. ***** AM1(AE) John TIGWELL; F/O M. D. BEECH-ALLEN; Lt M. J. CUNNINGHAM; Lt M. J. MASON; Lt W. R. H. NEILSON; Lt-Cdr J. J. R. TOD; Lt S. J. KERSHAW; S/Lt R. D. STEPHENSON; Lt C. CULLEN; EA1(A) John CRAGGS; RLM2(A) Jim BATCHELOR. ***** LAM(AE) Trev REES; LAM(AE) Bill GAW; LAM(AE) Mac McDONALD; LEM(A) Gass GORRY; LAM(AE) Jacko JACKSON; Std G. B. FERGUSON; Ck John BLAKEY; Std Alan SCOTT; Std Fred Guy; Std Peter WRIDE; Std Ron Ross.

826 SQUADRON

On 25 March, 1970, the Squadron left EAGLE with Wessex HAS Mk. IIIs destined for Culdrose. On 2 June, 1970, the Squadron recommissioned with 6 Sea King HAS Mk. Is, and the work-up commenced.

The aircraft was put to the test operationally in the CASEVAC role when the Master of the AGIOS GIORGIOS was lifted off his ship near Bishops Rock and flown to Penzance Hospital for medical treatment.

The Squadron enjoyed a change of scenery in August when four aircraft flew to Bergen in Norway for Exercise VENDETTA ALPHA, when the aircraft were employed in the anti-submarine and anti-fast patrol boat roles in conjunction with British and Norwegian forces. After a very enjoyable fortnight in Scandinavia, the Squadron returned in time for the Squadron Operational Readiness Inspection. During the work-up, 826 were 'privileged' to become the first to carry out a 'wheels up' landing. The Squadron finally embarked in EAGLE at the beginning of November and spent the remainder of the period prior to Christmas exercising from both EAGLE and RFA TIDEPOOL.

After re-embarkation, 826 enjoyed the delights of Gibraltar, Malta, Villefranche and RAF hospitality at LUQA; this was interspersed with the ship's ORI; CASEXES with the nuclear submarine WARSPITE; and trying to be film-stars for a Westland's film team.

The ship sailed home for Easter and,



The Squadron disembarks

as usual, we disembarked to Culdrose. After the leave period, apart from continuation training the Squadron starred in another film; collected the Kelvin Hughes Trophy for accuracy in submarine attacks; and carried home a sick Whirlwind helicopter. One of our 'lighter' moments occurred during a demonstration for the Royal College of Defence Studies, when an African General inquired, 'How does the radar shine under water?' The Squadron is still looking for an enlightening answer.

At the end of May we re-embarked again and the ship sailed for the Far East, but not before we had lifted Spey engines to the ship from RAF ST MAWGAN for our sick Buccaneers. Our first call was at Ascension Island where the 'Flying Chacons' of 826 ferried some 100 passengers. One Sea King took on

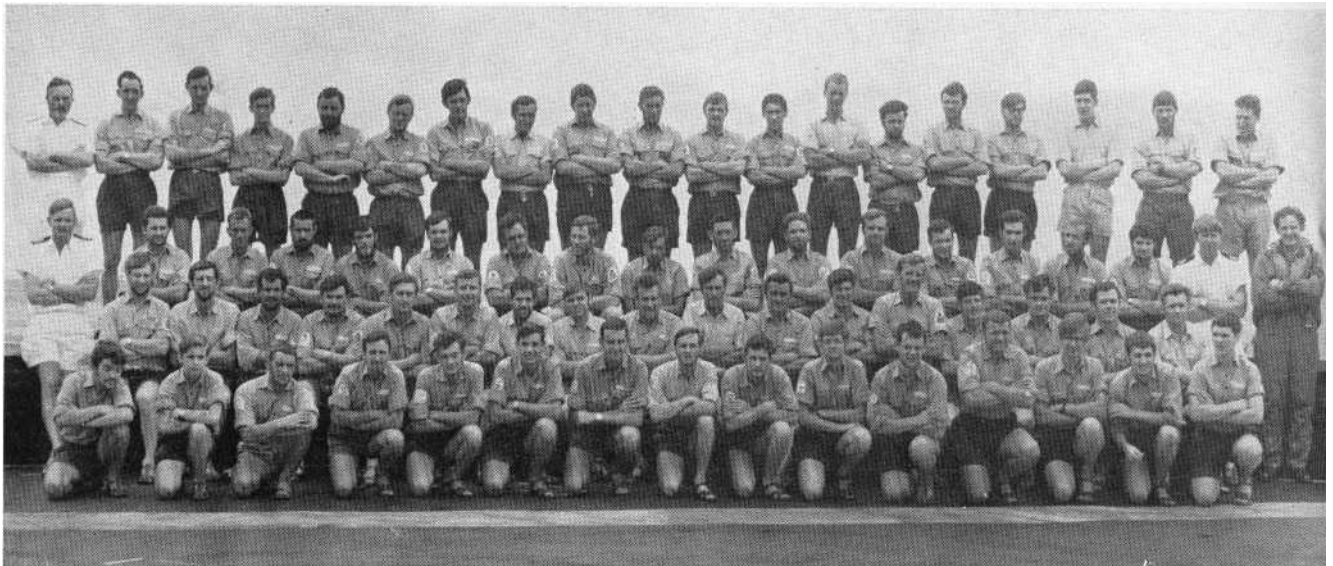
an even more rustic guise and was used to move topsoil to an experimental farm on the top of Ascension's Green Mountain. On the same day, Chief TASI 'Sugar' Bush logged his 2,000th flying hour.

The voyage to the Far East continued and, after a pleasant visit to Capetown, the ship headed for Penang, off Malaya. It was here that the Sea King was given its first-ever practical test of operating in tropical conditions and lived up to all expectations. Thence to Singapore where HMS SIMBANG became our home for the duration of the visit.

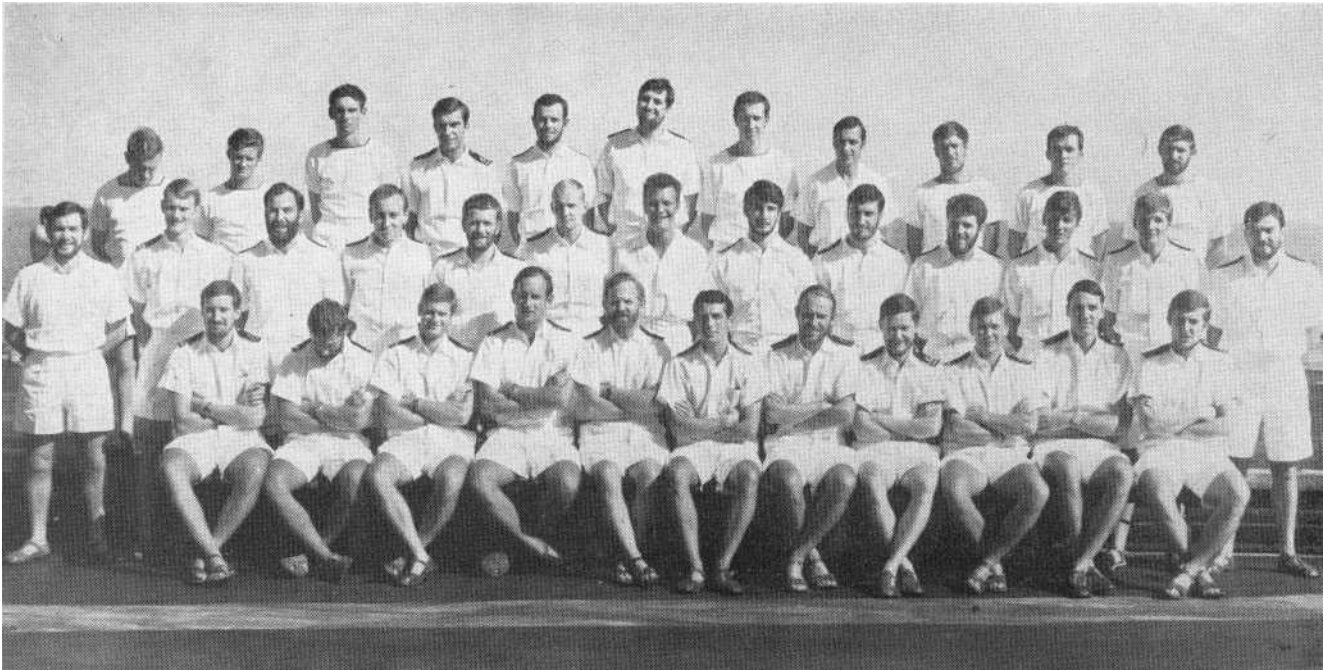
After leaving Singapore for Australia, HMS ALBION was privileged to operate four of our Sea Kings during Exercise ROUND-UP, where we flew seventy hours in one and a half days. The next port of call for the ship was Sydney, but again 826 were working, this time with our salesman's hats on, disembarking to RANAS NOWRA for three days of submarine exercises demonstrating the virtues of the Sea King to the Royal Australian Navy.

We reluctantly left Sydney to take part in Exercise SOUTHERN CLIME I and again showed off our expertise to the Australians. SOUTHERN CLIME II, the follow-up exercise, was brought to a grinding halt almost before it began, because of the worst winter storm for some years; however, this did not prevent the ship entering Wellington, New Zealand, for the official visit.

After a fast passage to Fremantle, four aircraft disembarked to RAAF PEARCE for a week before the ship



826 Naval Air Squadron: * Lt J. B. SARGENT (DAEO); Std Bill BAILEY; LA Tomo THOMAS; L/Wtr Mac MCINTOSH; LREM Gerry CAULFIELD; LA John HILTON; LAM John CORDNER; LAM George CASPER; NAM Ian FULTON; EM Jan PRATT; Ck Smudge SMITH; LSA Colin BONE; NAM Jan COWEN; NAM Bomber BROWN; NAM Luke LUCAS; NAM Keith STROUD; Std Rocky HUDSON; PO A1 PRICE; CPO Jan HowE. ** Lt-Cdr H. B. TATTON-BROWN (AEO); PO Jack NEWSON; LEM Percy GARRETT; LAM Dixie DEAN; LREM Bob HUNT; POAM John CLARKSON; POAF George GOLDSMITH; POEL Passer HILL; AA2 Robbie REASON; POREL Lofty HERRIDGE; POAF Brian HOUGHTON; LEM Brian ASTON; LA John WATT; LREM Bert RING; LAM Jacko JACKSON; NAM Mick LUMSDEN; Lt C. C. COOTE (AE03); AA1 Geoff KEY. *** EA2 Paul COFFIN; ELMN2 Dasher DE CENT; POAF Tony ENGLAND; POREL Ted SHORNEY; AMNI(O) Peter CURTIS; AMN1 Bill DAVISON; CEL Plum PLUMMERIDGE; AMN1 Ron HOULCROFT; CAA Neddy SPARKES; RELMN1 Bob SAVAGE; CREL Frank PRITCHARD; EA1 Tony BARTLETT; REA2 Mick CRABTREE; REA2 Robert BRIMSON; POEL John GOODALL; POAF Pete LILLEY; LAM Bat MASTERSON. **** Std John ELLERY; NAM Titch MOYES; EM Jock GRANT; REM Mick STURMEY; EM Slinger WOOD; NA Gary JONES; REM Steve DYSON; EM Bob SHARKEY; EM Al BARKER; NAM JoCk MILNE; Ck Les HERWARD; NAM Alfie POTTER; NAM Waggy WAGSTAFFE; Std Dave QUARTERMAN; Std Jim ROLLINGS.



826 Squadron Aircrew: * LS John CHARNLEY; AB Norman DARBY; LS Dave PARROTT; Lt P. A. FISH; S/Lt M. C. PEAKE; Lt C. W. WAITE; LS Dick GODLEY PO Larry LARCOMBE; LS Norman CHROSSAN; LS Buster BROWNE; LS Sid SHARMAN. ** S/Lt J. R. PRICE; Lt A. B. VEALE; Lt A. B. ROSS; Lt J. B. HARVEY; Lt D. H. BESWICK; Lt I. C. DOMONEY; CPO(TASD) Sugar BUSH; Lt J. G. EACOTT; Lt E. J. DOBINSON; Lt D. S. DOUGLAS; S/Lt C. D. FERBRACHE; S/Lt B. D. HILL; Lt I. THORPE. *** Lt K. G. LAMPREY; Lt A. SOMMER; Lt P. J. G. HARPER; Lt-Cdr I. A. SOMERVILLE-McALESTER (SOBS); Lt-Cdr H. A. MAYERS (XO); Lt-Cdr R. E. VAN DER PLANK (CO); Lt C. L. L. QUARRIE (SP); Lt C. P. YOUNG; Lt C. R. A. HILL; Lt J. E. V. MADGWICK; Lt D. A. RAINES.

entered harbour. After a hectic visit, we were once more back to work with DANAES ORI which turned into a SUBMISS when one of a submarine's indicator buoys came adrift. The submarine surfaced happily a few hours later, in complete oblivion of the concern above the waves.

Back to Singapore and SIMBANG where the bachelors and unaccompanied members did most of the work, the others having their wives with them. Again our talents as salesmen were put to the test demonstrating the Sea King's Search and Rescue capabilities to the Singaporeans. A week later they were to hear of an excellent example of the aircraft's capabilities.

We were to carry out an exercise in the Subic Areas, but because of Typhoon ELAINE'S presence, it was cancelled. During the storm the ship received an SOS from Mv STEEL VENDOR aground on a reef and breaking-up. Four aircraft were scrambled and the Master and crew of forty men were back on board EAGLE within three hours, the ship having been seventy miles away at the time of the distress call. Our next port of call was Hong Kong where on arrival the ship was presented with a silver tray by the members of the American Sailors' Trades Union for our part in the rescue. During our stay we continued flying in yet another role, lifting building materials for the Hong Kong Government and the Royal Engineers. (Photo, right.)

On leaving Hong Kong we looked forward to six weeks at sea. We were kept fully occupied during this time, which involved an unprecedented amount of flying. Our first task was to lead the helicopter formation flypast for the departing Commander-in-Chief, Far East, at Singapore. Then followed Exercise CURTAIN CALL which was two weeks of intensive anti-submarine and anti-FPB exercises split up by an enjoyable and relaxing week-end on the beaches of Langkawi.

After a fast passage westwards, we carried out another week of exercises off Gan.

From Gan we journeyed to Masira and, because of the political situation in the Middle East, the planned exercises were cancelled and only limited flying was carried out. Our intended visit to Mombasa was also cancelled and we remained off Masira until mid-December. It was then decided that three aircraft with five crews should be detached



to HMS ALBION to assist in the evacuation of foreign nationals from East Pakistan. By the time ALBION had reached the southern tip of India, the evacuees had already been flown out. After a brief visit to Gan, ALBION sailed for South Africa where the three aircraft were flown back to EAGLE in Durban harbour. For the crews and aircraft that had remained in EAGLE a reasonable amount of flying was done, including the last CASEX of the commission.

A very enjoyable Christmas was spent in Durban with hospitality lavished upon the squadron. The last leg of the commission included a visit to Ascension Island to collect and deliver mail and to make a photographic survey for a new golf course. Then a final 'rabbit' run in Gibraltar prior to reaching Culdrose, where the squadron finally disembarked complete with an enormous number of 'rabbits'.

Now the inevitable statistics to date since receiving the new aircraft: We have flown 4,500 hours, taken part in 95 Casexes, carried 2,000 passengers, taken part in 6 Casevac operations, and lifted 17 Spey engines for our friendly Buccaneer Squadron. We have also had the pleasure of carrying COMFEF, FOCAS, and FO2FEF and 'sinking' 8 British, 2 Australian, 1 American and 2 Norwegian submarines. Apart from EAGLE, we have also operated from six other ships and 45 different airfields spread all over the world from Norway to New Zealand.

849 NAVAL AIR SQUADRON, D FLIGHT

During the summer of 1970 the Flight had an almost complete changeover of Personnel. During the Brawdy run-down period we had to get to know not only each other but also the improved version of the APS 20 radar with which our AEW3s were equipped. In October, a single Gannet was embarked in EAGLE for deck trials whilst we fought to keep Brawdy open for just one more night flying period. By the time S/Lt Noel Pinder had returned the deck trial aircraft, S/Lt Brian Hardy had joined us, having taken over the duties of AEO from Lt Mike Kerry.

We finally left Brawdy for the last time on 9 November for the first work-up flying period, disembarking to our new base at Lossiemouth exactly one month later.

After re-embarking in January with Lt Ken Patrick as new COD pilot, we made our way to the Mediterranean, the ORI, and Villefranche. An excellent run was enjoyed in Villefranche, and two parties of flight officers and ratings disappeared on exped. Lt McGhee's party returned with monstrous hangovers and CAM Wentworth's with blisters. After we left Villefranche we

lost Lt Pearce, who will always, in future, check the security of deadlights before looking out of scuttles! We are happy to relate he has now recovered and is flying again. 073 had a nasty bump as well, and Lt Steadman and SOBS flew it back to UK. They returned, some considerable time later, to Malta, after an epic journey during which they encountered most of the emergencies in the book: low cloud and gliders in France, and snow at Hyeres and Sardinia. The ubiquitous Welgate Travel had meanwhile managed to ferry out various wives and girl-friends who appeared in summer cottons to a windy, wet and cold Malta. Nevertheless, the disembarked flying at LUQA provided a change, and some NAVEXES were flown to Sicily. A good flight run was organised, and the soccer team surprised everybody. 073 (new) was finally patched up enough to return on board; wives and girl-friends were flown home; and we embarked for the final spell.

After Malta we had a further flying period during which the Senior Pilot took the COD to the USS F. D. ROOSEVELT and returned without the use of a catapult. Whilst off Gib, the Vixens and

Gannets put on a 'shop window' when we managed to get all five Gannets airborne. Needless to say, all five managed to disembark to Lossiemouth again for leave; maintenance; instrument ratings and a couple of distillery runs.

Buzz and counter buzz had been flying round, but not until Capetown was it obvious that the Far East really was our destination. On the operational side the flying before and during the Singapore SMP was fairly uninteresting; however, both aircraft and men remained fit and thrived on Tiger and sunshine. The SPLOT also enjoyed buying us drinks with his £500 Grand Draw prize. There was still a Lightning squadron at Tengah, and 849, with 899, were able to thoroughly confuse them and the radar unit at Bukit Gombak from time to time. We then embarked for our Australasian tour. However, one AEW3 diverted with assymetric flap. Eventually, after further Alarums and Excursions, we headed for our second winter that summer.

The mammoth fly-past at Sydney behind us, we secured down under



849 'D' Flight: * NAM Cliff PARKES; LA(AH) Blood REED L/Std Terry RICE; REM(A) Mid MIDDLETON; LEM(A) Tony WEBSTER; LREM(A) Harry TAYLOR; LREM(A) Dennis HAYNES; LEM(A) John SCHOFIELD; LAM Ken BICHARD; LAM Ed JONES; LREM(A) Paul BESTWICK; NAM Merve NASH; EM(A) Taff HALE; EM(A) Isaac NEWTON; LAM John RAWLINGS; LAM Doc VASS; NA(AH) Paddy COSGROVE. ** LSA Dusty PILLING; Std Dave WARNE; NAM Mick PARKES; LAM Ray MURKIN; REM(A) Collin ASHWORTH; Std Ginge O'Brien; NAM Dave CLACHAN; REM(A) Tom CHESHIRE; EM(A) Ian DIMBLEBY; LEM(A) Biff BURTON; LA(SE) Jock KLAR; Std T. C. COONAN; LREM(A) Lofty DAVIS; REM(A) Mick SEABROOK; NAM Nelie COOMBES. *** LMN2 Fred BROWN; PO(AH) Spike HUGHES; REA(A)2 Pat CAMPBELL; AA2 Pete FRENCH; CAF John PERKS; REA1 John PURDY; CAM Bill WENTWORTH; CEA(A) TOM WINN; POEL(A) Ned DRAPER; POREL(A) Jan WOOTTON; RMN3 Bill BAILEY; LMN(A)2 Terry MORGAN. **** NAM Ginge LEWIS; CAF Mac MACFARLANE; AA1 Tony LAMBERT; Lt Noel PINDER; F/Lt Al BRUYN; Fg/O John (Min) McNEIL; Fg/O Chris (Max) O'CONNELL; F/Lt Bill FOXALL; Lt Jim LAW (USN); S/Lt Brian HARDY (AEO); CAF Stan FULCHER; AMI Dave BROWN; Std Ken HOLLOMB. ***** Lt Kevin MEEHAN; Lt Nigel HAYLER; Lt Ken PATRICK; Lt Peter MOULDING (SOBS); Lt-Cdr Keith HARRIS (CO); Lt Doug STEADMAN (SP); Lt Tom McGHEE; Lt Rodger BOWLES; Lt Al GRIFFITHS. ***** EM(A) Terry CONWAY; LAM Gareth TUCKETT; Std Frank GALLAGHER; L/Wir Scribes WILKINSON; EM(A) Basher BATES; L/Ck Chris BENNET; NAM Benny HOWARTH; LAM George BOYD; Std Joe HADLEY; Std Fred GREEN.

near the still unfinished Opera House to 'recharge our batteries' and acquire Lt Peter Moulding, our new SOBS, losing 'Rusty' Gealer to the USA. The day of sailing plunged us into Exercise Southern Clime, part 1. Part 1 was frustrating for us tactically; but plenty of day and night flying was logged. Part 2 was plagued by weather which, however, enabled the diverted aircrew to enjoy a sample of Kiwi hospitality. Despite the weather, we managed a fly-past in Wellington Bay and began the wonderful visit with some good publicity. The Kiwis obviously liked 849.

All good things come to an end, and soon we headed West, having reached the easternmost point of the commission. With batteries further exhausted by Fremantle, we found ourselves back amongst our old Hunting Grounds in Singapore. This time a number of the wives were with us by courtesy of Crabair. This meant that many of us got further afield than the nearest bar and saw some of the country. An interesting flight run was drunk (who DID produce that brandy?) in the Half-way House, Bukit Timah.

And so to Hong Kong via any Typhoons we could find, while some wives braved the trip in the appropriately named SS TYPHOON(?) SHAN. We disembarked two AEW3s at Kai Tak and the flight split up, some ashore and others on board. An excellent visit, with members going as far afield as Macau and Wanchai. Lt-Cdr Tom



Over Sydney

Lowrie left at this juncture to join the team waiting in a bar somewhere for an AEW Shackleton to happen, and all the officers at the top took one step up with Lt-Cdr Keith Harris taking over as CO. A new crab joined us, and we now have the Biggest, Smallest, Brainiest and Most Senior Crabs in the ship. With our leaving Hong Kong, we closed a chapter of British History and we headed for the Indian Ocean, pausing briefly to bow out of Singapore. A very useful period of flying followed off Penang with exercise Curtain Call; we left the Far East fully worked up and ready for the final phase of the tour. The flyex off Gan showed us that things could still crumble, and we exchanged some shell-cases for no marine markers with our friends at

Gan. At the time of writing we are just getting stuck into the final major flyex before our visits to Mombasa, Durban and, finally, Gibraltar, for last-minute rabbits and a quick dive into the Eros Club.

Once it is all over, most of us will look back on an interesting cruise where we have seen a medley of faces and places; but, professionally, it might perhaps have been a bit frustrating and a bit sad to have ended our era. We have, in just over a year, seen the end of Brawdy, EAGLE, 'D' flight and the beginning of the end of Lossiemouth. However, men and aircraft have held together and standards maintained to the end and, with luck, we will be the only fixed-wing squadron to fly off exactly what we flew on last May.

899 NAVAL AIR SQUADRON



Take 14 Sea Vixens, 215 first-class maintainers, an assortment of aircrew, throw them all together on HMS EAGLE and you get 'The Bunch with the Punch'; 'The First Division'; or 'Monty Redwood's Flying Circus'. Whatever the name, the result means professionalism, and that is 899 Squadron.

The story of this commission really starts on 11 November 1970 when most of our aircraft embarked and the work-up got underway. 'Six days shalt thou labour', and on the seventh finish

flying, sail to Southampton and rest-the aeroplanes, that is.

To continue the work-up, the ship sailed into the Bristol Channel, with the main aim of the Squadron being to fire as many missiles as possible on Aberporth Range. However, the big Flyco in the sky had a different fly-pro to ours and, on several occasions, weather, ships in the range, and target unserviceabilities, caused us to cancel most of the firings. Nevertheless, when it came to disembark for Christmas, we had more than justified our existence on board and were looking forward to what the New Year would bring: that is, the two-thirds who had the good luck to remain with us!

The first two weeks of 1971 were spent at Yeovilton, introducing the new members to the Squadron; re-forming the aircrew; and generally clearing away the alcoholic haze and other left-

overs from leave. On Tuesday, 19 January, all aircraft were onboard again; but, owing to bad weather, instead of operating in the English Channel, we moved north to the Isle of Man and commenced hitting the splash (well, nearly) with 2-in R/P.

With the GPO strike in full swing at this time, another role was added to the many of the Vixen - that of mail van - and, on several occasions, the 899 Pony Express could be seen on the bow catapult with its dashing riders (normally the Senior Pilot) raring to go.

Better weather enabled us to achieve some night flying and, on the 31st, we made passage south for Gibraltar; alas, only for one day before we were straight into the Ship's ORI. This meant two CAP airborne throughout daylight hours, a commitment which was fulfilled completely. The reward was another visit to Gibraltar.

899 NAS - continued

It was back into the Med. on 8 February and for four days our main tasks were AI and 2-in R/P attacks. During this period an old hulk, FRESHNER, was to be used as a target for Ship's guns and Seacat, but '99 were kindly given first shot with R/P. Of course, it sank! That's what we are here for, but there were a few red faces in the planning office afterwards.

A quick visit to the Cote d'Azur was followed by exercise 'Perfect Princess' in the waters off Sardinia, which provided us with a diversion and some very interesting TAC-R routes. On completion the ship sailed towards Malta where three weeks ashore at Luqa awaited, plus, for some, wives as well.

March started with an achievement unsurpassed by any other fighter aircraft. The Squadron had accumulated 20,000 flying hours since February 1961 when it formed with Sea Vixens. With an average of 10 aircraft on the Squadron at any one time, each aircraft has averaged 200 hours per year. The Queen of the skies is aptly named.

Our visit to Malta coincided with the leaving of the CO, Lt-Cdr M. H. G. Layard, destined for fishhead duties, and a welcome was given to his replacement, Lt-Cdr F. Milner. The usual run on the island was enjoyed by all, but eventually the roads took their toll

on the hired cars and it was safer and cheaper to return on board and sail into combat with the American Carrier FRANKLIN D ROOSEVELT. EAGLE struck first and remained ahead. The strike role was also allocated to '99 as the other squadron had a slight crumble. With the war being brought to a successful conclusion, we started homeward, with the usual stop at Gibraltar for rabbits, and to pick up Lt Burnside, who joined us on April Fool's Day.

Just before leaving the Med., a fire-power demonstration was organised, which turned out to be an 899 Squadron benefit day as the bomber squadron had already disembarked. Then into the Atlantic, fly off, and fight our way through Customs before taking two weeks' leave. At this time we lost some notable aircrew, including the AWI, Lt Mike Garlick, who appeared to have a change of heart and left the Navy to go and heal. Fortunately for the human race, his activities will be directed towards the animal kingdom.

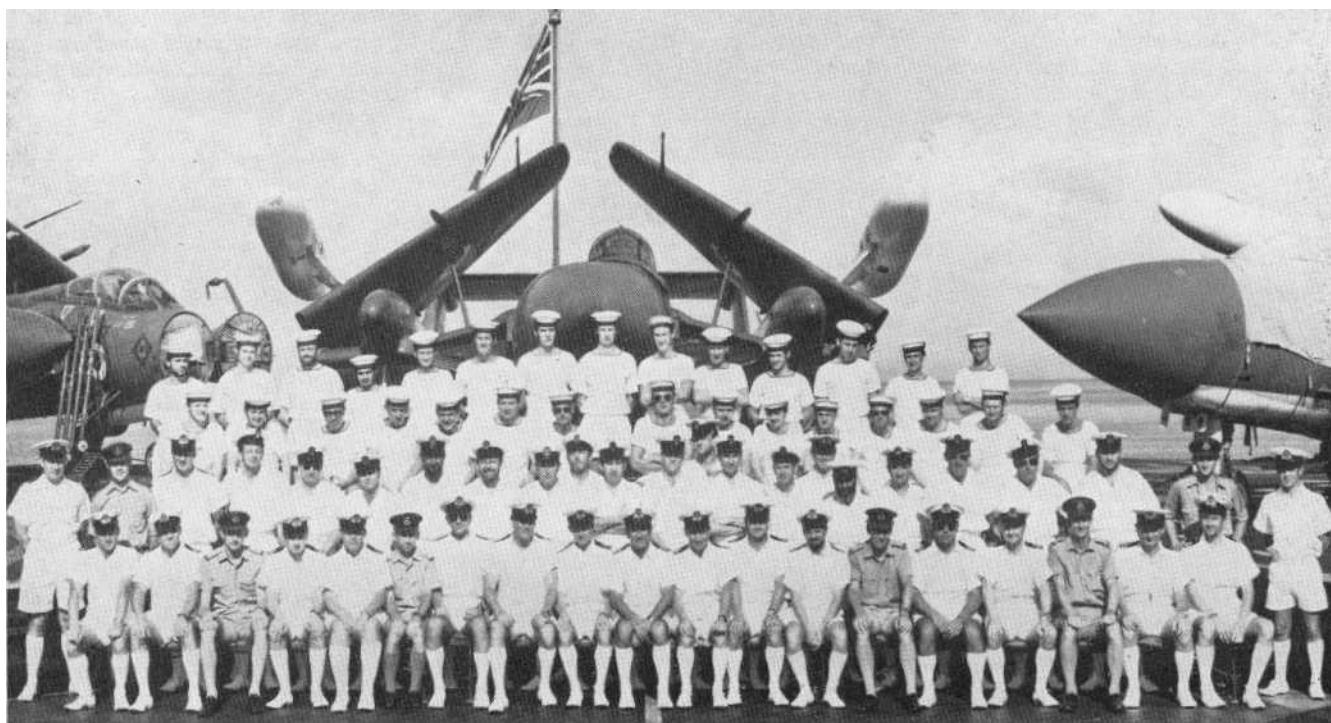
On 26 May we re-embarked, and this was followed by five days' intensive day and night flying to work-up both Ship and Squadron to their former peak. It was then south to Capetown where that good ol' trophy appeared again. Our stay in South Africa was short but memorable. Next, we took part in a fly past off Mauritius, quickly followed by

a beat-up of Diego Garcia and four days' day and night flying in the Penang area before disembarking eight aircraft to Tengah.

Thus commenced two weeks' pleasant flying in and around Malaysia and Singapore. During this period Lt-Cdr W. L. T. Pepe assumed the duties of Senior Pilot. The old Splot was dined out in the best '99 tradition: ten-course Chinese meal followed by the usual Tiger hunt. Talking about sport, it must be mentioned that the Squadron has an outstanding record on the sports fields of the world, and we also have PO Cronin who has been selected for the English Karate Team: no mean feat, as most of his training is done on board. (We often wondered who cracked the boom of 122.)

Unfortunately, all good things have to come to an end and we set sail on 21 July. This was followed by two days' flying, mainly CAS, 250 miles north of the ship. As luck would have it, we were required in Sydney on 4 August and for a fly past the day before, so again we crossed into the Southern Hemisphere. Five days in Sydney soon got rid of tanned skins, to be replaced by the usual squadron brand of night-club pallor, but exercise Southern Clime Part One awaited, so we went back to sea to oppose the R.A.A.F.

With Part One under our belts, Part



899 Naval Air Squadron - Daymen: * Std CATANIA; LREM FERRIDAY; L/Std MOFFAT; Std POOL; LA HOLLOWAY; NAM BUSH; Std VEASEY; EMA BREWARD; LA PUGSLEY; NA WILKINSON; NAM BUCHANAN; NAM BIRD; LAM BADHAM; NA WAREHAM. ** Std MOULD; Std O'NEIL; L/Std KEIFER; Ck STUART; A/PO/Wtr PAYNE; LSA KELLY; OEM BETTS; LAM WHEELER; NA MASON; Ck BRITTON; NA SZYCAK; EMA REID; NAM BYRNE; LREM VAN DE CAPPELLE; Ck ROUGHT. *** Lt BRUMHILL; F/O PARKER; Lt ALLAN; POAF BURLINGHAM; CAF MORRIS; RELMI FRASER; EA1 BARTLETT; AA1 COX; FCEA REDWOOD; CREL TROW; PO/Sid BREMNER; POAF RICHARDS; RELMI JOHNSON; POAF BUSH; CREA MARGETTS & Lt SCOTT; CEL ASHFORD; CAF COPESTAKE; RELMI TAYLOR; EA1 PRATT; CAA WILLIAMS; F/O WISTOW; Lt BROCK. **** Lt DICK; Lt CHAPLIN; F/O LAWTON; Lt LLOYD; Lt EITZEN; F/O McNAMARA; Lt WHALEY; Lt-Cdr TAYLOR; Lt-Cdr PEPPE; Lt-Cdr MILNER; Lt-Cdr WATERHOUSE; Lt FULLER; Lt ALDRED; F/O SHELBOURN; Lt NEWSON; Lt GAVIN; F/O WHITTLE; Lt SHARMAN; Lt EDWARDS.

Two commenced, but, owing to bad weather, most of it was scrubbed. Two Vixens flew to OHAKEA in New Zealand, the next country to have the pleasure of our company, where they were, unhappily, grounded for two days, as were the aircrew - happily.

We arrived in Wellington shortly afterwards and this visit will probably go down with Durban as one of the best runs of the commission. It was so good that a replacement pilot from UK was immediately made Duty Boy, because there was nobody else on board and if there was they were six feet up, conserving with one lung shut down and the alcoholic suction pump going at full stroke. Not many of us saw the ship on 26 August but somebody said that we had to be in Fremantle on 9 September and who were we to complain?

Fly? Only three days of it before entering Fremantle and two days en-route to Singapore where we hoped to have a rest from all the work we were putting in. But it was not to be, because some had their wives out from UK, while the rest had to make the usual social calls on the pools at TENGAH, TERROR and CHANGI, plus the night-spot of the Orient, Bugis Street. Nevertheless, in between times the aircrew were kept in practice in the aircrafts' number one role, AI, and on several occasions Hunters of the SAF and Mirages of the RAAF became missile fodder.

On 5 October all aircraft re-embarked successfully and, despite many difficul-

ties, such as the lorries being unable to carry enough, all the rabbits were stowed on board before the ship sailed for the Philippines.

This next period at sea should have seen all the aircrew firing missiles against targets provided by the Americans from Cubi Point, but Typhoons 'Faye' and 'Gloria' reigned supreme in the area and, after persevering with flying in very difficult conditions, we finally gave up and sailed for Hong Kong. We put five aircraft ashore to KAITAK for continuation flying and, during this period, took part in the farewell salute for the retiring Governor of Hong Kong and also a fly past in honour of Princess Anne who was visiting the colony.

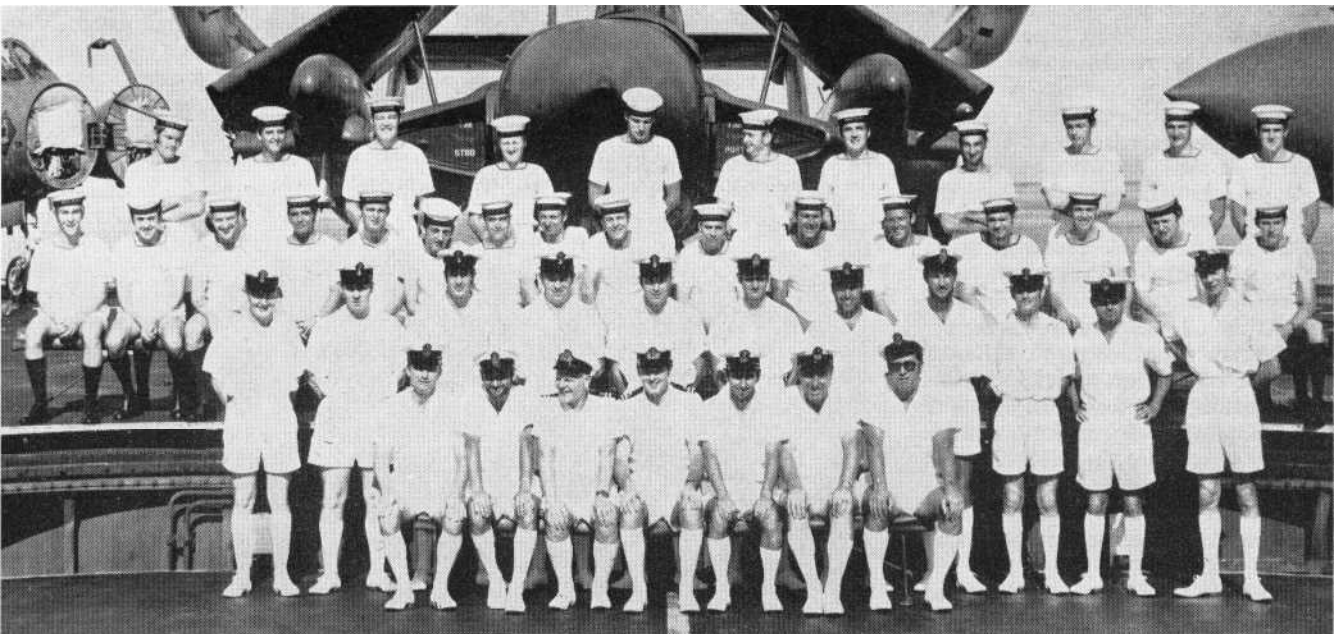
Again, there were no complaints about the life ashore even though some had their wives and girl-friends to look after them. But standards were not allowed to drop, not even on the football field, where the Ship's Trophy was won by our goal-happy footballers. Sadly, however, on 27 October, the ship sailed south-west for the Singapore area followed by exercise 'Curtain Call' off Penang and so starting a period of 56 days continuously at sea.

By this time several members had left for the UK: 'arry had gone, but 'Taff' took over, the only difference being the accent; George (SD) Phepoe never recovered from his leaving run in Hong Kong and was seen leaving the ship with tears streaming down his face; and 'definitely 25th for the next

launch' Wheeler left leaving all his pens to the aircrew.

'Curtain Call' found us pitting our wits against the Malaysian and Australian squadrons based at BUTTERWORTH and also against the ever-elusive splash targets at which we were now firing 2-in R/P. The night-flying programme was also put into full swing and a regular eight Vixens launched each night on Lepus strikes and a variety of AI sorties. Most returned back on board as planned but one night the ship took pity on our aircraft having to be at sea for such a long time and sent them ashore to BUTTERWORTH overnight. The aircrew, deeply distressed at the thought of being on dry land again, drowned their sorrows in typical fashion at the Ambassador Hotel.

The next stop was at Gan for six days' and nights' flying, and then we went into the Gulf area. With the flying days now numbered, we looked forward to the visits to Mombasa (alas, we never got there) and Durban, where the hospitality and friendship shown over the festive period was fantastic. We sailed on 4 January for the UK via Gibraltar. After a short visit there, the aircraft were catapulted off the ship for the last time, and there our tale ends because on return the last remaining Vixen Squadron will be no more and the number 899 will be parked. However, we can be sure that the Squadron will go out in style. Just like that run down Bugis Street in '71: 'Yes, I remember it well - I was on '99 at the time!'



899 Naval Air Squadron- White Watch: * LREM FERRIDAY; EMA KNELLER; REM URWIN; A/LAM BARNES; EMA HARPER; OEM CHAPMAN; A/LAM CHAMBERLAIN; NAM ALLEN; LAM CLARKE; REM HAUGHEY; REM COUSINS. ** OEM GOODBY; NAM GREHAN; A/LAM RACHER; NAM O'NIELL; NAM REYNOLDS; EMA GREEN; NAM GROOMBRIDGE; LEM RENSHAW; REM STEVENSON; LAM BOND; LAM WATERS; LAM BARANSKI; NAM DOWNEY; NAM MAHONEY; EMA STEWART; NAM LITCHFIELD; NAM HARMER. *** A/POOEL O'KILL; POEL MABBOT; AA2 DIXON; LM2 SANDERS; POREL KNOWLES; AA1 CROFT; POEL KEATING; EA1 COLE; EA2 COOPER; A/POREL CASSAR; AMN2 KAVULOK. **** CAF(O) RUTHERFORD; EA1 MOORE; Lt BENNETT; Lt ROWELL; AMN1 CLARKE; CAF(AE) THOMAS; RMNI MOORE.



EAGLE SEARCH & RESCUE FLIGHT

During the summer of 1970 the flight had a complete change-over of personnel. This was followed by our own work-up and ORI, before we joined the ship in September with two Wessex Mk. I aircraft.

Friday, 13 November, 1970, produced our first, and happily our only, aircrew rescue job when a Vixen crashed off the bow catapult. Since then our excitement has all come from the many odd jobs we are called upon to do, such as VERTREPS; VERTREVS (the Sunday morning padre transfers); passing the tow; mail and passenger flights.

We disembarked to Cudrose for Christmas leave before heading for the Mediterranean and the ship's ORI. While anchored in Gibraltar Bay the SAR was scrambled to take a firesuitman and extinguishers to SS BYZANTIUM, a merchant ship on fire alongside the mole. On completion of the mission the aircraft was unable to return to the ship owing to dangerous turbulence, so diverted to North Front for what, perhaps only, the crew considered a well-earned, crafty week-end, ashore.

After a splendid visit to Villefranche the ship proceeded to Malta, where our highlight was a scramble to assist the crew of ss POPI which had run aground on Comino, a small island between Malta and Gozo. However, we were not needed as the crew were able to step off the fo'c'sle onto the shore.

We again disembarked to Cudrose for Easter Leave when the ship returned to Plymouth, and re-embarked with three aircraft on 25 May. Our third has been kept mainly in reserve but has proved invaluable in keeping us on the job during our various maintenance crises: notably six engine and two main gearbox changes.

In Capetown, Rear-Admiral Williams joined us, and we had our first experience of being the Admiral's Barge: a job which has kept us quite busy ever since. On arrival at Singapore we disembarked to SIMBANG for continuation



SAR Flight: * LAM Andy ANDERSON; LAM Ken MOORE; POAM Chris GRANT; POEL Ian ARTHURS; POAF Roger HENLEY; POEL Flipper OLKES; NAM Jan GIBSON; AA1 Tug TUDGAY; LS Alf TUPPER. ** EAI Charles ABRAHAM; Lt Mike LAWRENCE; Lt Alex MARSH; Lt Buzz BARR; AMI Robbie ROBERTSON. *** NAM Al PUNT; LAM Stew CROWTHER; POREL Gerry STEPHENSON; LREM Ken MOULTON; LREM Don MCKENZIE; LEM Tug WILSON; EMA Trev LUCAS; NAM Willie LYNES.

training, after which we had to leave one aircraft there for a major corrosion job to be carried out for us by MARTSU while we paid our respects to Australia and New Zealand. On return we disembarked again and found the third aircraft ready and waiting for us.

In Hong Kong we were able to assist the local inhabitants by lifting several loads of playground equipment from an MFV to an inaccessible site on a hill-top, and we also joined in the farewell flypast for the departing Governor-General.

THE FLEET CHIEF PETTY OFFICERS

On 24 May 1971 the Fleet Chief Petty Officers, long talked about under other names, came into being. Aboard HMS EAGLE there were twelve promoted at that time and since then two others have been promoted.

They occupied jobs within the ship from flying to eating and supplying to steaming. The Captain approved that they should have their own mess and the first and probably the only President at that time of a Fleet Chiefs' Mess was FCMEM Lilley. When he went on to his new appointment at LOCHINVAR, his position was taken over by FSCA Ellwood. On both occasions the Vice-President has been FCMEA(H)

Husband

The Fleet Chiefs have played important roles in the various sections as Managers and Divisional Officers and the Ship's Company are slowly beginning to appreciate their wide experience in and out of their own departments.

Not only have they left their mark upon the Ship's Company of HMS EAGLE but upon the various ports that they have called in; in particular, Wellington, where they were known as 'The Dirty Dozen' (affectionately, of course).

All in all, it was a notable and enjoyable commission for all of them and will long be talked about in days to come.



Fleet Chief Petty Officers and Senior Chief Petty Officers: CRS PARKER; Mr MUSK; CCY SLATTER; Mr FIELDING; Mr WILKINSON; Mr COLLINS; Mr ALFORD; Mr LOCKWOOD; SBM TOMLIN; Mr REDWOOD; Mr PEASEY; Mr ELLWOOD; Mr BIGGINS; Mr HUSBAND.

THE MEDICAL DEPARTMENT

The Emergency Ward 10 Of HMS EAGLE, where steely-eyed teams of skilled Medical experts work long hours into the night resuscitating the intrepid aviators and dissecting other unfortunates to remove their elusive appendices.' A description of the Sick Bay? Well, not quite, but we do have our moments, and HMS EAGLE's last commission has not been at all uneventful, medically.

The new Sick Bay team had mostly joined by May 1970 and smoothly took over with capable guidance from CPOMA 'Wally' Soulsby. Surgeon Lt Gibson was still on board, and the PMO, Surgeon Cdr Adamson, was still in overall charge as he completed his second year in EAGLE. The PMO in fact 'signed on' for this commission and will have served four years continuously in EAGLE by the time he leaves in 1972: such dedication.

Our Physiotherapist, MT2(P) Woodmason, was 'made up' about halfway through the commission and, in contrast to the last Physiotherapist, shaved his beard off. He now looks about ten years younger. Laboratory work has been capably undertaken by MT4(L) Iorns, whose services were naturally heavily in demand in the Far East flesh-pots. He also was made-up from Acting MT4 to MT4. The ward has been run by MT3 Nickson, who joined us originally as an MT4. He is our State Registered Nurse.

The commission began inauspiciously with a six-month docking and maintenance period in Devonport Dockyard. This produced the usual mess and upset all departments, not least the Medical Department. Whilst EAGLE was in Dock, we were all accommodated in CENTAUR, and the new Sick Bay team was faced with the problem of running two Sick Bays.

EAGLE's Sick Bay was also being refurbished and looked like a disaster area most of the time. In addition, the cockroaches were found in many parts of EAGLE, and there were outcries from all over the ship. It was pointed out that an old lady of EAGLE's vintage had by this time built up a sizeable cockroach population, which can never be completely eradicated. The situation regrettably worsened in the Far East. There was at least a ready source of supply for Cockroach Races.

Dr Stronge had already gone off to HASLAR to get married (and to work, presumably) and the PMO found things busy when Dr Gibson was called away to HMS RALEIGH on two occasions for a total of about six weeks. Surgeon Lt

Rendall, our new Anaesthetist, cunningly delayed his joining date until September and so missed the chaos. During the maintenance period, MAs Watt and Edwards and MT2(P) Woodmason were married; nothing like the prospect of a few long weeks at sea to accelerate the decision.

On 26 September 1970 EAGLE was at last looking ship-shape and sailed on time. Everyone was glad to get to sea at last, although we soon became familiar with the appalling chaos caused by RAS (solids) every few days, with flour and peas floating around the main corridor of the Sick Bay in Courage No 1 or Tiger Beer. These RASs were often enlivened by the Flight Deck Party 'lubricating' the canvas chutes with buckets of water, which added



Medical Department: * MA Mac McLAREN; MA Alan WATT; MA Colin WASLEY; MA George BRADLEY; MT4(L) Bob IORNS; MA(O) Tony NELSON; MA Danny Ross. ** A/POMA John HAMLIN; MT2(P) Geoff WOODMASON; Surg Lt C. M. S. RENDALL; SURG Cdr R. J. W. ADAMSON (PMO); SURG Lt D. W. R. GIBSON; FCMA Peter PEASEY; MT3 Nick NICKSON.

nicely to the melee down below. The Shake Down Cruise gave everyone a chance to really get to know the ship; find out the duties of a Flight Deck MA, and try to find space for the innumerable Medical Stores.

The First Work-up was an instructive time for all of us, and a casualty from a ditched Sea Vixen provided us with a genuine Medical case. He later turned out to have a crushed vertebra (from ejecting), but fortunately made a full recovery. The first visit of the commission - Southampton - was enjoyed by all, and relations were cordial with RNH HASLAR. Parties of MAs and Nurses came to visit the Ship from the Medical Training Division. The latter were much appreciated by everyone.

Dr Rendall joined the bandwagon and got married during Christmas Leave. MA(O) Neal and MA Edwards

left us in January 1971 and were replaced by MA(O) Nelson and MA McLaren.

January saw, at last, the start of our Mediterranean Cruise. We had one more work-up to do before our Operational Readiness Inspection. After this we were all allowed to relax and enjoy Gibraltar, Villefranche and Malta. Malta was a busy time for the Sick Bay, and we were ably helped by the David Bruce Hospital (RNH MTARFA). Dr Rendall and Dr Gibson both went to RAF LUQA to help with the extra work caused by our squadrons, as did MA Watt. MA McLaren, MT2 Woodmason and MT3 Nickson on the other hand decided to do their Commando bit at Ghain Tuffieha camp and seemed to survive. During the Mediterranean

Cruise we inoculated the whole Ship's Company against Cholera for what amounted to be a false alarm. This disease was apparently raging in all areas east of Gibraltar, but a week later was not! However, once started, we decided to carry on with the six-monthly booster jabs as they would be needed later in the commission anyway. The PMO celebrated the fiftieth appendectomy he personally has performed at sea, just before Malta. The rest of the Ship's Company buckled their trousers tighter and steered clear of the Sick Bay for a while.

Easter at Devonport saw mountains of dressings and drugs littering every conceivable space in preparation for our Far East trip. They were eventually disposed of one way or another. Chief Wally Soulsby left the ship in May and was appointed to RNH GIBRALTAR in

June as a Fleet Chief MA. Chief Peter Peasey arrived in May to replace the bold Wally and was rapidly elevated to Fleet Chief MA on 24 May, two days prior to the Ship sailing to the mysterious Orient.

During the trip, various members of the Sick Bay Staff were summoned to King Neptune's Court as we crossed the line, including the PMO complete with his lovely blond wig, and JMA Statham, fresh out from HASLAR, and then the youngest member of the Ship's Company. We arrived at Cape Town and our first night in Port as far as the Sick Bay was concerned could be aptly christened the 'Battle of Capetown' Make and Mends were well deserved the next day.

The PMO had 'contacts' in Cape Town, and several Senior Consultants from the Groote Schuur Hospital visited the ship, including Professor Jannie Louw. MAs Nelson and Watt went up to the hospital to witness open heart surgery: a fascinating day for them.

Singapore was remarkable, from a medical viewpoint, for the incredible number of ear infections: the dreaded 'Singapore Ear'. On the worst days up to fifty people a day were having ear-drops put in four times a day.

The Antipodean leg of the commission proved interesting to all, and the hospitality was particularly good in Wellington. Also in Wellington, Bruce Mills, a young Maori boy who was paralysed from a spinal tumour, visited us and enjoyed being shown around the Ship. Afterwards he was fed with huge helpings of ice cream and fruit in the Sick Bay by MA(O) Nelson. In Fremantle, MT3 Nickson was given the task of organising the final Ship's Company Dance, which was held in the Pagoda Ballroom. He made a great success of this and it certainly set the visit off with a swing.

The Australasian trip was marred by the LOX Plant fire, when the two badly burned men came under our care initially. It made us all realise that everyone was needed for the intensive care of just two casualties. We were thankful that there were no more. The LOX fire also burnt out both Dental Surgeries and the Dentists were loaned our Emergency Operating Theatre. Later, the forward Dental Surgery was re-equipped for the Dentists, and the after one was then used to house the medical stores previously stored in the Emergency Operating Theatre.

After our final Far East visit, this time to Hong Kong, the Sick Bay looked like a departmental store with camphor wood chests, tables and

bicycles stowed in every nook and cranny. Nightly games of Mah-jongg made the Sick Bay sound like a Chinese suburban flat with the rattle of the tiles. After Hong Kong we were slowly homeward bound, but with much sea-time to go first. MA Watt had to be left ashore at Hong Kong with severe conjunctivitis and did not rejoin us for a considerable time.

During the commission we had visits from: Surgeon Lt-Cdr Martin, RNR (a gynaecologist!); Surgeon Lt Fraser, RNR; Surgeon Lt Clarke, RNR; and, last but not least, Surgeon Lt-Cdr Frank Golden, RN, an Aviation Medicine Specialist, and an Irishman, who proved very interesting with an inexhaustible fund of flying and non-flying anecdotes.

Statistics? - Well, just a few taken over a fairly representative six months

REFLECTIONS IN A DENTAL MIRROR

There are 75,000 teeth carried in HMS EAGLE, give or take a few: we have done both. The mammoth task of making the ship's company dentally fit was started in Devonport on board HMS CENTAUR during the DED. Treatment was carried out in rather cramped and archaic conditions by Surgeon Commander Gregory, assisted by Petty Officer Marshall and Leading Medical Assistant Matthews. The return to 'alma mater' at the end of July was a welcome event.

The dental team was completed by the arrival of Surgeon Lieutenant Hargreaves shortly before the ship sailed for sea trials. The new man moved straight into a newly furnished, well-lit surgery: the dental department was now fully operational. With the



Dental Department: * MA D. HUGHES; POMA G. MARSHALL. ** Surg Cdr (D) W. J. GREGORY; Surg Lt (D) J. HARGRAVES.

of the commission from May to October 1971. During that time we got through 20,000 Penicillin tablets; 40,000 Aspirin and Codeine tablets; 8,000 Cholera injections; 30,000 gauze swabs; and 50 gallons of rot-gut mixture. In addition, four people had appendices removed and seven circumcisions were done. The total number of appendicectomies since DED at the time of going to press was seventeen.

Finally, although we would hate anyone to think that we cannot deal with any medical situation, we have left patients in Lossiemouth; Gibraltar; Malta; Ascension Island; Cape Town; Singapore; Sydney; Wellington; Fremantle; Hong Kong; Penang; Gan; Masirah; Mombasa; Durban and, of course, Plymouth and Portsmouth. We like to do the best thing for our patients.

embarkation of the squadrons the task became even more formidable, but after three months in the Mediterranean great progress had been made.

During the passage to the Far East, Lt Hargreaves was detached, with a portable unit, to HMS GLAMORGAN to attend to the dental health of 550 more men.

Shortly after sailing from Singapore the disastrous fire occurred in the LOX plant immediately below one dental surgery, which was completely gutted. The other was badly damaged, and a temporary dental surgery was opened in the Emergency Operating Theatre. The portable unit was flown back from GLAMORGAN, and further stores were borrowed from the Royal Australian Navy on arrival in Sydney. After much hard work by the Shipwright and Electrical Departments, one of the surgeries was reopened early in September. The Dental Department was once again firing on all cylinders.

Since the DED, treatment carried out includes over 4,000 fillings; 250 extractions; 550 scale and polishes; 200 new dentures and over 40 dentures repaired. There have even been three pairs of spectacles mended. Over 5,000 anguished visitors have been treated: a few only came to see the pin-ups on the deckhead; one admitted coming only to see the model railway.

LMA Matthews left the ship in Australia and was replaced by Medical Assistant Hughes. Petty Officer Marshall, and the ship, was honoured when, on 14 August, 1971, he was presented with the Sick Bay Petty Officers' Efficiency Medal.

THE WEAPON SUPPLY PARTY - GREETHAM'S GORILLAS

What is the Weapon Supply Party? The snappy catch answer would be to ask the Weapon Supply Officer - but it's the Weapon Supply Officer asking the question! After five confused months on board I still have not read one of these magazines that go the rounds everyday. So far I've gathered that WSO II rides bicycles when not counting fuzes; Chief Arnott flogs crests, probably stolen from the ship's boats; Chief Ashby - he's a bar manager or something; PO Lloyd sits and growls at WSO II, muttering 'redundant' to himself; POs Brown and Savage (a right name for a gorilla) do watch and watch about sunbathing on the roof. Then there are the two mysterious Americans who march round the ship - GIs they call them - what they have to do with weapon supply is anyone's guess. I think they flog crested paper, or something!

The rest of the party spend all day transporting 2 x 1,000-lb bombs; 2 x 500-lb bombs, and 2 Lepus up and down Nos 1, 2 and 3 bomb lifts. They tell me they do this for two reasons. One is to make the command think there are lots of these down below; the other is that it disturbs the ACRO, who objects to holes in his playground. I know there's no bombs down below. For one thing, no one would allow the WSP to play with live explosives, and the other is that K section is an illicit still and T section a motor-cycle garage.

As for supplying Weapons - that's a laugh. The 4.5 guns have a tape recorder in the barrels that makes bang sounds (or is it G3 quoting the gunnery manual in his dulcet tones?) and the smoke is his the exhaust from that garage in T section. As for supplying Air Weapons - well, they put G2 On



Weapon Supply Party: * AB Bwyan RODGERS; LAM(O) Legs ORDERS; NAM(O) Holly HOLLINGSWORTH; NAM(O) Mick WELHAM; AB YorKy BRAMMER; OEM(A) Chris BLOWERS; LAM(O) Olly OLIVER; LAM(O) '513' BLAKEMORE; LAM(O) Steve HEMMING; LAM(O) Steve STEVENSON. ** OS John HEELEY; AB Nick NICHOLAS; AB Fess PARKER; AB Father O'KELL; AB Ted THAXTER; AB Jim HATTON; AB Chris PEARSON; AB Phill FLAKE; AB Spider KELLY; AB D. D. JONES. *** OEM(A) Fanta SCOTT; NAM(O) Danny KNOWLES; LAM(O) Fred FURNESS; NAM(O) Stu STAPLEFORD; OEM(A) Paddy WALKER; LAM(O) Bungy WILLIAMS; NAM(O) Wraz WRAZEN; LAM(O) Annie OAKLEY; NAM(O) Steepy GLEESON; LAM(O) Brum DAVIES. **** LS Scouse LONDON; POAM Derek SAVAGE; CPO Norman ARNOTT; Lt C. S. C. MORGAN (G2); Lt-Cdr F. O. PIKE (GO); Lt E. W. GREETHAM (WSO); S/Lt J. A. NUNDY (WSO2); POEEL Mick LLOYD; POEEL Bomber BROWN. ***** 1,000-lb Bomb, No. 742.

top of FLYCO with a pair of binoculars and told him if he looks long enough he'll see the nudes of Cote d'Azur. He thinks we are in the Med (mind you, with WSO II watchkeeping, we could be off the South of France!). He shouts peculiar numbers into a microphone: I think it is to the tick-tack men in yellow coats on the flight deck.

In harbour the WSP drive the cranes; for this they take their percentage of all stores loaded onto the ship: it's quite a big cut as they have to keep Big G happy. They seem to know when he's happy: he wanders round the ship loaded with paper saying 'Fantastic' to everyone.

During my five months on board, the WSP achieved a record: 1,000-lb bomb No 742 had its 5,000th trip up to the flight deck. They held a special ceremony for this and gave the Lift God a human sacrifice. They threw me down the lift! At least, I did give the WSP one thing. My name. No I didn't. They even stole that. Nothing is sacred to these gorillas.

The WSP have worked out to a fine detail the de-ammo at Portsmouth. They are off loading their six 'weapons' on the port side, quickly taking the lighters to the starboard side, bringing them back onboard and repeating the whole operation for two and a half weeks. They won't even be there to do it: they'll have the rest of the ship's company doing it. If they don't let me out of this padded cell on 25 February I can see de-ammung of EAGLE taking years! It will not worry the WSP. They will either be working rackets on other

ships or will be outside (inside if I can prove certain things).

The question, 'What is the Weapon Supply Party' still remains a mystery to me, but I'll stay quiet as long as they visit me every day.

LAUNDRY CREW

A few words from the Laundry Crew, written shortly before the ship reached Hong Kong.

We, laundry crew, every day work from 7 am in the morning till 10 pm in the night. That's up to how many laundry is handed in. Of course some days we finish the work in midnight, especially on Mondays, Tuesdays and Wednesdays.

Twenty-three persons form the crew. The oldest of us is Mr Keung, the Number One Boy. He is sixty. The youngest one only twenty-two. Of course our hobbies are different from each other, but usually we like to play 'Mah-Chung' a Chinese game which takes four persons to play. We like drink tea, coffee and beer of course, but we don't like steak and chips so we have our own cook to cook our own food every day.

We all come from Hong Kong, and we are now looking forward to going back to Hong Kong for some of us not see their family more than three years.

We receive six to seven hundred bundles of laundry every day, not including the officers'. There must be some mistake between us, so we hope the Ship's Company will excuse us, and we always try to do our best. Thanks very much.



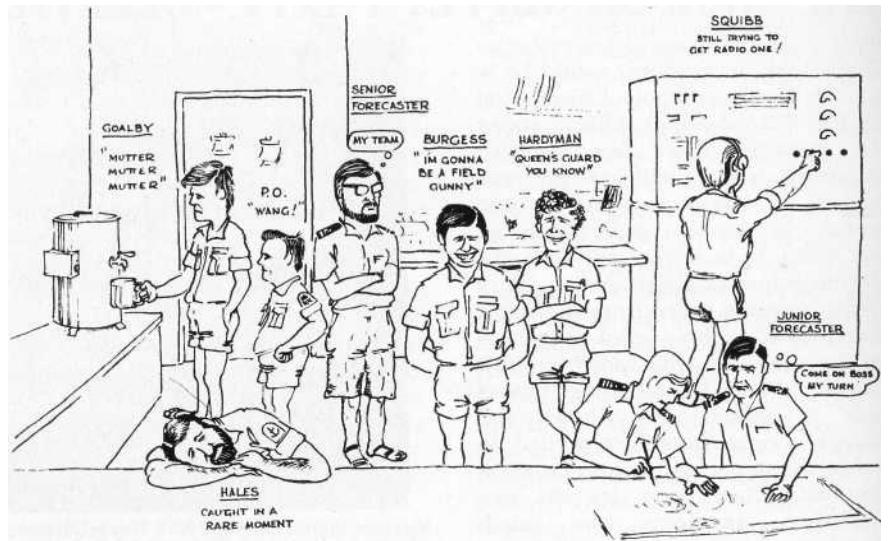
Midshipmen (December 1971): * R. P. HODGSON; R. S. KENNAN; R. M. L. BURROWS. ** V. S. JAMES; W. J. KNIGHT; J. P. MILTON-THOMPSON (Senior Mid); S. C. MARTIN. Absent: R. S. CRIGHTON; N. P. GARWOOD; C. J. BROWN.

MET OFFICE

Providing weather all day long to suit all tastes is more in the Padre's line of work, but unfortunately the Met Office is expected not only to do this but also to write forecasts and get them right. We could tell you how we have never (well, hardly ever) written a duff forecast, but no one would believe us. However, we do handle more signals than the Communications Centre, and have not yet failed to provide sufficiently good weather to enable the ship to enter harbour on the right day. We never close, like the bars in Wanchai, where sometimes the overnight chart has been drawn up.

Ours is a small office with two forecasters: the Senior Forecaster (or Duff Gen Leader, as the aircrew call him), and Forecaster (Duff Gen 2), Petty Officer plus five. We make up for what we lack in numbers by technical expertise and sheer efficiency. The efficiency and speed of response when 'Secure from flying stations' is piped is almost unbelievable. The technical expertise is provided by the Senior Instructor Officer, Commander Dacam, who also subsidises his runs ashore from the wardroom accounts.

Lt-Cdr MacDonald, or 'D.D.' to his friends, took the ship to sea, but soon wore out under the strain of his beard's effect on the Captain, and his habit of having a cigar at breakfast. Leaving in Singapore, along with NA Plackett, the only baldheaded teenager on board, he was replaced by Lt-Cdr Sidford, who only appears to be here for the beer and is seen wandering vaguely around the ship modelling the latest in maxi-shorts. Lt Sullivan, as Met 3, developed



an insatiable appetite for (among other things) coffee, and spent half a fortune on Hi Fi, but can't remember, or won't tell, where the other half went.

PO Knight, that ace diver of the crew, also runs the office coffee boat with such efficiency that it subsidised an office movie run in Singapore: but that's another story. Suffice it to say that no one was actually caught by the police. Also a diver, LA Burgess is reported to have spent a fortune in sticky greens in the Wanchai, and his tattoos have to be seen to be believed (once is enough, though). NA Hardyman, a quiet, well-liked lad, but for the demon drink, did his thing in the Royal Guard at Singapore and is spreading the rumour that he was asked to repeat the performance outside Buckingham Palace in time for Christmas. Also keen on sport, LA Hales regularly plays for

the Ship's 2nd XV and is also a keen supporter of the Bugis Street team. LA Squibb has more than a lingering memory of Capetown and Fremantle, and NA Goalby referees FA matches (for a consideration) in spite of his wooden leg.

EDUCATION

Men always find it more difficult to study than they think: filling in an application form for a correspondence course does not get the work done; enrolling for maths classes does not produce an 'O' level certificate by magic within a month or two. As the hundreds who have tried it could testify - it's a long slog that requires quite a sacrifice of time.

The early DED days were especially difficult since students had to trek across from work of one kind in EAGLE to their studies in CENTAUR. The school-room in CENTAUR was ideally situated, just aft of midships on the most frequently used deck. In EAGLE, the first lesson any new pupil has is that of finding 7E1. 'You know the canteen flat?' - Always a good teaching point to work from the known to the unknown - 'Just forrard of there is the bakehouse, and opposite is a ladder. Go down two ladders and turn right in the messdeck and down another one. It looks like a laundry down there but turn right and you'll find it.' With room for about twenty, seated, at a pinch, the ventilation was never really adequate. The fog clouds of tobacco smoke rolled in as the topic of the day developed, be it long division with decimals; quadratic equations; the design of the vacuum flask; or the adventures of Drake. Small classes were always a blessing to take.



The Met Office and Education Department show their teeth: * Instr Lt BINKS; NA GOALBY; LA HALES; PO KNIGHT; LA SQUIBB; NA HARDYMAN; NA BURGESS; Instr Lt HARRISON. ** Instr Lt-Cdr SIDFORD; Instr Cdr DAGAM; Instr Lt SULLIVAN.

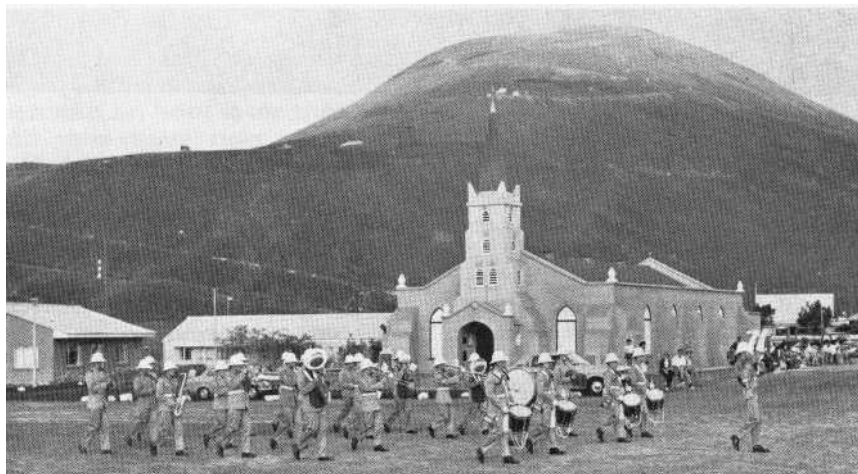
Education - continued

The regular round of the Naval Maths and English Test every four months, and of the GCE Ordinary Levels every five or seven, made routine landmarks for the staff: for the pupils these events invariably arrived too quickly. Instructor Lieutenant Harrison, the Education Officer, has been on board for over three years now and has battled with countless NAMET candidates, who are often reluctant to come to school - the prospects of cash and promotion never seemed as motivating as the metaphorical boot of the divisional officer.

At the time of deployment to the Far East, the main problem was that of keeping the Maths 'O' level class to a manageable size. There were days when, in two sessions, sixty men were squeezed into the narrow box past which the bow wave could usually be heard sloshing. 'Come early and get a seat,' was the cry, and the keener ones were doing just that, arriving early in standeas to get a seat in the front row stalls. (Of the original sixty, about twenty fell by the wayside, another score decided to wait awhile before taking the exam and, of those remaining, nineteen passed.)

With eight months away from home, and much of that at sea, classes were fairly popular. Not only did Instructor Commander Dacam and Instructor Lieutenant Sullivan make the time to teach, along with their meteorological and other duties, but we were able to employ Instructor Lieutenant Braley for the first few months. Spared from the wilds of CALEDONIA for a short time only, he took his leave in Wellington,

to be replaced by Instructor Lieutenant Binks, who managed to take time enough off from drumming-up enthusiasm amongst his NAMET candidates to find out all about the computers on board - his next appointment is to develop them for future ships. For those who have been able to make the effort and sustain it, the reward of obtaining an 'O' level or two, or the desired grade in NAMET, has been worth while. Maybe it has meant writing fewer letters, or playing less cribbage.



Royal Marines Beat Retreat on Ascension Island

THE ROYAL MARINES BAND

Since the Band embarked on 1 September, 1970, we have given you musical entertainment whenever possible. We have done this with one or other of our several variants - the 16-piece Dance Band; the 7-piece Dance Band; the Military Programme Band and, of

course, the now very popular 'Strawberry Jam Factory'.

We have provided a Band Display for Official Cocktail Parties in every port of call, and we also visited Ascension Island to Beat Retreat. In Wellington, we went to Wanganui where we Beat Retreat and also gave a Military Band and Dance Band Concert in aid of the Commonwealth Games Appeal Fund. At the Governor's Farewell Celebrations in Hong Kong we took part in a massed band display with bands from the Hong Kong Police, Gurkhas and Royal Welch Fusiliers.

Many of you are probably unaware that we also have an Orchestra which usually provides music for Wardroom Dinners. While in Singapore we were required to play for a Farewell Dinner given by The Commander, Far East Fleet.

It has also been our pleasure to provide music at Ship's Company Concerts, Ship's Dances, Sunday Church Services on the Quarterdeck and the Concerts in the Junior Rates' Dining Hall. Seen, but not always heard, we have also played a few tunes on the flight deck during RAS(S).

At Action or Emergency Stations it has been our job to man the First Aid Posts and provide Gunnery Recorders.



Royal Marines Band: * Musn Nobby CLARKE; Musn Dicky VALENTINE; Musn Bert PARTON; Musn Smiler RUMMING; Musn Andy MYTUM; Musn Max HILL; MUsn Oscar PETERSON; MUsn Ray SMITHSON; Musn Harry MARTINSON. ** MUsn Alan UPTON; Musn Mick MURRAY; Musn Gazz DAVIES; Musn Pete KING; Musn Geoff McGARR; Musn Pete SCOTT; Musn Taff JONES; Musn Tug WILSON. *** Bug Alan BROOKER; B/Cpl Jim MCMEEL; S/Bd/Mr Jack TOMLIN; Captain I. G. W. ROBERTSON; Lt C. E. G. BONNER; B/Sgt Wally WALTON; B/Cpl Dave FILLINGHAM. **** Bug Plum PLUMMER; Bug Jan BETTINSON.



Sounds Fayre at Malta

REVUES, PANTOMIMES AND ALL THAT

In March 1971, ashore at Malta, the EAGLE PLAYERS were busy putting the final touches to what turned out to be a very professional performance. 'Panomania' was the name for the revue in which all the ships of the Western Fleet currently in Malta took part. EAGLE's contribution was a fast-flowing forty-five minutes' worth of thrills, spills and fun all neatly woven together into non-stop entertainment by the producer, Lieutenant Peter Turner. The two-act revue was given a necessary touch of feminine charm by Pan's People of the BBC, flown out for the occasion. The programme announced that it was a guide as to what might happen, but it happened as planned and was a great success, thanks to the talents of the director of the whole show, Lt-Cdr Peter Nightingale of the FOFWF staff. EAGLE's contribution was aptly described by the Captain when he said, 'I was very impressed with the extremely high standard of EAGLE's contribution to Panomania. It would have been a frail show without the Big E. Well done, everyone.'

In July, 'Vote for Crun', a musical comedy, gave another demonstration of EAGLE talent in the Sultan Theatre in Singapore. It ran for three nights, but was poorly attended: those who saw it were most impressed, but the Players enjoyed it, and that was the main thing. Written by Tom Taylor and Paul Haines, it was a lively, very entertaining show combining a selection of well-known tunes with well-chosen skits on the words. Tom Taylor, who played the lead part, also directed the 'songsters', and the overall production and the acting out of the plot were under the direction of Peter Turner. It was a well-polished and slick show, and the expert playing of the Royal Marines Band was a main contribution to it.

fifty-eight

On 23 and 24 November, whilst at sea, an EAGLE REVUE was put on. 'The evening's entertainment was as fresh and sparkling as any bunch of amateurs could concoct on a village hall stage: to do so well in a desolate hangar on a floating airfield-cum-factory does great credit to all concerned.'

-EAGLE EXPRESS.

'The show was put on stage, and to say it was "good" would be a gross understatement.'

-EAGLE EXPRESS.

The Ds, 800 squadron, and the artists who had been steadily making themselves well known and popular through the weekly informal 'Sing-alongs', put together a splendid evening's entertainment. The Ship's groups by that time had settled down well: the jam Factory; Sounds Fayre; the Yellow Boot; the 'B' Unit Choir; each performed its own type of speciality well. There was individual talent in

abundance, too: James Bond; Ricky Dennis; Nelson and Hardy. And the audience was not left out, and they joined in heartily with the choruses.

The Christmas pantomime, CINDERELLA, was written and produced by John Laurijsson. It was to have been held in Mombasa, again with the help of Pan's people. Instead, it was performed in the Upperanger Theatre. Busty Den Wright and miniskirted Clive Cheney as the ugly sisters (how ugly can you get?), and Chris Masterman as Cinderella, were helped out by some other *gorgeous* females. Many people were surprised at the effect that a wig, a couple of old socks, a yard or two of pusser's bunting and six weeks out of sight of land could have! The birds were stunning. The rest of the show went off very well, too, with all the usuals and several other excellent subsidiary acts as well. Buttons (Malcolm Fuller) looked remarkably like a golliwog, and Brian Taylor, as Prince Charming, brought the house down with his mime to the strains of 'Some Enchanted Evening'. The plot worked out its inevitable spell only too quickly, and the size twelve steaming boot was duly fitted (with the help of Dandini, Colin Bonner), leading up to the final chorus, superbly led by Mick Fickling and Bungy Edwards. The backstage team, under the charge of John Nundy and Trevor Ling, worked as hard as ever - and thanks went out, as always, to the nameless, faceless multitude who do the chores . . . shipwrights, electricians, AED workshops, hangar control, sailmaker, and so on. It was a splendid final evening's entertainment from the EAGLE PLAYERS who have served the Ship so well during the commission.

Line-up at the panto



EAGLE EXPRESS

If there is one man who is delighted that the Commission is over it is the Editor of the EE. His duties embraced just about everything short of editing: Censor, ghost writer, cajoler, persuader, recipient of many broken promises - yes, even troublemaker at times (as when we printed RAS times half an hour later than they should have been!) - all those odd jobs have now, with the last-ever issue, been laid to rest. No one will miss the paper - for it was only ever published to cover those times when there were few other substitutes.

After the DED, as the new Editor took over, things were a bit of a struggle for a while. Tugg had 'made' the previous editions with his prodigious output (now he can be seen by all in the Daily Papers). Without the assistance of the CBGLO section, who had previously run the paper entirely, things were very much a one-man band for a while. Wag and Doodle made those early issues well worth while with their excellent cartoons. The Welfare Committee were then approached and agreed to pay a wage to helpers who gave up time regularly to do chores. The 'style' of the paper was changed: a new heading, in the same style type-face later adopted by the Daily Mirror, was made up; a new shape of page (even though it meant a special delivery of a lorry-load of paper rushed down from the makers and delivered the day before we sailed); special supplements were prepared prior to every foreign visit; a weekly version was produced, pruned of all double entendre and suitable for sending home if you wanted to; a Families' version was produced, too, and mailed home automatically to those who subscribed the cost of the postage.



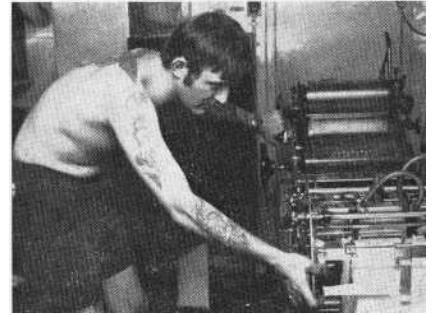
Assembling the 'FAMILIES'

TOO BLUE

Sometimes there were complaints about the articles that never quite made it: 'Well, I'll never do another one for you.' The criterion for what was over the mark was the letter from an Australian farmer replying to a final tax demand. It was over the mark and never got published. It contained just about every swear-word known to Jack - anything less potent usually got into the paper. The Editor still has a file of material that is regarded as being 'too blue'. If he can get it past the Customs, he'll be offering it to Lord Longford.

MERCENARIES

Wes Wescott, Bungy Edwards and Dave Manley have typed regularly. Chats Chater has printed, helped out by Barney Bush. Cliff Mills and Bungy Williams have managed the small and devoted team of staplers. As long as the cash was there, so were the helpers. They were a dedicated band of mercenaries. The object of their dedication may have been in doubt at times, but without it there would have been no paper. Nor would there have been such a good one without the efforts of the Editor, Instructor Lieutenant 'Berny' Harrison, and, of course, the many authors and contributors, both known and unknown, famous and infamous, on the ship and off it, whose work was plagiarised, hacked, or stolen but above all very much appreciated by everyone both on board and in the many ships in company.



The printer and his machine

To the best of our recollection, no one ever complained that they had read the stuff they saw in the EE before in the 'Reader's Digest', 'Week End', 'Reveille', 'Tit Bits', 'Playboy', 'Who's Who', 'Mayfair', etc.; but there were complaints when we reprinted articles that had been previously run in the EE - even if they had been used more than a year ago. From these facts we conclude that there are some people on board who not only read the EE and digested it all - they read nothing else either!



The last staple is driven home

FAR-SIGHTED

The ship has nearly always had a paper of some kind. EAGLE EYE developed into EAGLE EXPRESS, but there was never anything particularly farsighted or speedy about the paper. 'Yesterday's news tomorrow' was the motto, and the EE never pretended to be a newspaper. It set out to entertain. It succeeded, as these press cuttings show ...

'Brilliant, scintillatingly funny ...'
- EAGLE EXPRESS

'Jokes getting a bit near the borderline again ...'
- BRIDGE WEEKLY



Radio 4XO Disc Jockeys : " Dave Gerry (Manager); Chris CAVANAGH; Tams CLARK; Dave (Waz) LOVICK; Ken Ross; Dick DALE; Taff EVANS; Tony FRANCIS; Tex SOMERVILLE; Ivan HILL; Dick STEPHENSON (in charge); ** Dave BULMER; Chris SYMES; Dave DONATI; Jack DAVISON; Ken MOULTON.

RADIO 4XO

Named such because it is midships in X section on four deck, the Ship's radio station is one of the major sources of entertainment on board. From 'Call the Hands' to 'Pipe Down' the Ship's Relay Equipment, or SRE, channels two radio stations or taped music to all the messdecks. During lunch hours and evenings at sea, Channel B is given over to locally found talent in one form or another: a happy band of amateur disc jockeys and announcers put out a wide variety of programmes from pop to progressive, classics to jazz, folk to Motown and also the comedy programmes from the BBC and those produced locally on board.

Over the past year the standard of programmes has become quite professional. In the early days hardly anyone had any broadcasting experience, and the thought of an unseen audience of two thousand-odd was a bit daunting. This has been overcome to such an extent that some of the staff broadcast over the air in New Zealand, putting out a two-hour record show on RADIO 2ZB. The staff has always been on the lookout for something different - from taping cabaret shows ashore to interviewing people like Russ Conway or asking for programmes from local radio stations that were visited.

One of the most popular programmes was 'Requests from Home', made only possible by the wonderful support from those at home. Despite all sorts of local problems on board - at speed the vibration of the ship is sufficient to throw off the record stylus - we have managed to keep some of the Ship's Company happy some of the time, but not, unfortunately, all of them all the time - but that's show business!

CHILDREN'S PARTIES

Mention the awe-inspiring words, 'Children's Party', to any EAGLE sailor and you will have a cringing, whining, blubbering heap who would rather go through shot, shell and Jutland over again 'free' if he could persuade his departmental regulator not to volunteer him as a pirate.

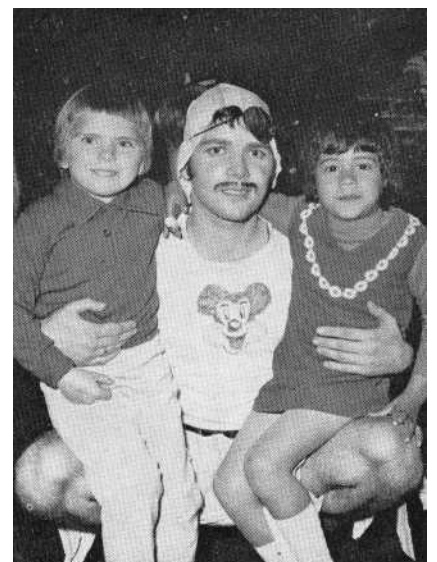
But Jutland, the King's Cross patrol, grippos and even duty watches have all taken second place to pirate's duty at some time or other. No sooner has the cry of 'Not me again, Chief' echoed through the ship than Jack has broken out his No 1 pirate dress and is ready to put on a brave face and entertain.

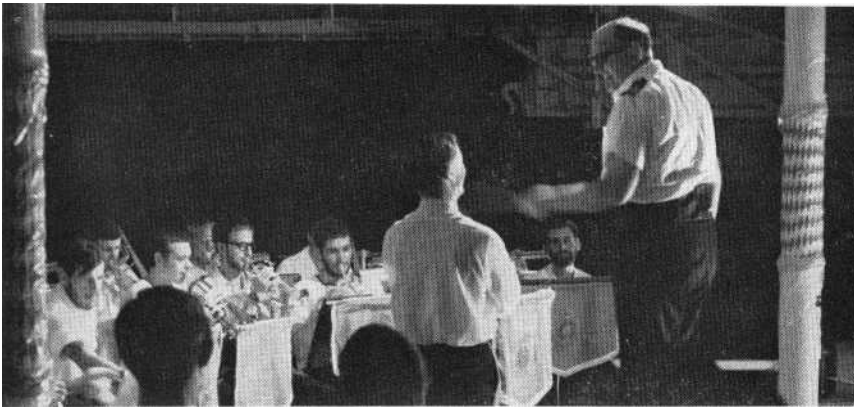
We have thrown seven children's parties in places as far apart as Southampton, Villefranche, Malta, Sydney, Wellington, Perth and Durban. Some 1,200 under-privileged children have visited the ship.

On a typical fateful day the pirates muster. At 1400, dead on the knocker, along the jetty comes this horde of laughing, screaming, piccanninies, infants, bairns, juveniles, and children - invariably led by a nun. They descend into the bowels of the ship and are subjected to all the devilish means of piratical torture that could be devised: swings and roundabouts; tea and stickies; Tom and Jetties; rides on 'Jack the Flight Deck Railway' and the 'Buccaneer Bomber'. Alas, after three hours they depart: some missing, believed lost, but all happy and contented. They all say, every time, 'Thank you very much HMS EAGLE'.



Some pirates and their victims





The PMO conducts

EAGLE BRASS

Whilst in the Mediterranean we decided to form a volunteer brass band, and a notice to this effect was promulgated. Thirty-one musicians of varying skill responded, and our problem - that of getting instruments and music - was tackled during the forthcoming leave period. With assistance from the Welfare Fund and from the Royal Marines School of Music, sufficient brassware and music was assembled by the time we sailed in May to let the playing commence.

During the time the ship has been in the Far East a very high standard has been attained. A lot of this is due to the patience, encouragement and keenness shown by our conductor, Band Corporal Dave Fillingham, LTCM, Royal Marines. A more enthusiastic and tireless man would be hard to find. His resources

EAGLE KINEMA

Under the guidance of Surgeon Lt Gibson and the management of Chief Control Electrician Cork, the cinema staff have been responsible for selecting (when that is possible) from the Royal Navy Film Corporation libraries ashore; exchanging films with other ships; storing films and equipment in safe custody; coping with the paper-work involved and, finally, they have tried to keep the selection of films fair and varied to provide all-round entertainment.

During the long cruise at the end of the commission, the various operators between them showed 136 different films in about eleven showings. This is estimated to be about 130,000 minutes, and works out to an average of 240 hours for each of the operators. OEMECH2 Smith, as the cinema maintainer, has done a very good job coping with the well-worn projectors and with the difficulty of obtaining spare parts for them.

were particularly essential in those early, less tuneful, days (especially when we remember the difficulty we had of finding a space far enough away from anyone in which to practice).

All along we have enjoyed the daily practices and occasional Saturday Night Singalong performances. They, too, lacked polish at first, and we fitted into the programmes well, always receiving a welcome from the Saturday Nighters. We have presented music ranging through Elgar from Tchaikovsky to Richard Rodgers, and our major concert given on the quarterdeck for the wardroom and in the Junior Rates' Dining Hall was enthusiastically received. All concerned were pleased, some even surprised, at the high standards reached. Most of the individuals have improved their own skills and, as a result, bands around the fleet will be enjoying the services of some quite 'professional' amateurs.

The photograph on the left is taken from one of the prizewinning entries in the Ship's Photographic Competition. All the other photographs in the book have been taken by the ratings of the Ship's Photographic Section

THRASH

The Organisation for Thoroughly Happy Runs ASHore was born on 5 June, shortly after deploying for the Far East. The motive was to give us a good time in foreign ports of call and to make sure that all invitations received by the ship were accepted. An office was built in the starboard pocket of the junior Rates' Dining Hall and large noticeboards displayed the forthcoming attractions. Our army representatives on board, 63 Carrier Borne Ground Liaison Section, ran THRASH whilst at sea. In harbour, an officer, senior rate and junior rate manned the office continuously from 0800 to 2000 daily. A similar party manned a shore liaison office in each port.

The organisation operated in Capetown; Sydney; Wellington; Fremantle; and Durban; and collected names and, when necessary, money for private invitations; visits to breweries; Service Organisations; bus tours to places of local interest; ship's dances, etc.; 5,385 'grippos' and 1,138 bus tour seats were arranged, and the organisation has been an undoubted success: many ratings have testified to this by personal comment, or letters to the ship's newspaper.



Cinema Group: *OEM1 Tony LOCKE; LOEM Fred BRISTOW; POREL Graham HINTON; LOEM Dutchy HOLLAND; CEM1 Taff WELBOURNE. ** POREL Cuddles BATES; OEMN1 Smudge SMITH; Surg Lt GIBSON; CCEL Brian CORK; OEA1 Tony POLMEAR; POREL Lew BARRY.



The Professionals: * AB WALL; LS MELVIN; PO ELLIS. ** CPO BROWN; Lt VARNIS; PO SPLAIN.

SPORTS SECTION

Foreword by *the*
Physical Training Staff

Firstly, the PT Staff would like to thank the many sports secretaries, officials and helpers who contributed many hours of their time in assisting the sports organisation: without their enthusiasm the variety of teams fielded would never have been possible.

In general, just about every sport or activity was provided for during the commission. In particular, during visits to ports, teams were well catered for in both the social and sporting aspects. As a result, players met many friendly and interesting people. Perhaps for those fortunate enough to pay a return visit to some of our ports of call, they will be able to renew friendships that were made during this commission.

Pitches were not always available in the abundance required during visits, but this was mainly due to them being out of season on our arrival, or there simply were not enough facilities. However, some clubs were only too pleased to offer their grounds and put on a fixture for us. For those who can remember, over 110 soccer allocations or matches were played during the ship's maintenance period at Malta.

It is regretted that the flight deck was not available as often as we may have wished during our sea periods. Sea competitions were very limited, and only three of the activities arranged came to any satisfactory conclusion. The most recent was the 'Potted Sports': perhaps it was the most successful.

For both the enthusiasts and newcomers, circuit training and keep-fit classes took place each evening at sea. (It's amazing the corners and apparatus that 'Jolly Jack' will find to keep himself active.) Judo, Karate and Fencing enthusiasts managed some periods each

week to keep themselves interested and in trim. On average, fifty of the ship's company took part in the 'sweat box' on the cable deck nightly, and there were thirty or so officers on the Quarterdeck every evening.

The 'Tourist and Information Bureau' (PT Office) dealt with numerous questions and queries concerning training and weight-reducing techniques. We were, however, very surprised that it was mostly the usual sportsmen who were keen to take part and inquire about such things. Most youngsters seemed to be content with their run ashore and do not realise the importance of keeping fit or playing games. We can only hope that gradually they will realise that they are 'growing old' too quickly, and will revert to a healthier existence.

It was not until later in the commission that the ship's company realised the thrills and excitement of EXPEDDING. At one period the equipment in the store was thought to be 'going off', until gradually the buzz got around that expediting is really *the* thing. As time went by, more and more faces appeared at the PT Office disappointed to find that at last it had caught on and all the gear had been allocated.

Inter-departmental competitions really started, on our first visit to Singapore, with a mini-Olympiad. This covered swimming; volley ball; cricket; soccer; rugby; hockey, and running. I'm afraid the new arrivals to the climatic conditions with their interest in acquainting themselves with the Orient, made this competition one for the survival of the fittest. Taking over a week to complete, it was finally concluded under floodlights in HMS TERROR with six-a-side soccer; seven-a-side rugby and a one-mile race. The Seamen Department

were overall winners of the competition. Even though they lost the soccer final, they were represented in the other two events and gained sufficient points to emerge the victors.

Sixteen teams entered into two soccer leagues on board, and only with hard work by the officials and referees was it eventually concluded during the period in Hong Kong. The Mariners' Club in Kowloon very kindly offered their ground to us: enough periods in fact to enable us to complete the competition the day before we sailed. Near the closing stages the Captain's Competition Cup was within the grasp of four teams. The Wardroom Stewards did extremely well to play four games in five days and reached the final versus 899 Squadron. After being down most of the game, 899 eventually made a great effort in the last five minutes and won a very interesting game.



The 899 champions

There were no Inter-Ship or competitive swimming galas during visits, but we did have an Inter-Departmental Gala and Barbecue in HMS TERROR under floodlights. This was won, again, by the Seamen Department.

If you come across any of the Staff in your future jobs, look in and we shall always try to find a place for you in the organisation. Keep fit and you will be happy. R. J. VARNIS, *PT Officer*



HMS 'Eagle' Soccer Referees: * RELMN2(A) SAUNDERS; POEL(A) LLOYD; MEA1(P) MURPHY; PO TILLER; PO HARRIS-SMITH; MEMI MCCLUSKIE; LAM(O) HUTCHESON; ** FCPO COLLINS; A/CAA(O) HUGHES; Lt-Cdr E. J. J. WADY; Captain I. G. W. ROBERTSON; Lt R. J. VARNIS; POAF(O) OLIVER; CREL(A) HUGHES; Lt-Cdr *** LSPT MELVIN; A/LA WATTS; LSA REES; ROBERTSON; Lt MORTON; NA(MET) GOALBY; LEM(A) WILSON; POPT ELLIS.

SOCCKER 1970 - 1972

Football never stopped in EAGLE. Commencing during the 1970 DED at Devonport, it will continue well after the ship returns to Portsmouth in 1972 to be de-stored and de-equipped.

As the 1970 DED progressed and new players joined, Lt Ron Westlake, aided by LAM Chris Symes, began to form the nucleus of a team. In October the Air Group joined the ship and added a number of talented players to a team which, when the ship visited Southampton were entertained by 'The Saints', and also defeated the Southampton Police XI.

When the ship returned to Plymouth for Christmas leave, a number of friendly matches were played, a memorable one being played against 45 COM-MANDO, who were defeated 8-2. During this period a trophy, to be named 'The Globe Trophy', was presented to the ship by Mr Bill Reagan, a Chichester businessman, well known for his active interest in encouraging amateur football. This trophy, which remains in HMS EAGLE, has been contested for, against EAGLE, by worldwide teams; the names of the clubs have been engraved on the trophy.

The first few months in 1971 found the ship operating in the Mediterranean. At Gibraltar, the local champions, GLACIS FC, beat EAGLE 4-0, and

in the south of France shortly afterwards, the ship suffered a further defeat when the NICE FC beat EAGLE by 7 goals to 2. At Malta we had sufficient time to train on the rock-hard ground at Corrodina before holding the COMBINED SERVICES to a draw, and progressed to the next round of the Western Fleet Cup by beating HMS SCARBOROUGH by 6 goals to nil. The highlight of the Malta visit came when the Malta national side challenged HMS EAGLE, in preparation for their European Nations' Cup matches against England and Switzerland. The Maltese team, who shortly afterwards were only narrowly defeated by the England XI, beat EAGLE by 3 goals to nil.

In March the First XI flew home from Gibraltar to defeat HMS CAVALIER in the quarter-final of the Western Fleet Cup at Devonport, only to be eliminated in the next round, by 2 goals to 1, by HMS ARK ROYAL after a hard-fought game. With the Easter leave completed, the ship sailed for the Far East with a new Football Officer, Lt-Cdr Wady. The first stop for the footballers was at Ascension Island, where PAN AM FC were beaten 8-0 on a dusty, volcanic ash pitch. In Capetown, all games were won, and at Singapore we went on to beat the SINGAPORE PORT AUTHORITY XI and HMS ALBION before

suffering our first defeat since sailing from Devonport, when we were beaten by our old foes from HMS GLAMORGAN.

Sydney, New South Wales, was our next port of call, where we won all three encounters against Royal Australian Navy teams. In New Zealand we played games against two Superior Central League sides, MIRRAMA FC and WATERSIDE FC and in each game we were defeated. At Perth, in Western Australia, we met two First Division professional sides. These teams were comprised mainly of European immigrants, some of whom had been professional players in the United Kingdom. The first game, against COTTESLOE FC, was a closely contested game, EAGLE going down by 4 goals to 3. The Second game was lost 5-0, to the OLYMPIC XI, in the Empire Games Stadium.

On our return to Singapore in September, an inter-departmental league competition was played, which resulted in 899 SQUADRON being the champion team. During this period we played HMS TERROR and lost. We beat HMS TRIUMPH and drew with HMS GLAMORGAN.

In Hong Kong we were defeated by a skilful and well-trained HONG KONG FC XI after holding them to a draw at half-time. But, within a few days of this defeat we routed SI WAN FC by 14 goals to nil.

RUGBY

EAGLE's rugby trials were held in September 1970 and, considering the Squadrons were not onboard, the response was very good. As a result, it was possible to field three XV's. In the following months the 1st XV did not lose a match until they played HMS BULWARK and the Plymouth Police just before Christmas. Following this, the job was to integrate the existing team with the additional members of the embarking squadrons.

At Villefranche, we met our first foreign opponents and we fielded a most successful side and won both the 1st XV games against The University of Nice and Nice itself. The 2nds also had two hard games but were unsuccessful. However, their disappointment was well compensated for by the entertainment provided after the games. The high social life enjoyed by both the teams there was to set the pattern for the Club's journeys throughout.

Malta, too, was a complete success for both 1st and 2nd XV's, where we provided no fewer than eight players for the triumphant Navy side which



'Eagle' Vixens (1st XV): * Dick LANGTON; Mike COWELL; Graham SULLIVAN; Mac MACARTNEY; Ted WHITWAM; Taff WALL; Al PRICE; Johno JOHNSON. ** Mac McDONOUGH; Taff POTTS; Bill VEAL; Martin THOMAS; Shiner WRIGHT; Toney JONES; Roger PRICE; Ugs BAMFORTH.

beat the Army; namely, Bodga Reardon, Bill Thomas, Shiner Wright, Ted Whitwam, Dick Langton, Bill Veal, and Roger Price. Unfortunately, before EAGLE's arrival, the Navy had lost to the RAF who were the resulting champions. Feeling robbed of an opportunity we challenged the RAF at the presentation of the Champions' Trophy, a place where they could hardly refuse. They reluctantly accepted and EAGLE trounced them 19-0. I think we can safely say

that EAGLE was, unofficially, 'Champion of Malta'. However, we suffered heavy personal losses in spite of our success. Broken legs and shoulders were abundant, and so the Rugby Club set Sail for UK minus Bodga Reardon, Martin Thomas, Dick Langton, Paul Collins and Bill Thomas as playing members.

Back at Plymouth, playing rugby took second place to visiting homes, naturally enough, with the prospect of



'Eagle' Buccaneers (2nd XV): * Dave TOWNSEND; Morris MERCEY; Baz HARTLEY; Ginge COUSINS; Simon MARTIN. ** Jan CREEK; Chris BARTLETT; Taff JAMES; Mick WALSH; Tuds TUDBURY. *** Brum DAVIS; Andy HALES; Chas CHAMBERS; Coin JONES; Taff Jenkins.

eight months away. A few games were played, though, with varying success, because at this time a consistent team was difficult to field.

At sea once more, Capetown was the first port of call, and all teams had a most enjoyable time and really began to get back into the swing of things. Singapore yielded little for rugby because of the Ship's concentration on a grand inter-part competition, including all sports. Unfortunately, it was to the detriment of the 1st XV who went down badly to HMS ALBION, and no sooner had they started back on their feet again than we were back at sea. At this stage, the number of players rose considerably and, at one time, the Club had no fewer than ninety names on the books. To counteract this, the selection committee was increased in number and a system of voting introduced, with some success, in order to select teams in the most impartial manner.

The next stop was Sydney, and there the 1st XV took part in a grand contest with RAN Air Station ALBATROSS which included all sports; unfortunately, we lost, but an exceptionally enjoyable third half was enjoyed by all. It fell upon EAGLE to organise a XV from our accompanying ships and ourselves to play the Royal Australian Navy. In spite of long discussions and a very difficult selection, only two players from the other ships turned up, leaving EAGLE to fill the gaps from her 2nd and 3rd XVs. They put up a gallant battle but lost quite heavily, which was only to be expected in the circumstances. The 2nds and 3rds had a good run-out in preparation for Wellington.

On passage, the selection committee put their heads together to make a few

sixty-four

alterations designed to withstand the expected strength we were to encounter in New Zealand. To cut a long story short, someone - whom, we never found out - led the NZ RFU to believe that we had onboard no fewer than five internationals and trialists. Actually, at this time, we had one Navy reserve and a Command player. However, when we heard that we were playing the 'Wellington Colts' we were filled with confidence, and were perhaps a little worried about the effect EAGLE's men of the world might have upon these immature young gentlemen. Well, the Colts team consisted of players (under 22) selected from the surrounding top clubs, and many of the players had played against the British Lions on their recent tour. Result: 75-0 to the Colts. By Golly, they were good and that's all that can be said. At least one of them has since had an All Blacks trial. The 1sts and the 2nds were both

entertained after the match in a manner befitting the calibre of the team the hosts had expected to play and we certainly appreciated it. For many this was the start of a hectic social calendar, which resulted in us sticking with the Colts for the rest of our time in New Zealand, culminating in a grand party on our last night. The 1st and 3rd XVs also played the Wellington Combined Services, two closely fought matches with the usual following celebrations at which EAGLE's players always seem to star.

On to Perth, where a very pleasant afternoon was spent playing 'Western Suburbs', a team which we had no trouble in defeating. Once again, both teams proved their superiority in the following celebrations. A further game against the Special Air Service included many an 'Australian Rules' player, much to the 3rd XV's confusion. This concluded the Club's Western Australian activities.

By the time we returned to Singapore the 1st XV had changed considerably and showed signs of getting back to its Maltese form. We arranged games against The Royal Signals, HMS TRIUMPH, Singapore Cricket Club, HMS GLAMORGAN, just to mention a few, and all the teams went from strength to strength, showing that all we need is a little time on land to become a top-class club.

Hong Kong gave more EAGLE players the opportunity to play for a Navy side, and the following were selected: Martin Thomas, Shiner Wright, Ted Whitwam, Johno Johnson, Roger Price, Jonah Jones and Mike Cowell. Unfortunately, the Navy was defeated. It would have been embarrassing for the selectors to select any more EAGLE players but the Navy may well have won if they had done so. We had more games for all teams against RWF; The



'Eagle' Kings (3rd XV): *Pete BOYCE; Brum DAVIS; fug WILSON; Taff FORD; Taff BIDDER; Jacko JACKSON; Crash EVANS. ** Paul COLLINS; Mac MACSWEENEY; Pincher MARTIN; Les STOKES; Robby BURNS; Taff HATHWAY; Joe PENNINGTON. *** Taff HUSSEY; Taff MORGAN; Bill LEANING; Dougle DOUGLAS; Jan FARMILOE; Terry JOHNSON.

Rugby - continued

Army Trials Side; the Police and HMS TAMAR; and furnished a most successful bunch of sides. The third half was always our strong-point, and on more than one occasion a player in true rugby tradition ended up showing more than the flag! Undoubtedly the most sociable Club ever!

A vote of thanks is due to S/Lts Mike Cowell and Dick Langton for taking on the thankless task of Rugby Officer and for making such a success of rugby in EAGLE. S/Lt, now Lt, Chas Chambers, and LAM(O) Brum Davis also deserve a public vote of thanks for their combined efforts to produce a successful 2nd team, and for fostering such a good spirit throughout the Club.

HOCKEY

This is an extremely opportune time to go to press, with the hockey star firmly in its ascendancy. Of our last four games (played in Hong Kong), we thoroughly whipped two ARMY teams and one RAF team. The only team to stay with us was Club Recreiso, a very good Portuguese side. Unfortunately, this game was abandoned ten minutes before the end, with the only light available coming from the lights of the BMH, thus giving our somewhat dusky opponents the advantage of concealment in the dark. This was a pity because we really had pressure on at this time and we were unlucky not to score on several occasions.

Like Auld Nig, my memories, too, are becoming hazy but, casting back to our time in the Med, I recall that we gathered together our band of superb, and not so superb, players. There were a few immemorable scraps in Malta, mainly ending in defeat. We did play RAF MALTA, a crack team made up from the best in Malta, Cyprus and Gibraltar. They formed up flushed with their recent successes against RN MALTA and ARMY MALTA: our steamer obviously presented them with no problems at all. It was a superb game, and the result was a 1-0 win for EAGLE.

And so to the Far East leg. We played three games in Capetown. All were hard but will mainly be remembered for what has turned out to be a recurring problem: that of turning out fit. We cannot blame the ship-borne existence entirely for this, the difficulty was to find a team of sparkling-eyed men from a squad decimated by local hospitality and the injuries gained therefrom. To lug a pain-wracked body around a muddy pitch for ninety minutes or sit back in splendour and allow



Hockey Team: * Ted HEATH; John DAVIS; Doc HALLIDAY; Eric YOUNG; Joe HADLEY; Derek CROCKFORD; Chris MASTERMAN; Don WEBBER; Yorky BULL; Peter MORRIS. ** Sharky WARD; Robin KENNEDY; Paul MOLLOY (Captain); Jessie OWENS; Malcolm BEECH-ALLEN.

the carnage of hospitality to take its toll? Quite so. We lost all three games in South Africa, but reckon to have won the socials afterwards hands down.

The game in Singapore was our confrontation with ALBION. For the steely-eyed EAGLE team this was their first introduction to Tiger Beer and its attendant effects. ALBION took the field smugly whilst our nine men shuffled onto the pitch. After ten minutes the left-half went into a tight left-hand spin, foamed at the mouth and fell to the ground twitching feebly. Chippie Harrison, our only spectator, had ten minutes earlier refused to blow a whistle for us (on medical grounds - he had almost hacked his hand off in the workshops). Now, still in his Hush Puppies and tiddly cravat, he found himself hacking one-handed at five aggressive forwards. Both sides produced some good hockey, and it was a low blow when ALBION sneaked the only goal of the match two minutes from the final whistle.

The Australasian ramble gave us a number of good games, the hardest undoubtedly being against Wellington Colts - the cream of Wellington youth. They beat us 7-1, although the score was not all that realistic - we gave them a hard practice match, and in return learnt something about good hockey. In Perth, a 4/1 win against RNAS LEEUWIN restored morale. Our return to Singapore brought us another really hard game, and an excellent win, 2-1, against HMS TERROR. Unfortunately, our 2nd XI went down 2-4 to HMS JAGUAR two days later.

We are presently hoping for one or two games in Mombasa and Durban, and it is even darkly rumoured that there is a ladies' team in Mombasa

quietly sharpening their sticks ready for a belligerent meeting. If present trends continue, and no one gets eaten in the game reserves, or injured heading Tusker bottles, we could well arrive at Spithead with a commendable record. Now I wonder how Noddy came to fall off that dining-room table....

S/Lt MOLLOY, *Hockey Secretary*

SQUASH

The ship's squash team enjoyed very competitive fixtures at every port of call throughout the commission. They gave a good account of themselves in all matches with the exception of Durban - where they were 'whitewashed' by what must have been the City's number one team! Socially, all the squash events were a tremendous success, and many friendships developed and numerous presentations of ship's crests and photographs were made to the opposing clubs to remind them of our visits.



The Squash Team: * Lt NIELSON; REA PURDY; F/Lt BRUYN. ** Lt MOULDING; Lt P. A. W RAINED; Lt J. HARRISON.

CRICKET '71

Unfortunately, the planners of EAGLE's cruise were not cricketers, as the Ship's visits to Capetown, Sydney, Wellington and Fremantle coincided with their cricket 'close season'. Cricket on EAGLE, therefore, has been limited to Singapore and Hong Kong during the first half of the trip.

We commenced our 'season' with a full Ship's practice and a six-a-side departmental knock-out. All those taking part in the latter found it both exhausting and enjoyable, with the final result being a win for the Seamen over the Comms/Medical/Regulating team.

During our two stays in Singapore the Ship's team played GLAMORGAN (twice), JAGUAR and TRIUMPH on the matting wicket at HMS TERROR. Our results were a little erratic, as befits a team playing without practice, but the games helped to get some of the team a little fitter.

In Hong Kong against the RAF at Kai Tak and the RN at Sookunpoo, we showed our best form - the former match being played on a grass wicket. We came out well in these games, giving the RAF a thrashing, much to their surprise, and scored a moral victory on 'runs per over' against the RN.

It is now as we steam across the Indian Ocean with some confidence behind us that we look forward to some good cricket in Durban. The team is shaping up well both in spirit and playing ability.

In Dick Stephenson and Roger Ward we have two reliable spin bowlers; whereas the medium-pace trundling is normally supplied by Taff Hussey, Robin Cox, and Bob Beasley. Opening the innings (and usually the account) we have Al Harris, unfortunately away for the photograph, and Derek Tate who has now proved to us that he can score runs as an opener. Roger Evans



Cricket Team: * D. A. WRIGHT; R. G. EVANS; H. I. HOUSLEY; R. H. WARD; J. E. RACE; R. W. BEASLEY. ** D. A. TATE; D. G. HUSSEY; G. MARSHALL; R. P. COX (Captain); J. G. WILSON; R. D. STEPHENSON.

is always a reliable No 3 and the 'quickie' bowler. I am afraid we must bid him farewell before Durban. The middlemen in the batting order are normally Robin Cox, Geoff Marshall and Taff Hussey. Ian Housley and Peter Skriabin have both contributed a great deal by their good fielding; and always there, efficiently 'keeping' behind the stumps, is the unobtrusive Geoff Marshall. We can even boast a 'professional' umpire, Shiner Wright, and a scorer, Eddy Race, who more often than not find themselves running around in mid-field with a bat or a ball in their hands. We must apologise for the state of the XI in the team photograph as it was taken after a long run-ashore 'down Wanchai', where we celebrated our victory over the RAF!

And so, with great expectancy, we look forward to cricketing in the Christmas sunshine of the southern shores of Africa.

WATER SKIING

When first thought of, EAGLE's itinerary for the East of Suez part of The Commission seemed like a dream for those veterans of the River Tamar and Plymouth Sound - Brrrrrrrr. However, closer examination revealed that the majority of the ports of call to be visited were going to be in the grip of the Southern Hemisphere's winter. As events turned out, the weather was reasonably bright but the water distinctly chilly, especially in Wellington and Capetown. So, clad in wet suits, our heroes of the curling board logged lots of skiing hours. This time was vastly augmented when our fair-weather skiers joined the scene in Singapore and learnt to ski both over and under the shiny surface of the Johore Straits. Well, we all had a lot of fun, especially OS Perkins who seemed to be available every time the boat went away (apparently 'Neither the sea nor the Duty Watch shall have him'). No bones were broken, either, although the Senior Dental Surgeon limped for days after he triumphantly managed to mono-ski: along the beach, doing about thirty knots, and not a drop of water in him or under him. One of the Operations Officers also took a header into the mangroves. All such misfortunes were soon forgotten as the boat whizzed back to the sandy shores, the palm fronds and the opportunity for another Tiger and a chat with that blonde whilst waiting for the next tow. Yes, there were times when the big Ship seemed very far away!

RESULTS

GLAMORGAN	..	94	EAGLE	..	98-2	won by 8 wickets
TRIUMPH	..	123	EAGLE	..	78	lost by 45 runs
EAGLE	..	83	JAGUAR	..	65	won by 18 runs
GLAMORGAN	..	97	EAGLE	..	88	lost by 9 runs
EAGLE	..	153-9	RAF HK	..	67	won by 86 runs
EAGLE	..	192-3	RN HK	..	180-5	drawn
		(30 overs)			(37 overs)	

AVERAGES

Batting			Bowling		
G. Marshall	160 runs	Av. 53.33	R. P. Cox	12 wkts.	Av. 9.33
R. G. Evans	120 runs	Av. 40.00	R. G. Evans	5 wkts.	Av. 10.00
R. P. Cox	115 runs	Av. 28.75	J. C. Buck	4 wkts.	Av. 14.75
			D. G. Hussey	6 wkts.	Av. 24.50

EAGLE HARRIERS CLUB

The present EAGLE Harriers began their competitive programme on 28 May 1970 when a team of four, consisting of Ray Roberts, Bryn Thomas, Albert Simcock and Mick Ellis, took part in the Dartmoor Charity run. They put in an excellent performance to take the winning team award from a tough Marines team, despite having to drag EAGLE's heavyweight long-distance champion Ray Roberts out of the mire several times. In this event the runners were sponsored by members of the Ship's Company and the proceeds went to a local charity.

Following this gruelling run, we took on our first serious civilian competition at the Devonport Carnival 6-mile road race on 20 June. This was a high-class field and our team was Danny McFadzean (11th); Brian Vockins (19th); Ray Roberts (at a racing weight of 13½ stone - 20th). EAGLE finished fourth in the team race.

Following our efforts at Devonport, we were ambitious enough to enter for the Paignton Dairy Festival 15-mile race. This event is reputed to have the toughest course in the UK and, considering that only Danny had any previous experience in this kind of competition, it is to the credit of Bryn, Ray and Brian that they all completed the course. Danny finished 4th in the individual stakes, just in front of the Army Champion Keith Darlow, and Bryn proved the most durable of our other competitors in finishing 19th. The pain was soon forgotten and we replenished with stacks of good Devon milk supplied by even more attractive dairymaids.

September brought the start of the Cross-country season, and just two days before we sailed for sea trials on completion of DED we took on RNEC MANADON and happily defeated them by the narrow margin of three points. We now had a real interest in running and new names appeared, such as Tim Hird, Tug Wilson and even a rare appearance by Chas Chambers. John Caine finished 2nd in this his last race for EAGLE; Danny Mac 3rd; Mick Ellis 5th; and Bryn Thomas 8th.

We then challenged BRNC DARTMOUTH over their mountaineering course, but heartbreak hill proved too much for our lads and we were the receivers of a good thrashing. Best finishers for EAGLE were Danny McFadzean 3rd, Mick Ellis 6th and Mal Davies 8th. The last event before we sailed for the Med leg was our own



Cross-country Team: * S/Lt Danny McFADZEAN; LEM(A) Mal DAVISS; S/Lt Ray ROBERTS; POREL Brian VOCKINS; OEM Tim HIRD. ** NA(AH) Dave CARROTT; NA(AH) Danny HAY; POPTI Nipper ELLIS.

inter-part cross-country championship. After the usual battle between Danny and Mick, the final result individually was: Danny 1st, Mick 2nd, and Brian 3rd; Team race: Weapons Electrical 1st, AED 2nd.

When we called at Gibraltar just before ORI in early February this year, we took a strong field of runners in a 42-mile Round the Rock race as part of the 'Med-train Olympiad'. EAGLE took the honours from HMS ROOKE, and Danny McFadzean gained 2nd place to Cpl Alun Williams, Royal Marines. We fielded 18 runners in this event and things were looking bright.

Then followed our visit to Villefranche, and up in the mountains we enjoyed a good hard run against Nice but, what with 'runs ashore' and duties, we were no match for them. They presented us with a trophy to mark the occasion, while in return we drank all their wine. Danny took 2nd place after losing his breakfast on the way round, and Bill McIntosh did well to finish a very tired 11th.

Our next port of call was at Malta in March, and this proved to be our most successful visit to date. In the space of just four days we took both the Malta National and Inter-Services Cross-country Championship team trophies. Danny and Mick took the winner and runner-up awards in both events, and others who ran with distinction were Colin Morris, Brian Vockins, Bill McIntosh and Ray Roberts.

As a finale to our Med visit, a charity run was organised in Gibraltar, and the team consisted of the Ship's cross-country squad with a few additional fitness addicts. Each athlete had to run for three hours, covering as many miles as possible. Danny Mac and Brian Vockins ran together most of the way, Danny completing 242 miles and Brian 232 miles. Bryn Thomas, Ray Roberts, Tim Hird and Colin Morris deserve special mention for completing 212 miles. The proceeds from this venture were divided between Gibraltar charities and UK charities, including the Lillian Board Cancer Research Fund.

By this time our stalwarts had developed a strong spirit as a team and we were all looking forward to some competition on the Far East leg.

We certainly found this in Capetown, where our team received a running lesson in the Capetown-Stellenbosch relay! A really happy stag evening with the University lads made up for our defeat. We then sampled the incomparable hospitality of the two Athletic clubs in Wellington. In spite of having to send a posse out to find Bryn Thomas and Malcolm Daviss prior to the race in Fremantle, we have cherished memories of our races down under. Sydney proved a great success, both in the social and Athletic fields. Mick Ellis contacted the team manager of the Modern Pentathlon Association of Australia prior to arriving and, together with Colin Morris and David

'Eagle' Harriers -continued

Carrott, competed in a Biathlon competition against the Australian Olympic Pentathlon team. In the swim event the EAGLE boys were completely out of their depth but soon showed their worth in the run event. Mick finished 3rd, ahead of Olympian Peter Makem (4th in Tokyo Olympics). Colin and David ran exceptionally well to finish 8th and 13th. The remainder of the team were engaged elsewhere 'doing their thing'.

Call it madness if you like, but we all enjoyed the torrid sweat-drenched competition in Singapore, and sharing the ups and downs together has made us richer for the experiences we have shared during this the last commission of HMS EAGLE. It is of interest to note that, everywhere we went, people remembered the names of EAGLE athletes of the past, and our friendships were made easier in the wake of our predecessors.



Stretching a leg for charity

On 8 February 1972 the runners took the Team Race Trophy in the Portsmouth Command Championships - last

done by a sea-going ship (HMS HOOD) in 1935. A fitting end to their commission.

EAGLE GOLFING SOCIETY

Any man claiming to be a golfer must take his game seriously. Also, however, he must approach the social activities with equal keenness. It must be admitted that we have been far more successful at the latter.

During the commission we have been fortunate enough to have played over twenty-five different courses. These have ranged from One Boat Golf Club

on Ascension Island (considered even by its members to be the worst course in the world); to the lush greenery of the Wellington Golf Club; to the very long New Course at the Island Club in Singapore, and even to the nine-hole course at HMS TERROR where we played a pro/am event.

Over thirty officers and ratings have represented the EAGLE Golfing Society,

including, of course, the Captain, who kindly presented a putter for competition.

We have certainly enjoyed our golf and, despite indifferent play from time to time, our feelings can be summed up in the statement made by a certain distinguished officer who will remain nameless. On being asked by a roving reporter about his game, when he was having a particularly torrid afternoon in the wind and rain at Yelverton during the DED, he remarked, 'Well, it's better than work!'

Clubs which have kindly accepted us, 1970-1971:

Devonport: Yelverton; Bigbury; Tavistock; Staddon Heights; Thurlestone.

Southampton: Stoneham, Southampton Municipal.

Villefranche: Monte Carlo; Nice.

Malta: Royal Malta.

Ascension Island: One Boat.

Capetown: Royal Cape; Mowbray.

Singapore: HMS TERROR; Island Country Club; Sembawang; Jalan Markin.

Sydney: Moore Park; Royal Australian.

Wellington: Masterton; Mahunga; Shandan; Wellington; Otaki.

Fremantle: Point Walter; Royal Fremantle; Royal Perth.

Hong Kong: Shek-O Country Club; Royal Hong Kong.

Durban: Royal Durban; Durban Country Club; Kloof Country Club.

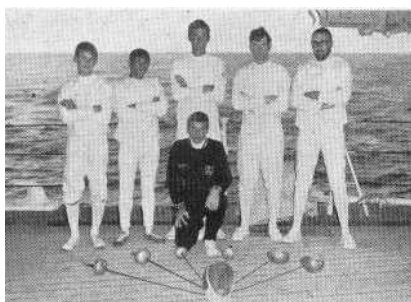


HMS 'Eagle' and One Boat Golf Club Teams - Ascension Island - June 1971: S/Lt HUNTER; Cdr GREGORY; CPO TROW; RO WALSH; Lt-Cdr HARMAN; CPO STOILES.

FENCING

The ship's fencers have met on the quarter deck nominally three times a week at sea, depending on the weather, flying and other obstacles. Despite the lack of practice, we have always been able to produce a team wherever a match has been arranged - surely a unique achievement for an RN ship.

The first match was against Southampton University during the Ship's visit there in the autumn of 1970. The fencing was of a good standard and the result satisfactory: Foil lost 5-2; Epee won 6-0; Sabre lost 5-4. The competition continued with a most pleasant party somewhere in the city.



Fencing: * OEM ACOURT; POPTI ELLIS; REA(A) CRABTREE; Lt JOHNSTONE; Lt HERBERT. ** S/Lt HILL.

CYCLING THE NOO

With the aid of grants from the Nuffield Trust and the Ship's Welfare Fund, nine cycles were purchased for the use of the ship's company. Other ratings who were keen cyclists embarked their own cycles during the May leave period shortly before we deployed to the Far East. An enthusiastic cycling club was formed.

Contact with foreign clubs has been made, and they have given valuable assistance and facilities in the form of very fit guides and the knowledge and use of local roads.

At our first port of call the club toured Capetown's outer districts and had a barbecue to end the day, by courtesy of the local club. Motor transport was provided afterwards to provide eight sore and weary men with an easy route back to the ship. In Singapore the club participated in a forty-mile road race and organised tours of the island. A longer tour onto the mainland to the Longbong Waterfalls (near Kota Tinggi) took five and a half hours for the round trip of eighty miles. In the Antipodes the cycling took on a genteel form of flag-showing on an informal basis. At Hong Kong several outings were made to various parts of the

The next match was against Nice University in February 1971. We were given an excellent exhibition of fencing by one of the leading continental teams - and we lost. However, the three-hour dinner afterwards, followed by an evening afterwards *Chez les Ecossais*, was a great success for both Clubs.

We then returned to Devonport for Easter and had to re-establish contact with 826 Squadron in order to raise a full team of six fencers on 3 May for the Navy Championships. *EAGLE's* team was the only seagoing team. Alas, there was no handicap, and we came last. The team was: Foil - Lts Patrick Johnstone and Geoff Herbert; Epee - REA(A)2 Mike Crabtree and POPTI Mick Ellis; Sabre - S/Lt Barry Hill and Lt Nick Rutherford.

Barry Hill and Mike Crabtree from 826 could easily fence for the Navy once back in the UK with the opportunity for regular coaching and practice. Lt Taylor Scott (899 Squadron) and OEM Malcolm Acourt and Geoff Herbert have all taken up fencing again and, with continued enthusiasm, could do well in the future (the former two

replaced Mick Ellis and Nick Rutherford in the pool of regular fencers from whom our teams have been chosen).

The next time we assembled as a team was against the University of Capetown, where three of us were able to fence; Foil lost 6-3; Epee won 5-4. This was very creditable against a good South African team.

No fencing team could be found in Singapore, and our next match was against the University of New South Wales, the Inter-Australian University Champions in 1970. Much to everyone's surprise, we won, Foil won 5-4; Epee won 6-3; Sabre won 5-4. The evening's entertainment was completed with dinner at King's Cross - much later.

We fenced against Wellington FC with some very close finishes, but the score is best left out. Their team included three New Zealand Commonwealth Games Fencers. The subsequent hospitality was up to the extravagant entertainment provided throughout the Ship's visit to Wellington.

We hope to put a team into the Navy Championships again this year - so wish us well!



Some Cyclists: LMEM Mick GOODE; AB Blacky BLAKEMORE; S/Lt John NUNDY; PO Ted CROZIER; LOEM Brigand YOUNG; LMEM Spider KELLY; LMEM Andy NAILOR. The following also cycled frequently: MEM CLIFTON; MEM GUNTER; CK HALL; LOEM HOLLAND; LMEM KNIGHT; AB MANSELL; MEM RIDLEY.

island - with pleasant stops for swims at Repulse Bay.

Cycling is a small part of the Naval sports effort but one that is catching on. There are many good cyclists in the

Forces and in the Navy. It is not just a sport confined to the younger man but caters for the older person - offering to all a good view of the countryside from the saddle.

SURFING

A trio of dedicated surfers - you have to be dedicated to surf at Lossiemouth where the water temperature is rarely above 12°C and sometimes below 4°C - decided to have a meeting of all would-be surfers. It was unanimously agreed that, during this tour, some of the best surfing beaches would be within our reach.

Capetown, ideally situated for both easterly and westerly swells, proved to be disappointing. After initial contact with the local surfers, two of the trio spent a long time sitting on borrowed boards waiting for waves that never came.

The next stop after Singapore was the mecca of surfing in the Southern Hemisphere - Bondi Beach, just outside Sydney. Unfortunately, it was the 'off' season, the waves were tiny, the whole place was very much overrated, but at least we did manage the odd cut-back and numerous wipe-outs. Having to use borrowed boards was the main drawback; to become proficient at any sport, one has to practise, and surfing is no exception. The most apparent difference was the size of boards, much smaller than current ones in the UK.

And so to Wellington, with an invitation from the Maranni Surf Club at Lyall Bay and one of the worst (best for us!) storms in years - the scene was set. A week-end meet was arranged, boards, surf canoes and an excellent clubhouse were provided. A good turnout of newcomers and diehards led to a very successful meeting followed by an even better 'drinkex'! Unfortunately, the surf was not up to the usual standard, and the water was somewhat reminiscent of the UK - very cold! Hospitality was unbelievable; some members went up coast to the better surfing beaches; others tried some of the latest in board designs; whilst others carried on with the drinkex; all by courtesy of the local surf shop. With reluctance we left Lyall Bay, the best beach so far.

Probably the most underrated surfing area in the world - that's how surfers described W. Australia, and we were due there. So we sent one member ashore to make all the arrangements (his squadron thought he was part of the diversion party!) and as a result we became involved in a Polar Bear Meet - a mid-winter meeting! Once again we had the problem of new boards and not enough time to become acquainted with their suicidal tendencies, but everybody had a good time.

The most unexpected find of the year was Big Wave Bay in Hong Kong where

it was possible to body-surf. We even had some US competition from some guys on R & R. One member reported from Cubi Point, in the Philippines, during the big storm period that the locals were really having a time riding twelve-foot waves - he, too, would have loved to have joined in but his only kit, pusser's aircrew overalls, was not quite the in-gear on the beach!

Durban was the last chance for some good surf before returning to the cold waters of the UK. For a change, the conditions were ideal: the sun shone; the surf was up; we were befriended by the local surf shop; as a result, a good time was had by all, which amply compensated for the previous disappointments.

SHOOTING CLUB

During the period from September 1969, the EAGLE Shooting Teams have practised and competed with .22 rifle and pistol as well as with all types of Service small arms.

Our match records reads: Won 5; Lost 8. At first glance this doesn't seem too good, but we are satisfied with the results, considering that we have had only one 'Home' match, and that many of the opponents fielded strong teams (for example, in Wellington they included half their national team). We have competed against other RN units; Royal Naval Reserve and Cadet Units; South African and Royal Australian Navy teams; and also civilian clubs. We



Some of the Surfers: † Terry HANNAM; Kev MEEHAN; Alan WATT; Roger CRAGG. ** Chris O'CONNELI; Danny Ross; Dicke DALE.

have also competed in the Plymouth Command Small Arms Meetings for the last three years with a reasonable amount of success. In 1971, for example, the EAGLE teams won the Juniors' and Officers' Team Tiles, and the Command Individual Small Arms Championship was won by MEA(H) Veal. Two of the Ship's team were also sent to represent Plymouth Command at Bisley in 1970 for the Inter-Service meeting.

In conclusion, we would like to take this opportunity to thank the small nucleus of devotees for their support and enthusiasm throughout the commission - Cheers! See you all on the Ranges!



The 'Eagle' Shooting Team at the Command Meeting, Trevol, May 1971: * PO GRIFFITHS; Lt NOONAN; PO GOUGH; CPO CARROL; EA GLASS; MEA ELLIOT; MEA VEAL; PO HARRIS; S/Lt MOLLOY. ** S/Lt NUNDY. *** AB PRICE; ORD THAXTER; AB BAKER; NA MARSHALL; JS TAYLOR.

EAGLE WATER POLO TEAM

From humble beginnings - after struggling with an odd game during the DED, the team ended up as a well-trained squad able to take on any opposition. The first chance of seeing our potential was at Capetown, where we were soundly beaten 12-1 in the only Match played.

With more practice available at Singapore, we beat RAF TENGAH 4-3, 8-2 and 7-3. A combined SIMBANG, 40 COMMANDO beat us 8-2, but probably the best result of the commission was our beating TERROR 2-0, their first defeat by a ship's team for nearly two years.

New Zealand gave us our only matches for nine weeks between the Singapore visits, and in the first game a depleted team took on the NEW ZEALAND OLYMPIC SQUAD and were thrashed by a cricket score, but the entertainment afterwards mellowed the defeat. MARANUI SURF CLUB handed us an 8-1 beating, but once again made up for this by their hospitality.

On return to Singapore, our first match was the return against TERROR. Through shortages due to their run-down their team was supplemented by three Singapore International players and we went down 7-2. Four easy matches followed: TENGAH 8-0, GLAMORGAN 10-0, HMAS SYDNEY II-1, and TRIUMPH 12-1 - even Tiny, our goalkeeper, came out and scored a hat-trick in this last match. The best match of this visit was against the SINGAPORE

SWIMMING CLUB. Up to the last quarter they were leading by the odd goal in nine, but for the last quarter they fielded the full Singapore Junior International Squad and they slotted in another four goals without reply.

In Hong Kong, the local champions THE WRECKS were beaten 2-1, and then we combined with them to beat a local Chinese side 6-4. RAF KAI TAK were

beaten 12-1 and, finally, THE WRECKS had their revenge 7-4 in a final match.

Although the whole squad has combined to produce some fine matches and results, the credit must go to PO Roger Cragge for his unflinching efforts both in and out of the water in organising the matches, training, and making sure that the team turned up at the right place!



Water-polo Team: * Dickie DALE; Dodger LONG; Dave CARROTT; Nigel GARBETT; Snaps FLETCHER; Chris WALSH. ** Roger CRAGG; Pony MOORE; Bill THORPE; Max O'CONNELL; Blister KEATING; Tiny MARSHALL.

JUDO CLUB



Judo Club: * Mick BRIGHAM; Bob HERRON; Jock MCGREGOR; Sweeny TODD; StU STEWART. ** John BINGHAM; Dave LOVICK; Les SLATER; Dave DEADY.

EAGLEQWAI, EAGLE's own Judo Club, hit the headlines hardly once during the commission. At Villefranche the Club took a crippling blow at the hands and feet of the Riviera Team: our brown belt, Bob Hamilton, was dismissed with an injured shoulder. During the last part of the trip to the Far East the club membership increased and, by the time we reached Hong Kong, we had 'a good thing going'.

Our long spell at sea brought the Karate Club and the Eagleqwai together for demonstrations combined with lectures. Fitness of mind and body was the aim, with an especial view to self-defence.

Perhaps the highlight of the year was during the visit to Perth. The 'Kangaroo Judo Club' there arranged a special grading and D. Lovick and L. Slater were awarded their orange belts and R. Herron was awarded his yellow. This event provided us all with the incentive to run a better club, and when the ship returns to Portsmouth there will be twelve Judoka ready to grade higher in the art: we feel we have achieved something.

DAVE LOVICK

seventy-one

CANOEING

Canoeing got off to a bad start in the second half of this Commission. First of all, the club secretary, who commuted daily from Torpoint to the dockyard by canoe, was given a parking ticket rocket by the Captain for leaving his boat on the wrong catamaran during the day (and get your hair cut whilst you're about it too . . .). Thus, barred from the flight of stone steps, a jumping ladder had to be used. It's a long haul up from sea level to four deck (CENTAUR) even at high tide. Our intrepid commuter still remembers the

eyeball encounter with a pair of size twelve dockyard police boots as he scrambled over the coaming. In the resulting conversation, accusations of illegal entry into the dockyard were never actually mentioned; and, fortunately, relations remained cordial, and the plucky paddler continued to save himself 4d (as it then was) a day in ferry fares and also got time off to spend a week in Scotland paddling for the Navy Team in the Inter-Services.

Villefranche was a delightful spot for a quiet paddle in the bay, and the Nice

canoeists could not understand how we managed to survive in such small boats. The boats were much used at Gahjn Tuffieha Adventure Camp. Gentle surf always provides a splendid introduction to canoeing for the cocky novice. If he stays upright he loses his novicehood; if he capsizes he loses his cockiness. A couple of hundred men 'had a go' over the period and the boats took a lot of wear.

Singapore provided some opportunities for the beginners to pick up the rudiments. It was too hot for comfort, and most trips were short. There was that little hut a mile or so away where the chap sold Tiger. . . .

In Fremantle, we were lent transport by the RAN base and we were able to take the boats and tentage down to the Peel Inlet for a couple of days of 'Exped'. All very enjoyable, especially the hot pie at the end of the ten-mile paddle 'home' on the last day. More short trips in Singapore and several outings in Hong Kong wound up the canoeing scene. Rough weather claimed a couple of the boats from the PV space on the way home; the rest will be passed on to the ship most likely to gain the benefit of having them.



Fun in the sun at Gahjn Tuffieha

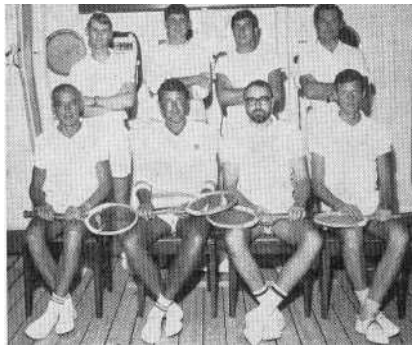
TENNIS

Tennis on board has, on the whole, been well subscribed, and nearly every port of call has provided the ship with a fixture or two. The first match of the season took place in Malta on 10 March 1971 *versus* RAFLUQA and, though the result was a draw, it was apparent that EAGLE had the makings of a good side.

Since then the policy has been, as far as practicable, to field a nucleus of four well-tried and proven players together with two lesser-known names in the hope of giving everybody interested a taste of tennis under match conditions.

Weather has played a big part in the organisation up till now, and tennis trials - as well as matches in Sydney and Fremantle - have had to be cancelled because of rain. There was one memorable match *versus* the SAN at Simonstown when, under threatening rain-clouds, the courts were playable only after an hour of careful sweeping and draining: both teams loath to give in to the weather.

Singapore and Hong Kong provided a wide range of opposition and plenty of match experience. On return from



The Tennis Team: * Lt VEALE; LS MAUGHAN; NAM HARRISON; Lt Cdr DICKENS. ** Cdr MCCLELLAN; REA PURDY; Lt HERBERT (Captain); Lt RAINE.

the Far East, the results indicate an even balance between matches lost and won, which is a fair outcome considering the constant change-round of the team members.

The following have, at one time or another, represented the ship at tennis: Cdr McLellan, REA Purdy, Lt Herbert, Lt Raine, Lt Veale, L/S Maughan, Lt Beattie, Lt-Cdr Dickens, NAM Harrison, Lt Sullivan, NAM Ford, Lt-Cdr Trinder, Lt Aylward, Lt Jones, LAM Mitton, NAM Needham.

DOG-SHOOTING

Yes, we organised a splendid Malta Dog-shoot - there were nearly a hundred applicants when the lists first opened. There were even three who applied to use pistols on horseback. S/Lt Roberts, the main perpetrator of that first hoax, carried it through to the extent of asking the Maltese villagers to pose with their pets under the barrel of a self-loading rifle.

Morris Dancing had its devotees, too - several men were making foot-bells and silk handkerchiefs and wondering why no one ever seemed able to get round to having a meeting. Alligator Hunting fell a bit flat, but there were great hopes for Boomerang-throwing Classes. They were nipped in the bud when the Australian Tourist Board literature arrived on board - and there *are* such classes!

The leg-pull of the trip was the 'Pilots for the Pilotless Target Aircraft'. A dozen chaps volunteered. After a gruelling day of interviews and check-ups, only six remained. Further training reduced the number to three, who to this very day are disappointed that their one chance for fame was foiled by the unserviceability of the pilotless aircraft: at least *they* still think pilots are needed!

HMS EAGLE - a brief history

There have always been ships of the Royal Navy named EAGLE - or so it seems. The present one is the twenty-third, according to Manning and Walker: *British Warship Names*. Weightman, in *Heraldry in the Royal Navy*, lists it as the fifteenth but refers to other lists with twenty-one.

Many of the previous EAGLES were small and insignificant ships; others were first rates, and have earned Battle Honours from the seventeenth century: here are some notes on the past EAGLES, with Honours in dark type:

- 1 900 tons, purchased in 1592 and sold in 1683: was used mainly as an ordnance barge.
- 2 100 tons, 12 guns, hired 1650, returned 1655: took part in the battle of the Kentish Knock (September 1652) and honours at **Portland** and **Gabbard** (February and July 1653).
- 3 300 tons, 22 guns, built as the SELBY in 1654, renamed EAGLE in 1660, sunk as part of Sheerness breakwater in 1694: took part in the blockade of the Zuyder Zee (April 1655) and won honour at **Lowestoft** (3 June 1665).
- 4 240 tons, 6 guns, captured from the Dutch in 1666 and expended as a fire-ship during the Four Days Fight of 1-4 June 1666 and won the **Orfordness** honour.
- 5 50 tons, 6 guns, captured in 1670 from the Algerine Corsairs: she was fired on 2 May 1671 in a night attack on the Algerine Fleet in Bugia Bay.
- 6 208 tons, bought in 1672 as a fire-ship: she foundered in 1673.
- 7 1,050 tons, 70 guns, built in Portsmouth in 1679, wrecked with Sir Cloudesly Shovell in a fog off the Scillies, 22 October 1707: won honours at **Barfleur** (19 May 1692) and **Velez Malaga** (13 August 1704). She was Rooke's flagship at La Hogue and took part in the attack on Cadiz (15 August 1702) and the capture of **Gibraltar** (24 July 1704) and Barcelona (23 September 1705).
- 8 150 tons, 10 guns, built in 1696 and wrecked on 27 November 1703.
- 9 1,130 tons, 60 guns, launched (as the CENTURION) on 1 December 1744 and renamed EAGLE in 1745, sold in June 1767: assisted in the capture of various French and Spanish ships and convoys: she won honours at **Ushant** in 1747. (Able Seaman James Cook served on board from 1745 to 1748, when he was rated Master's Mate. He later rose to the rank of Captain ...).
- 10 1,400 tons, 74 guns, launched 12 May 1774, renamed BUCKINGHAM in 1797 and broken-up in 1812: another successful ship that won honours at **Sadras, Providien, Negapatam** and **Trincomalee** in 1782. Later converted to a prison ship, she was used to imprison some of the mutineers from the Nore.
- 11 71 tons, 4 guns, bought in 1794 and sold in 1802.
- 12 158 tons, 12 guns, LA VENTURA, captured from the French in 1803 and renamed EAGLE, then (in 1804) ECLIPSE.
- 16 (or 13 if you discount tiny EAGLES), 1,723 tons, 74 guns, launched 27 February 1804 at Northfleet and renamed EAGLET in 1918. She was the flagship at the blockade of the Texel, Brest 1805, 1807-1808 with Collingwood at the blockade of Toulon, 1809 Walcheren, 1810 Cadiz, 1812 in the Adriatic -Ceste, Istria, Trieste. The name EAGLET is still used by the Mersey division of the RNR.
- 20 22,790 tons, launched 1918, sunk by torpedoes 1942: laid down as a battleship for the Chilean Navy, the ALMIRANTE COCHRANE was bought for the RN in 1917 and finally commissioned as an aircraft-carrier in 1923, winning honours at **Calabria** (9 June 1940) and the general **Mediterranean** (1940) and **Malta Convoys** (1942) honours. She carried Swordfish and Gladiator aircraft, and transferred aircraft of 813 and 824 Squadrons to ILLUSTRIOUS for the attack on the Italian Fleet at Taranto.
- 23 45,000 tons, launched by Princess Elizabeth on 19 March 1946 and first commissioned on 31 October 1951: extensively modernised and rebuilt at Devonport from November 1959 to May 1964. Saw service in the Suez campaign of 1956 and took part in confrontation activities in Malaysia, the Beira Patrol, and covered the withdrawals from Aden, Singapore and the Persian Gulf. Commanding Officers have been:

Captain G. Willoughby	Captain H. C. D. Maclean, DSC	Captain J. C. Y. Roxburgh, DSO, DSC*
Captain A. N. C. Bingley, OBE	Captain M. Le Fanu, DSC	Captain J. E. Pope
Captain D. E. Holland-Martin, DSO, DSC*	Captain J. B. Frewen	Captain J. D. Treacher
Captain A. P. W. Northey, DSC*	Commander P. L. Langley-Smith	Captain I. G. W. Robertson, DSC
Captain E. D. G. Lewin, CBE, DSO, DSC*	Commander G. B. Pearse	Commander R. F. White
Commander <u>A. T. F. G. Griffin</u>	Captain L. D. Empson	



Past and Present: the previous EAGLE is shown in photographs taken in 1939.



Below: 11 August 1942 - the previous EAGLE is torpedoed and sinks in the Mediterranean



Before and After: Launched in 1951, extensive modernisation was carried out on the present EAGLE from 1959 to 1964

