



H.M.S. EAGLE



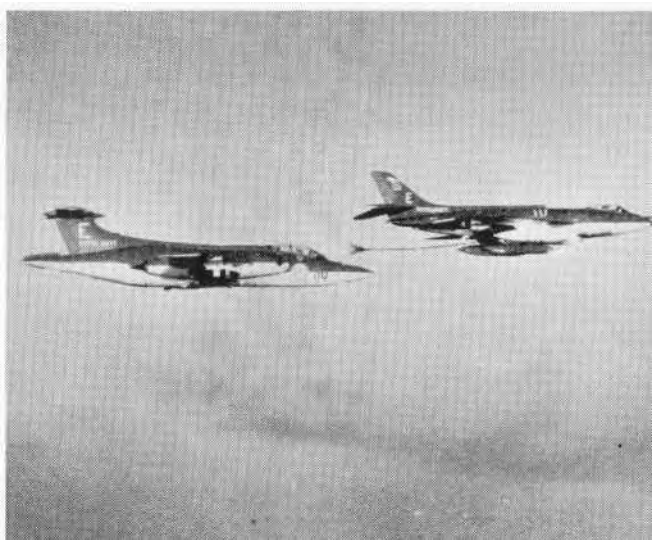
1964-1966

THE SHIP AND

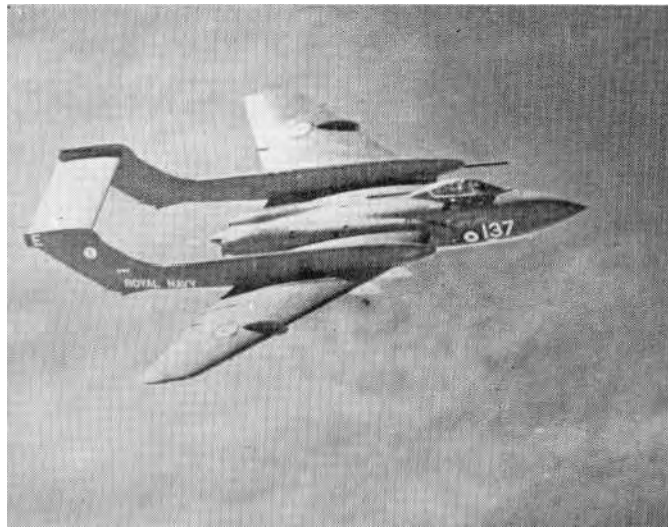


HER AIRCRAFT

The stars of the modernised
EAGLE'S first commission



Scimitar 800E Squadron



Vixen 899 Squadron



Buccaneer 800 Squadron



Gannet 849D Squadron



Wessex 820 Squadron



*Captain
J. C. Y. Roxburgh
DSO. DSC.**

I FEEL honoured to be asked to write the forward to this book. I am sure that Captain Empson will agree with me that the second leg has been a little more rugged than the first but both had their disappointments and triumphs.

It must have given great satisfaction to you as it has to me, at the way both you and this magnificent ship have met the heavy demands which the world situation has imposed. I share with you the disappointments of visits not made and dates not kept which this work has



It's a deal

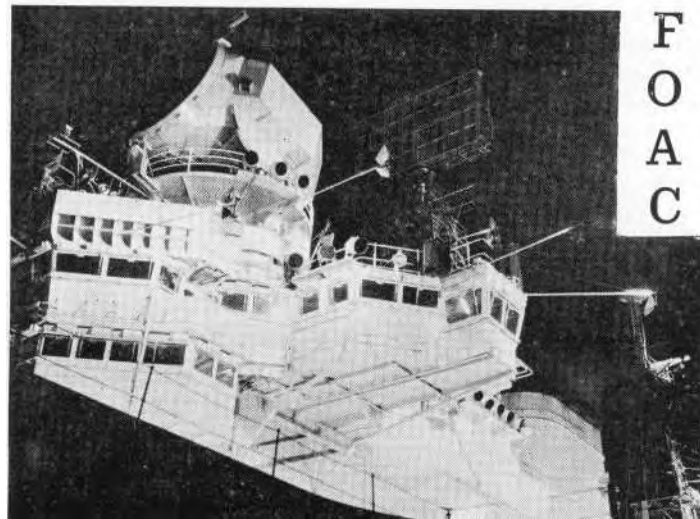
Captain L. D. Empson

involved. In spite of that I am sure that in the future you will remember the EAGLE and this commission with great pride and treasure this book as a souvenir of the association.

May good luck be with you wherever you go.



*Rear Admiral H.R.B. Janvrin
CB., DSC.*



Rear Admiral W.D. O'Brien DSC.

IN THE BEGINNING



H. M.S. EAGLE, the fifteenth to be so named, was built by Messrs. Harland and Wolff at Belfast and launched by Her Majesty The Queen, then Princess Elizabeth, in the Spring of 1946. She was commissioned in 1952 and remained in continuous operational service until 1959. She was then taken in hand at Devonport for an extensive modernisation.

The modernisation of H.M.S. Eagle, which was completed in under five years increased her standard displacement to well over 50,000 tons and her length by a few feet to 811 feet 3¾ inches making her the largest ship in the Royal Navy.

The aim of the modernisation was to extend the life of the ship well into the 1970's. Extensive changes were made to the ship's equipment to allow for the introduction of new aircraft, weapons and techniques. At the same time the opportunity was taken to make necessary and notable improvements to living and working conditions for the Ship's Company.

Full air conditioning now supplies all accommodation and most working spaces with cooled, dried air.

The ship is now fitted with bunks throughout, and each man has his own air punka and reading light. New galleys with the most up to date equipment provide a full cafeteria service and multi-choice messing. A N.A.A.F.I. canteen, shop, beer-bar, soda-fountain, ice-cream bar and a barber's shop are provided as part of the amenities of the ship.

A large extension has been built onto the Port side of the flight deck to provide a fully angled deck for flying operations. The aircraft parking area has been further enlarged by another extension forward of the island on the Starboard side and the removal of the Starboard catapult.

Two new steam catapults have been fitted on the Port side. The `Waist' catapult on the angled deck has an extra long stroke and is capable of launching modern aircraft loaded to full capacity in reduced wind conditions.

A new and larger Island was built to house the operational compartments and the electronic equipment required in modern warfare.

Type 984, the so called 3D radar was fitted plus A.D.A. Action Data Automation, an automatic computer system which sorts and displays the information provided by the radar and performs operational and control calculations required by the complexity of modern warfare.

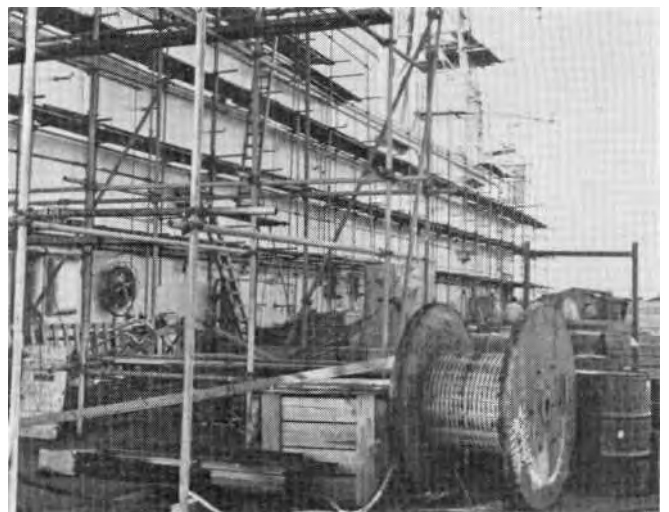
THE DOCKYARD

An integrated communication system has been installed, which has a very accurate frequency standard and allows the most advanced modulation techniques to be used to give greater ranges of reliable communication in the HE and ME frequency bands. The funnel and both mast structures act as HE Aerials.

The ship is now fitted with the 184 sonar. This set is the first British all round scanning active/passive medium range sonar and will detect submarines or torpedoes in any direction from the ship in time for the ship to take the appropriate counter action.

Six Seacat guided missile systems, each loaded with four missiles have been added to the original eight 4.5" guns mounted in 4 twin turrets.

The weapon maintenance spaces and handling arrangements for air weapons have been extensively revised to allow all the most modern air to air and air to surface weapons to be carried.

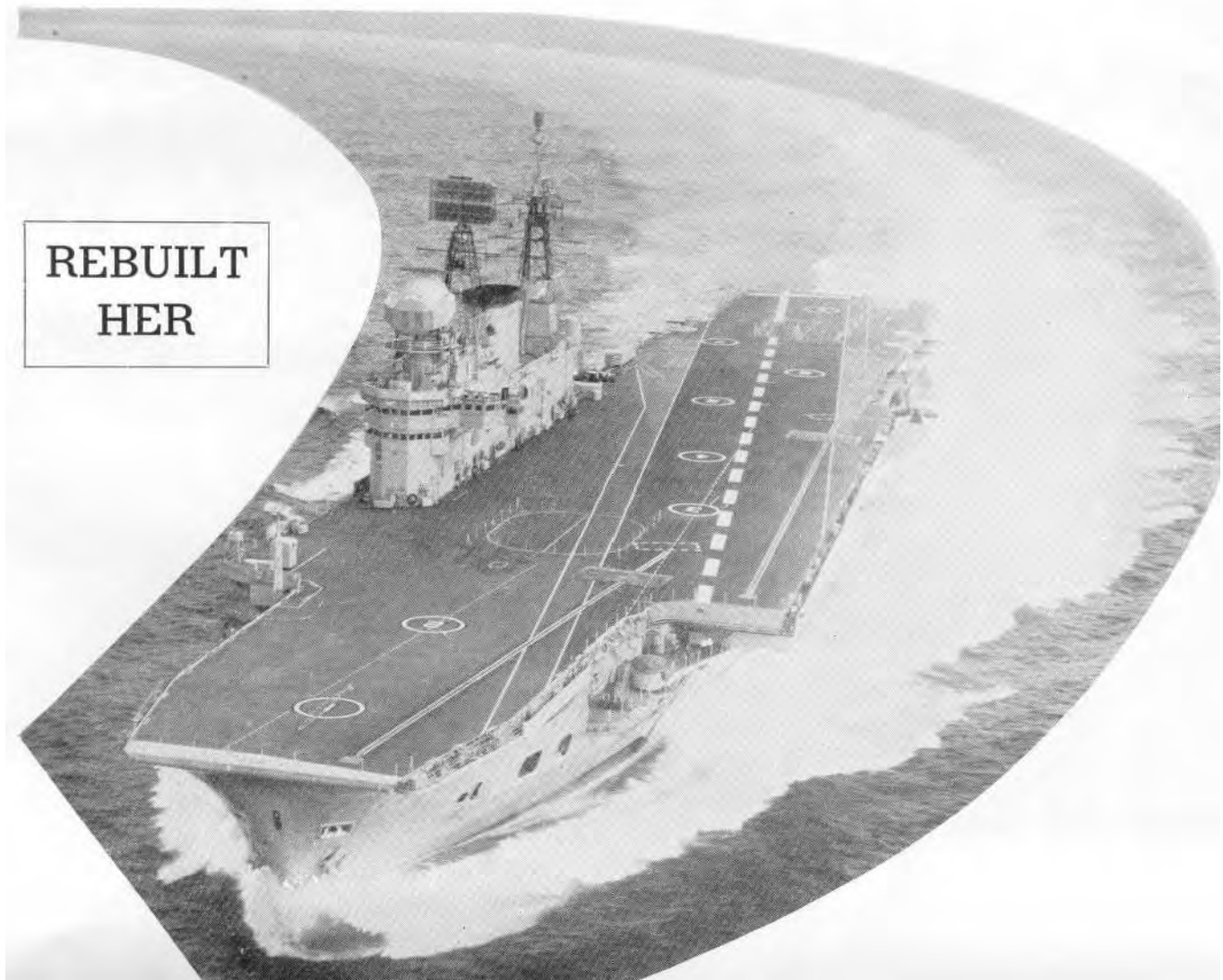


I'll buy her



The conventional propulsional equipment remains, but a system of remote control of the engines and boilers has been added so that it is now possible to control the whole machinery from the Machinery Control Room.

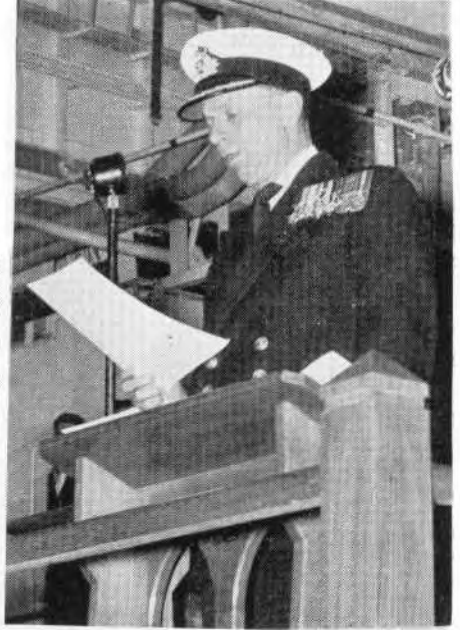
The ship is steered by means of a new type of steering console which allows "Power Steering" and employs a small joystick in place of the conventional ships wheel.



**REBUILT
HER**

THE SHIP'S COMPANY

*Captain
L. D. Empson
reads the
Commissioning
Warrant*



*The Master-At-Arms
reads the
Naval Prayer*



*Lady Henderson wife
of C-IN-C Plymouth
cuts the Cake*

*Admirals
Henderson,
Smeeton and Gick
Mayors of Exeter
and Plymouth*



**WITH LOTS
OF
ASSISTANCE**



*Comforters
from
Barracks*

Static Display

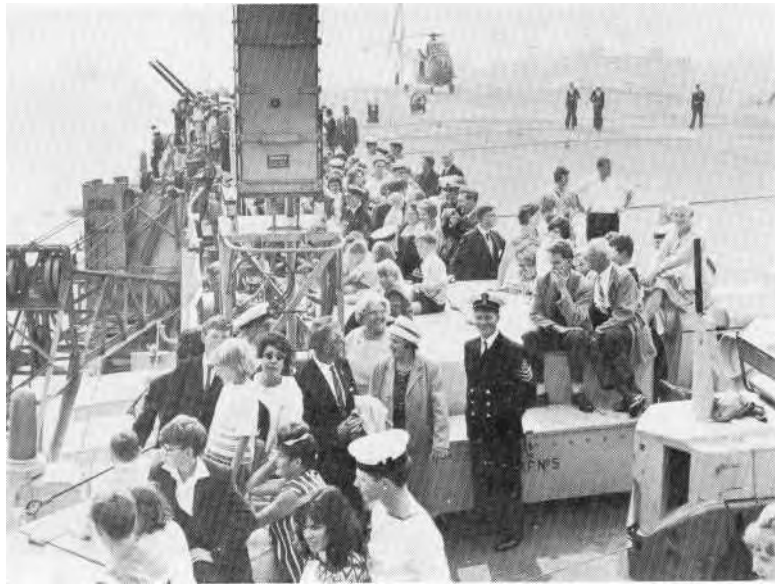


Beating Retreat



COMMISSIONED HER

THEIR FAMILIES



Mum dad and the kids



sweethearts and wives



the unbelieving



taste



and enthusiasm



for fun and



laughter

APPROVE HER

**VAL DOONIGAN AND
H.M.S. PARADISE**



*What a
Red Cross
parcel!*



**PUT HER
ON T.V.**



The Ladybirds

AND SEALED HER FAME

Mind my tot!



AIDED BY VIPS



Exhorting



Courting



Pleading



Pushing



Dazzled



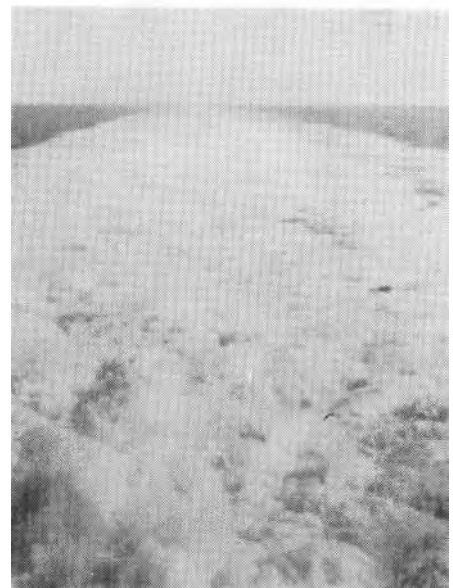
Delightful

and

TRIALS



Testing the water



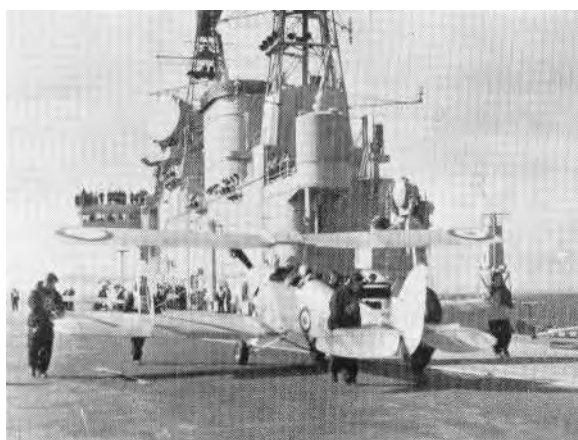
Full Power Trial



*Thar
she
blows*



A mouse for the "cats"



Well it works!

*The first deck
landing ?*

GIBRALTAR



RUNS ashore are an important part of any commission. They tend to be collected like stamps and compared with rival 'firms' for relative value. With some of ours there were suggestions for 'swops' but in the round we had our share of the good life.

The first visit is always of special importance and particularly so in this case as it came in the middle of the 'trials and tribulations' period.

Always a good run ever since Sir George Rooke captured it in 1502. On the second leg it was merely viewed while the new governor made his official entry.



Trafalgar day



The other 'Gov'



Bet she was a smasher



High street, Saturday



*The Commissioning
Cake*

and the outing

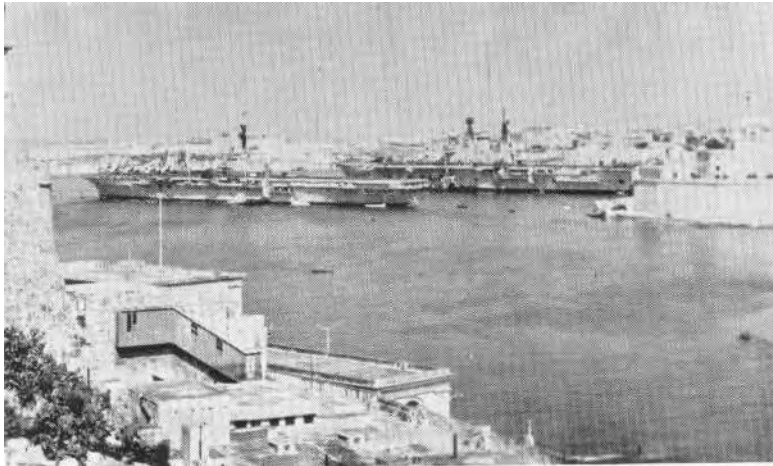


AT

NAZARETH

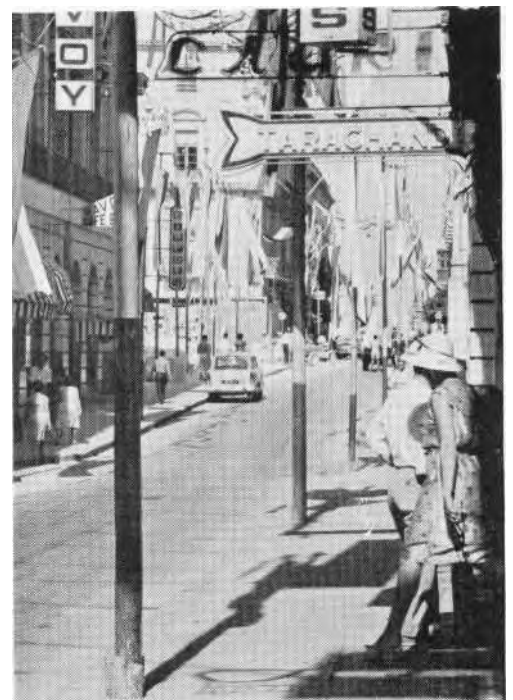
HOUSE

MALTA



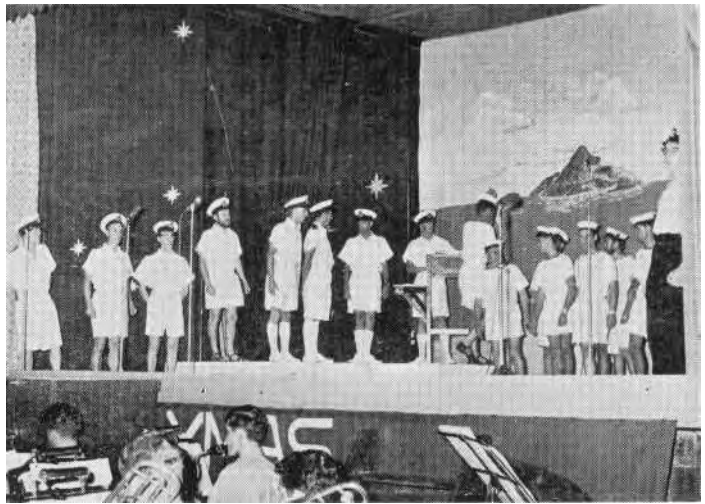
While always worth a visit both of EAGLE's were somewhat accidental. Grabbed in passing in May 65. the ship made as acceptable cocktail bar. In September 65. Malta was third choice after Athens (political upheaval) and Naples (weather upheaval) and the visit thus created a faithful pattern for the remainder of the second leg.

For an island steeped in history the 400th. anniversary of the great siege was an appropriate time for a visit. It was also pleasant to meet the many great naval warriors who assemble there from all over Europe to fight the fierce paper battles of today.



THE RETURN OF THE GONKS

Christmas 1965



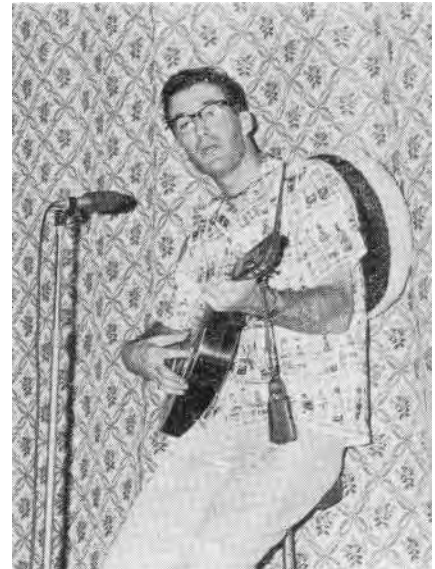
Defaulters Chorus



... And the murderer ...



The only girl in the world



Ring on main engines



And the Captain remembered

MOMBASA



. . . . home again!



. . . . friendly relations



Looking ...

1964/65. 24th December--4th January.

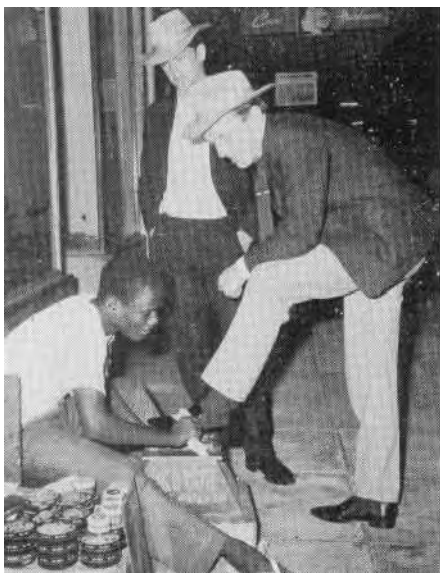
1965. 13th -23rd October.

1965/66. 23rd December--10th January.

Practically our `home' port!

Its hospitality was enjoyed during both of the Christmas festivals.

In turn dominated by Arab traders looking for slaves and ivory, Portuguese adventurers, British empire builders



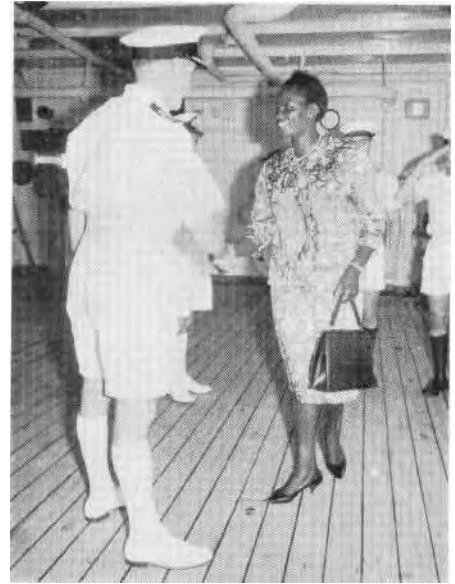
Lording



Loafing



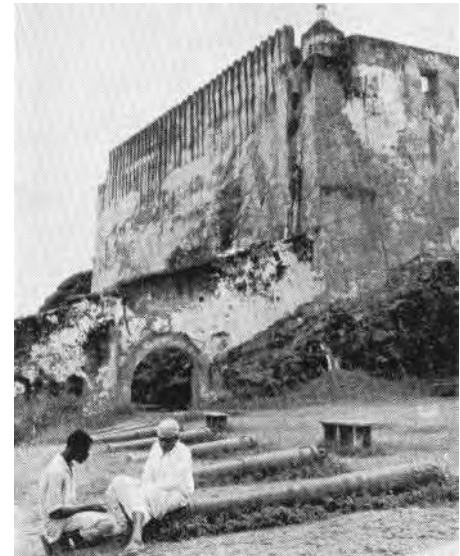
Tsavo Game Park--a dead Peugeot



Mrs Kenyatta came ...

and now for the first time, by black Africans, it provided a potted view of Africa's history. While we looked at Africa, Africa came from far afield to look at us.

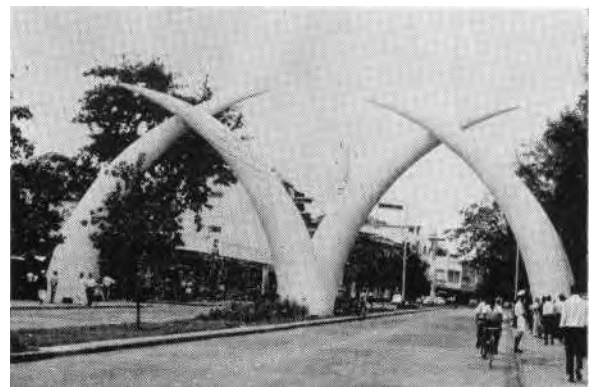
The regular `runs' of bargaining for wood carvings, sunning on travel poster beaches such as Silversands and Jadini, game park safaris and grippos at Nairobi, were all well exploited.



Fort Jesus



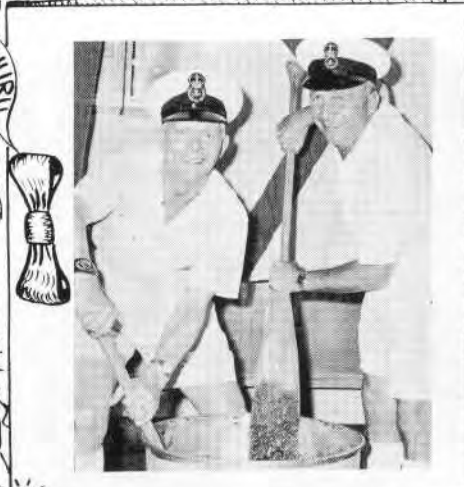
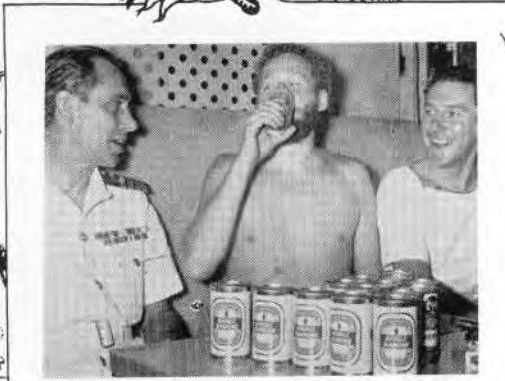
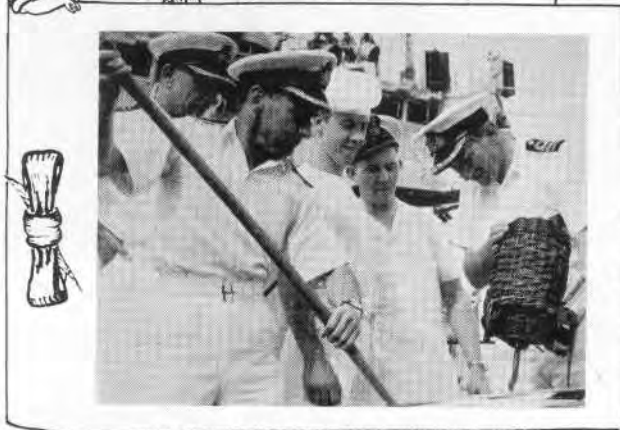
Mummy, where's daddy?



... Kilindini Road dear

Christmas

1965
AT MOMBASA
1966





King Neptune welcomed aboard by Captain Empson & Guard of Honour



His Majesty bestows a job-card



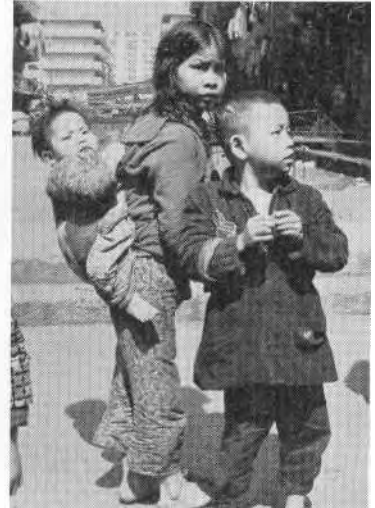
Tug gets a shove



. . . . ending in battle royal



K
O
N
G



HONG

... Young uns



... Ancient



... and Modern



... and Old uns

FEB. 23rd to March 11th
1965

JUNE 7th to JUNE 11th
1966



A floating restaurant



Jenny's side party

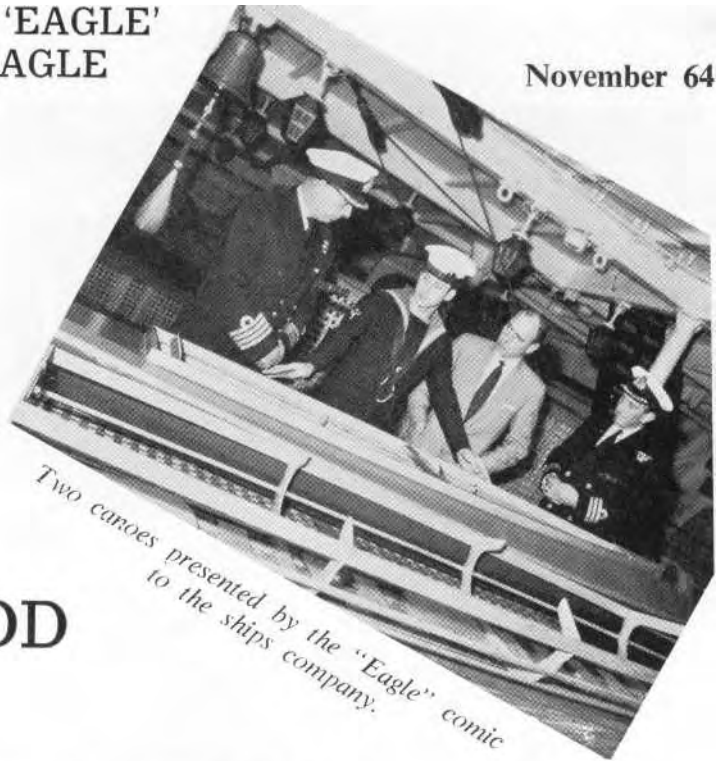
October 64

FROM 'EAGLE' to EAGLE

November 64

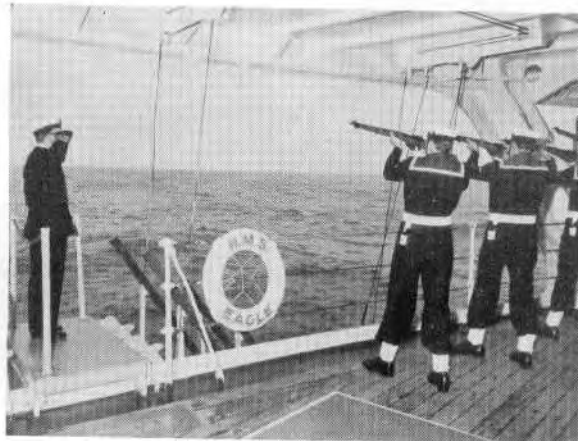


*Naval Airmouse Tops Gigio joins
complete with I.D. Card.*



*Two canoes presented by the "Eagle" comic
to the ships company.*

ODD



*We laid a wreath in the Med. at the spot where
the previous Eagle sank during the war.*

December 64 EAGLE TO EAGLE

MOMENTS



*The sea-boats crew with the crew member of
R.F.A. Fort Duquesne whom they rescued.*

March 65



*Captain Empson presents our gift to Exeter's
W.V.S. for "Meals on Wheels."*

June 65



M
O
M
B
A
S
A



PARTY

TIME



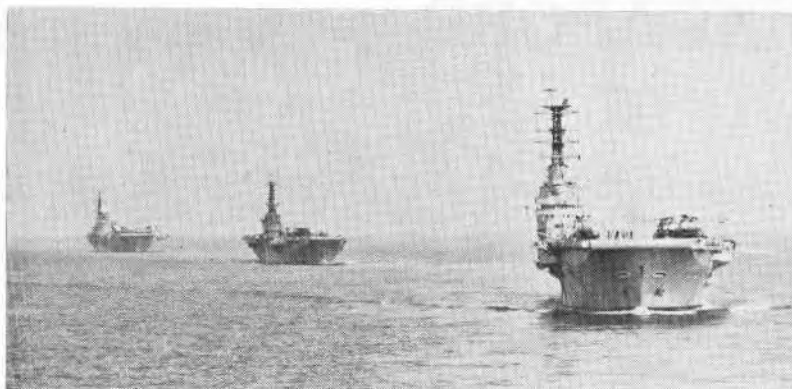
H
O
N
G

K
O
N
G



FOTEX

1965



... so there are other carriers



... a walk round Langkawi



... the same - clockwise



and with six, furlongs to go

&

SHOW

PIECE

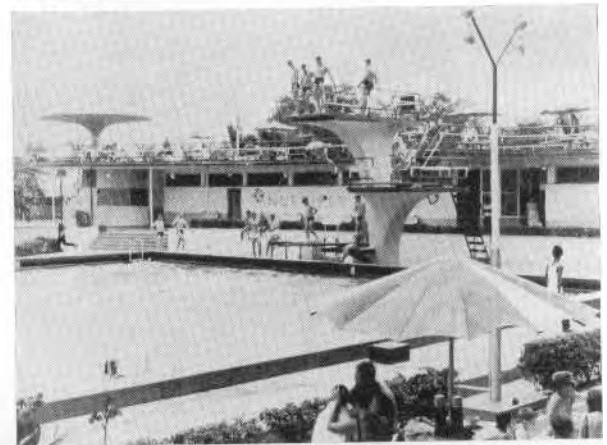
SINGAPORE



pomp



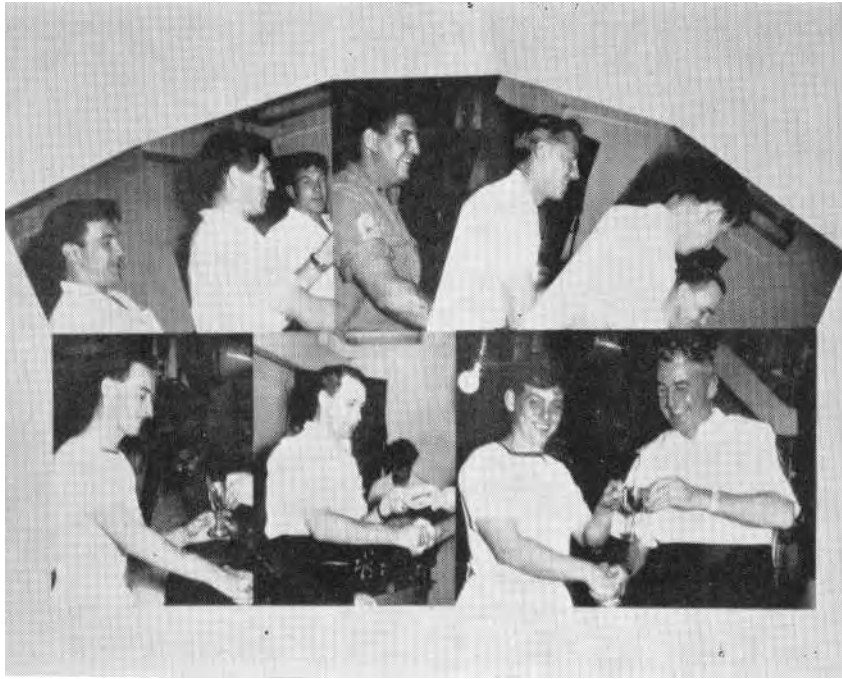
power



and personalities



INDOOR GAMES



Champions All



Darts ...

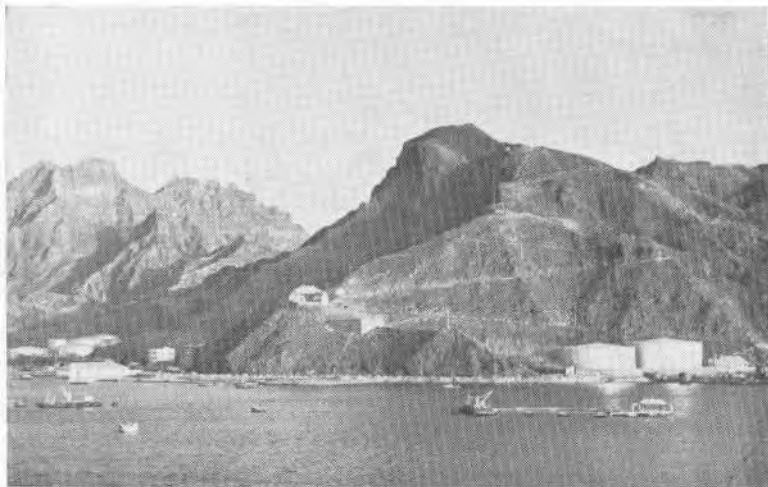


... Quizz

ADEN

1965 30th April - 2nd May

1966 22nd - 26th January



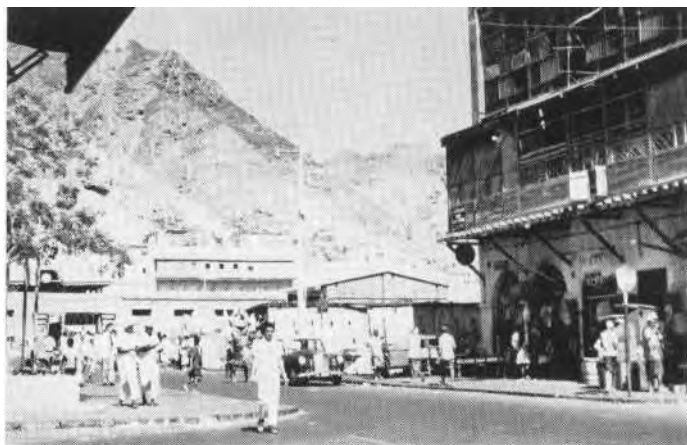
Oil but no soil

No wonder Sheba went to visit Solomon!!! During the second leg in particular it was appraised from seaward, for so long that it just had to be visited again to confirm that it was as dry and desolate as it looked.

The visit did confirm this and also the fact that it was still a good shopping run once you managed to squeeze past the protective ring of soldiers.



Delany's donkey?

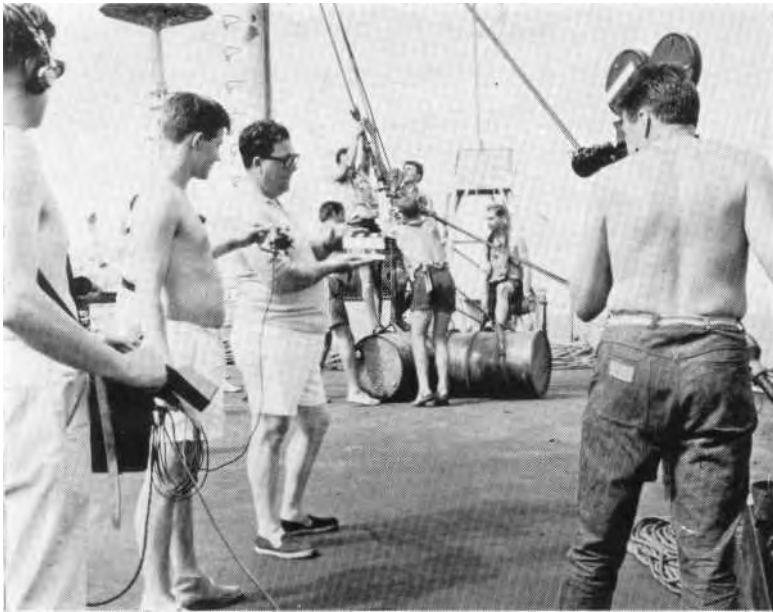


Lava heights and ...

harbour sights



CHARLIE SQUIRES SEXTET



Cheerful Charlie Squires, the sailors chum with the 'Hitchcock' figure, brings 'instant man' to EAGLE. Aided by Tony Mender and Chris Menges on camera, Basil Rootes and Mike Tucker on sound and Johnny Saunders on foot.



... one company ... with divisions



... And the Commercials

OPERATION --- X---



ONE minute we were enjoying the Singapore showers when quietly over the broadcast system we learned that Britain was once more in danger and EAGLE was off to the rescue. Two days captivated contemplation of those 'Butterworth strikers' while the engineers flung the works back again and the remainder helped the S & S top up with stores and we were off to `?'

The mystery tour clearly had something to do with aeroplanes because the squadrons were hard at it. The Vixens soon began to look like a demon's Christmas tree. A portable hanger and they were ready to establish RNAS. EAGLE at the drop of a hat. The

Gannets looked to be in the plot too. For the remainder there was uckers, tombols and a `sods' opera.

Pilot seemed to be aiming for somewhere but the milestones



were missing so for us it was just somewhere to the west. At last he found it and we were back on the old Inner Circle again and everyone watched, wondered and waited.

At last!!! All was revealed. We were the cheering party for a squadron of R. A. F. Javelins enroute for Ndola in Zambia. Enjoy yourselves chaps while we nip back for a little more Aden sunshine.



S * * S



Corny



Sounds



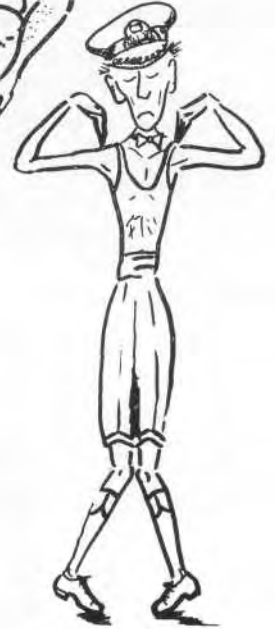
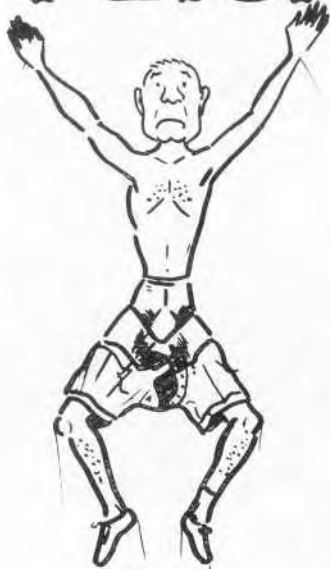
Traditional

Modern



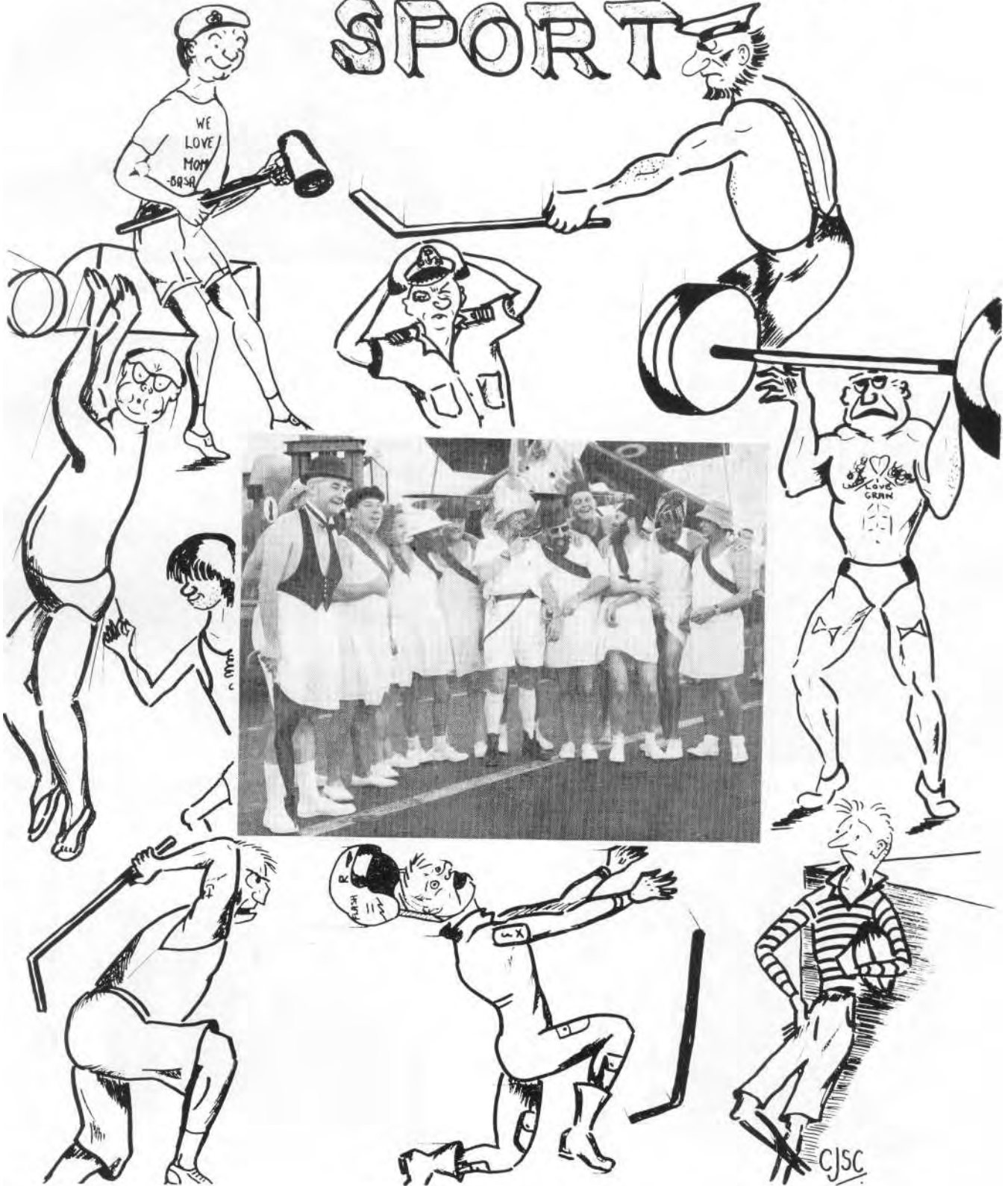
OPERA

FLIGHT DECK PT.



CJSC

FLIGHT DECK SPORTS



7th-10th May, 1965



Martyr's Square



now you try

The major port of the Lebanon and a sunny haven for tax dodgers.

A lovely little mountaineous state and the home of Solomon's cedars. It has the odd distinction of having a population almost exactly divided between the Christian and Moslem faiths. Its mountains harbour the remains of many a crusader's castle.



... We were just good friends



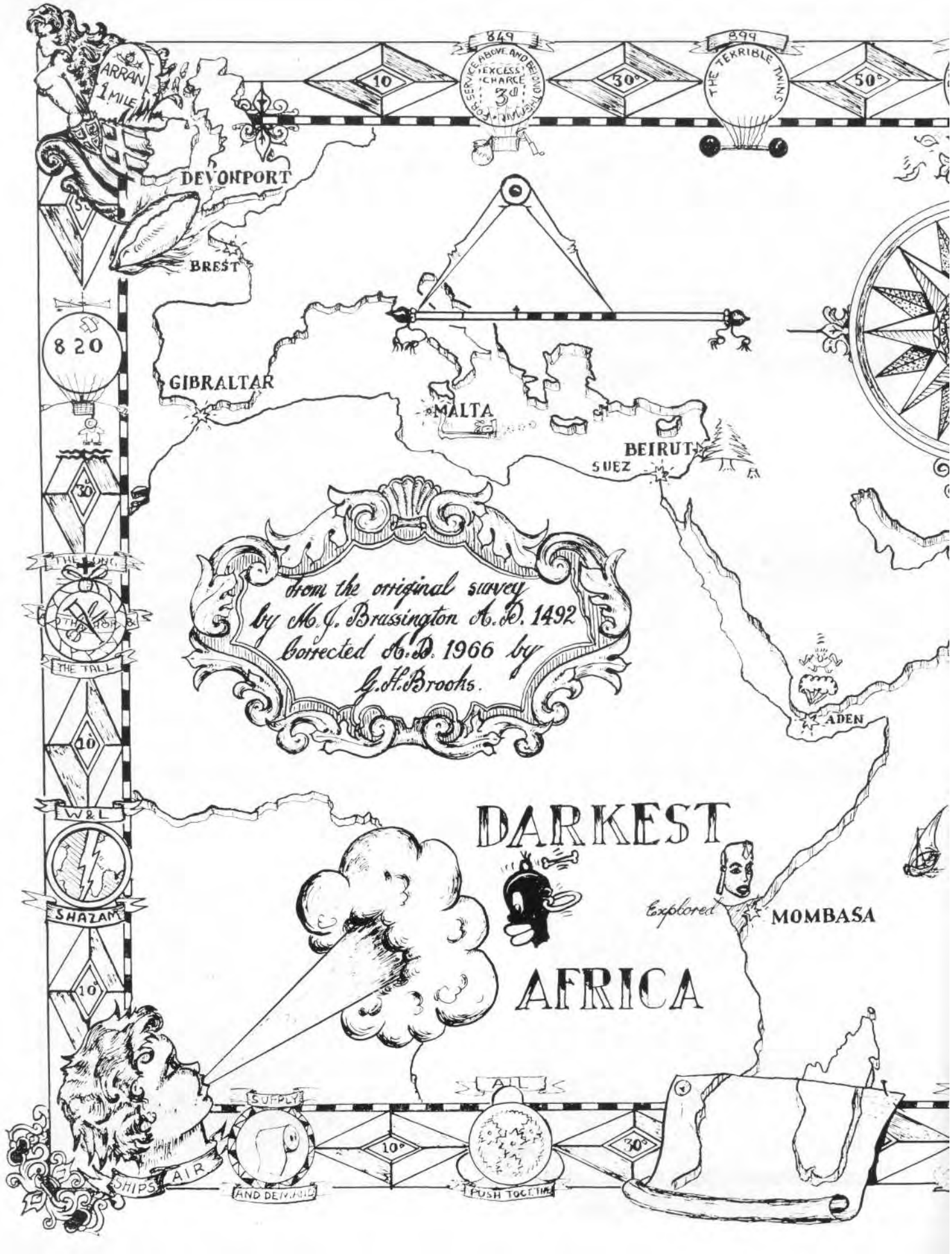
H.E. Inspects



Two Fathers

First Leg

<i>14th June 1964</i>	<i>RECOMMISSIONING</i>
<i>1st -3rd October 1964</i>	<i>BREST</i>
<i>15th- 22nd October 1964</i>	<i>GIBRALTAR</i>
<i>1st December 1964</i>	<i>SAIL FOR THE FAR EAST EMBARK SQUADRONS</i>
<i>24th December 1964-</i>	
<i>4th January 1965 -</i>	<i>MOMBASA</i>
<i>13th -27th January 1965</i>	<i>SINGAPORE</i>
<i>8th-12th February 1965</i>	<i>SUBIC</i>
<i>23rd February 1965-</i>	
<i>11th March 1965 -</i>	<i>HONG KONG</i>
<i>18th-25th March 1965</i>	<i>FOTEX 1965</i>
<i>19th March 1965 -</i>	<i>LANGKAWI</i>
<i>27th March 1965 -</i>	<i>SHOWPIECE</i>
<i>3rd April 1965 -</i>	<i>TIOMAN</i>
<i>6th - 20th April 1965</i>	<i>SINGAPORE</i>
<i>30th April 1965-</i>	
<i>2nd May 1965 -</i>	<i>ADEN</i>
<i>7th -10th May 1965</i>	<i>BEIRUT</i>
<i>15th - 19th May 1965</i>	<i>MALTA</i>
<i>24th May 1965</i>	<i>DEVONPORT</i>



ARRAN 1 MILE

10

849 SERVICE ABOVE AND BEYOND! EXCESS CHARGE 30

30

899 THE TERRIBLE TWINS

50

DEVONPORT

BREST

820

GIBRALTAR

MALTA

BEIRUT

SUEZ

ADEN

MOMBASA

DARKEST

AFRICA

Explored

From the original survey by Mr. J. Brassington A.D. 1492 Corrected A.D. 1966 by G.H. Brooks.

SHAZAM

10

SHIPS AIR

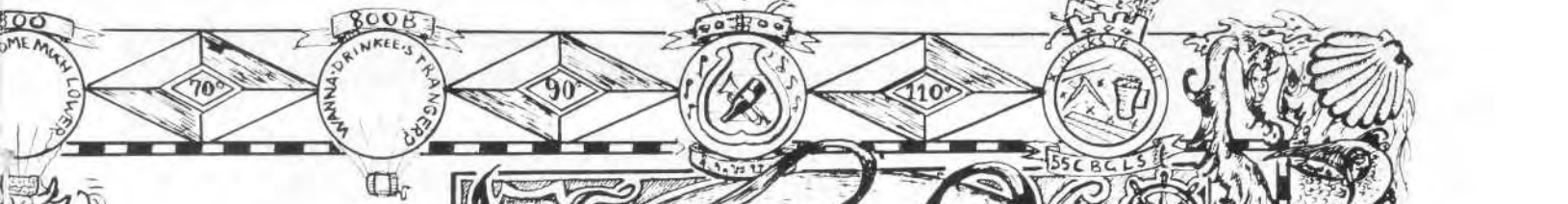
SUPPLY

AND DENY

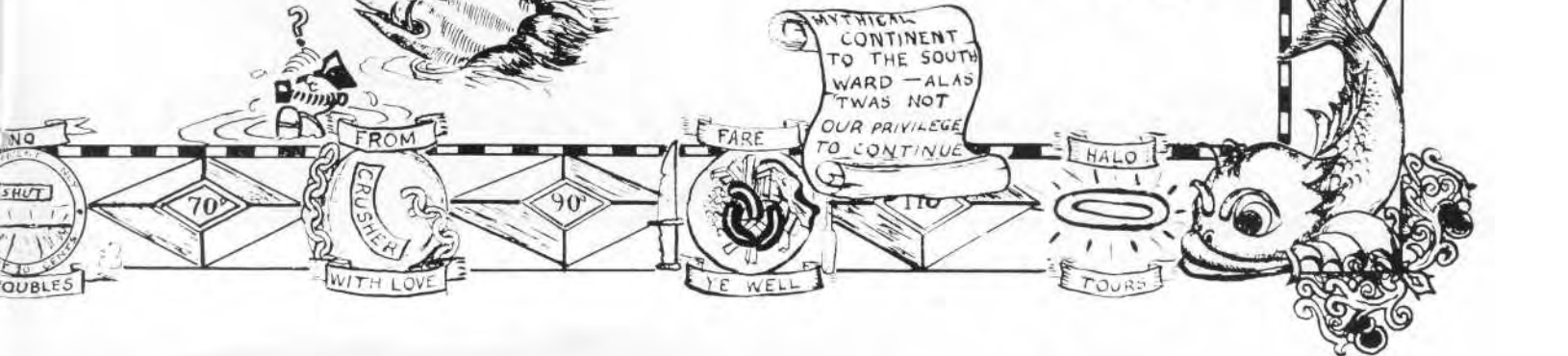
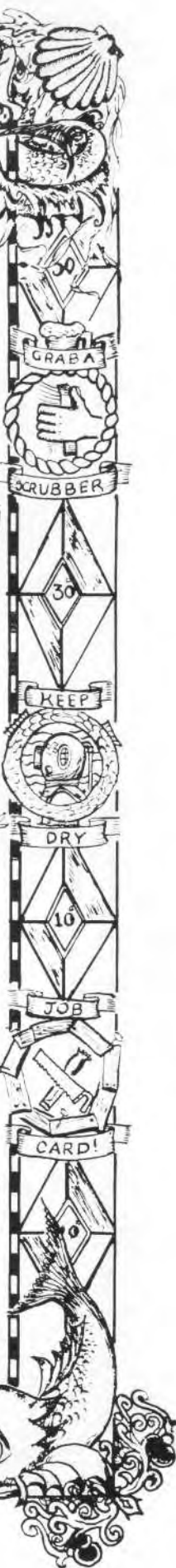
10

PUSH TOGETHER





The Voyage of Her Britannic Majesty's Ship **Eagle**



MYTHICAL
CONTINENT
TO THE SOUTH
WARD — ALAS
'T WAS NOT
OUR PRIVILEGE
TO CONTINUE

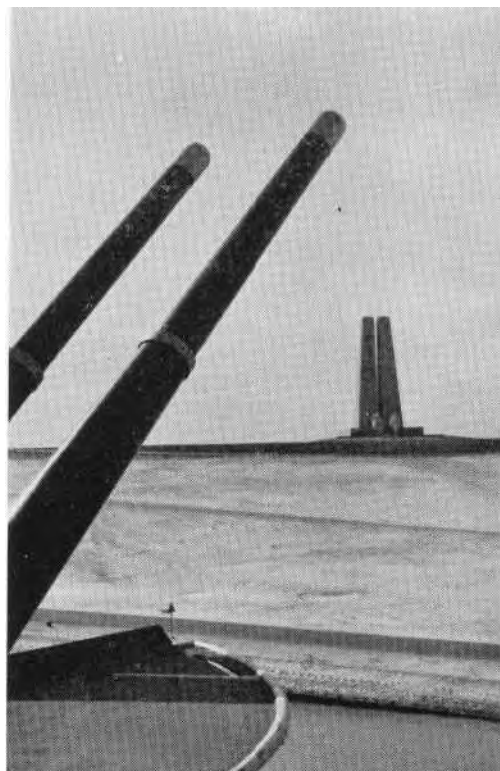
Second Leg

24th August 1965				<i>SAIL FOR THE FAR EAST EMBARK SQUADRONS</i>
13th - 23rd September 1965	-	-		<i>MALTA</i>
25th - 30th September 1965	-	-		<i>FAST PASSAGE TO ADEN</i>
13th-23rd October 1965	-	-	-	<i>MOMBASA</i>
27th October 1965--				
4th November 1965	-	-		<i>FLY EX ADEN</i>
12th - 20th November 1965	-	-		<i>SINGAPORE</i>
20th - 27th November 1965	-	-		<i>FAST PASSAGE TO X</i>
27th November 1965-				
1st December 1965	-	-	-	<i>OPERATION X</i>
7th-19th December 1965	-	-	-	<i>FLY EX ADEN</i>
23rd December 1965-				
10th January 1966	-	-	-	<i>MOMBASA</i>
16th - 22nd January 1966	-	-	-	<i>FLY EX ADEN</i>
22nd - 26th January 1966	-	-	-	<i>ADEN</i>
26th January 1966 -				
2nd February 1966	-	-	-	<i>FLY EX ADEN</i>
11th - 28th February 1966	-	-	-	<i>SINGAPORE</i>
28th February 1966-				
15th March 1966	-	-	-	<i>PASSAGE TO BEIRA</i>
15th March 1966				
31st April 1966	-	-	-	<i>BEIRA PATROL</i>
10th - 31st May 1966	-	-	-	<i>SINGAPORE</i>
4th - 11th June 1966	-	-	-	<i>HONG KONG</i>

Here and There



Slipping ashore



Is this the right way?



5,000th Land-on



What the Radar saw



Not the Tweedy mixer!



A vast there fellow!! Where are you taking your precious cargo of oil.

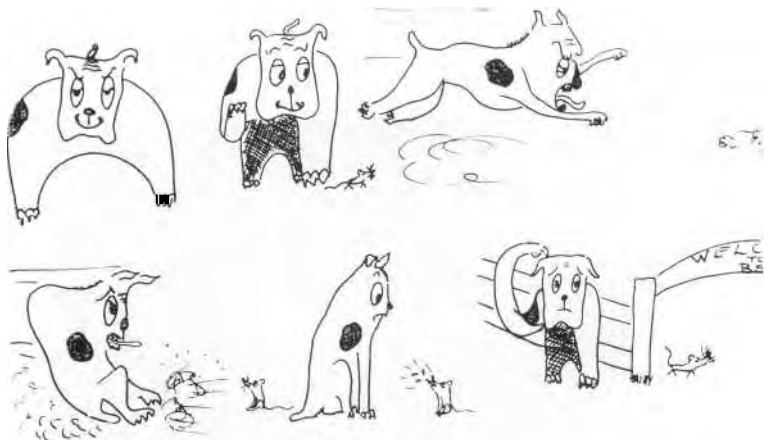
BEIRA PATROL

71 DAYS

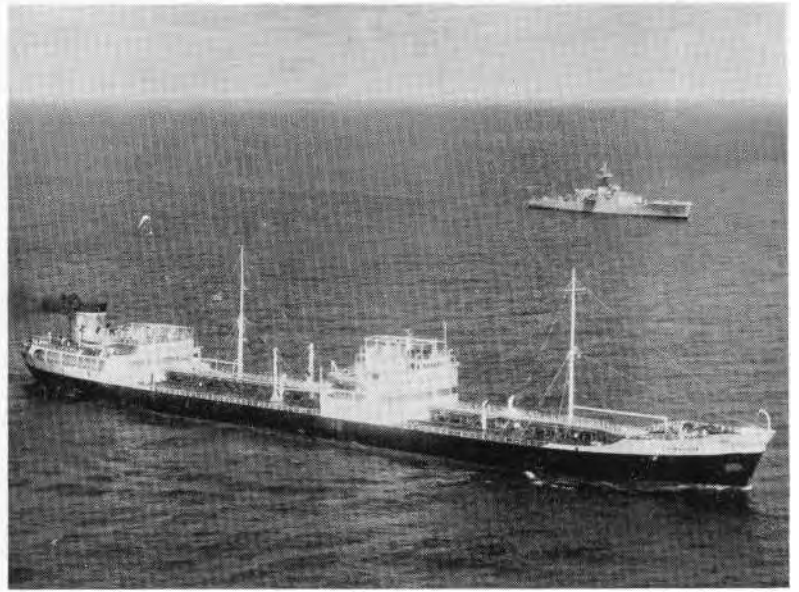
1,070	SORTIES
600,000	MILES FLOWN
200,000	SQUARE MILES SURVEYED EACH DAY
1,000	TONS OF STORES IN DRY RAS
12	TONS OF FFO IN LIQUID RAS
30,000	MILES STEAMED



Joanna V ...

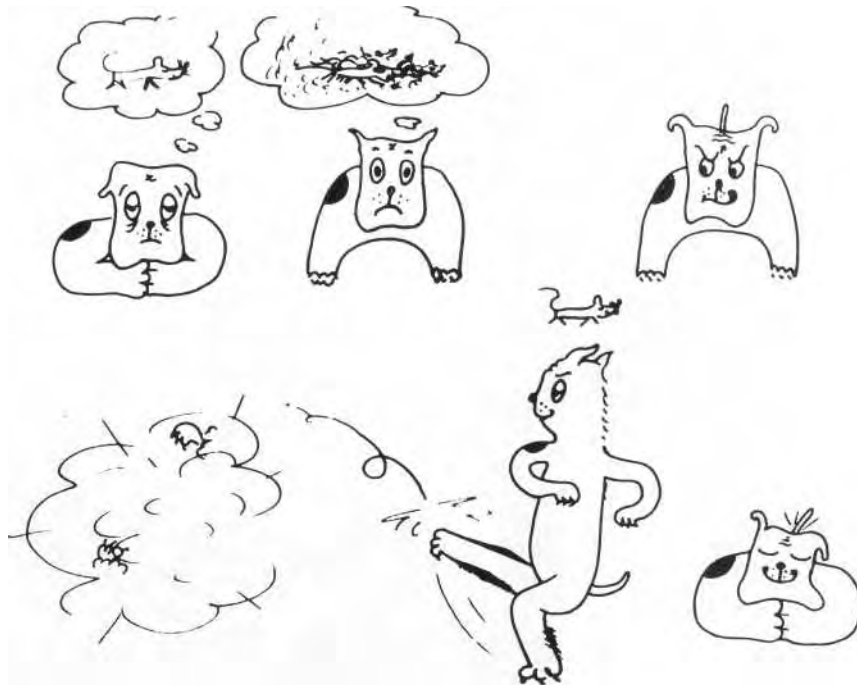


... cocked a snook



Manuella

Esso Spain - in pain



Burned her fingers



800 SQUADRON

LIKE the grey geese we flew out of our northern lair to join EAGLE at the beginning of December 1964. With hardly time to gather breath the ship shot off en-route for Aden and the first work-up, picking up one straggler at Malta on the way. During this passage every engine had to be lifted and inspected and this paved the way for many future problems.

Thirteen days after embarkation we were flying off Aden, an area we were to get to know very well. This time the flying was limited by maintenance problems but we got used to working on and off a flight deck. We also had a good look at the ground terrain so different from the lochs and mountains of Scotland.

Six days of this and the ship was off to Mombasa and the first run ashore. A very good run it proved to be and the friendly relations established were to stand the Squadron in good stead during the subsequent visits. A particularly enjoyable run was the barbecue at Whitesands.

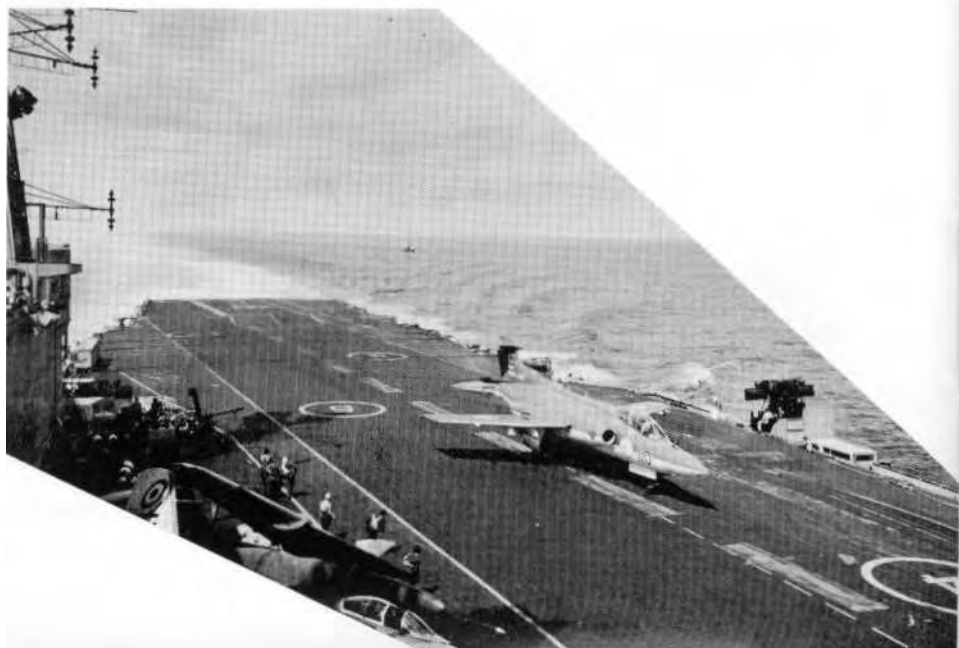
After eleven days of hard playing (instead of the threatened four) it was non-stop to Singapore. While the ship maintained itself there were two weeks at R.A.F. Changi for us with armament practices at China Rock and IFR practices with the Scimitars. One Scimitar took offence at the process and the drogue and hose detached itself from the pod and dealt the Buccaneer a vicious blow across the air brake but fortunately they made it up in good time.

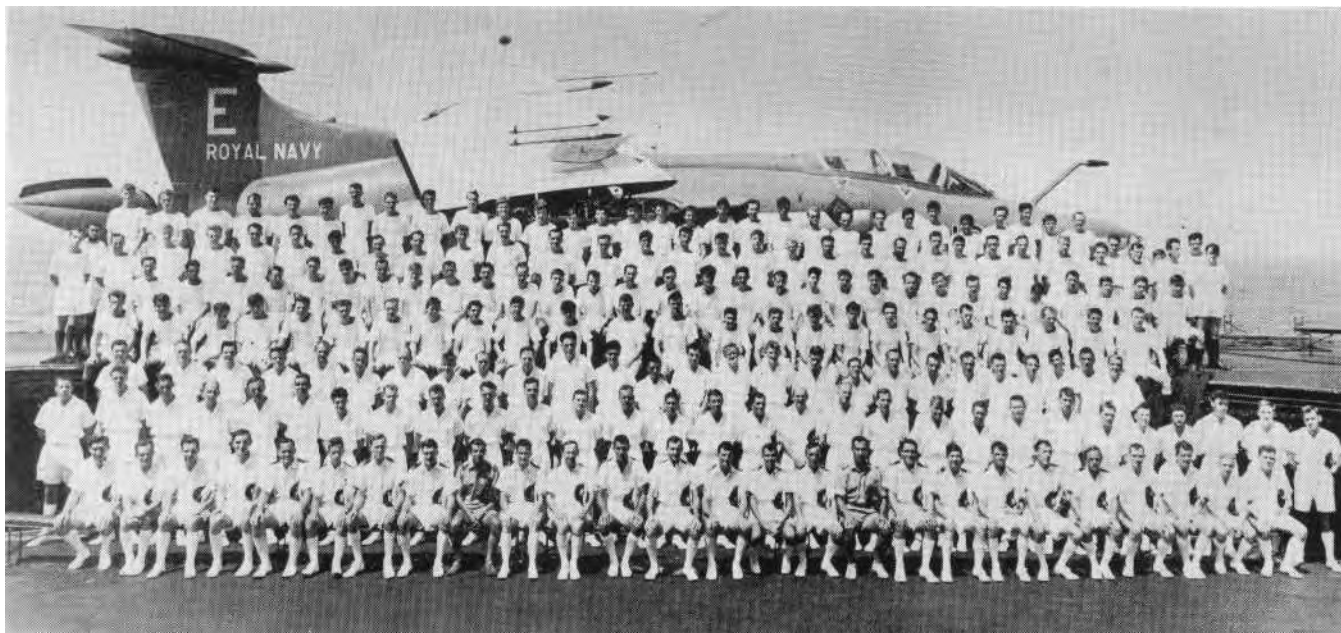
Off at the end of January for the second work up and a chance to prove a Dan Buoy is not a good radar target. However it gave the Fish-heads lots of practice in searching for and picking up small objects from the sea. By the end of this period the three new pilots were used to the deck and all were beginning to feel pretty worked up as the ship sailed for Subic Bay.

This provided an interesting and unusual four days 'rest' in this American 'home from home'. Back at sea, good use was made of the American Air to Ground range. One aircraft however showed a marked reluctance to leave the ground and it was four days before the crew could be convinced that the plane was serviceable and they just had to return on board. Also ashore acting as liaison officer was an 800 pilot who had repeatedly injured his back demonstrating a 'blow off launch' from the top diving board at Changi. After a week's flying we decided we were fully worked up and could celebrate with 18 days in Hong Kong. Celebrate we did and only a pleasantly hazy memory of Squadron parties and occasional sporting 'triumphs'

After an initial spell of private flying to get our hands in again we were ready for Fotex 65. We dropped bombs on VICTORIOUS while the Vixens Tried to stop 801's Buccaneers doing the same to EAGLE. This was great fun except that 801 cheated and flew at night. After a brief banyan at Paulau Langkawi with our oppos from the other Paulau ships, battle recommenced and we were able to show the effectiveness of our low level technique during strikes on Butterworth. To show our versatility we operated the final phase, a supported attack on Langkawi from VICTORIOUS. Before returning to Singapore there was the Showpiece exhibition to V.I.P.'s when we photographed them on top of Flyco and amused them dropping numbers of 1,000 lb bombs.

Back at Changi there was more weapon and navigation practice including low level navigation over the jungle.





Back: EM MORRISON, NAM KNOX, EM BARKER, NAM SCOVELL, NAM RUTTER, NAM SHERRIFF, NAM DAVIES, EM MITCHELL, NAM BENCE, L/STD SIMCOCK, STD MILLER, STD MULLEN, STD BUGEJA, NAM SAUNDERS, REM PAWSEY, NAM TESTER, REM SEAL, LM4 BROWNLOW, LAM BICK, LEM DAVIES, LA BUNN, NAM COVENTRY, NAM JACKSON, NAM MEDDINGS, NAM PUGH, REM BELL, NAM VANSTONE, NA STEVENS, REM HOWARD, NA ADCOCK, LEM DUNCAN, EM PROFFITT; 6th: NAM STEPHENSON, NAM BROWN, LAM GLENNON, REM AVERY, REM DAVISON, LREM GIBBS, LEM ELLISON, STD DAY, NAM REYNOLDS, NA MASON, EM COPELAND, NAM CANNON, REM CLARK, EM CRAIGON, NAM THOMPSON, NAM GOWAN, LAM FROOM, NAM NAYLOR, NAM BULLEN, LAM KANE, NA FOULGER, LAM PALMER, NAM SIDEBOTTOM, LAM PARKER, NAM HARRISON, STD WHITE, NAM WHITEBREAD, REM LA DELL, LA CHALLIS, LAM O'BRIEN, EM KEAY, NA BEARD; 5th: LSA(S) DEANS, NAM SHARPE, LAM HIRST, LAM PATRICK, EM WARDROPE, REM MITCHELL, LAM RYAN, LAM NAISMITH, LAM WADKINS, LAM FREEMAN, LAM ALDRIDGE, EM ELLIS, NAM McCLINTOCK, LAM HAYDEN, EM HAWKINS, NAM BRUCE, LEM MARSHALL, LAM McWILLIAM, NA PHILLIPS, NA ROPER, NA STONES, LA CRUMP, NAM CORNAH, NAM WILSON, NAM MILLS, LREM SHEPHERD, REM CORDERY, LAM GILLIOTT, NAM GORDON, LREM NICHOLSON; 4th: NAM EDWARDS, CK(S) LEONARD CK(S) KINLEYSIDE, CK(S) WILDER, LAM PURCELL, EM METCALFE, LAM McNEILL, NA BRACKENBURY, NAM BROWN, NAM BATE, NAM JAMES, LAM CANE, LAM McDONALD, NAM JOHNSTON, L/WTR PENNELL, STD NELSON, STD CAMPBELL, STD THOMPSON, EM THOMPSON, NAM AMSCHL, LAM JOHNSTON, LEM GREEN, LAM HOLMES, LEM COPPER; 3rd: AA1 CULLUM, CAF WRAY, RLM1 BARRATT, POEL WILLIAMS, REA1 TAYLOUR, AM2 GUNN, AM1 BRIGGS, AA1 HIGGS, AM1 CODLING, CAF JORDAN, AM2 BINGHAM, AA2 HOCKING, REA2 FRENCH, REA2 PRIVETT, REA2 LIDDLE, REA1 CURRY, POREL WOELFELL, POREL WHITING, POREL WATSON, EA2 BENNETT, EA2 BALLANTYNE, POAF ELLIOTT, EA1 DEACON, RLM2 WOOLLEY, POAF PESAGLINI, POEL FLYNN; 2nd: POREL PLUMMER, EA1 RALPH, POEL MADIGAN, AM1. CORNALL, CEL BLAKE, REA2 SARGENT, EA2 JONES, AA1 HEARL, AA1 THOMAS, CAF GRIFFITHS, CAF LAMBERT, REA2 BREESE, CREL BUTLER, POREL MEADES, REA1 PIERCE, EA1 CHADWICK, EA1 HUMPHRIES, CREL TOWLE, EA2 LASHBROOKE, POAF McALLISTER POAF SMITH, EA2 WILSON, LM1 YOUNG AA2 PETTITT, AA1 WILSON, POREL RICH, AM2 PEARSON, AND KERLEY, POAF GEE; Front: AM1 COLE, CAF WRIGHT, CREL MECH SETTERFIELD, CAM LAMBERT, S/LT RAWBONE, S/LT COX, S/LT BRITTAIN, S/LT THOMPSON, FLT/LT PITCHFORK, LT PEARCE, LT CDR WILKINSON, LT CDR HOWARD, LT CDR GILES (CO), LT CDR CUTLER, LT CDR HELLIWELL, SILT SECKER, FLT/LT SMART, LT BICKLEY, LT DALRYMPLE-SMITH, LT BROWN, S/LT MASON, S/LT MARTIN, CAA WOOD, EA1 HATCHER, CEL POWELL, AM1 GEE.

By the 21st May we were back on board for the staged return to U.K. A brief spell at Aden for more exercises and a little rabbiting and then back through the Canal. There was still time for a short lesson in the low level strike technique for the R.A.F. in Cyprus and a run ashore in Beirut; it is rumoured that the Casino there has asked M.O.D.(N) not to send Steve Park there again. After this a short stay in Malta followed by the flight back to U.N. With the aid of 800B two aircraft managed to fly direct to Lossiemouth while the remainder stopped off at Yeovilton. It only took four more days for the ground and aircrew to arrive and the first leg was over.

With the second leg in August came many new faces including ones from the U.S.N. and another from the R.A.F. Everybody quickly settled into the flying routine and were soon hard at it with an initial three days off Gibraltar followed by eleven days off Malta. This got all the old hands deck qualified and the old ones started night flying. Sicily was used for low level attack practice and this gave one crew an opportunity to divert to Sigonella. The aircrew and groundcrew were reticent about their four day stay but it appears they were well looked after by the U.S.N.

The well earned ten days in Malta included a good run to that old favourite Jimmy Dowdells. An evening particularly enjoyed by the Senior Pilot who won ten bottles of beer by removing an observer's shirt without displacing his jacket.

After Malta the first crisis of the leg had us rushed to Aden once more. Here an intensive eight days flying had the pot boiling in all our roles, including double sorties with the aid of 800B. Here too we had the misfortune to lose a Buccaneer when after a double proportioner failure, Chase and Markley, the U.S.N. crew, had to part company through the canopy. The pilotless Buccaneer then gave people on the flight deck anxious moments as it playfully did a last run over the ship before deciding to ditch.

The ten day break in Mombasa gave the Squadron time to renew old acquaintances and start new ones. In between maintenance, social visits, runs to the game park and a Squadron barbecue it was farewell to Chris Mather and hail Chuck Giles the new C.O.

Back at Aden once more and the 'spares' problem loomed large again. It didn't stop us dropping bombs and firing rockets by day and by night however nor flying the well worn low level routes. Nine days of this and the ship was off and by the 11th November we were once more back in Changi. Hardly had we time to smooth ourselves into the familiar comfy corners before being hauled back on board for a long mystery trip. Although most of the one third change of personnel had been completed some on board had an anxious time as their reliefs scurried over the Indian Ocean in breathless search.

After three weeks with no flying it was finally decided to let the R.A.F. sort out Africa while the ship returned to its old stamping ground at Aden. Here yet again conditions were ideal for getting back into flying trim; low level navigation, and night weapon practice and the usual long range strikes. Arguments are still ranging with the Vixens as to how many strikes got through and the ethics of flying 70 miles at 200 knots under an air route.

820 SQUADRON



1933 Squadron formed with Fairey III F's and Blackburn Shark Torpedo Bombers. Served mainly in H.M.S. COURAGEOUS.

1939 Hunted GRAF SPEE from ARK ROYAL. Later took part in Malta and Atlantic convoys and the sinking of the BISMARCK.

1944 Attack on TIRPITZ using Barracudas.

Subsequently the Squadron flew Avengers, Fireflies, Gannets and Whirlwind helicopters.

September 1964 Squadron commissioned with Westland Wessex HAS Mk 1 helicopters at R.N.A.S. Culdrose.



SO THE present phase began with two aircraft and no pilots though by November it had its full complement of 8 Wessex and pilots who had returned from 'loan drafts' to 814 and 815 squadrons in the Far East.

The work-up preceded at Culdrose and Portland and on the 26th October the first physical contact was made with EAGLE when six aircraft joined for a week's A/S exercises. This was a particularly fruitful period because first (squadron to) come first served; the visit was not allowed to pass unnoticed. The final phase of the work-up, the short range transport role, was now completed at Culdrose. This done, the squadron was ready to 'go' and after a week's leave if flew on board EAGLE on 1st December 1964.

The eight aircraft were disposed two in the SAR role, four in the Sonar role and two were reduced to FCR status. The fast passage to east of Suez prevented much demonstration of flying talents but other abilities were deployed. The 'A' team won the deck hockey tournament while the 'B' team reached the semi-final. At Aden the rotors could be tested in earnest and prowess was proved by transporting a 105 mm howitzer trustingly loaned by the R.A. Again at Mombasa our mettle was demonstrated by a ferrying trip to Nairobi 240 miles with a climb of 7,000 feet -- the first time by a helicopter.

The trip to Singapore provided an opportunity for the SAR aircraft to perform its first mission of mercy. A seaman with a pain in his tum was brought from the tanker 'WORLD PEGASUS' to the ship. A successful operation was subsequently performed by the ship's doctors.



I'll sign the chit

Singapore brought an active spell ashore at R.N.A.S. SEMBAWANG. Apart from maintenance for both men and machines there was a real live submarine, H.M.S. ANDREW, to give the Squadron exercise in its main role. Nearly all the aircrew were introduced to the problems of jungle survival at the R.A.F. Survival School and a party of seven officers after a short course at the Jungle Warfare School, braved the jungle for a night. Those remaining were forced to suffer the depredations of 'Fred' a small monkey. In addition to swiping food from the table he proved partial to beer and rapidly developed into an alcoholic.

Back at sea the time was spent mainly in ASW exercises. On the 1st February the SAR crew had a 'live' exercise when a man fell overboard and was duly returned safely on board. Exercises continued to Hong Kong and still the Squadron was in demand. Assistance was given to



The team spirit

shooting a sequence from a French film and a 3 ton generator was moved piecemeal from Kai Tak to White Cliffs to power a new ILS and 'homing' aid. Naturally in Hong Kong entertainment had its places with a Squadron 'run' at the China Fleet Club complete with a most amusing Chinese Cabaret. Later a Ferry-boat party complete with food, drink and music set a 'must' precedent for Hong Kong visits.

Fotex in March proved both disappointing because of the small amount of A/S practice and tragic with the loss of two crew members and two aircraft on consecutive days. As a result of this all Wessex flying was suspended until some essential modifications had been completed and the Squadron had an usual spell of shore service at SEMBAWANG. Here they proved that though bowed they were unbeaten.

Back on board for a fast passage home which just left time for some valuable A/S exercises in the Mediterranean



Is it still friendly ?

with the LEONARDO DA VINCI. On the 24th May the Squadron disembarked to CULDROSE for more training and exercising in preparation for the second leg.

On the 24th August the Squadron was back on board and heading for the Far East once again. This passage was to have included a fairly lengthy anti-submarine exercise period in the Mediterranean but trouble in Aden squeezed most of this out of the programme. It did leave time for an interesting if brief exercise with the nuclear submarine U.S.S. HADDO and her conventional partner SEA ROBIN. At Aden the Squadron was in great demand to assist with internal security measures. This mainly involved whisking troops to trouble spots in and around Aden and the aircraft became targets for occasional brickbats though no hits were registered. The SAR teams scored a notable triumph when the crew had to eject from a defective Buccaneer. Both were back on board before the plane hit the water. Another spell at Mombasa provided rest and pleasant recreation. Many of the aircrew managed to get to Nairobi and some braved the heights of Kilimanjaro. Another shot enough guinea fowl to provide the main course for a Squadron dinner. Back at Aden a more interesting taxi service was required; flying F.A.C. teams to various places in the notorious Radfan area.

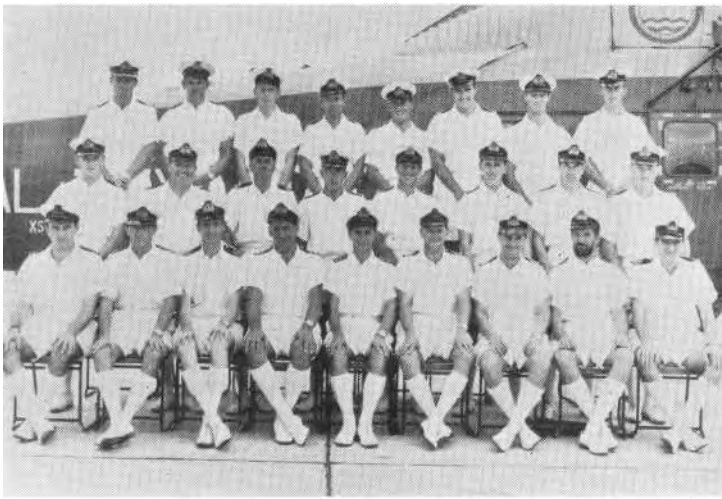


We dance too

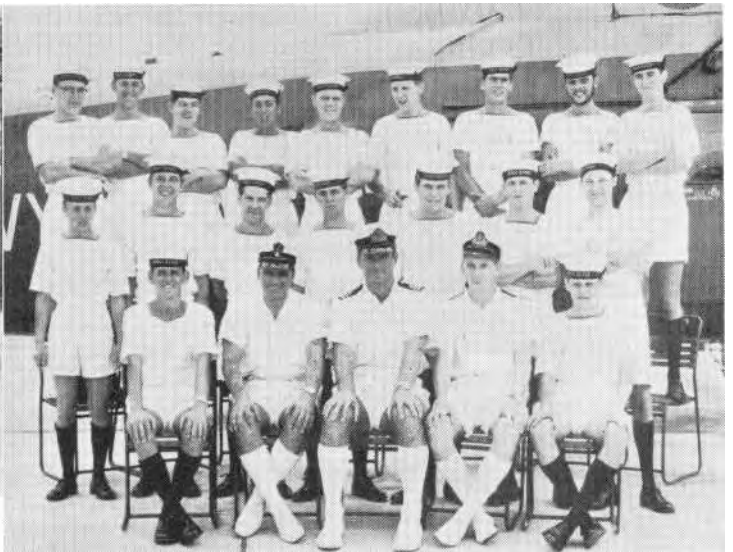


What ho ... the AEO

SQUADRON OFFICERS



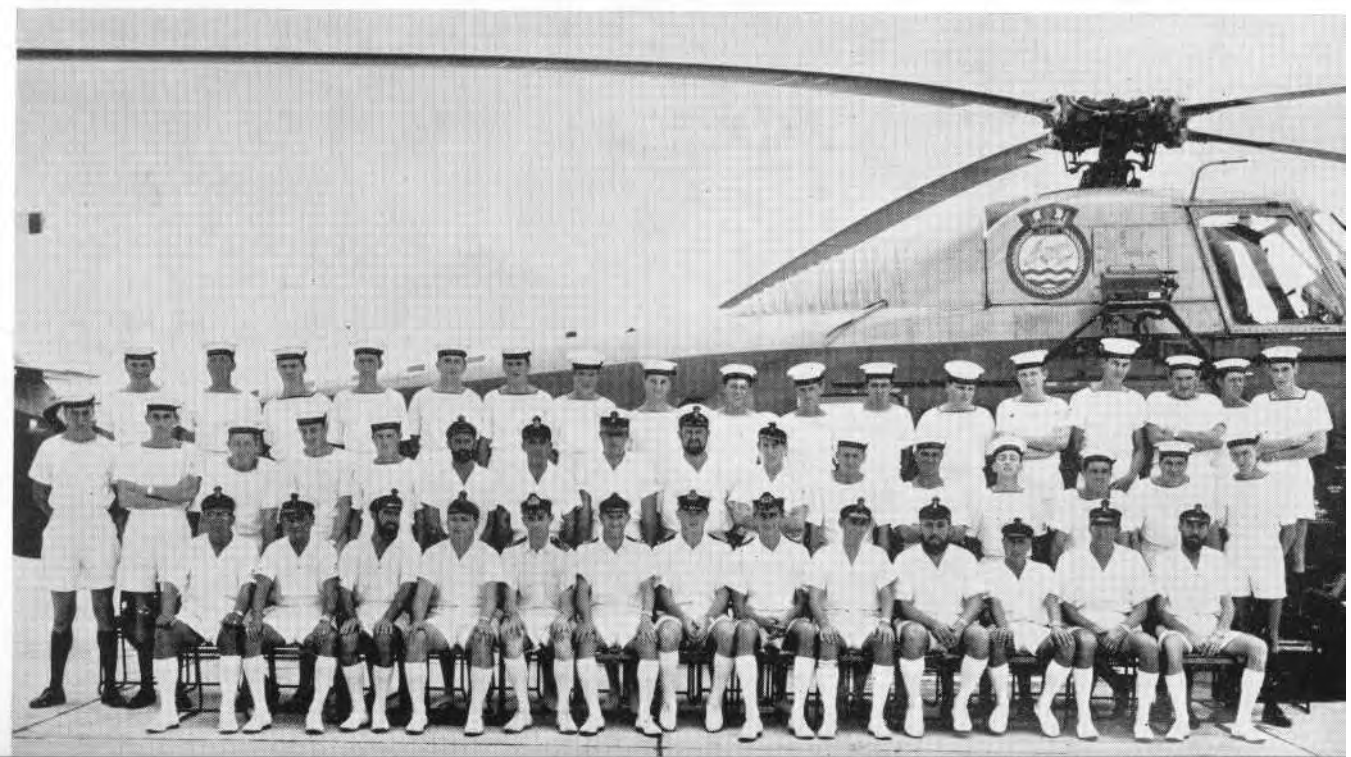
SUPPLY & SECRETARIAL,
AIRCRAFT HANDLERS DIVISION



ELECTRICAL & RADIO DIVISION



A. E. & O. DIVISION



800B FLIGHT



Back: LAM SHARP, NAM REED EMA TEASDALE, EMA BLUNN, LEM STENTIFORD, LREM WILLIAMS, REM COCHRANE, LAM ASKEW, LAM MERRY; *3rd:* LAM MARSHALL, EMA SIM, LREM BIRD, LREM TILLEY, REM PORTER, NAM WATTS, NAM CASSON, NAM LEVITT, NAM HUGHES, NAM COLLINGWOOD, NAM HALL, NAM TOWERT; *2nd:* LAM CAMP, EMA ELDRIDGE, AA2 HOLMES, EA2 O'BRIEN, POAF LAWSON, POAF LUCKETT, POAF ROBERTS, AA2 SANSOM, POAF BARRON, POAF CHAPMAN, POAF LANDER, A/POREL SAVAGE, A/POEL FRENCH; *Front:* CAF SCOTT, EA2 SIMS, ENG/SUB LT (AEO) DAYSH, LT (SP) WARING, LT CDR (CO) GRIER REES, LT McMANUS. (A/STAFF OFFICER, SHIPS STAFF), LT SD (AV) WILSON, CEA SAYERS, AM1 PHILLIPS .

A. E. & O. DIVISION

Back: LAM KNIGHT, LAM EASTON, NAM LILLEY, NAM WRAXALL, NAM MASSEY, NAM LIFE, NAM BISHOP, NAM BAIN, NAM WILLIAMS, NAM TRIPP, NAM LOVALL, NAM MORRIS, LAM MALONEY, NAM BROUGH, LAM MOORSE, NAM STANDRING, NAM WHITE; *Centre:* NAM HUTCHINGS, LAM SAUNDERS, NAM BENHAM, LAM SMART, LAM HOLLEY, CAF HAKEN, AM1 BURRETT, AA2 CAREY, POAF TICKNER, POAF CAMERON, NAM JESSETT, LAM ARUNDELL, LAM HAGGARTY, NAM O, REGAN, LAM DICKSON, NAM PRESTON; *Front:* POAF BERTRAM, AM2 DE FELICE, AA1 HORTON, LT (O) WALSH, RN LT CDR SELLEY, RN LT (P) CLARKE, S/LT (P) POLAND, CAA JONES, AM2 WALDIE, AM1 DAVEY, POAF DOCKETT, CAF HAWTHORN.

SQUADRON OFFICERS

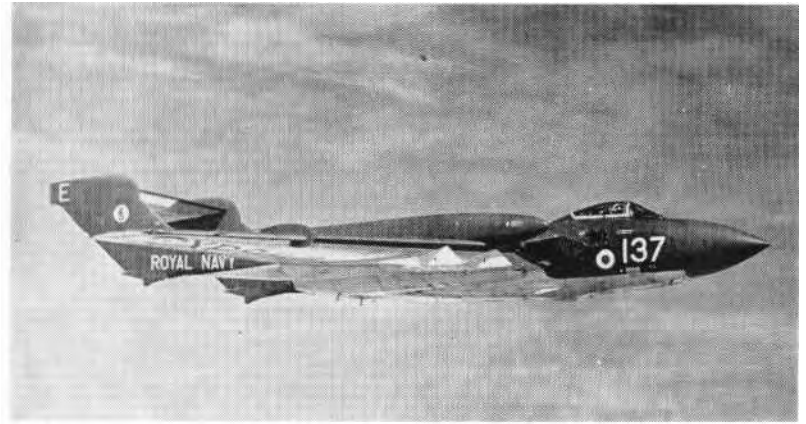
Back: LT CJ CRAIG, LT AN WIGLEY, LT R HUGHES, LT J CLEMENTS, LT RJ FISHER, LT RE WARD, SUB LT A BOWER, SUB LT J POLAND; *Centre:* SUB LT M BURNETT, SUB LT G HOLMES, SUB LT PF DUNFORD, SUB LT B PALMER, LT KH RONALDSON, SUB LTD PEARSE, LT A SUGGITT, LT BE CLARKE; *Front:* LT ME PURSE, LT CL MacGREGOR, LT A WALSH, LT CDR M HARVEY, LT CDR DC SMITH, LT CDR C. SELLEY, LT CDR G THOMAS, LT A PEEBLES, LT M PRINGLE.

SUPPLY & SECRETARIAL, AIRCRAFT HANDLERS DIVISION

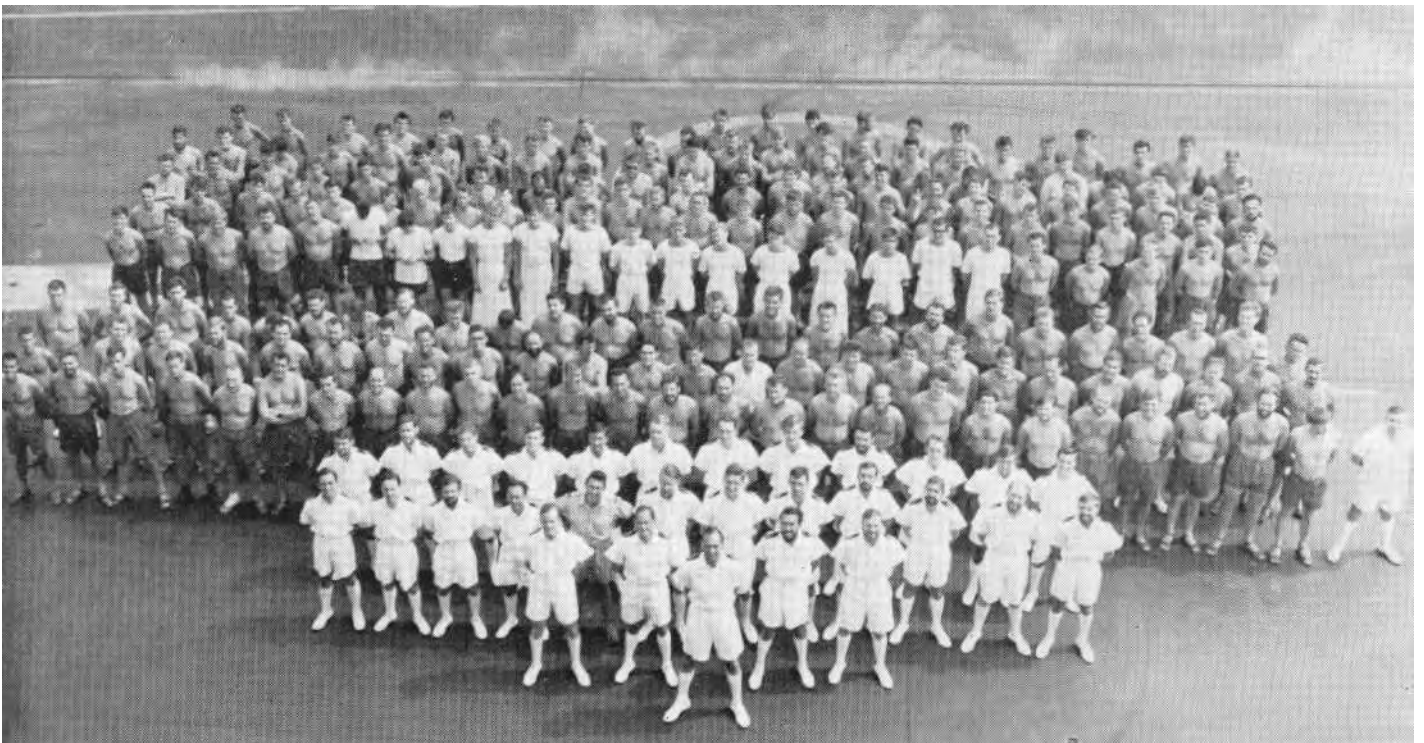
Back: L/WTR THOMAS, STWD POPHAM, STWD McGUFFIE, LAAH2 MOTH, LASE1 CURRAN, STWD CLIFFE, NAAH3 BROWN, STWD ANDERSON, NAAH3 KENNEDY; *Centre:* J/A/STWD READ, STWD HARDIMAN, STWD FRASER, NAAH3 TIMMINS, STWD HORWOOD, L/STWD RYAN LSA (S) HESLINGTON; *Front:* STWD FARRALL, PO (A) AH1 FRICKER, LT (P) CRAIG, RN LT (P) HUGHES, RN J/NAAH3 McTAGGART.

ELECTRICAL & RADIO DIVISION

Back: LREM DUCKWORTH, LREM WILDMAN, A/LEM BUTTLE LEM TUCKWELL, EM (A) ARTHURS, LEM WHITE, EM (A) EDWARDS LEM PALLANT, EM (A) WATKINS, EM (A) SULLIVAN, REM CRANE, EM (A) BELL; *Centre:* LEM ANDERSON, LREM HARPER, LREM DAVIDSON, POREL LANEY POREL HELSBY, EL MECH STEVENSON, REA2 DAY, POEL CARD, EA2 COOLEDDGE, REM HUNT, REM HOMEWOOD, REM WARREN; *Front:* C REL NORMAN, REA2 BARNETT, REM MOORE, REA1 MEADOWS, CEA WOOD, LT (P) WIGLEY, RN LT CLEMENTS, RN SILT DUNFORD RN EA1 SHARP, POEL BARR, EA1 KENDALL, EL MECH HUDSON.



899 SQUADRON



THE Navy's most up-to-date carrier has the distinction of having amongst its complement of aircraft a squadron of the Navy's most up-to-date all weather day and night fighters; 899, in fact, was the first Fleet Air Arm squadron to receive the Mk 2 Sea Vixen, with its much improved weapon system and fuel capacity.

Because we had already been in existence for a couple of years as Headquarters squadron, equipped with Vixen I's, the transition to front-line status was not marked by a formal commissioning ceremony with its attendant pomp and circumstance, instead we made do with a church service held in a hangar on a particularly foul day. Those who were there will not forget the pre-service galloping back and forth between car-park and hangar which the shortage of umbrellas caused.

The problems surrounding our elevation to the front-line peerage were eased by the fact that many of the old H.Q. personnel had volunteered to stay with the squadron in its new form. There was available, therefore, a nucleus of both flying and maintenance experience with which to get the show on the road. The previous C.O.'s, Lieutenant Commanders "Shorty" Hamilton and "Sandy" Sanderson might well be proud of the team they had bequeathed to the new boss, Commander Matthews.

Embarkation, as is traditionally the case, was organised chaos (Fleet Work Study Teams Numbers 1 -5 please note). However time was on our side as we were not called upon to do any flying until the ship reached Aden two and a half weeks later. Thereafter the first (short) leg of the commission went placidly enough: little incident, much hard work and a measure of socialising. Our tame Kiwi, Lieutenant Derral Barnes was never stuck for ideas with which to break the monotony. He masterminded almost all the banyans, brewery runs and socials which became features of our stops along the Aden, Mombasa, Singapore, Subic, Hong Kong bus route.

One piece of unrehearsed entertainment was the excellent attempt at a "Square-wheel" landing made by Lieutenant John Eagle off Subic Bay. It didn't quite come off, but he made a very pretty bolter and landed safely at NAS Cubi Point with his main wheels neatly shaved down almost to the axles. He was to be seen for some time after this groping around the ship sporting dark glasses and an air of anonymity. His observer has never been the same man since.

At Hong Kong we had a squadron party; music provided by Her Majesty's Royal Marines and a cabaret. The talent and energy displayed by some more senior members of the management after dinner provided both entertainment and a reminder of the physical standards demanded of aircrew by present day jet aircraft.

We disembarked twice during this first leg, once each to Tengah and Changi. Both times we 'sucked' into the air defence of Singapore machine, and spent long periods sitting in a series of tents waiting to be 'scrambled'. On one occasion somebody was sent howling off into the dusk, but the suspicious contact turned out to be a Malaysian Airways Herald minding its own business. Easter came and went unnoticed during the second of these spells of earnest inactivity. but disappointment at the lack of time off was partly made up for by the knowledge that we had done all that was asked of us.

The first leg seemed to pass so quickly that before we could get our ground equipment sorted out (another story) we were back at Yeovilton being asked "Weren't you supposed to be going away somewhere?" Soon incidents such as the D.A.E.O. marching briskly



The Rip



backwards into the port catwalk were mere memories, and already a third of the squadron groundcrew, as well as several aircrew founder-members, was on its way. Commander Matthews was relieved by Lieutenant Commander "Rip" Kirby (were we to lose influence?) the AEO by Griffin (from, of all places, R.A.F. Technical Training Command). It was at this time too that we welcomed a genuine Air Force infiltrator McCluney, whom we are still navalising slowly but surely. A heavy CWP programme, an increase in aircraft complement from 12 to 15, the annual circus known euphemistically as Air Day, a few days leave, and we braced ourselves for the briny once again.

The second leg bears little comparison to the leisurely jaunt which went before, "Showpiece" and the O.R.I. notwithstanding. The squadron's unofficial motto became A.B.C. (its All Been Changed). Nothing seemed destined to go according to plan: Sailing date? ABC; Athens? ABC; Naples? ABC; Canal Date? ABC; Two weeks ashore at Changi? ABC; Hong Kong for Christmas? HYL (Haven't You Learnt?). In fact ABC soon became ABCD (All Bound to be Changed Daily).

Indeed Christmas found us almost on the other side of the world from Hong Kong, in our old haunt of Mombasa. We owed this diversion to the Rhodesian crisis, which succeeded the Aden crisis as a magnet with which to draw carriers (yes there was another one) to the Arabian Sea. This Rhodesian crisis put 899 very much in the limelight onboard, if not in the popular press, where we were described as Eagle's "other aircraft." For several days we were at short notice to fly into Zambia en bloc, although at the time few people were allowed to know why twelve Vixens were ranged, fuelled, armed and loaded to bursting point with stores. Perhaps others guessed what was in the wind when they saw aircrew members packing grips and drawing jungle-greens. We were eventually stood down because 29 Squadron (Javelins) R.A.F. obtained the diplomatic clearance they needed to do the job. Before the switch the A.E.O. was seen gyrating round the ship enveloped in a mental fog.

One result of the rather abortive period was the unfortunate disruption of the second changeover schedule. Good-natured ribbing turned into genuine sympathy for the unfortunate third of the squadron groundcrew involved as farewell party succeeded farewell party, and first Butterworth, next Gan and finally Mombasa faded over the horizon. It was now that even the stock joke of the first leg, "above all keep a sense of humour", became a bit strained, especially as one was unable to keep the folks at home in the (somewhat confused) picture. The reliefs caught us up in Aden however, after an equally wild chase across the Indian Ocean, and the homeward-bounders were at last released.

One of the greatest obstacles in front-line squadron life is the problem of bridging the inevitable mental gulf that exists between aircrew and groundcrew. Perhaps it is the rigid demarcation of responsibility that makes it difficult for the two sections of the squadron community to make contact certainly the continual changing of personnel that goes on doesn't help. Whatever

That makes it `500'



the cause, the effect is to be regretted, because the lives of the aircrew depend so entirely on the standards of the groundcrew whilst the end-product of all that groundcrew sweated labour is success achieved in the air by the pilots and observers. For this reason it meant a lot to everybody when the whole squadron, from the C.O. downwards turned out to smarten up the aircraft before the ship entered Mombasa. Aircrew costume on this occasion had to be seen to be believed, and the very fact of them sweating it out and sharing a limers bucket with the serfs generated a reservoir of good humour which will take some time to dissipate. In Mombasa a joint officers/senior ratings P.U. held at the Manor Hotel was unanimously voted the best of its kind for a long time by those who could remember any details of it afterwards. It was rumoured at the time that the old man of the squadron, a certain Chief Air Fitter (of course) was the last to return on board, but be that as it may, relations between air and ground members were certainly cemented as a result of this marathon. Another affair was the carol service at Christmas time. We even had a Christmas tree to sing around, our old friend 134, suitably and tastefully decorated for the occasion.

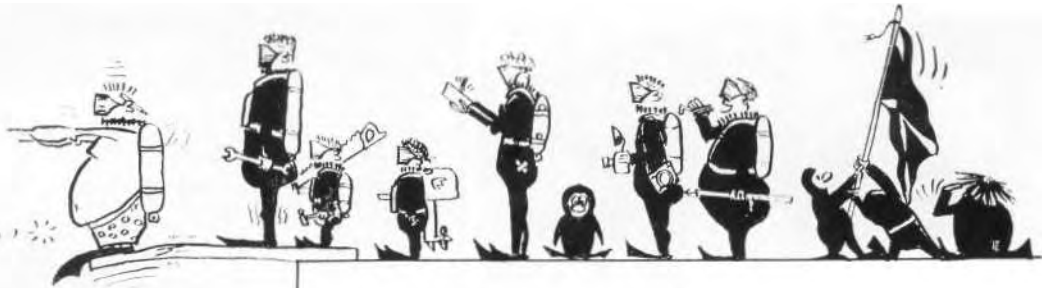
One remembers with a variety of emotions some of the more colourful characters who have served in 899 during the commission. Perhaps a cartoonist could best capture for posterity the personalities of the Chin. Dusty the Egg, Curly Platts, Pat O'Brien, John D, John Eagle. Rip Kirby, Ron Whiting, Mr. Bumble, Ginger Shaw and a host of others. It is not of course, true, despite a recurrent buzz, that there is a special wing at Netley for ex-899-ers, but we certainly have one or two takers for both Reg. Chief and Librarian there.

Perhaps one of the strongest elements in the squadron has been our first-class bunch of killicks. Their steady and sensible attitude to the job has been invaluable as an example to the many very young and inexperienced ratings whose first ship and first squadron this is. When one considers their prospects of advancement. these leading hands, most of whom could hardly be called "lads" any more, have been a tower of strength.

As we go to press the third changeover is almost upon us. Thus there will have been a complete change of personnel by the time we return to U.K. except for a few a very few, head-cases who have elected to recommission the squadron. The story is far from finished, and with the state of the world as it is today what is yet to come may well overshadow what has been. We can but hope that whatever lies ahead of us will be dealt with in the usual 899 style, with verve and elan, and the inevitable sigh of "It's all happening, me old."

1st: LT CDR KIRBY; *2nd:* LT CDR HOLLEY, LT CDR GRIFFIN, LT BAILEY, LT CDR McQUEEN; *3rd:* LT MORRIS, LT COMBER. LT ALDRED. SUB LT MUNRO, FLT LT McCLUNEY, LT WOODFORD, LT PLUMTREE, LT DUNLOP, LT CHILD, LT SHEARING, LT KINCH, SUB LT KENDALL; *4th:* SUB LT BROCK, SUB LT HARRIS, LT ARGYLE, LT HICKLING, SUB LT PARKER, LT PERRYMAN, LT SPEAR, SUB LT PARRETT, SUB LT JAGO, LT PINNEY, SUB LT BROADWATER, SUB LT FLETCHER; *5th:* POAF O'CONNOR, POAF LANHAM, POAF GOODMAN, POAF WELLINGTON, POEL CULL, CAF CLEGHORN, POAF TOVEY, AM1 FLOWERS AA1 VELLA, CAF GILLARD, CREA LLEWELLYN, AM1 DUNN, AA1 BUTLER EA1 HOVER, AA2 HARPER, POEL LOWTHER, CAM STAMFORD, CELM ROGERS, CEL LACH-SZYRMA, AM1 DAVIS, REA2 BLAND, REA2 DOMINY, AA1 CARTWRIGHT, POEL ROBB, REA2 AKAM, AA1 NEWMAN, CA PEMBERTON; *6th:* AA2 WILLIAMS, POAF MAIL, POAF BEATTY, REA2 MARKE, AA1 O'BRIEN, AM2 STANLEY, CEA WELLER. POEL DODSON EA1 NEWNHAM, REA2 SHELFER, RELM1 WATKINS, POEL.. FITCHETT, POEL O'SULLIVAN, POSTD COPELAND, EA1 WELLS, POAF RUSHWORTH, EA2 WAIN, EA1 PAYNE, RELM2 HEAD, CAA ROSE. AA2 SILVERSON, AM1 BROOKS, AA1 CHURCHILL, CAF HUGHES, AA1 JERRAM; *7th:* POAF REFFOLD, AA2 WAREHAM, POAF ROLFE, POAF BULL, EA2 ARTHUR, AA2 GUNN, CAF GEORGE, AA2 SWORD, REA2 DOWNS, AN OTHER, POREL SIMMONDS, REM2 VERHOEST, POAF THOMAS, ELM3 GERRARD, EA2 WORNELL, POREL BOYES, POREL ASHLEY, RELM3 COOMBES, REA2 JOHNSON, POAF BLAGG, ELM 3 MADDOCK, EA2 KIMBER, REA2 DUNLEAVY, EA2 BAKER, CAF COUSINS; *8th:* NAM SMEETON, LAM HARRIS, NAM SKIPPER, NAM LOWERY. LREM BURT, STD PATTERNOTTE, STD BURTON, CK SLENDER, CK COLES, CK DOYLE, STD BENVILLE, STD MacLAREN, L/STD STUART, STD TOLHURST, STD HUTTON, CK PAYNE. STD NEALE, STD WOOD, L/WTR COOMBES, LAM SMILLIE, NAM WALKER, REM KRELLE, NAM OGILVIE, NAM JACKSON; *9th:* LA DAVIES, NAM MOORE, NAM MORGAN, NAM STAVELY, NAM MILNER, NAM PRITCHARD, NAM HODGES. LAM PLATTS, NA PEARTON, NA YOUNG, NAM FERGUSON, LAM REED, LREM BURNS, LEM HOLLYWELL, NAM LONGLEY, LAM PLEAVIN. LAM WEBSTER, NAM GRANGE. EMA WYNN, NAM POYNTER, LAM MORETON, NAM WHITE, REM FINNIGAN, LAM WEBB, LAM HARVEY, LAM HATCHER; *10th:* LA GORGE, LAM TRICKER, NAM HARRISON, NAM LEARY, NAM MURTAPH, LAM BAILEY, LAM SMITH, LAM SHARPE, NAM SHAW, LAM EVANS, STD McTAGUE, LAM DEMPSTER, NAM BRISTOW, NAM BARANSKI, LEM RICE, REM MARTIN, NAM MORTON, AN OTHER, NAM PEARN, REM BIRD, NAM KINGSLEY, REM BAILEY; *11th:* NAM WILLS, REM NEWLAND, EMA CAMERON, NA SINCLAIR, NAM BARKER, LAM ROBINSON, LAM SMITHERS, NAM ROBERTS, EMA WITT, REM MOOREHEAD, LREM MacDONALD, AN OTHER, AN OTHER, LEM CADDEL, NAM BURKE, LAM HILL, LAM DOOLEY. EMA GRAY, NAM HUGHES, AN OTHER, EMA WESTRAY; *12th:* NAM ROBERTSON. NAM BROWN, LEM HIGHAM, NA VINTEN, NA HADFFILD, NAM SALT, REM HOLDEN, REM WILLS, NA BOURN, LSA BRAY, EMA WELLINGTON. EMA CALDWELL, NAM FIELD, LAM BURKE, LAM GILBERT, LAM KELLY, NAM GORE, EMA GIBSON, REM BLACKMAN, REM WILLIS, LAM FRISBY, LAM BRUTON; *13th:* NAM WILCOCK, REM HAMLIN. NAM PARSONS, LAM HOWLETT, LAM BUCKLAND. LAM WEBB.

12 DECK



AND BELOW



Diving



DONT forget the diver! If you had it might have been a very different commission.

It started quietly enough. While the ship did her timed run over the measured mile at Arran we had our own run at Brodick Bay. Amongst the trophies was a large lobster which found its way to the Captain's table and therefore gave the EDT `one blast in hand'. Before returning to the ship, Spraggy (Lieut. Cdr. Spragg to the uninitiated) accused each in turn of stealing his gym shoes -they had not been seen for 48 hours! They were found -underneath those two crabby undersuits he wore and right where some fool had left them - on his feet.

Funny noises aft disturbed the southward trip from Guzz. Inspection at Gibraltar revealed that `shook up' cone plates had come adrift and were busily cutting threads on the outer shafts. The job of removing them provided useful experience with the `Seafire'

Down



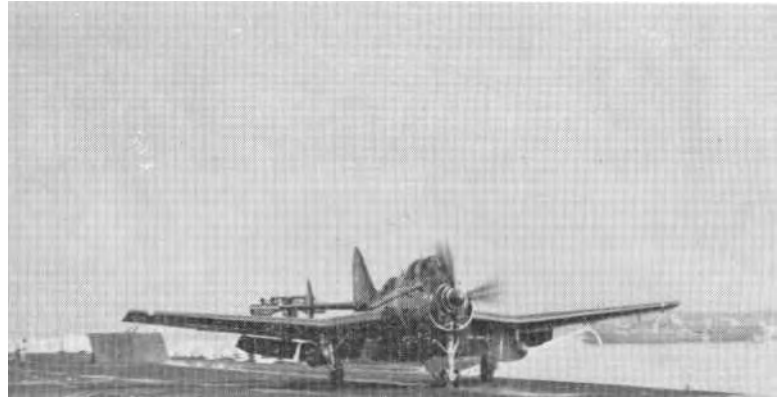
under-water cutting torch. Exciting moments were also provided refitting the waist catapult venturi nozzle. A little anxiety arose here when two divers ceased to breathe from the air panel. With the smooth well organised chaos of `splash the standby diver', Lieut. Millican entered the water with no nose clip and one fin round his left knee, to be informed by a surfacing diver that they were managing nicely on the exhaust from the pneumatic gun!!!

To the depths



With the second Leg came Lieut. Dalrymple-Smith to ramrod the outfit. Arrival at Malta brought a little welding job on the port rudder. Singapore saw the same problem repeated. This time the offending plate was removed for special treatment. Immediately of course came the M.E. crisis and we scrambled it all back in 48 hours. The job has now become practically routine.

There have been lighter moments of course such as when `Shiner' tried a running take-off from the flight deck but stalled and ended none to gracefully amongst the discharge alongside. `Ackers' surpassed this next day by using his head as a fender when bringing the launch alongside. Last but not least there has always been `operation awkward' to provide a little fun.



849D FLIGHT



I THINK we all shared a feeling of apprehension when 849 D Flight gathered in the hangar at Culdrose for the commissioning ceremony on September 3rd 1964. Although there had been a D Flight in the past, we were a brand new Flight and many of us were comparatively new to the Gannet.

But our detachment to Lossiemouth for Exercise TEAMWORK later that month soon put an end to any feelings of being new to the job. It seemed as if the aircraft resented being taken from their natural habitat of Cornwall to the windswept wastes of northern Scotland. They certainly put up a good fight. Remember Bernie Taft doing his nut every time another starter broke up, and P.O. Perks giving a performance of flame throwing during an engine run? By the time we got back to Culdrose, it seemed as if each aircraft had been taken to pieces and put together again - some of them more than once.

These early days seemed to be full of embarkations and disembarkations. We'd hardly been aboard EAGLE a month before we disembarked to Seletar for our first taste of operational work: flying patrols up and down the Malacca Straits at dead f night. To remind the RAF that



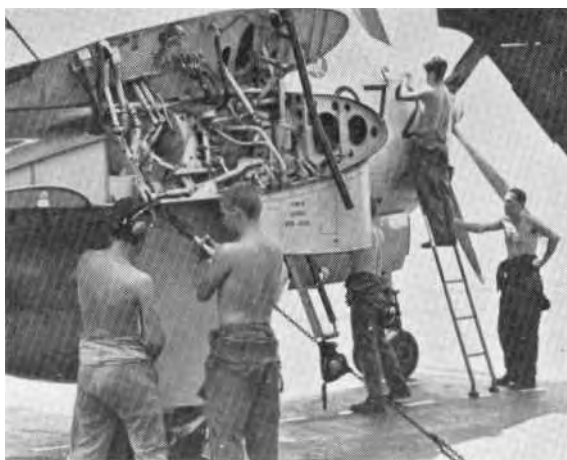
the Navy doesn't stop work just because it's four o'clock on a Sunday morning, we took to lighting up the second engine overhead the officers' mess when we returned after a patrol.

There were the lighter moments of course - like the time 'Dragon Leader' and his loyal officers were caught in the glare of the swimming pool arc lights at Seletar while having a midnight swim - negative trunks. That gave the RAF police something to think about. And the banyan at Pulau Tioman, with Sam Menne, the erstwhile COD pilot, lolling in the muddy water surrounded by his crew while Chief Hankin, medium rare, cooked the steaks for us.

Then we demonstrated that we couldn't even organise a brewery run in Hong Kong.

Mombasa has featured frequently during our time abroad. Visions of P.O. Perks (again), scantily clad at the Florida come to mind, the night the whole Flight seemed to be there. I never found out if those lights which go round and round in the steamy atmosphere of that night club were real, or just a side effect of the Tusker beer.

The eight weeks we spent disembarked at Brawdy seemed like but a moment gone, but they were marked by another trip to Lossie for Exercise TIGER CAMP, during which OZO kicked over the traces and refused until she was pointed back to base. We made a big mistake over poor OZO: we never psycho-analysed



her or attempted to understand her. No wonder the poor neurotic thing refused to give up her secret and sulked for a further week at Lossie until at last allowing herself to be flown back to Brawdy. Even then she refused to stop after landing and had to be arrested.



That wasn't the end of OZO's delinquency: she blatantly refused to go back to **EAGLE** when August 25th came round and only did so after much cajoling. After that she sat morosely in the upper hangar for over a month until we were off Aden. There, she had her swansong, skimming low over the waves, it seemed as if she were showing us all that deep down inside, she was a good girl. She didn't even bolt.

You all know the end of OZO's unhappy story. Early in the morning, on our way to Mombasa, she whispered over the bow and into the arms of the deep.

After our stay in Mombasa in October '65, the programme seemed to go to pieces rather. We did a few free take-offs on our way to Aden, and were relieved to get back to catapult launches after one aircraft went down instead of up after leaving the deck.

Then came that chaotic disembarkation to Changi followed six days later by our return aboard at short notice. You'll all remember our weeks of wandering about the Indian Ocean not knowing where we were or why we were wherever we were.

Maybe you'll forget things like the engine runs over 2T2 messdeck that kept you awake; the radar snags and engine changes that nearly drove you mad; the rush to get an aircraft serviceable for the next sortie - or a ladder for the observers to get out.

But whether you remember these things or not, perhaps you'll come across this commissioning book gathering dust in an attic one day, and be able to laugh at the things which once loomed so large in your life.



E.B.C.

THIS IS THE EAGLE BROADCASTING CORPORATION

WITH these words the E.B.C. newscaster has introduced the world news and "EAGLE Roundup" over the Main Broadcast at 7.00 o'clock every evening at sea, thus bringing to every man on board, on watch or off, the latest events in world and ship affairs.

The S.R.E. is part of the ship's huge electrical complex and into one tiny studio, not much bigger than a compartment in a railway carriage, is packed its controls, the banks of amplifiers, two tape recorders, two gramophone turntables, two radio receivers, and a library of over a thousand records and tapes, all of which serve to provide continuous entertainment to the R.N.'s largest audience afloat. All this has grown from small beginnings when the ship recommissioned after the modernisation two years ago. Lt. Cdr. Harry Lipscombe can truly claim to be the founder of the E.B.C. He started the library with only a few dozen records and had installed the Reditune machine which plays continuous music over the S.R.E. in working hours.

The present chairman is Lt. Cdr. Addis. As mate of the upper deck he is known as M.U.D. His daily hour long programme "MUD IN YOUR EAR" has opened broadcasting every evening at sea with record requests and messages from friends and relations at home. Shortly before the end of the commission he played his one thousandth request from home.

The unpaid staff of the E.B.C. are five Royal Marine Musicians. Dick Ward is the programme controller who keeps the Radio Times up to date. Pete Pullen is the expert on Pops and Sport. Mick Jones runs the classical music department; while Gerry Matley is almost permanently employed in indexing the gramophone records in the library but yet still finds time to manage the Outside Broadcast Unit. Jeff Gouk, who has recently joined the E.B.C., is fast becoming an accomplished disc jockey. Bob Bottomley and Dave Jones should be remembered for many long hours of work in the E.B.C. in the early part of the commission.

Behind the scenes must not be forgotten the continual maintenance of the ageing equipment most efficiently done by Chief Electrician Bushell and his staff and the many improvements in the studio, such as a new library cupboard, filing cabinet, notice board, desks, shelves and lockers, for which the Shipwrights have been responsible, in particular Shipwright Case.

A popular voice on the S.R.E. has been that of Lt. Cdr. Tony Revell, known as MO with his "MO SHOW" and "TWENTY QUESTIONS." The emphasis on the broadcasting has certainly been on the pops but for those who prefer classical music there has been a "CONCERT CHOICE" programme and talks on serious music by Bandmaster David Elliott. Amateur broadcasters have exercised their talent in the weekly "CHOICE OPERATOR" programme.

Some have run regular programmes like Lt. Comber's "MICK TAKES THE MIKE", L. A. M. Maloney's "COUNTRY AND WESTERN" and N. A. M. Lewis's "ROOF RATS ROUND-UP". The outside broadcast unit has kept busy with "DOWN YOUR HATCH" and topical interviews, and the day's broadcasting has always closed with the Padre's five minute "EPILOGUE".

In Malta, Aden and Singapore the E.B.C. has conducted two way request programmes with the local British Forces Broadcasting Services, and the staff of the E.B.C. have been ashore to tape up hours of their music among the records that are not held in the library on board.

The E.B.C. record library is continuously expanding with supplies of demonstration discs sent free by the Decca and CBS record companies, a standing order with a firm in Northampton to send weekly the additions to the Top Twenty Pops, and periodical large orders of 12" L.P.'s at discount prices through the R.N. and R.M. Sports control Board. There are 30 Reditune cassettes which play continuous taped music. Most of the parcels of records and tapes have been flown out to Singapore from the United Kingdom free of charge by British Eagle International Airlines with whom H.M.S. EAGLE has a friendly liaison.

Sadly, the days of the aircraft carrier are numbered, but the E.B.C. has gained such a reputation that the Ministry of Defence is considering a proposition to convert H.M.S. EAGLE on paying off into a pirate radio station to be anchored in waters which have become almost her second home, off Beira in Portuguese Mozambique.



THE EAGLE BROADCASTING CORPORATION

The Royal Navy's largest broadcasting service afloat

SPORTS SECTION



CPO BALDWIN, S/Lt. BICKFORD, L/S ROSEWELL, PO GLOVER

LED BY



THE SPRINGERS



IT WAS not until Christmas 1964 that EAGLE was able to get together as a team for the first time. This was at Mombasa when the Coast Stragglers C.C. kindly entertained us, although the game was strictly out of season at that time of year. We were defeated, but only after a sporting declaration on our part. A return match was unfortunately ruined by rain and the same story could be told about all the fixtures arranged later in Singapore. Manchester has nothing on the Tropics!

Two further defeats, though not bad ones, were suffered in Hong Kong, one by H.M.A.S. DERWENT and the other by the Army. However, a useful side was beginning to emerge. Lieutenant Clive Smith and O.A. McSherry, the former a full Navy `cap', were a very handy pair of opening bowlers, CREL Calver provided some canny and well directed off-spin, while Lieutenant Commander Richardson and ME Woodward were available as support. The batting order often proved an embarrassment to make out and we had no `born number 11's'. The surprise was that we hadn't so far registered a victory.

Apart from a social game against the British Consulate in Beirut, we had no further cricket in the first leg until reaching Malta. Here the outlook brightened and we were more than pleased when we gave HMS CENTAUR a good hiding on the Marsa ground. After this a combined carriers team was selected to play U.S.C.C. (Marsa). Consisting largely of Eagle players, a splendidly contested match was just lost on the stroke of time.

When the second leg began Malta was our first port of call and we began excitingly by beating a Navy XI by 3 runs in the last over. The departure of Clive Smith and Don Richardson was compensated for by the arrival of Midshipman Bendall and the Air Command Player, Lieutenant Rawbone, whose batting and leg-breaks were to prove of great value. Though we failed to win any of the subsequent matches in Malta (against Combined Civilians, RAF and Army), all the games were well fought and it was most enjoyable to play under the hot sun after the interminable dampness of the 1965 British Summer. Other players to make their mark in Malta were CHEL Blake, Lieutenant Pearce, ME Woodward, Leading Writer Jardine, REA Rowe, REA Ford and EM Liddell.

Returning to Mombasa in October, we again failed to do ourselves justice. Poor fielding, on an admittedly atrocious outfield, lost us the game against the Mombasa Institute, but a great all round improvement resulted in only a narrow defeat by a strong Mombasa Sports Club side. In this match, which was only decided in the last over, we notched our highest score so far, 203, of which the 70 scored by ME Woodward was a particularly good effort.

Due to the dispersal `up country' of the Mombasa locals at Christmas, we were not able to arrange any fixtures at that time. However the Coast Stragglers kindly put their ground at our disposal and on it the Ship's Company joyfully and summarily overwhelmed a Wardroom side on Boxing Day. Later the Wardroom, on recovering their poise and sobriety, had their revenge at the expense of the Chiefs and P.O.'s.

LME Pestor-Young has enthusiastically looked after the 2nd XI, whose fixtures so far have been very limited. However, it is hoped that between March and August 1966 there will be more opportunities for both the teams to prove their worth. Given more regular fixtures we have the talent to build up quite a formidable side.



THE biggest problem throughout a commission of mixed fortunes has been keeping the same team together from one game to the next.

During the first leg the team was run by Instructor Lieutenant Commander A.C. Chadwick, who was ably supported by Commander J.F. Eberle, Lieutenant Commander R.C. Dimmock, Sub Lieutenant J. Kendall, CA Fallows, REA Harvey, C. EL. Gregory, ERA Brimell, EA Pilcher, CPOSA Tuohy, LREM Harnett and EA Hystead. Before leaving UK we managed to relieve ARK ROYAL of the Carrier Squadron Trophy by beating them 5-0. Later in the commission they challenged us for it when the two ships met at Singapore, but unfortunately this game was rained off.

By the time EAGLE reached Mombasa for Christmas 1964 the team had shaken itself down and there started a keen but good natured rivalry with the Mombasa Sports Clubs. The sports teams were made especially welcome.

Our arrival in Singapore was marked by a sharp battle against the Navy team, as a warm-up for their Interservice matches, and Lieutenant Commander Dimmock and REA Harvey impressed the selectors sufficiently to earn a place in the RN team.

Several games were played whilst EAGLE was in Hong Kong. the most notable being an internal battle between the ship and the Combined Squadrons, which the ship's team duly won.

On our return to UK in May 1965 Sub Lieutenant LP. Somervaille took over the running of the team. At the same time we were joined by Sub Lieutenant T.M. Bower. Sub Lieutenant W.G.E. Daysh and AA Wilson who helped to provide the nucleus of a potentially very good team.

The second leg started with a rush at Malta with games against the RN (which we won) and the Army (which we lost). At Mombasa, we temporarily neglected the Sports Club to take a long weekend in Nairobi as guests of the RAF. We had two excellent games and a very good holiday to boot, and returned to Mombasa so full of confidence that we thrashed the Sports Club into the bargain. After this visit Lieutenant Commander Dimmock left the ship, but his position at centre half was ably filled by EA Pilcher until he himself left the ship just before Christmas 1965. The next visit to Singapore was full of possibilities, with EAGLE and ARK both in harbour, but ARK'S designs on the Carrier Cup were foiled by bad weather and by Rhodesia's UDI, which caused EAGLE's precipitate departure after only half her SMP.

So it was that we returned to Mombasa without having played any hockey for 10 weeks. Here Lieutenant P.M. Randall joined from Brawdy and REA Marke from Yeovilton, both reinforcing the forwards considerably. The feud with the Sports Club was renewed, and honours were even. We also played the Goan Institute, a team of young students with an atrocious pitch, and then joined forces with the Sports Club to produce a team which drew with the local Sikh team.

In January 1966 we managed to get time off from exercising to play in the local RN trials, and as a result of these Lieutenant Randall, Sub Lieutenants Somervaille and Bower, REA Harvey, ERA Brimmell, AA Wilson, REA Marke and L/Wtr Darby were selected to represent the RN. Sub Lieutenant Somervaille was elected Captain of the Navy Team which drew both games, 1 - 1 with the RAF at Khor-maksar and 2-2 with the Army at Steamer Point.

On our return to Singapore we achieved some measure of glory by winning the Fraser Neave Bowl for the Far East Fleet 7-a-side tournament. The 'A' team, with ERA Brimmell playing an outstanding game as kicking back, met seven other ship's teams, including ALBION's 'A' team, on its way to a final victory over MULL of KINTYRE. The trophy was presented by Rear Admiral D. H. Mason, Chief of Staff of COMFEF.

A well earned word of praise goes to CA Fallows, who has worked unceasingly at the backstage organisation of the teams, and has played in almost every match himself. Mention also CAF Macfarlane and CH.EL. Gregory who have carried the weight of the umpiring excellently and un-faillingly. From EAGLE firmly embedded in the midst of the Mozambique Channel, as 72 non hockey days at sea tick slowly away we can see that in the commission as a whole results have been generally very good, and we have thoroughly enjoyed ourselves. What more could one ask?



Back: S/LT. DAYSH, ERA. BRIMELL, EA. HYSTEAD, PO. MARKE, LT. PRINGLE, S/LT. BOWER, AA1. WILSON;
Front: CAF. MACFARLAND, CA. FALLOWS, S/LT. SOMERVILLE, LT. RANDALL., L/WTR. DARBY, C.EL. GREGORY.



Back: ERA HOBSON, MID. SHPT. WOODCOCK, LT. CLARKE, RS COLLINSON, LT. CDR. HUNT, AB FERRES-GUY; *Centre:* NA SKIPPER, MID. GILBERT, S/LT. SMITH, LT. CDR. THOMAS, LT. RAWBONE, AB CANNING; *Front:* L/WTR JARDINE, PO GLOVER, S/LT. BICKFORD, ERA BUTTERWORTH CH PHOT EYRES.

RUGBY in the commission after modernisation has not been quite as successful as the club would have wished. This has not, in any way, been due to the lack of enthusiasm but to the ship's movements which have almost invariably taken us to parts where rugby has been out of season. This has happened on all of our three visits to Kenya and with a tour to Nairobi all arranged on the fourth visit, we finished up on the Beira patrol instead. Another major disappointment was the cancellation of eleven matches in Singapore and Hong Kong because of the Rhodesian crisis.

Nevertheless, under the leadership of Lieutenant Commander Glyn Thomas, fitness and keenness have been of a high standard and good results have been obtained. In addition, a very successful dinner was held in Hong Kong in February 1965 which showed, that, although few matches had been played, the team's singing qualities had not been affected.

An unexpected four days in Aden at the beginning of 1966 gave an indication that perhaps there would be an opportunity for more games of rugger. Here the 1st XV beat RAF Khormaksar 5-3 and lost to RAF Steamer Point 17-6; playing in three inches of sand was different to say the least. The 1st XV also beat 45 Commando in a Royal Navy (Middle East) trial and the following players were selected to represent the Navy versus the Army, Lt. Cdr. Thomas (Captain), Lt. Craig, Lt. Price, S/Lt. Smith, ERA Butterworth, ERA Hobson, Supt. Woodcock, AB Canning. The inter-service game was closely contested but three breakaway tries, all converted, made no doubt of victory for the Army 18-6.

Although February was close to the end of the season in Singapore every effort was made to obtain the maximum number of games. The enthusiasm was tremendous and for the first time in the commission a 3rd XV took the field.

In addition to the seven team games, Lt. Cdr. Thomas, Lt. Craig, S/Lt. Bickford, Midshipman Hart and REA Curry were selected to play for the Navy versus a combined New Zealand and Australian Navy Team. This was a hard fought, fast, floodlit match the Navy going down 11-0.

In Millsport 1966 our two 7-a-side teams did very well; RS Collinson leading the second 7 lost to HMNZS TARANAKI in the quarter-finals after two good wins. The first 7, captained by Lt. Price lost to 40 Commando in the final 11 points to 10, in a floodlit game that held everyone's interest from start to finish.

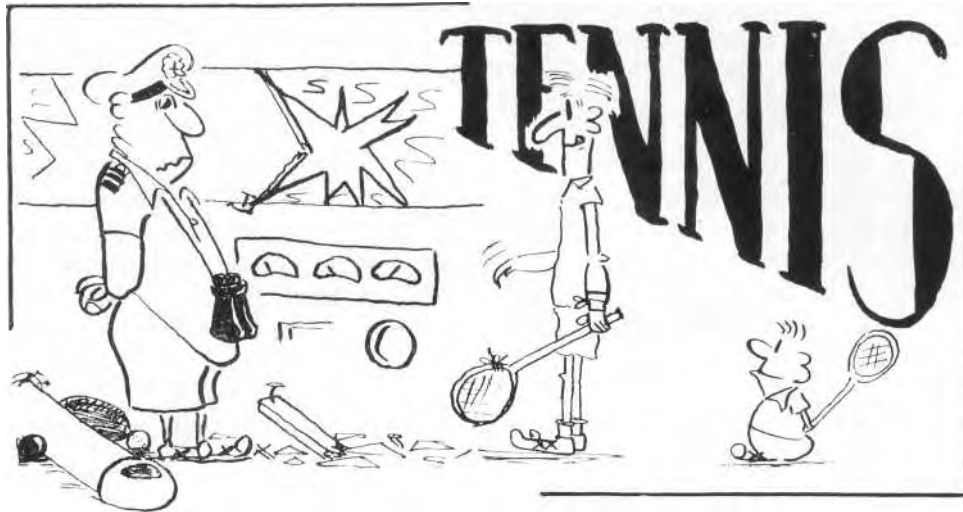
This made a splendid finale for Sub. Lt. Jim Smith, a most industrious Secretary. The players thanks go to him, to the keen manager, POAF O'Connor, the ship's referee CERA Brewer, and last but not least to our most stalwart supporter - on and off the field - RS Wally Waldron.

RESULTS

Sep. 1964	Brest	v French Navy XV	won 17 - 0
		v Ark Royal	draw 6 - 6
Dec. 1964	Mombasa	v Squadron	won 8 - 6
		v Whitby	won 33 - 3
Jan. 1965	Singapore	v Derwent/Vampire	won 36 - 3
		v RAF Tengah	won 8 - 6
		v RAF Changi	lost 0 - 33
Feb. 1965	Hong Kong	v HK Police	won 13 - 8
		v HK Club	lost 6 - 8
		v South Wales Borderers	lost 6 - 23
		v Army	won 17 - 15
Nov. 1965	Singapore	v RAF Changi	lost 0 - 6
Feb. 1966	Singapore	1st XV	
		v RAF Tengah	won 23 - 8
		v 14 Sqd. RNZAF	lost 0 - 14
		v SCC	lost 3 - 14
		v RN Base	won 8 - 0
		2nd XV	
		v RAF Seletar	won 26 - 0
		v 433 BAD	won 6 - 3
		3rd XV	
		v 221 BVD Johore	won 12 - 0



Back: L/S BENN, EM(A) MORGAN, S/LT. HUDSON, S/LT. PRIEST, MECH. BROWN, LT. SUGGITT, S/LT. KENDELL; *Centre:* EM(A) SMITH, NA BRAIN, EM(A) GORMAN, LT. CDR. HARVEY (CAPT.) RO CHILD, NA WHITWORTH; *Front:* EM(A) MORGAN, CAPT. MC-MILLAN (ARMY), LAM BODYCOTE.



MILLSPORT TEAM

LT. DUNLOP, S/LT. CANTER, P.O. PURDY.

THE record against the few tennis clubs we have played is as follows:

Marsa Sports Club Malta	Rained off
Sports Club, Mombasa	Lost
Sports Club Mombasa	Won
Mvita Club	Lost
Combined Services HQ Aden	Unfinished

This rather dismal record we unhesitatingly blame on our racquets or our lack of practice or just gremlins. Nevertheless despite the results the games proved most enjoyable and provided the team with much needed exercise and need it be said, an unquenchable thirst.

During the second visit to Singapore in February 1966 the team entered the Far East Fleet 'Mill sport' Tennis Championship. This proved to be hot and wearing two day, knock out competition, which the team won convincingly. A pity ARK ROYAL wasn't there to enable a final settlement to be made.

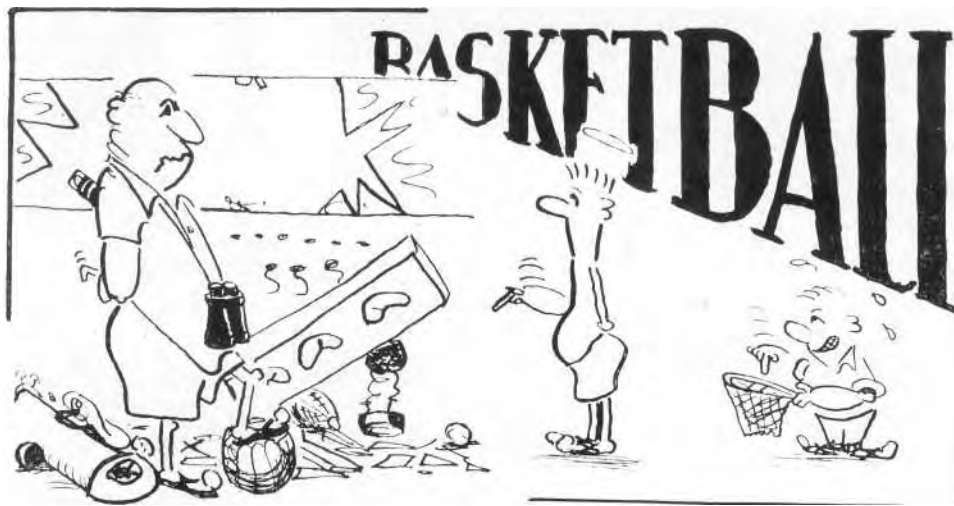
SQUASH

DURING the first leg of the commission there was considerable interest in the game, but no matches were played. On the second leg squash has flourished. The advent of a squash playing Captain and several others who could wield raquets enabled us to have matches in all our ports of call - Malta, Aden, Mombasa and Singapore. Captain Roxburgh has taken a very active part, despite his many commitments, on several occasions playing for the team between important meetings and engagements.

In Malta we were heavily beaten but the strong local side included two Navy players and a Welsh international. The opposition in Mombasa was less overwhelming, and the matches with the Sports Club Team were very close. Our most exciting match was played in Aden against a combined Army and R.A.F. side. There were never more than a few points in it either way; EAGLE won 3-2, all matches having gone to five games.

In Singapore the two excellent courts at TERROR were venues for a match against ARK ROYAL, which we lost 2-3. During the visit in February, two players reached the semi-finals of the Millsport Individual Championships, and Sub Lieutenants Argyle and McClure represented the Navy in the Singapore Inter-service matches. The highlight of this visit was the trip to Kuala Lumpur, where the team played two energetic if unsuccessful matches and were royally entertained by the Lake Club.

More squash is being planned for our next visit to Singapore. As well as matches against other ships and local sides, it is hoped that we will be able to take over the TERROR courts for an afternoon to have a Ship's Company Tournament.



KNOWING that the first leg of the commission was to be rather short and sweet we decided the accent should be on team building and coaching in preparation for the full programme of the second leg. Our opponents were carefully selected and where possible we played the best teams available. The experience gained playing teams of national standard at Brest. and the US 7th Fleet Champions USS MOUNT MACKINLEY at Subic Bay was invaluable and was in no small way responsible for our victories over the Mombasa Sports Club, HMAS DERWENT, HMS TERROR, WHITBY, LONDON and BULWARK.

From the start of the second leg the team's main objective was the RN (Singapore) Championship which was held at HMS TERROR during February 1966. Working up for this we played the RAF Malta, narrowly losing by 27 points to 24, a Combined HMS BERWICK and DIDO team, winning 18-8, and losing, after good, clean, hard fought games to both the RAF (Aden) and the USS WILLIAM J. LAWE in Mombasa. This does not look like a very impressive record to go on to the Singapore Championships with, but when one considers the very high standard of opposition chosen they were indeed commendable performances and an ideal programme of training for the Championships.

Despite doubts as to whether we would in fact be at Singapore for the Championships the ship did arrive and the team was raring to go. En-route to the final we beat, HMS ICKFORD, LINCOLN and the favourites 40 Commando. The final against 3rd HQ RM Commando Brigade was a thriller, and although finally winning 24 points to 14 the result was in doubt until the last five minutes of play.

The Championship Shield in HMS TERROR now displays EAGLE's name and the team and their coach L/S Rosewell, PTI. can be justly proud of their achievements.



Back: REM AVERY, LM(E) ILIFF, EM(A) EDWARDS, L/S ROSEWELL PTI (COACH) EM(A) GRAY, AB BUTLER, REL WILLIAMSON; *Front:* LRO COSKER, AA2 ELLIOTT, AB WOOLLAMS, REA RALPH (CAPTAIN) MUSN KELLETT, ERA KENNINGALE.



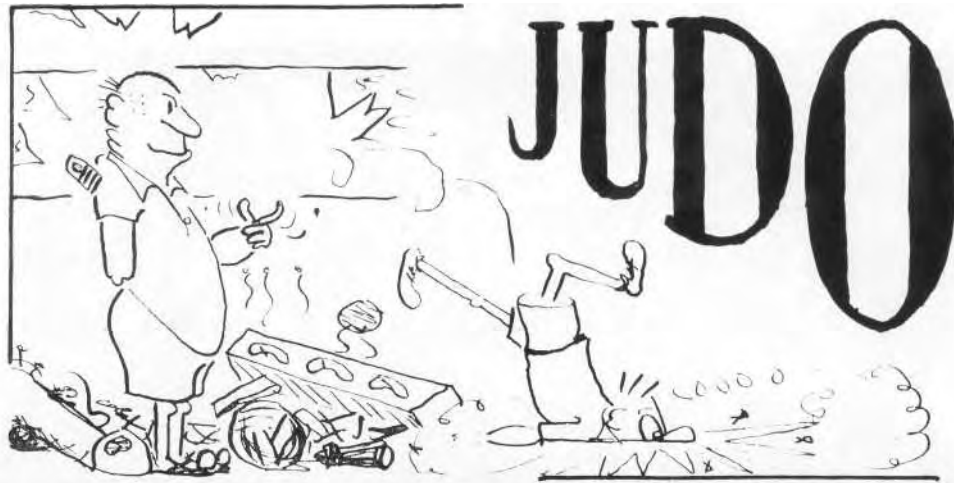
SOCCKER 1ST XI

Standing: AB. BLAKE, PO.EL. MARSHALL, OS. KENNY, AB. MANNING, CPTI BALDWIN, LREM. SWENDELL, L/S BRAY; *Sitting:* PO. REL. BOYES, PO. REL. ASHLEY, OA. DOWSETT, LME. BURNSIDE, REM. GILCHRIST, AB. MACCORMACK.



SOCCKER 2ND XI

Standing: LS. PARKER, PO. PURDY, PO. KIMBER, LS. HAYES, LS. GRAY, NAM. MCDERMOTT, ME. GIBSON; *Sitting:* LEM. HURLEY, AB. PETRIE, PO. HEAD, LREM. HOPWOOD, REL. Moss, ME. BROWN.



Back:: LT. CDR. JACKSON, PO. EDWARDS, MUSN SINGLETON, CK. COATES, CK. STONE, POREL HEWITT, MUSN JOHN; *Centre:* APP. SUMMERS, L/CK. BAILEY, PO. CK. HAMILTON, LAM GLENMON, AA2 PETTIT; *Front:* CK. WALKE, PO. RING, D. MCINTOSH, PO. MCDONALD, EL. MECH(A) YOUNG.

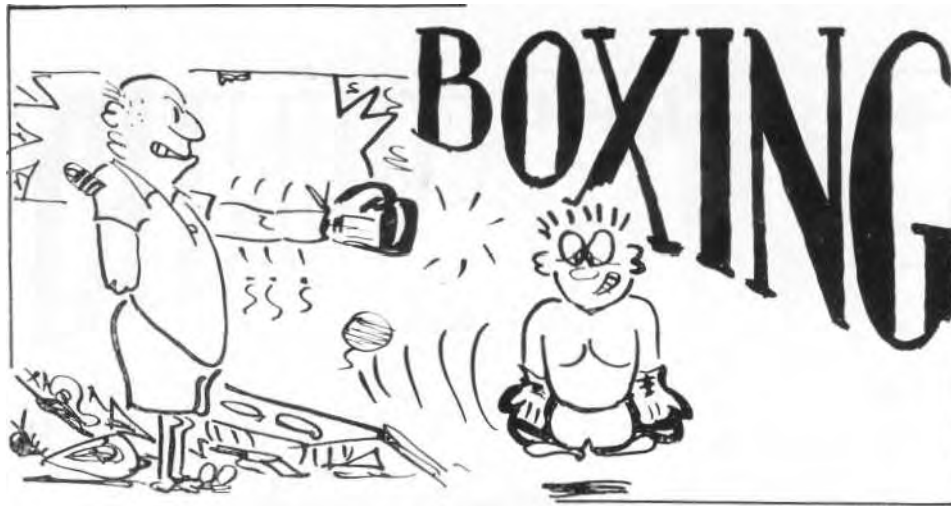
IT IS never easy to start any club activity, and the difficulties which beset CPO Gainey, 1st Dan (Black Belt) during the sea trials and early part of the first leg of the commission would have daunted less enthusiastic followers of the art. The club was pushed from pillar to post in its effort to find a niche to train its swelling membership; this constant 'lift up thy mat and walk' routine cost the club many would be members. However the club did survive these trials and tribulations, and its present membership is due in no small way to its founder's grit.

During the first leg of the commission, matches against the French Navy at Brest, The Mombasa Judo Club and clubs in Singapore, the home of judo for the Far East Fleet, were arranged and the experience gained invaluable. Gradings were arranged for club members at the Singapore Judo Club by CPO Gainey and these were to prove the nucleus of the club membership for the second leg of the commission.

The second leg of the commission has been a successful one indeed for the Judo Club. Many members of the Fulmar Judo Club, serving in 800 Squadron, joined and also some Marine Judoka. The port pocket of the Junior Rates dining hall was acquired for club meets, and this helped greatly to forge club spirit.

During the ship's visit to Mombasa CPO Gainey was able to grade many members of their club; this was much appreciated as it saved them the time and expense of travelling to Nairobi. The value judo-wise of our visits to Singapore has not been lost on club members and eleven candidates have been promoted to higher grades by members of the Singapore Judo Club. It is worthy of note that the Singapore Yudonshi were full of praise for the high standard of play of Eagle's Judo Club.

It is with regret that we left Singapore on the 28th February without our founder member and coach, CPO Gainey, who is leaving the Navy. He leaves behind him a successful and active club who are indebted to him for his enthusiasm, skill and sheer hard work. Thank you Ernie, we wish you every success in your new life.



Back Row: LREM CAYTON, LREM GORMAN, PO GLOVER, ME JAMES, ME PARDO; *Front Row:* EM(A) B MORGAN, EM(A) A MORGAN, NAM HALPIN, ME HUMPHRIES, LA PATRICK, AB MARTIN.

THE only meetings the Eagle Boxing Team has entered to show their fitness and prowess have been the Singapore RN Open Championships 1965 and 1966, held at HMS TERROR.

During the first leg on the Far East Station, EAGLE entered six boxers in the Championships, which were held at the end of March 1965. Five of these got through to the Quarter Finals. 3 to the Semi-Finals and 3 to the Finals. The 3 in the Finals were:

LEM(A) Price	Light Heavy
WTR. O'Hara	Middleweight
LEM(A) Baker	Light Middleweight

LEM(A) Price lost but LEM(A) Baker won by a KO in the first round, his two previous bouts being won in a similar manner. WTR. O'Hara defeated the reigning Inter Services Champion, MNE O'BRAY, on points, in only his fourth ever bout, which was a real feather in the cap of O'Hara. So for the 1965 Championships, EAGLE had the Middle and Light Weight Champions.

In the 1966 Championships EAGLE entered 9 competitors. The uncertainty of EAGLE's programme created an unfortunate lack of pre-Championship competition, and the team could not be brought up to the peak of training and only three of the nine reached the finals. These three were:

LEM(A) Cayton	Light Heavy
EM(A) Morgan	Light Middle
LEM(A) Patrick	Lightweight

Although they were all beaten, each lasted the whole distance. The main weakness was that they lacked aggression. EAGLE finished in 3rd position in the team competition to 40 Commando and HMAS DUCHESS.



WE have been fortunate in Eagle in having probably the best Cross Country team afloat in the Navy. At the start of both legs of the Commission it beat existing records for the coast to coast North to South Devon Road Relay and are the current Services record holders for the race.

The ship's commitments have been such that we have not been able to run as often as we would have liked, but where able, the team has always put up excellent performances and their hard work in trying conditions, when and where possible, was rewarded when they won the R.N. (Singapore) Team Championships, beating seventeen other ships and establishments in February 1966; a very commendable performance indeed.



Mech Ahern being presented with the RN (Singapore) Cross Country Team Championship Trophy by Admiral Twiss, Commander-in-Chief Far East Fleet.



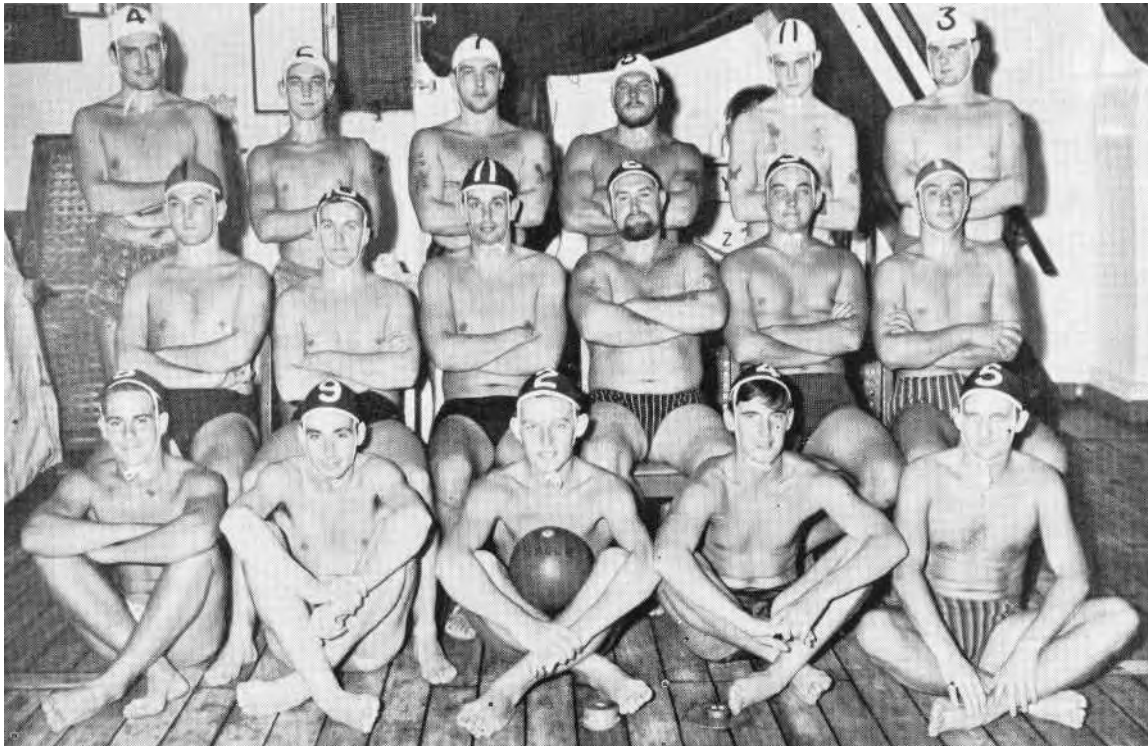
BACK: EA FAGGE, MECH. MARSHALL, SA PARROCK, AB STOREY, ME KETTLE, AB MAY, AB McCORMACK, LS ROSEWELL. FRONT: LT. AUSTIN, MECH. AHERN, WTR. O'HARA.



WATER POLO

WATER POLO has been the unluckiest of sports inspite of all the water that has been crossed. After a short but successful first leg in which the teams proved well equal to the opposition, the second leg has been disappointing. No opposition was available at Mombasa and the teams had to be content with the few games to be had at Singapore.

Let us hope that the remainder of the commission provides the team with opportunities to show their true capabilities.



Back. NAM SMEETON, NAM HELLER, REM WELLINGTON, ME PRICE, CK BLITT; *Centre:* SA (V) WOOD, LME BLOWER, LT WIGLEY, POAT TICKNER, C/MECH SIMPSON, AB SWIFT; *Front:* NA (H) LOCK, EA RITCHIN, NA (H) HOULSTON, NA (H) SPITTLEHOUSE. AB SHARP.

THE ROYAL MARINES BAND



We played on

dances, playing at a football match, a beat retreat in the city square, a cocktail party, various guards and bands and a 'Grippio's run' with the French Navy band -all inside two days Phew!!

From there to 'Gib' with a much quieter stay, just a couple of dances ashore, a beat retreat on board and a parade ashore to celebrate the opening of the Gibraltar Legislative Council. Perhaps the most interesting activity was the meeting with the Middlesex Regimental band, with whom we rehearsed ashore. The scope of a Marines band of eighteen is of necessity limited, but an Army band's forty or so musicians need accept no limitations, so the dust was shaken from such works as Scherezade, Carnival Romain etc., and a good 'blow' was had by all concerned. Perhaps of even greater interest was the band bar reputed to be the cheapest in Gib, and at our disposal all the time.

Back at sea, and gunnery drills taking up a fair amount of the time with the odd hangar concert and dinner programmes before returning to Devonport and leave prior to sailing on the first leg east of Suez. It might be of interest to note here that in this first short period the band had the opportunity to do more work than perhaps the rest of the commission put together.

From here on, to table the band's activities chronologically would be far too repetitive - suffice it to say that they played on the flight deck regularly for RASing, and at every port on the first leg were called on to Beat Retreat. Also on the first leg - every Saturday night was dinner night - so it was decided to try the small dance group as a change from the orchestra, this was such a success that from then on it was orchestral one week -group the next and so on. This must be the first time that this kind of combination has been used for dinner.

Christmas in Mombasa saw us playing for impromptu carols on the flight deck at eleven o'clock on Christmas Eve, a carol service the following morning on the quarterdeck after which the band split up and visited every Mess in the ship imbibing at each a creditable performance! There was only one flop as after playing a couple of carols outside the Captain's cabin we found that he wasn't in! Every visit to Mombasa has included a concert at Azania Drive where literally hundreds of locals parade every Sunday.

One of the highlights of the Hong Kong visits was a concert given outside the Town Hall. An unusual event that also made our stay there was 820 Squadron's dance in a Ferryboat cruising round the harbour, an evening we certainly enjoyed - as also was the 899 Squadron convention in the Hong Kong Fleet Club.

THE band passed out at the Royal Marines School of Music, Deal, on 6th May 1964, before Captain EMPSON and Commander EBERLY - joining the ship two days later. The first main function was the commissioning day ceremonies which included a service in the hangar and a marching display on the flight deck we little knew then how few opportunities would occur to repeat this latter event!

During the time in Plymouth, we performed at various ceremonies including commissioning services for TALENT, MERMAID, Navy days, Air day at Yeovilton, a dinner programme on Drake Night in 'Drake', the ship's company dance in the Guildhall, Corps tercentenary celebrations at Exmouth and even a families' day at sea on the TARTER.

With sea trials we were able to use the hangar for band concerts, and at Brest managed to fit in two ship's



... on every side

On the way home, we Stopped at Beirut where we managed to fit in two dances, a programme at the ship's football match and a beat retreat on the flight deck - all inside two days again. Then it was Malta and home, playing for entering harbour - and down came the rain - but who cared?

During our all too short stay in Devonport, we played programmes at the Cheshire Home, Nazareth House, dinner at HMS Cambridge (in a tent) and various farewell "do's" in the Wardroom.

The start of the second leg saw a stop at Malta when the band messed with the C-in-C's band ashore and gave a concert in the Manoel Island Club. Through Suez and beyond, music was supplied intermittently throughout the ship. As far as the band is concerned, nothing of note has happened so far during the second leg. Both visits to Mombasa were almost exact repeats as was our visit to Singapore. One small event of note perhaps was the presentation of a chamber music concert, entered into with a fair amount of trepidation by the Bandmaster, it was however, fairly well received and certainly worth repeating. Mombasa is notable in that the local bus service seem to have a grudge against R.M. Bands! We never went anywhere without something going wrong. The boot door dropped off on the way to the Oceanic Hotel, the bus broke down completely on the way back from a band brewery run and again at 0300 one morning after playing for a dance at the Mombasa club. Being taken to the wrong venue is another hazard we have faced and to make all this interesting the drivers speak little or no English! At least-not when things go wrong. Despite these little trials however, the job has always been done, and we have had something to remember the place by - though after four visits so far it is going to be difficult to forget the place!

One of the most rewarding jobs given to the band has been the S.R.E. It has meant a lot of work with little thanks for those concerned although I am sure their efforts have been widely appreciated it is just that no-one has yet bothered to say so, the service they have given to the ship has been incalculable.

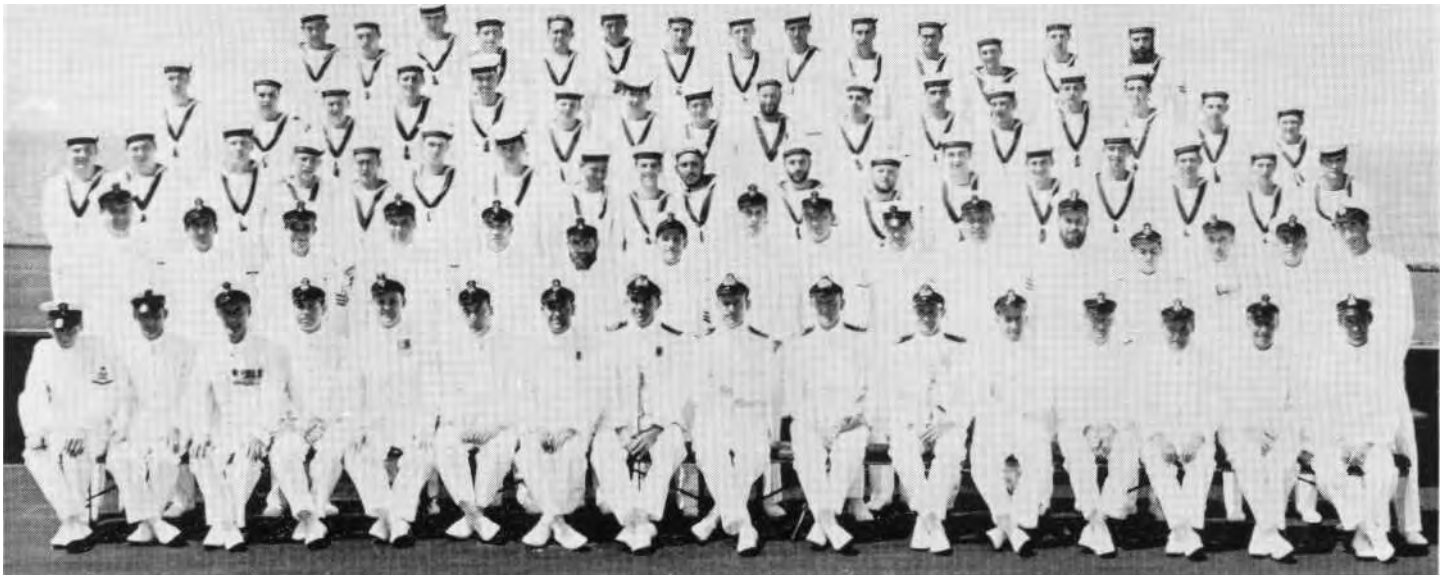
On the gunnery side, the bandmen have functioned particularly well in the Turret, the T.S. and G.D.R., one of the less desirable tasks being the early morning tracking on every flying day.



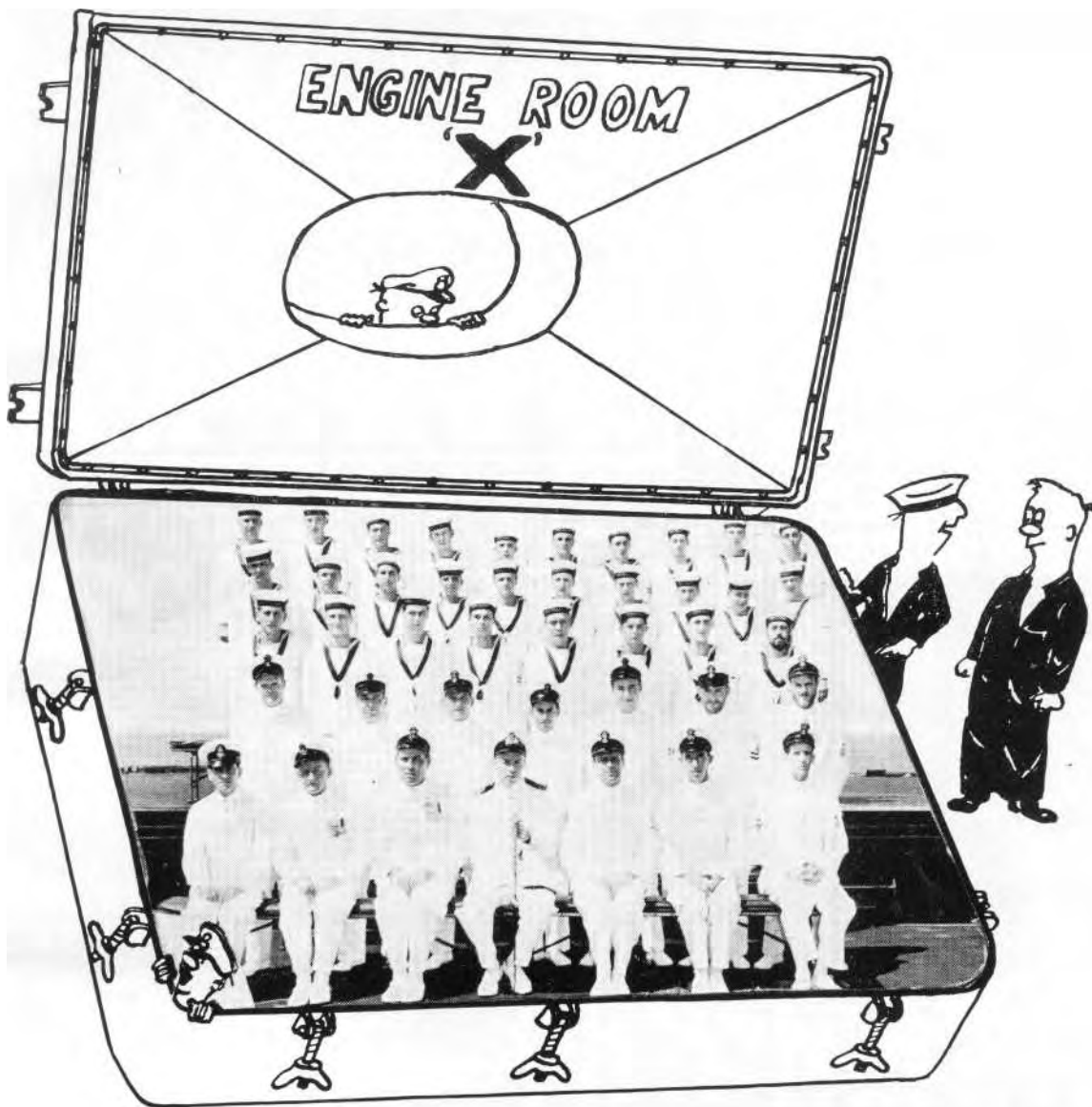
Standing: BURTON, GOUK, BURROWS, WARD, BOTTOMLEY, KELLETT, JONES M.A., FAIRCHILD, JONES D., DEARY, ALEXANDER; *Seated:* MATLEY, LANGLEY, BUG PULLEN, B/CPL OATES, B/SGT BROWN, LT CDR PIKE, B'MASTER ELLIOT, B/CPL SIVYER, BUG THEOPHILUS, SINGLETON, JOHN.

ENGINE ROOM DEPARTMENT

PRESENTING - the ENGINEERS the largest single body of men in ship who throughout the commission have succeeded in keeping the ship on the move, in providing the power to run the generators without which nothing would happen on deck or below, in keeping you cool in the hottest climes, in heating the food and baking the bread, in making ice and keeping stores, in launching aircraft and recovering them too, in all this and more besides, too much to mention here. This has been done not so much with steam, but with STOKES, to whom these pages are dedicated.



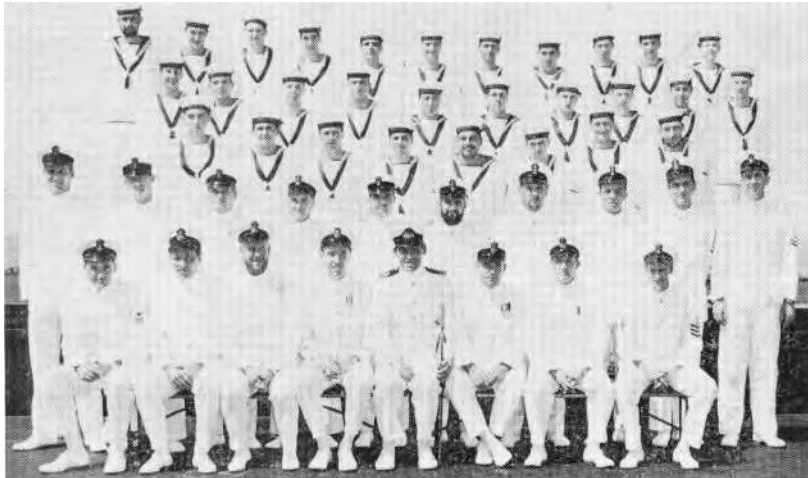
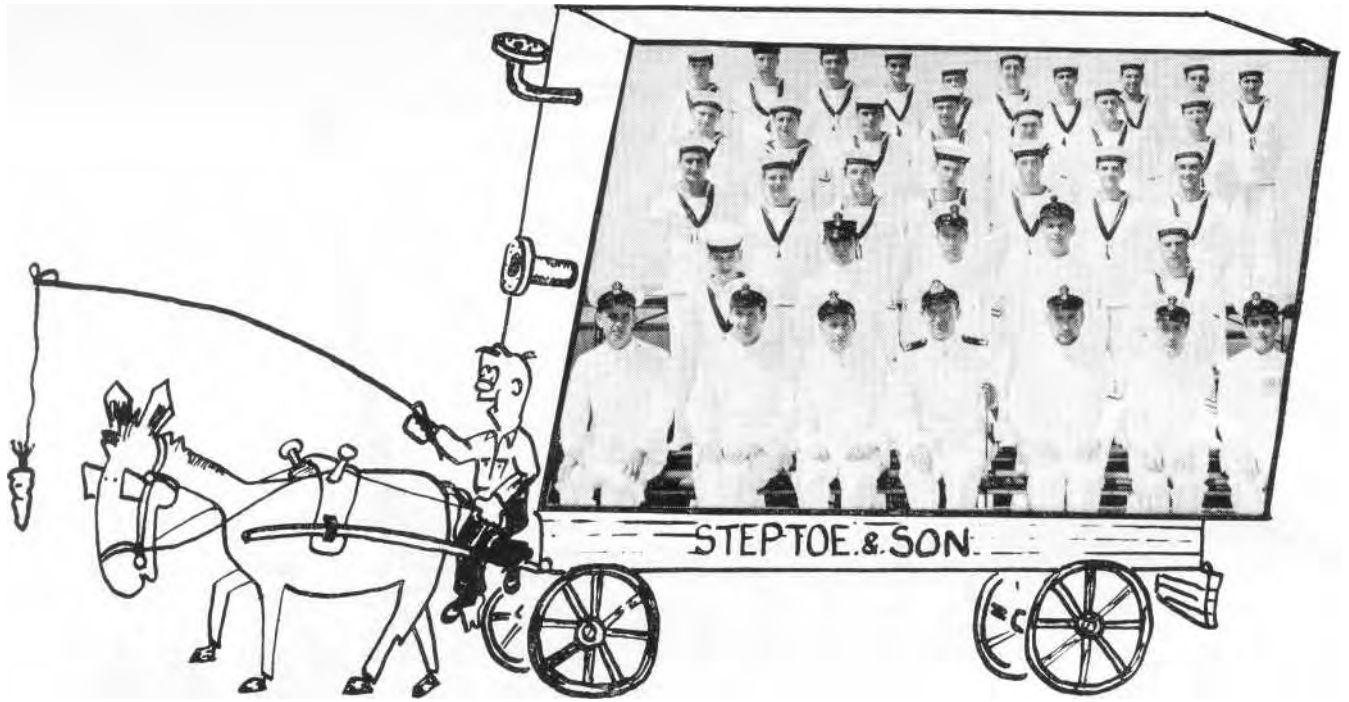
Back: LME DAVIES, ME ROGERS, ME COTTON, ME WILSON, ME BOSSON, ME GREENWOOD, ME MITCHELL, ME WISEMAN, ME MANCINI, ME KENT, ME THOMAS, ME LAWLESS, ME SMITH, LME HOLT; *4th:* ME LAVERTY, ME JOHNSTONE, ME WALSH A LME HERBERT, LME CARR, ME WOOD, ME FLOCKHART, ME HIDDLESTON, ME SEAL, ME GURDEN, ME HAZEL, ME RUSSELL, LME BROOKS, LME BLOCK, ME WALSH T, ME BURGESS; *3rd:* ME HOARE, ME WARD, ME DALY, ME ATTWOOD, LME SMITH, ME BURNLEY, ME BUCKINGHAM, LME O'CONNELL, LME ASHCROFT, LME DODWELL, LME PECK, ME HEAVENS, ME JONES, ME JENKINS, ME COOK, JME NUTT, JME ROONEY, ME WEBB; *2nd:* MECH HODGEN, MECH MOLYNEUX, POME SMITH, POME HAMILTON, MECH SPICE, MECH CULLIS, POME BISHOP, ERA RAYNOR, POME TORKINGTON, POME MACHIN, POME DRIVER L, POME DRIVER A, ERA CROZIER, ERA BENNETT, POME LOWE, ERA STEVENSON; *Front:* POME PASK, ERA BODDINGTON, ERA O'BRIEN, ERA CARROLL, MECH LARBY, CHME BROWN, CERA BREWER, LT FOX, LT CDR GALE, LT STEVENS, S/LT CHIVERS, ERA GREEN, SHPT HAZEL, MECH BARNES, ERA WHINNEY, ERA GIBB.



*No problems to us are the leaks big and
small
Or the boilers we wash at sea,
We'll rebuild the diesel and fix the T/G
Away from the Dockyard wall.*



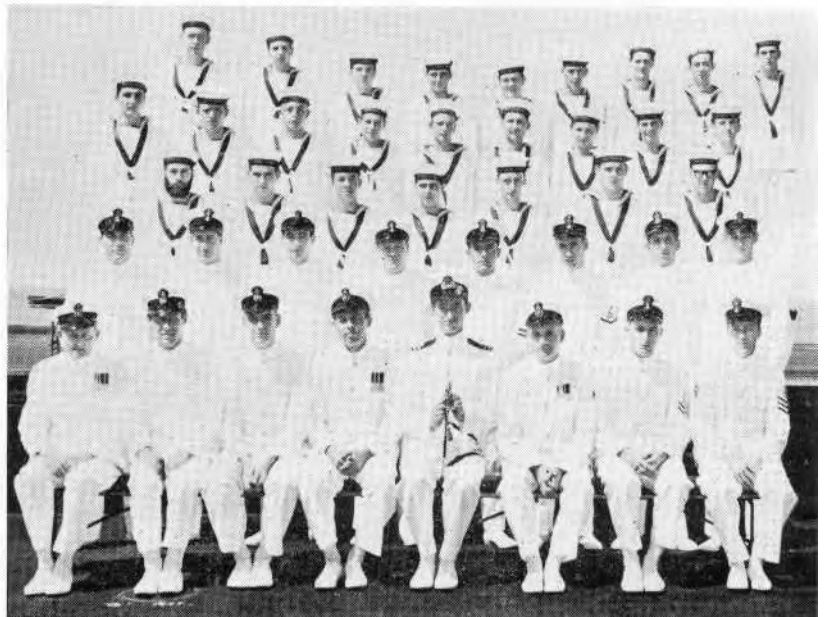
Back: LME FALCONER, ME KAROLEWIEZ, ME EDGCOMBE, ME BISSETT, ME METCALFE, ME HARRIS, ME FARRANT, ME CRUSSELL, ME WOODWARD; 3rd: ME EVANS, ME BAKER, ME BROWN, ME MINTOFFT, ME YOUNG, ME KERR, ME WATFORD, ME FRENCH; 2nd: POME DOCKREE, POME COOK, ERA LIST; Front: POME DONNITHORNE, SHPT HARVEY, CHME MOYLE, S/LT LATIMER-JAMES, CERA SHARKEY, ERA KING, MECH MALLETT.



*"It's hot", they say, "On the Boiler
Room Plates"*

*"Let's see", the P.M.O. cried,
But he didn't long bide to quickly decide
That stokes his sweat money rates.*

*Stoke's he's like a Royal Marine,
The motto's just the same,
"First in, last out, ashore or afloat",
And his rub, like the beret, is green.*



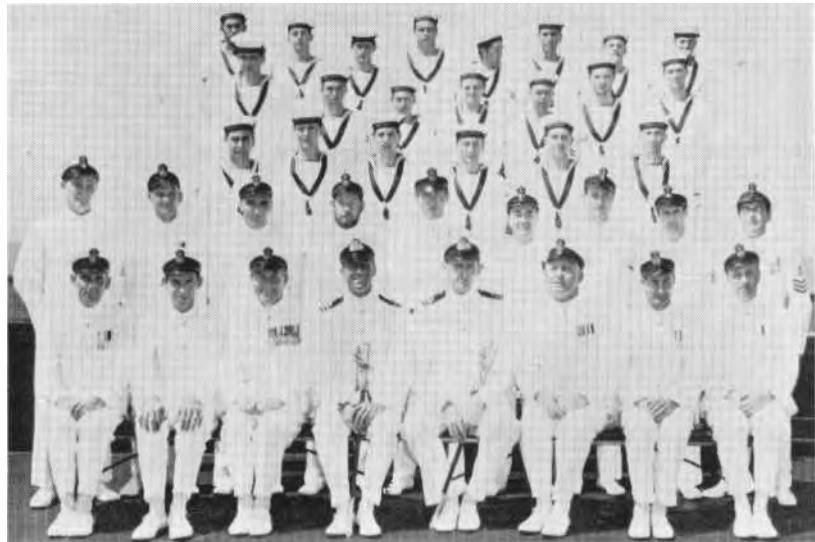
Back: ME HARRIS, ME RAWLINGS, ME HANLEY, ME BROWN, LME WHITEHEAD, ME BOWER, ME WHITING, LME ROOM, ME SPURR, LME AKRIGG. *4th:* ME DEWAR, ME KEARON, ME HOGGARTH, ME OAKLEY, ME BINNS, ME McLEAVY, ME POUCHER, ME POINTER, ME RAYSON, LME CLAY; *3rd:* ME MILLIGAN, ME JAMES, ME VALLELEY, LME WYATT, ME POSTHUMUS, ME HEAFORD, ME ROWE, ME McEWAN, *2nd:* POME ANDREWS, ERA EDDY, POME HALL, ERA MAYER, ERA FREEMANTLE, MECH SMYTH, ERA LINGHAM; *Front:* ERA GASKIN, MECH MURCH, CHME ROYAN, LT WOOD, POME GARDNER, ERA PROUT, MECH KENDRICK.

Back: ME CAMERON, LME DUMBLETON, ME WILSON, ME FERRIER, LME CRITCHLEY, ME LOMAS, ME HOLLAND, ME BATTERSBEE, ME HENTHORN, ME REID, *4th:* ME DAVIES, LME WAREHAM, ME JONES, ME OTTERWELL, ME THOMAS, ME CLARKE R, ME BULLOCK, *3rd:* LME PESTOR-YOUNG, ME CLARK G, ME O'GRADY, ME COOPER, ME HILL, ME DOBINSON, ME LAWSON; *2nd:* ME BARROWCLIFT, POME ROBERTS, MECH PERRY, ERA BONSEY, LME ILIFF; *Front:* CHME MUSK, ERA IRONSIDE, ERA PERRY, S/LT CURTIS, ERA WATERS, POME DANIELS, ERA CAMPBELL.

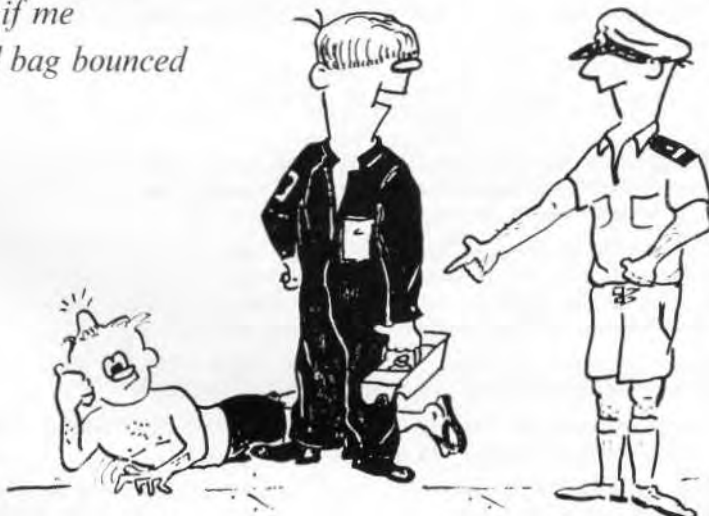
Back: ME JUSTICE, ME YEATMAN, ME WILDMAN, ME BILSON, ME DEANS, ME THOMPSON D, ME AINLEY, ME RICHARDS, ME SUMNER, ME BRACK, ME *4th:* ME CLEUGH, ME JOHNSON, ME SENIOR ME DOLLING, ME ROBINSON, ME GWILLIAM, ME PROWSE, ME JACKSON, ME MILEHAM, ME BANCROFT; *3rd:* LME HARRISON, ME GOLDACRE, LME BRYCE, LME BERRY, LME HOCKNEY, LME HABRON, ME SMITH A., LME McBURNIE; *2nd:* MECH BROWN, MECH FREEMAN, ERA BENTON, MECH AHERNE, POME SPURLING, POME WORKMAN, MECH GOSLING, MECH LYALL, ERA SMITH, POME PINCKSTON; *Front:* ERA COSGROVE, ERA BRIMMELL, MECH JONES, CERA BLAIKIE, LT PRICE, CHME LARGE, ERA PRINGLE, MECH TIDYMAN.

Back: ME LAIDLER, ME SCOTT, ME SIDDLER, ME ARCHER, ME STOCK, ME HOLLAND, ME BAIRD, ME MOFFATT, ME WRIGHT; *4th:* ME COLLIS, ME BIRCH, ME WILSON, ME HAUSTED, LME STRUTTON, ME SALWAY, ME McCUNE, ME GOODMAN, ME THAW, *3rd:* LME McLEAN, LME OLSEN, ME HALL, ME DUNSIRE, ME KERWIN, ME ROBERTS, ME RIDDLE; *2nd:* MECH SPICE, ERA OVERTON, ERA RICHINGS, ERA FOLLEY, POME CHRISTIAN, POME DAVIDSON, ERA GOOD, ERA GREEN; *Front:* MECH SHERWOOD, ERA BUTTERWORTH, MECH THORLEY-SMITH, CERA HARLEY, LT BLACKMAN, CHME EDWARDS, POME KNIGHT, POME DOCHERTY.

Back: LME HANDS, ME RODDA, ME WILLIAMS, ME CROSS, ME FLYNN, ME COWELL, ME KENDRICK, ME ARTHUR; *4th:* ME SABEAN, LME STEELE, ME SHAY, ME LALLY, ME WHEELER, ME BRAVERY, ME SYKES; *3rd:* LME SCRAFF, LME McCARTHY, ME RITCHIE, ME SMITH, ME ELKIN, ME INGLIS; *2nd:* ERA DUDMAN, CHME RIGG, CHME WISEMAN, ERA KEIGWIN, ERA MOHUN, ERA CRUMMEY, ERA TYLER, ERA BARCY, POME GREY, *Front:* MECH CROSS, ERA WAREHAM, CH MECH BRAITHWAITE, LT AUSTIN, LT MELVILLE, ERA TURNER, SHPT PURKISS, CHME HAWLEY.



*He asked me if me
and bag bounced*



*So I bounced
im with it*



AIR DEPARTMENT

JANUARY 6th, 1964, saw the arrival of a dozen stalwart Aircraft Handlers led by Leading Airman Fairburn reporting to H.M.S. DRAKE as the Trial's Party for EAGLE'S first voyage to sea for five years. A lot had to be done. Encouraged by the regular fortification of tea, the inevitable tons of rubble were removed and the firemans and their associated equipment polished, greased and put into place. Regular testing during sea trials proved that a good job had been done and the deck was then ready for aircraft.

A Buccaneer, Scimitar, and a Vixen came aboard for arrestor gear and catapult trials, while we amused ourselves by sticking large letter "E's" on the tails of some Tiger Moths that visited us for a day. Masking tape can be used for anything!

Although the English Channel is not at its best in the early months of the year, we were able to suffer the occasional bout of sea-sickness in reasonably good spirit and returned to Devonport with our trials period having resulted in a complete success.

With the arrival of the main contingent in late April, the Flight Deck was then "Spit and Polished" for the Commissioning Ceremony in May when it was one of the main attractions for visitors.

The local Devonport men had more than their fair share of the cake with the trials programme, so a slice was given to the Portsmouth locals when we paid a two week visit. The Flight Deck Party members who attended the ship's dance in the Guildhall had a merry time and their quota of ale!

Now we began to look ahead to our sailing for the Far East at the end of the year. We sailed on December 1st and for the very first time, embarked all our Squadron Aircraft and wondered where we were going to put them all, 800, 899, 849'D, 800'B and 820 in full strength.

The work up in the Med. went very well, and with day and night, exercise fire and barrier rigging we considered ourselves the fittest department on the ship. Even the Captain, at Divisions off Aden, remarked how well we were looking. As good a tribute as any.

Christmas at Mombasa was celebrated, with the customary visits by the Departmental Officers, Lt. Cdr. Smith, Lt. Credland and of course C.A. Ron Street, in the true traditional manner that only handlers can do successfully, by wine and song, in that order. Choral arrangements by "Sycho" Decan.

Our S.M.P. resulted in the Flight Deck looking Spick and Span for our departure from Mombasa. We made our way to Singapore to give EAGLE its first taste of the Orient. Visits were also made to Subic Bay and Hong Kong and at the latter Jenny's Side Party eased our task by painting the island. It made a rather pleasant change to go ashore having to wear burberrys after the heat of Singapore and of course we had the best of Suzy Wong's hospitality!

Another S.M.P. in Singapore and we had many volunteers for Procedure Alpha when the ship headed in a westerly direction for U.K. C.A. Ted Street had joined us to take over from his brother, and found many friends to make him feel at home.

There cannot be many Flight Deck Parties who can boast of Two Christmases in a row spent in Mombasa, but, after setting sail on August 24th. we found ourselves being greeted by the now familiar "Jambo"!

It was just wishful thinking when we heard of another visit to Hong Kong for we were in Singapore when the trouble broke out in Rhodesia so EAGLE headed west with all speed to keep vigil. However ARK ROYAL, after much



Back: NA REENAN, ME BROWN, NA WINFIELD, NA PORTON, NA WATTS, NA GOODBAND, L/A RIDSDALE, NA SPINK, ME GOSLING, NA LAVERTY, NA ROACH, ME MITCHIE, ME GWILT, ME PACKAM, NA BOATMAN; *Centre:* L/A WHITEHOUSE, NA PEMPERTON, PO FLOWER, CPO SMITH, CPO FALLOWS, CPO LAYTON, CPO JOHNS, L/A BOWDEN, N/A SPIERS, ME TAYLOR, L/A GASH, L/A GRAY, *3rd:* S/LT GOMM, LT DODD, LT FUNNING, LT AKERMAN, LT CDR RODGERS, LT CDR COLEMAN, LT CDR CHAPLIN, CDR LANG, LT CDR SUTTON, LT CHESWICK, LT PEARCE, LT LIPSCOMBE, LT LEWIS, LT BRADLEY, LT RAYMENT; *Bottom:* NA MATHEWS, NA WHITBREAD, NA GIBSON, NA FREEMANTLE, NA THOMPSON, NA BARNES, NA DEBENHAM, L/A MARSTON, NA WHITE.



Back: NA WARD, NA GORDON, JNA ROBSON, NA COLEMAN, JNA NEWSHAM, NA COTTON, NA SMITH, C. NA MYCOCK, NA BEST, JNA LOCK, NA NELSON, NA HOLLEY, NA HICKS, NA MARTIN, JNA MITTEN, JNA MAUND, JNA WALKER, NA MITCHELL, NA BROWN N., NA AKERMAN, NA CRANMER, NA ELLIS, NA STARLING, NA SMITH, NA WRIGGLEWORTH, NA FORREST; *4th:* NA LE-MOIGNAN, JNA NEGUS, NA SMITH J., NA HILL, NA GIBSON, NA BARTLETT, NA BRAZIER, NA WAKELING, NA DIXON, NA MEARMAN, NA SEBASTIAN, NA GORDON, NA HESKETH, L/A WHALLEY, NA KILBY, NA HAMBROOK; *3rd:* NA MASSEY, L/A FARLEY, L/A FAIRBURN, L/A TASKER, NA ADAMS, J.S. NA PRIOR, NA TURNER, NA FORD, NA SPITTLEHOUSE, NA LUMSDEN, JNA OGLESBY, NA ROBINSON, L/A COLVILLE, L/A DECAN, NA SMITH D.J., JNA CLARIDGE, JNA HODGSON, NA KINGSTON, NA BURNS, *2nd:* McCAFFERY, LA SHARP, L/A THEOBALD, PO BROWN, PO PALMER, PO HOBGEN, LT WILLIAMS, LT CREDLAND, LT CDR SMITH, CDR LANG, LT CDR BENNETT, LT ENTWISTLE, CPO STREET, PO SINGLETON, NA QUINLAN, NA LEECH, *Front:* L/A GIBBS, L/A WATKINS, NA BORTHWICK, L/A LONGBONE, NA MATHERSON, NA WATSON, NA RAWLINS, NA BROOKS, NA BEST, NA WILLIAMS, NA HALPIN, NA THOMPSON, B. NA LEWIS.

trouble with serviceability, relieved us for a few weeks whilst we returned to Singapore to complete our interrupted S.M.P. During this time Lt. De-Sallis were over to ARK, (after a glorious send off!!) and Lt. Bowden took his place. They changed over again when we relieved ARK on task off the Western coast of Mozambique.

Task flying consisted of very little more than patrolling day and night and the F.D.O.. Lt. Cdr. Hunt had many arduous games of Deck Hockey played the Handlers way - no rules! With our seventy days at sea, it was one way for us to get rid of surplus energy.

Whilst these words are being laid down, we have slightly under five months to go before we return home and although our runs ashore are likely to be very limited, the Flight Deck Party is a happy one. With team spirit taking a very high place and a warm friendliness between all, we are not grumbling. After all, we are Aircraft Handlers aren't we?

WEAPONS AND ELECTRICAL DEPARTMENT



Blame it on the sight

At one time there were sufficient ADA programmers to form a platoon for Sunday Divisions but somehow the suggestion was not taken seriously. The co-operation between modernisation authorities and ship's staff was first

INTENSIVE work for the majority of the Weapons and Electrical Department started at the beginning of 1963 in order to prepare for a ten month trials period in 1964. Under the leadership of Commander A.L. Orr, the "heavy" electrical ratings set to work below 4 deck on the pumps, fans and generators while a great many more were undergoing pre-commissioning training at various establishments preparing to maintain the newly fitted equipment such as Radar Type 984, Action Data Automation (ADA), Inter-gated Communications System (ICS), Ship's Inertial Navigation System (SINS) and Seacat Systems

By the New Year of 1964 all the "specialists" had arrived ready for Sea Trials; after a £31 million modernisation all the communications available were a 618 and B28's borrowed from the Dockyard! Nevertheless, testing and tuning proceeded according to plan, and by March, when Radio and Electrical trials started in earnest there were some three hundred dockyard and trials personnel on board.



EM COLSTON, EM KENNEDY, LEM DORAN, EM BYNG, AB COLLIER, AB FISHER, EM PRYCE, AB CROUT, EM DALTON, LEM HURLEY, EM HARTLEY, EM MORGAN, EM McCULLOUGH, EM FAIRBANK, EM LOVE, LEM OVERTON, EM FAIRBROTHER, AB GREGORY, LEM PARKER. EM MANSON, EM CRANE, REM PEARCE, AB O'ROURKE, EM LINDSEY, EM BURRIDGE, EM MOIR, EM JAMES, EM STOREY, E M JOUVENAAR, EM GALLAGHER, AB RICHARDS, AB SMITH, CAW APP HAMILTON, AB WILKINSON, EM GORRIE, AB CURNOW, 'L' MECH GOLDSMITH, POEL HARRISON, EM SIM, EM BREEZE, LEM CAMERON, LEM WHITEHOUSE, EM RICHARDSON, EM JONES R., EA HYS-TEAD, EA WALLIS POEL MARSHALL, 'L' MECH BOOTHROYD, CHEL GORTON, EA MCGILL, POREL REYONLDS, EA JOHNSON, WM MASTERS, AB LEDWARD, EA MORRISON, OA DOWSETT, AB WATKINSON, POEL POOLE, PO GILBEY, POEL BLOWER, PO RYDER, CPO KELLY, CEA BRENTON, LT TUCKER, CDR ORR, LT CDR TOUT, S/LT NORSWORTHY, OA CHOAKE, EA COGBILL, CHEL NORRIS, 'L' MECH SIMPSON, LEM WILSON, LEM SHELTON, EM ELLIOTT, EM MASON, EM CRAIK, LEM HARE, EM ESCREET, EM PYM, 'L' MA BUCK, 'L' MA JENKINS, AB DOWNIE, AB HEALES, AB HARDS.

class throughout the whole of the long trials period; the names of Commander Carey, Messrs Anderson, Cann, Slater, Mason and Stretton come immediately to mind and it is to them, and many more like them that the department owes much of its subsequent efficiency.

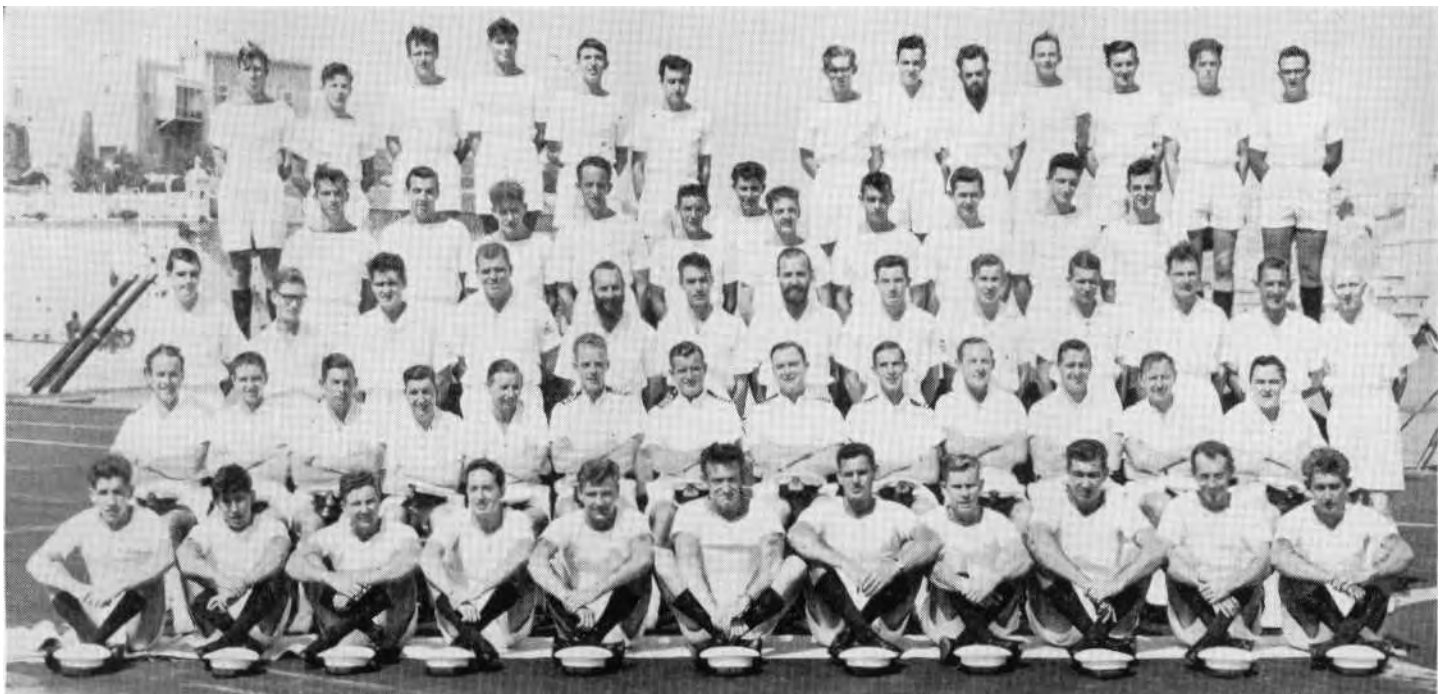
During the whole of 64 a steady stream of V.I.P.'s. visited the ship and the walkround always included the new equipments. In the summer the department took time off to win the Inter Department Swimming Gala in the H.M.S. DRAKE Swimming Bath.

Eventually the squadrons were embarked and the ship sailed for service East of Suez on December 1st, a fact extravagantly covered by T.V. and the national newspapers. The next news headlines had a touch of bathos because this time all three A.C. generators were defective and the ship was lying helpless in Mombasa harbour early in the New Year. At this time A.C. power was obtained from H.M.S. WHITBY tied up alongside, via special cables purchased from the African Marine General Engineering Company. Some extremely hard work was put in by Chief Electrician Gorton, Electrical Mechanician Price, Electrical Artificer Johnston, and Electrical Mechanics Hurley and Colston on two of the generators, while the maker's engineers repaired the remaining one. The ship eventually sailed but all was not well and one day out from Singapore the gas turbine failed again. An enforced Damage Contol Exercise using the Mk. 37 Director System motor alternators enabled the aircraft to fly ashore and the ship to limp into the dockyard. Here a more permanent repair was effected and the ship's programme was continued.

The visits to Subic Bay and Hong Kong were very successful and the department had a splendid Officers and Chief Petty Officers dinner in the China Fleet Club.



The 'Gaffer' at work



LEM QUILTY, LEM WELCH, LEM HARPER, LREM REAVEY, AB FORDER, LREM ALLEN, LREM WAGNER, CAW (A) HARRISON, MA HILL, EM FAIREY, REM HAMILTON, LEM HOLMAN, EM TREEN, AB RICHARDSON, LREM CAUSER, REM FRANCIS, LEM OBEE, AB MAY, FM BARSLEY, EM ROBINSON, AB QUINTON, EM SHERRY, AB RHODES, EM WILKINSON, REA MARTIN, 'L' MECH PRICE, PO RENNIE, REA BACKHOUSE, OA McSHERRY, 'R' MECH WATERHOUSE, OA ROSTRON, OA BALCH, OA KITCHEN, OA McDONALD, OA HEMPSALL, OA PLUMPTON, CHEL GREGORY, OA SCOTT, EA STAINES, REA HARVEY, COA HAMILTON, COA SONNEN, LT CDR JEWELL, CDR ORR, LT CDR TOUT, LT TOOLAN, CHEL LONGSTAFFE, POEL JAMES, POEL STONE, 'L' MECH ELLIS, AB MASON, AB MANNING, AB ALLISON, EM RILEY, AB CASSIDY, AB DAVIS, EM STEWART, EM COE, LEM NELL, AB STILL, AB LABRUM.



REM FLANDERS, LEM LAKE, REM THOMAS, LEM CHAPMAN, EM DAVIDSON, REM LYNCH, LREM ROSE, EM WHITWORTH, EM SEDDON, EM HEWITT, REM JENKINS, EM CHILDS, CAW (A) DALBY, EM CHAMBERLAIN, REM WEBSTER, EM TAIT, REM ROBERTSON, MA BAYNES, REM SIM, REM CHURCH, AB TURNER, AB O'KELL, AB ROBERTS, REM MacLEAN, REM SHEPARD, LREM BUTLER, LREM SIMPSON, L/S HASLETT, LREM DAVIES, LREM FAYLE, REA ELLICOTT, PO EL BROUGHTON, EA MOORE, REA WHITING, CHEL WILSON, CHREL MARR, POREL SPROSTRON, 'L'MECH DUNN, CEA JOHNSON, CREA WHITE, REA CAMERON, POEL COOPER, POEL KILLEEN, EA HARVEY, REA KNIGHT, REA APPLEYARD, REA ARNOLD, POREL WALKER, REA HEALY, CREL ROBERTS, REA COOPER, CHEL BUSHELL, REA PRYKE, REL CALVER, S/LT WATTS, LT CDR KNIGHT, CDR ORR, LT CDR TOUT, S/LT SMITH, CREL LYON, CREA JONES, 'L'MECH MAHONEY, REA GASSTON, LREM GOOSE, REM MAULE, LREM HUGHES, LREM BANKS, REM JAMES, LREM HIGHAM, REM JACKSON, REM NOAKES, LREM HEWITT, LREM BENNETT, REM FRENCH, REM EDMONDSON.

During 1965 Lieutenant Commander Tout, the Deputy Electrical Officer, was selected for promotion to Commander and Chief Electrical Artificer Brenton was awarded the B.E.M. in the Queen's birthday Honours List. The computer team received a Herbert Lott efficiency award; this team, led by Lieutenant Commander Knight and Chief Radio Electrical Artificer White, had amongst their magic boxes three Poseidon computers, each capable of carrying out half a million six figure calculations per second. The enormous power this gives the command is indicated by the fact that each computer represents one quarter of the power of Atlas, Britain's largest computer. The overall system with its 3,000 printed circuit panels, 200,000 semi-conductors, 200,000 conductors and capacitors, 10,000 valves and over two million soldered connections is a real box of tricks. Fortunately fault finding is partly automatic. The System is the first fully automatic aircraft direction and weapon control system in the Royal Navy.

The ship's six 500 Kw turbo generators, three 500 Kw diesel generators and three 1¼ megawatt A.C. generators supply sufficient power to provide electricity for a town the size of Teignmouth. If you want more facts and figures there are more than 800 miles of electric cable fitted, over 10,000 lighting points, and a sixteen line automatic telephone exchange has 694 extensions serving every part of the ship.

Sporting activities have depended very much on the programme and the departmental football team is probably the strongest in the Ship. There is good representation in ship's teams as well. The following have been regular 1st team players:

- Rugby:* S/Lt. Smith, A.B. Canning
- Football:* O.A. Dowsett (capt), P.O. Elect. Marchall, A.B. Manning
- Water Polo:* S/Lt. Norsworthy, S/Lt. Smith, El. Mech. Simpson
- Cricket:* O.A. McSherry, Ch. Rel. Calver
- Hockey:* R. Mech. Goodridge, R.E.A. (A) Harvey



Our Motto: Think! Maybe we can eliminate this work

THE team joined EAGLE from HERMES in March 1964. As befits a group so well versed in the practices of modern, "Management, Organisation and Methods," the most up-to-date means available were used to effect the transfer. One of the team "borrowed" a handcart from somewhere and we pushed and carried our equipment from one ship to the other.

We took over one of the Admiral's offices, an earlier Work Study Report having recommended the elimination of the former occupants. The compartment itself had also been Work Studied and was equipped with a minimum of furniture and benches. A visit to the "Chippies" revealed that they knew all about Work Study! They immediately asked the big question "Who else COULD do it?"

The team duly borrowed tools and "acquired" bits of wood and the Office was equipped.

With an established base we proceeded to tackle problems of many different types. There were the flat-footed watchkeepers of the double-bottom party. We followed them up and down many a ladder before we established that the bulk of the work could be done by dayworkers.

From a study of the replacing of the main reeves of the arresting gear the most significant conclusion was that if you could get someone

else to do it then this was undoubtedly the best method. If you couldn't then the team had some proposals to offer.

Other tasks have been to try to find all the filters used in the air-conditioning and ventilation system used throughout the ship and to suggest routines for cleaning or replacing them and routines for embarking and transferring Aviation Iso-propyl Nitrate, AVPIN to most sufferers.

At the present time the team, which has varied in size from one officer and three ratings to the Officers and four ratings* is engaged in putting the finishing touches, we hope, to a study concerning the organisation and procedures used for aircraft maintenance in front line squadrons. This mammoth study, which has involved teams in three carriers and with five squadrons so far, is aimed at producing organisations, which, while differing in detail, will be applicable to all fixed-wing squadrons under all conditions whether ashore or afloat. In EAGLE this has involved the team not only in all the classic techniques of Work Study but some which aren't even in the book yet. For the whole hearted co-operation we have received the team says "thank you".

* **Footnote:** We have heard that a Work Study Team of six officers and five ratings is being set up to study all teams containing more than two officers and three ratings.

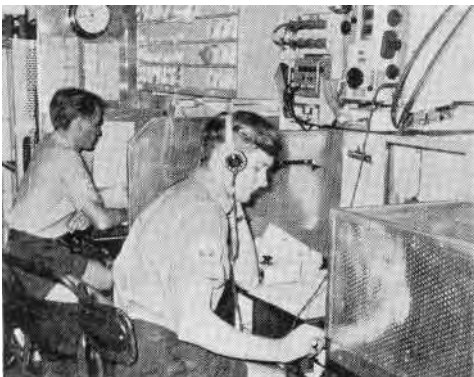
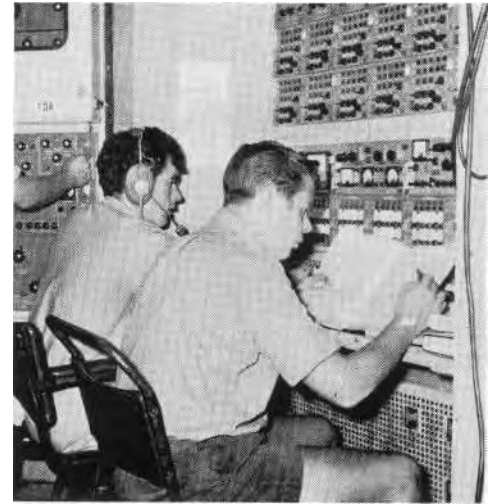
Communications Division

WHAT kind of commission have we had over the last year? We will forget the instant cry of green rub which the S.C.O. says is only an unsolicited rumour and think of what life on board the largest ship in the fleet has meant to us. What about I.C.S.? Well considering this is a bunting writing this you may well ask what about I.C.S. I suggest you ask CRS. Fleming as he swears by it, as opposed to swearing at us. Ask him and he will mutter GSO with HSW or some other equally enigmatic statement.

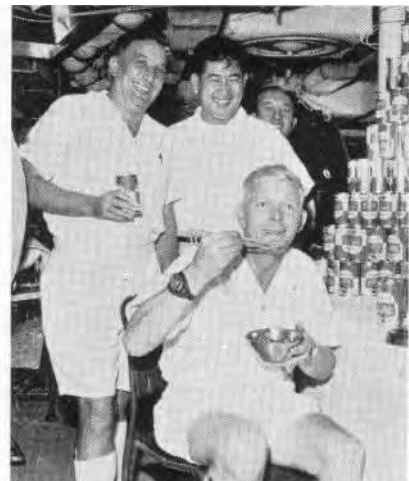
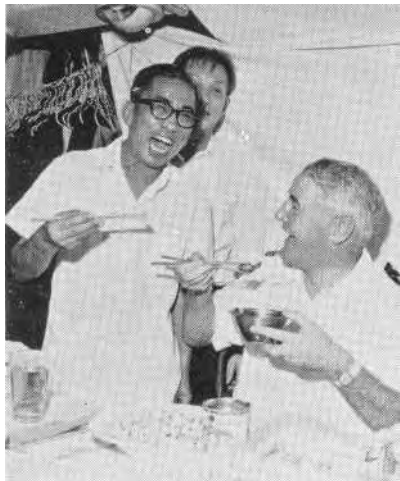
Constant watchkeeping at sea and the few times we have been in harbour has kept us all in the peak of condition. What kind of condition I would not like to say. At one time it did look as though we were guard for MOD NAVY, much to the concern of CCY FRED Farrar who was worried about his hand message organisation. Not surprising as we were in Mombasa (Ah such memories, memories, memories) at the time. Naturally it worried the orderlies as well (Please can I have a red devil chief?). One thing about having a large staff is that you always have plenty of characters around, and whilst talking about characters I suppose we must mention our bosses, the fearsome three. Cos if we don't you won't be able to print this. We've been lucky, we've had six, or another way of putting it, we've been unlucky, depending whether your an S.D. candidate or not. We hope we have managed to make them feel proud of us at all times, especially Wednesdays. It is impossible to mention everyone but who will ever forget (and we've tried awfully hard) familiar names like LRO (FATHER) Jones, R02 (WOGGISH) Chadwick, and RO2 (THE LIP) Bastock or who will ever forget SHERLOCK CY Ken Ganney and his pants, MIGHTY ATOM, R02 (RATT) Howard and RO2 (BLEEP) Strickland. All names that make a mess, a branch, a ship in fact, because without character you haven't anything.

The branch has taken part in most of the ship's sporting activities both indoor and outdoor. For the first leg we had the indignity of having to amalgamate with the seamen for the major events though to be honest this usually made the side a lot stronger. Naturally enough soccer has been the number one sport and in this with the seamen we came third in the league, whilst at the moment playing by ourselves we are lying third once more, which is a fine performance. In the friendly matches we have done quite well having managed to beat the Comcens of Singapore, Malta and Gibraltar and narrowly losing to Kranji W/T. We haven't done so well against the Army, losing both to 249 SQDN and Bulford though we can say we won the drinking contests afterwards. At cricket, we will forget the defeat against the WRNS in Malta; I knew we shouldn't have stopped at Corradina Canteen before meeting them. At hockey with enthusiasm more than skill and at rugby with the seamen, we produced a side ready to take on all comers. In this field we have been lucky to have the skills of RS Collinson and R02(T) Child both First XV players. We have even managed Water Polo and Basket Ball teams on the few occasions needed. In the latter of these two we extend our congratulations to LRO Cosker for being selected for a Navy trial on our return to UK waters. As far as the flight deck sports are concerned we have more than held our own at Volley Ball and Deck Hockey whilst at Tug of War we actually lead the league at the last count mainly due to a surprising lack of opponents; can't think of anyone who could have frightened them off though perhaps RO2 (T) Brighton may have the answer. At indoor games we are rather proud of ourselves, we usually do well; RO2 Bastock and R02 Strickland carried off the dominoes championships whilst LRO Wood won the chess cup. On the whole I think we can hold our heads as high as any other department although like the rest of the ship's company we all wish there could have been more land sports. Whilst handing out congratulations we must not forget the feat of RS Gamble who was one of the EAGLE team which successfully climbed Mount Kilimanjaro during one of our stays in our 'home port'. The sociable activities ashore have provided some memorable runs. The darts team had many a successful evening in Devonport, usually after we had let the home team beat us (so they wouldn't get upset of course) and many friendships with local natives were cemented over a pint of fine beverage. From the number of invitations to come back we knew we were doing our share towards upholding the national image of the R.N., and we will now be glad when we can start accepting them.

Promotion:- To Lieutenant Commander, (Coggy) Coggershall. To Radio Supervisor! P (Grimble) Gamble, F (Mohammed) Fox, C (No Comment) Baxter, N (McBimble) Machlachlan and M Carter. To LRO(G): J (Lou) Rowson, P, (Lucy) Staton, M (Granny) Anderson, J (Bungy) Williams and H (Father) Jones. To LRO(T): L (Charlie) Cosker.



中國洗衣部



I WONDER how you manage in a Fleet Carrier without Chinese tailors, shoemakers and laundrymen. Who else could manage to deal so expeditiously with that avalanche of dirty clothes in a small, hot laundry than Miao Fung Ching and his button crushing team. How do you manage to convert pusser's shorts into wearable garments without the benevolent assistance of Keung Pui Yam. Who happily cures that down at heel look better than Kan Wang On and his team?

Altogether we've had a very pleasant and helpful crowd; may their rice bowls ever be full.



Front: R03 (U) HAMMEL, R02 (U) RUSSEL, R03 (U) EDWARDS, R02 (G) MCCLENAGHAN, LRO (T) TEMPERLY, R02 (U) MCCLENAN, R02 (G) BARNES, R02 (U) BROWN, R03 (U) MCROBERTS, LRO (T) NABBS, R02 (T) HAIN; *Second:* RS GORDON, RS CARTER, RS HOUSTON, CRS FLEMING, LT. HAGGAR, LT. CDR GILCHRIST, LT. REDMOND, CCY FARRER, CY BLACKWELL, RS SCOTT, RS HARTEN, RS GAMBLE; *Third:* LRO (G) KEENAN, LRO (T) FLINT, RS BAXTER, LRO DAMON, LRO (T) WOODS, R02 (G) SMITH, R02 (G) MACKIN, LRO (G) ANDERSON, R03 (U) FOX, R03 (U) HILLMAN, R03 (U) MULHOLLAND, RO1 (T) MARTIN, R03 (U) WADE, RS COLLINSON, R03 (U) TODD, R02 (U) BARBER, R02 (W) BLYTHE, R03 (U) HAILS, R03 (U) WHITNEY, R02 (T) FISH, *Fourth:* R02 (T) RICHARDS, R03 (U) POSTON, LRO (G) STATON, R02 (G) BROWN, R02 (T) BASTOCK, R02 (G) STENNING, R02 (U) JENKINS, R03 (U) PHILLIPS, LRO (G) ROWSON, R02 (G) SHEERE, R02 (U) PAINTER, R02 (U) LEGG, R03 (U) CREAMY.

Shipwright Party

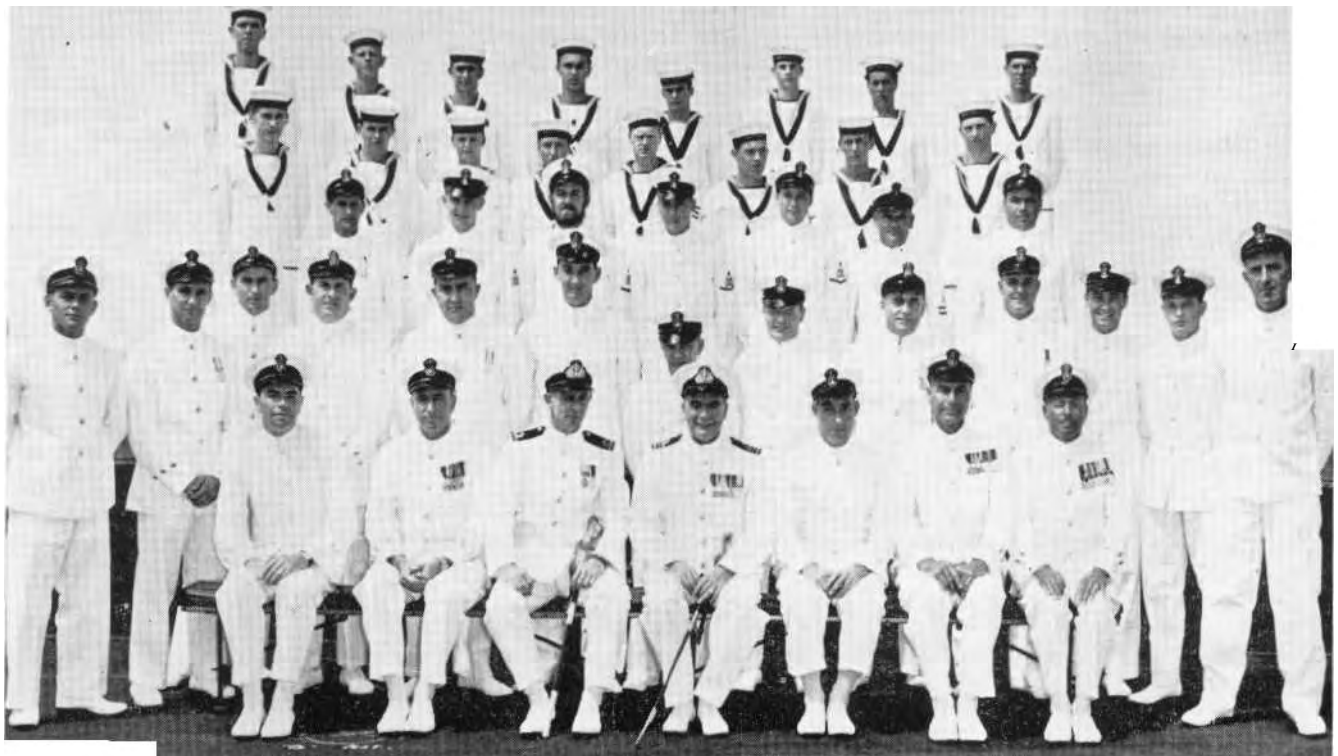
THE Hull Maintenance and General Repair Co. began to form as far back as March 1963. The chair being held by Shipwright Lt. Cdr. Stephenson, ably assisted by Shipwright S/Lt. Minty and Ch. Shpt. Art. Weeks. The latter part of the year saw the remainder of the staff arrive in dribs and drabs from those `far away places with strange sounding names'! The Firm's main workshop at 3R1 soon became decorated with assorted tool boxes and there were barely enough cups to go round at stand easy.

Despite these difficulties it was not too long before the geography of the ship became known to all. Many happy hours being spent in obstacle races and various gymnastic events required to move around the ship. Perhaps the most popular of these was the `Eleven to two-deck Hatch and Ladder Counting Scramble'. Following this as a close second came the `A to Z Duplicate Key Cutting Caper'. By commissioning day `The System', although in its infancy, was growing from strength to strength and order beginning to replace the chaos of coloured edged cards which filled the `Bottom Office.' The `Top Office' also less resembled a paper-chase and the mighty wheels of production were set in motion.

Fame very quickly spread throughout the ship judging by the `requests for work' to be done! The `System' kicked back here, and at about this time `Job Card' became a dirty word since no work would be entertained without the formality of making one out. However, after a few trying weeks, smoothness returned in the form of a steadily increasing stream of the said cards.



The Elusive 'Vera Shackle'



Back: ME AULT, AB PAY, AB FARRAGE, AB COX, AB MARTIN, JME DUCKETT, ME1 CONNOLLY, OS BRYANT; *4th:* ME SPARKES, JME GARSIDE, AB ADAMSON, AB SOMNAL, ME1 WOOLEY, ME COLEMAN, ME McLINTOCK, ME2 MORGAN; *3rd.* SHPT TUCKER, SHPT HODGES, SHPT DEACON, SHPT BENNETT, SHPT OLDALE, JNR. GILBERT, SHPT WOODCOCK; *2nd:* SHPT BROOKS, SHPT ALLEN, SHPT HARVEY, SHPT GAINY, SHPT CASE, SHPT TATNALL, SHPT HOOKER, SHPT SCHOFIELD, SHPT MACKAY, SHPT LEWIS, SHPT CURD, SHPT BURKITT SHPT. CHAPMAN; *Front:* C SHPT WEEKS, C SHPT HOCKING, S LT NEW, LT CDR FORREST, C SHPT PIKE, C SHPT WIGGINS, C PLBR LOVE



What's shores Chippy?

General Manager Having inspected the layout, which apparently met with his approval, Shipwright Lt. Cdr. Forrest was promised the chair to take effect from the following October.

The return journey to the U.K. was punctuated by the usual crop of routine work, the only cause of anxiety being the repeated splitting of the waist catapult venturi tank. This was eventually repaired by Singapore Dockyard. At Beirut, representatives from the firm manufactured and presented a climbing-bar and slide to the children of The School for the Deaf & Dumb, Aurissia. Shipwright S/Lt. Minty left the fold to take up an appointment as Manager of a shoresides firm in Aden. There is no truth in the rumour that he packed a shield as well as his sword!

Spirits were of the highest now with Devonport and leave fast approaching. Cries of 'I'll be glad when this leg's over' became more and more prevalent. Some indicating the left leg and some the right.

Three very short months later the firm settled down to workaday routine again at the beginning of a second and longer East-bound journey. By this time Shipwright S/Lt. New had joined the staff and taken up the reins so quickly dropped by Shipwright S/Lt. Minty. Continuance of the four-monthly job change scheme helped relieve the monotony of many of the routine jobs and at the same time provided much first hand experience for the apprentices and younger members of the staff.

In October 1965, Shipwright Lt. Cdr. Stephenson was relieved (very!). Last seen, he was moving at about 200 knots over the sharp end accompanied by a Gannet owned by one of the firm's subsidiaries!! It was generally understood that he should finish his journey comfortably chairborne directing the smooth running of BELLEROPHON. As prophesied Shipwright Lt. Cdr. Forrest took up station in the 'Bottom Office' and placed his finger on the mighty pulse.

With this second leg well under way it suddenly became the vogue to break previous records set by similar organisations in the past. Tractor running hours soared into the thousands and the fact was broadcast, miles and miles of film shot through cinema projectors and was noted, hundreds of sorties were flown and were heard, more arrests were made than Bow Street could ever handle and the ship steamed endless miles up and down the Mozambique Channel. The Hull Maintenance and General Repair Co. -be it ever so humble tenders it's record to date:- In the month of March 1966 no less than 354 Job Cards were attended to, signed, stamped and stowed away.

'Advanced Drafts' and 'First Leave' are now the daily byword and it is expected that the staff will devote some of their energies towards these items.

Meanwhile, the Planned Maintenance Section of the firm tackled the seemingly immense task of surveying the structure of the ship from stem to stern and truck to keel. More and more of the ship's innermost secrets were revealed as D. B. tanks were opened for inspection, scraped, scrubbed, painted, noted and re-sealed. Watertight doors and hatches throughout the ship received their share of attention, proof of which can readily be seen on the chalk-marked, grease-smearred white suits of unsuspecting persons passing through recently tested doors. To add to the delights of the Planned Maintainers, ventilation recirculating flaps, valves and closures had to be serviced and tested, many of which at first were cunningly hidden or cleverly disguised as bathroom bulkheads.

The first visit to Mombasa rather put the firm's nose out of joint since the ship's company then preferred to buy their timber ashore in the form of carvings. It was, however, not long before most of these carvings had passed through Chippies' Shop to have their legs repaired, splits patched, bottoms flattened and once more it was 'business as usual'. At Hong Kong a gentleman came to see the firm in action and it was rumoured that he was to be the new

Navigation & Direction Divisions



Back: AB HARDY, LS REAR, AB MORTLOCK, AB LAMBERT, AB CAWLEY, LS ANASTASI, OS ROE, AB TURNER, AB MURRAY, AB SHARP, AB BEER, LS POYNTER, LS FISHER, AB LANE; *2nd:* OS FARADAY, OS ROBINSON, OS MCKAY, AB SHINN, LS LEKERMANN, JS DIXON, OS CATHERALL, OS BURGESS, OS JEFFERSON, AB MACCORMACK, LS HOOKER; *3rd:* PO KENNEDY, PO LAPHORNE, PO BRASSINGTON, LT MURRISON, CPO SMITH, LT CDR WILLIAMS, LT CDR DEAN, PO HELE, PO SEDGEMORE, PO SMITH; *Front:* AB MORRIS, LS JONES, AB TUXFORD, LS COWIE, LS BRAY, OS JOHNSON, OS KENNY, OS DOOGAN, OS DIMMICK, AB GOLDTHORPE, AB BUTLER.

THERE is something different about EAGLE apart from her wild statistics which tell us she is the biggest and the best, I mean of course our female "ROBOT", (new codeword for ACP 165) A.D.A. I cannot unfortunately describe her unique facilities or hard won successes, however I would like to point out to any who stand in awe at the mention of this creation that it is undoubtedly the greatest challenge facing a P.R.I.; to attempt to control her and mould her to the everyday production of that PICTURE we are forever offering the command. The whole system is one of man's thought processes speeded up and presented as required, in short time. When one comes to live with the image it becomes much easier to absorb and understand, and suddenly you find yourself able to make intelligent remarks on the subject and who knows, offer some advice. Once past this stage you need never look back and a happy union is assured.

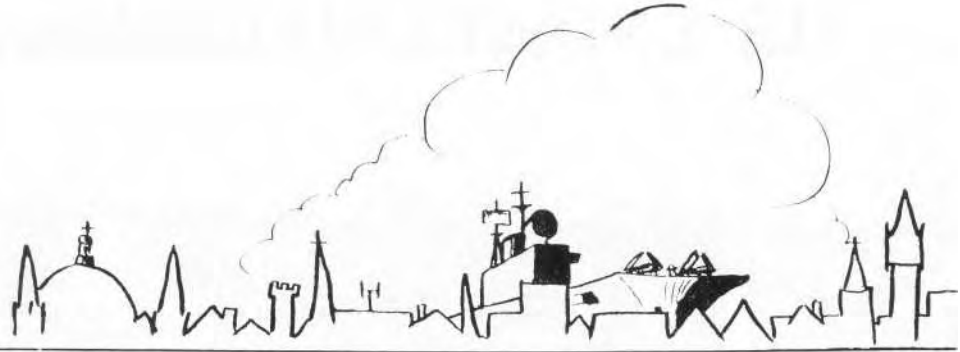
Revolving round A.D.A. has been the ever increasing burden of external communications. A world of complex circuit designators, A/C channellisation and facilities, which all have to be available and often duplicated for each user in a variety of positions. Whilst there is nothing new in the problems, the complexities of modern systems create considerable difficulties.

An R.P.'s life can never be the same now that he has A.D.A. Outside of A.D.A. the R.P.'s have had a busy time. The L.O.P. team has been permanently running three watches (West Country), the team consisting of an R.P.1 and 3 R.P.'s. The remaining R.P.'s have been employed in the air watch which operates on a two watch basis. As seamen, R.P.'s have been employed as boats crews, Quartermasters, Corporals of the Gangway, part of ship or flat sweepers, and of course on any of the normal tasks that seamen are detailed for in harbour.

I would like to have written something of the ship's movements and our wonderful visits. This I'm afraid has been censored though I am allowed to mention that we have been attached to the KENYA NAVY and our home port is MOMBASA. Furthermore it is rumoured that our President in these parts, when asked about his NAVY, proudly points to KILINDI harbour.



NAVIGATION DEPT



HAVE you ever wondered how it is that one day we are happily settled alongside and the next the scene has changed once more to one of 'oggin'? The answer is simple, some seamen let go the painter, the stokers found some steam, chippy got a job card and hoisted the gangways and away we went. But is it as simple as that?

Who pointed her in the right direction? Who, when Their Lordships pointed to a spot in the ocean, worked out the 270; 25 knots? Our two fittings on the bridge of course, N's 1 and 2, Lieut. Cdr. Rogerson and Lieut. Murison. N1 draws lines on large sheets of white paper which is the 'where to go' stage. N2 with all the tools of an interior decorator festooned around him, ascends and takes sights. These, processed, and pondered along with a quick crib from SINS, forms the 'where we are' stage. A neat join and its 270; 25 knots. Of course there is still the Mid. on the bridge who comes in handy to verify the speed, allowing for steam to wet the tea, have a hot shower or two and fire the catapult after pipe down.

The course to steer is now bellowed down an intercom to reverberate round a small box in the bowels of the ship where sit a jolly little fellow called a quartermaster, another jolly fellow known as the 2nd. QM., a happy soul reading the seamanship manual and a miserable type who is usually an OD. The QM. or one of the other three if he can fiddle it, then puts the ship on course; not an easy job in EAGLE because there is only one spoke left.

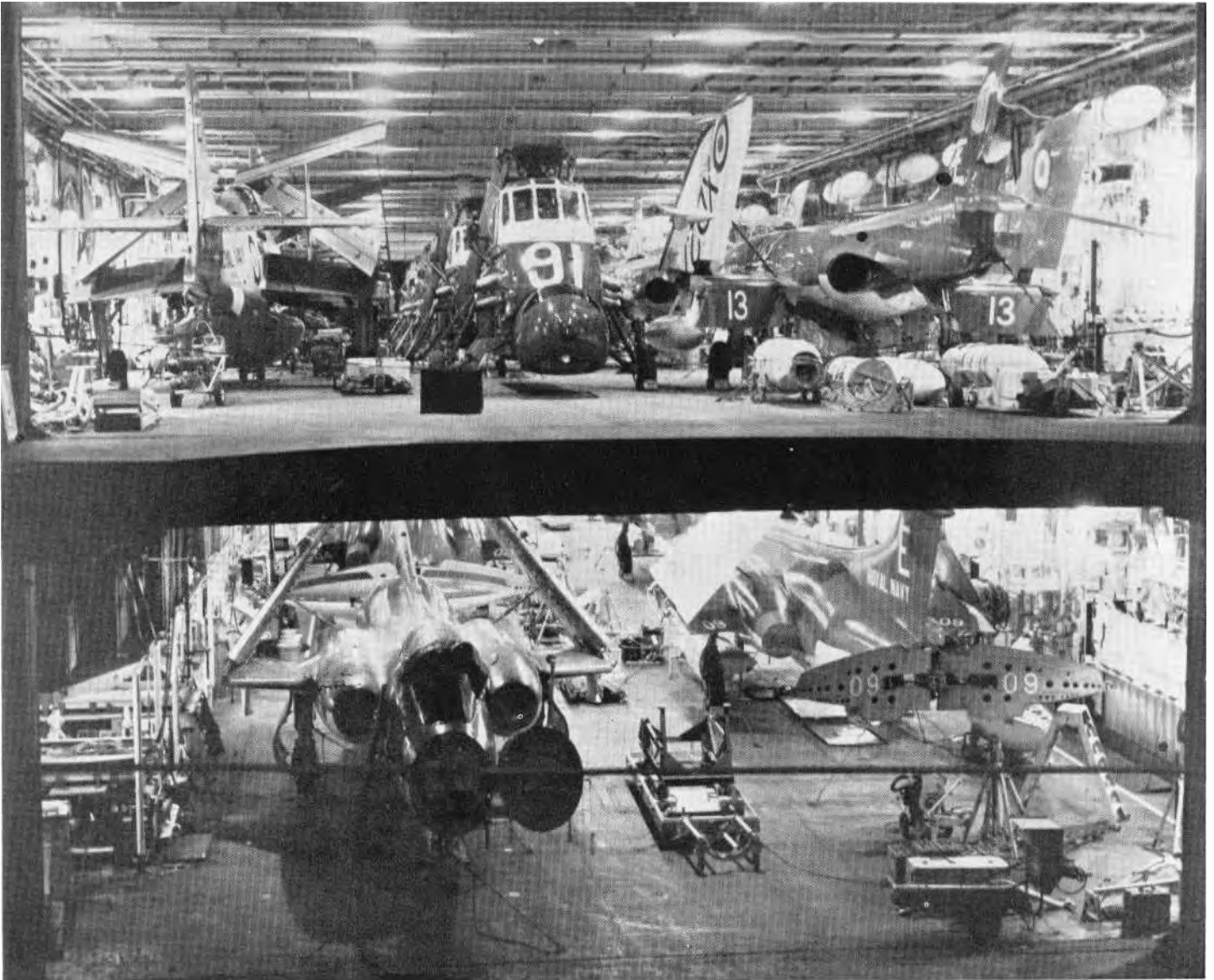
These men upon whom your destiny depends also have charge of four 'stop' and 'go' handles. Cranking these causes the ship's speed to alter. It has been suggested that other elements somewhere in the ship do something to help but no evidence has been brought to light to substantiate this suggestion other than the bells in the 'box' going 'ding' sometimes when the handles are cranked.

Other duties include participation in a game called 'spot the accent'. A broadcasting system is used and the game is played by around two thousand men. Extra points are awarded for understanding the message delivered. The game is declared null and void during the periods when the Captain comes on to confirm that he to has got the buzz that arrived in the previous week.

With the departure of Ch. QM. Laphorne it is hoped that the department can make that last hair raising passage through the canal.



AIR ENGINEERING DEPARTMENT



WORK hard - play hard' might well be the motto of the Air Engineering Department. To elaborate on the former would require more than our fair share of space. We will therefore concentrate on our off-duty sporting achievements.

The soccer team has had a splendid record during both legs. Under LAM. (A/E) Taylor the side won the Exeter Trophy. Now on the second leg LAM. (A/E) Cregan is very confident it will be retained.

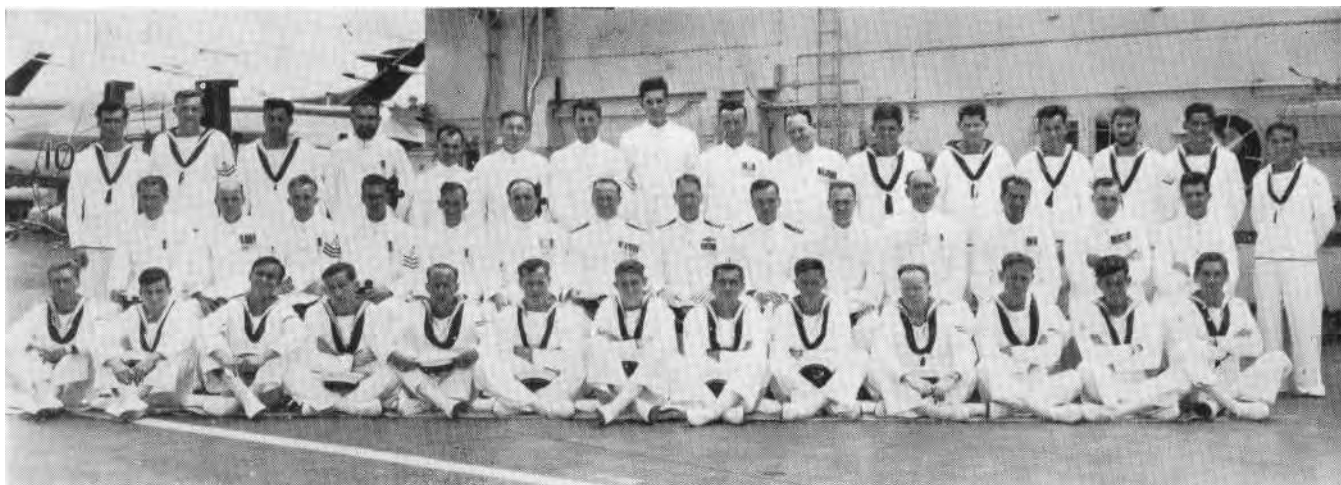
The department's rugby team was formed by LEM. (A) Gorman and REA. (A) Patterson. Starting with a lot of 'greenhorns' they have welded together a very good side.

The hockey side has an outstanding record having scored an average of 13 goals per match. It is true they have as yet played only one game but hopes are high for the next one.

LRM. (A) Cayton and EM. (A) Morgan represented the ship in the Far East Fleet Boxing Championships and both reached the finals.

In those hard fought games on the flight deck the division has also performed well. In the deck hockey competition they defeated the Aircraft Handlers in the final. and were defeated by 820 Squadron in the volley ball final.

To prove it is not all brawn LEW's (A) Shackell and Black won the darts competition while Shackell was again to the fore, finding time amongst his other activities to win the crib doubles competition aided by LREM. (A) Hasson.



Back Row: NAM (A/E) BABB, LAM (A/E) DAVIES, LAM (A/E) MOOR, AM1 (A/E) FOLKARD, POAF (A/E) COTTRELL, POAF (A/E) NEWHAM, POAF (A/E) SAMPSON, AA2 (A/E) ELLIOTT, AA1 (A/E) PADDON, CAF (A/E) GEORGE, NAM (A/E) ROLLS, LAM (A/E) FERNS, LAM (A/E) CREGAN, LAM (A/E) BAKER, NAM (A/E) DAVIES, NAM (A/E) MUTTON; *Centre:* AA1 (A/E) LININGTON, CAF (A/E) DAVIES, POAF (A/E) MORGAN, POAF (A/E) EDWARDS, AA1 (A/E) MUNDAY, CAM (A/E) JOHNSON, LT BENNETTS, CDR HALLETT, LT PHILLIPS, AM1 (A/E) MARLING, AA1 (A/E) MARTIN, AA1 (A/E) LOWRY, CAF (A/E) ANDREW, AA1 (A/E) LEWIS; *Front:* NAM (A/E) CROFT, NAM (A/E) KNIGHT, NAM (A/E) BICKHAM, LAM (A/E) HALWOOD, LAM (A/E) HOTHERSALL, NAM (A/E) GREEN, NAM (A/E) WALMSLEY, NAM (A/E) RIMMER, NAM (A/E) HAWES, LAM (A/E) WALLACE, NAM (A/E) PRYCE, NAM (A/E) WALKER, NAM (A/E) DENNISON.

Apart from departmental games the division has been well represented in the ship's teams. Regular representatives have been:

Soccer: LREM. (A) Swindell, LREM. (A) Hopwood, LREM. (A) Tracey and NAM. (O) McDermott.

Rugby: LEM. (A) Gorman, LAM. (O) Bodycote, EM. (A) Morgan, EM. (A) Smith, NAM. (O) Whitworth.

Basket Ball: REL. Mech. (A). 1. Williamson, AA. (A/E) Elliott.



Back Row: EM (A) SMITH, REM (A) DENMAN, LREM (A) SWENDELL, LREM NICHOLLS, LEM (A) BROWN, REA1 SCRIBBANS, POREL (A) VINCENT, POREL (A) SWINN, LREM (A) CAYTON, OS NORBURN, AB CLAPP, EM (A) CURRAN, LEM (A) GORMAN, EM (A) MORGAN, LEM (A) BLACK; *Second:* REA1 PATTERSON, EL MECH1 CRITCHER, REA1 POTTER, EA1 PURKESS, REA2 TIERNEY, RMECH1 DARKE, FAI WILSON, CEL (A) CHRISTIE, EM (A) COOPER, LREM (A) HASSON, REM (A) CLARK G.F., LREM O'MALLEY, EM (A) MIDDLETON, REM (A) CLARKE M.C.; *Third:* POEL (A) STANIFORD, POEL (A) HITCHCOCK, EA1 BAKER, REA1 MUMFORD, EA1 SHEPHERD, CEA (A) KNIGHT, CREA (A) HARDY, LT DAVIDSON, LT CDR CAVANAGH, CREA (A) KIDDELL, RMECH1 DAWE, POREL COLLINS, RMECH2 WILLIAMSON, POEL (A) CASHMORE, CREL (A) CORNFORD, EA1 PENNY; *Front:* EM (A) TRACEY, LEM (A) SHACKELL, EM (A) GARDINER, EM (A) HOGG, EM (A) DUKES, REM (A) GRANT, REM (A) DONNELL.

55 CBGL Section



DRVR. WRIGHT. CAPT. MACMILLAN, MAJOR WHITE, SGT. COWELL.

IF 55 CBGL Section have little else to aspire to, their great claim to fame must surely rest in their capacity to remain at sea for what appears to be indefinite periods. We claim to be the soldiers with the longest sea time with slight apprehension, knowing full well that this statement will immediately be challenged by the crews of LCTs, DUKWs and by those intrepid men who, for reasons best known to themselves, drive Champs along the bottom of Hawley Lake.

The Section started off in September 1964 with Major Bunn (Staffords), Captain Macmillan (DERR), Sgt Hay and Ptes Wright and McCaffery (RASC). At the beginning of the second leg in August 1965, Major Bunn handed over to Major White (SCLI) and Sgt Hay to Sgt Cowell (RASC). Immediately afterwards the entire other rank staff changed their respective Corps to RAOC and RCT, an evolution that required feats of unsurpassed skill in producing the necessary Part III Orders.

We have controlled aircraft in the ground support role in Aden (four times) Asahan, Meheilla and Filfla with no apparent detriment to the aircraft concerned.

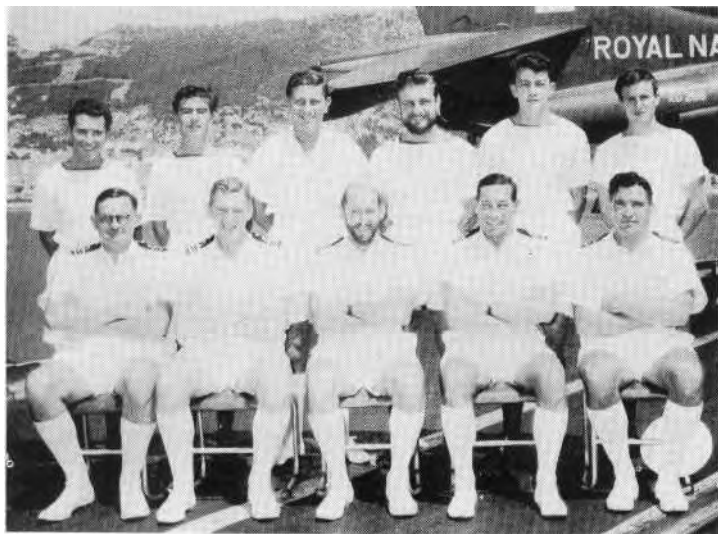
We have marked the fall of many thousands of bombs, rockets and bullets discharged at the splash target, simultaneously carrying on animated arguments with Squadron COs over the accuracy of our recordings. In fact we know our system is infallible thanks to the Macmillan/Mortlock patent widger which was to have become standard issue had it not regrettably been scrapped in the last Defence review.

Apart from this, the Section has found time to run the Wardroom stationery, help in the mail office, drive its Landrover hundreds of miles (on duty of course!), deliver a few lectures and set up new records for goofing and loafing time.



AIR ENGINEERING DEPARTMENT. HOLDERS OF THE EXETER TROPHY

EDUCATION AND METEOROLOGY



NA. I. BLAMEY, NA. I. JONES, PO. A. OUGHTON, L. A. PEGG,
NA. I. TALBOT, NA. I. GOALBY, INSTR. LT. CDR. DOWNER,
INSTR. LT. CDR. CHADWICK, INSTR. CDR. HAIR, INSTR. LT.
CDR. PHELPS, INSTR. LT. CDR. THOMAS.

numerous cups of coffee N. A. Talbot has found time to qualify for Leading Rate with a marriage star in the offing and N. A. Jones and Goalby have done a lot of preliminary skirmishing. With all this and 'x' charts plotted, 'y' balloons flown and 'z' observations recorded, time has not hung.

By keeping Glyn Thomas captive for the whole commission continuity has been achieved on the instructional side.

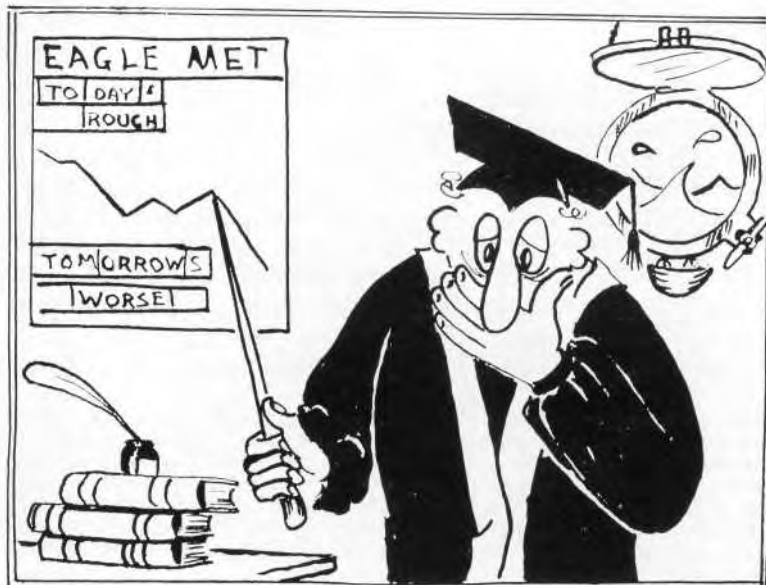
Situated discreetly on 7 deck and 'guarded' by a series of messes, the School Room proves to be a surprisingly spacious and pleasant space and a popular rendezvous for many of the ships company with no scholastic ambition whatsoever. However by treading carefully a large number of candidates have been successfully prepared for GCE/HET and NAMET. Almost as numerous have been the officers and ratings beavering away at correspondence courses in subjects ranging from Pip Farming to degree subjects in the classics.

Thanks to the enthusiasm of the class leaders, Lt. Hagger in German, Sub Lt. McClure in Russian and CEA Muirhead in French, the language groups have been most popular. The determination and zeal shown was epitomised by the pipe "The German class will be held in the Blacksmith's Shop at 2000". A late starter was the Art class but its success was such that attendance was only limited by available accommodation and materials Picasso here we come.

It will be generally admitted that this has been a busy commission. It has been encouraging therefore to see so many struggling against the handicaps of life in an operational carrier to improve their qualifications and exercise their talents - always remembering - 'Arduus ad Solem'.

THE Met office as those know who have managed to find it, is a small office stuffed with equipment and staff and surrounded on three sides by large underemployed spaces. Those who have not found it know it as a large, luxurious, incense smoking den, lined with vacuum packed tins of wind of any desired strength and staffed by a wild eye, wizard hatted forecaster armed with the magic tin opener. Neither picture is entirely true but the first one is a little closer to reality.

Those who have neither visited or wondered where it might be may have cursed at the pipe, "Hydrogen danger, No smoking ... etc." and wondered if after all we carried ballistic missiles and not just balloons. Balloons or missiles the boffins just love the job and of the original team all but the senior boffin Inst. Cdr. Hair, lasted until the start of the second leg when he was relieved by Inst. Cdr. McIntosh, and Lt. Cdr. Chadwick, and Leading Airman Garner would never have gone without the opportunity. In between two very pleasant office runs ashore and



SUPPLY & SECRETARIAT DEPARTMENT



NOW the time comes to look back on the commission and mull over past triumphs it is not easy to find any sensational incidents concerning the Supply and Secretariat Department. After all, it is our ideal that everything should run so smoothly that nothing is remarkable at all.

So far as we are concerned, it all started long ago in June 1963. C.P.O.'s Miller and Tucket and a team of stores accountants arrived to be faced with the mammoth task of fitting 50,000 different types of stores on board and distributing enough furniture to stock a large hotel. Since then the range of items carried has increased to 62,000 and even this enormous figure is only a proportion of the spares that are required from time to time. For those of you who have suffered the frustration of waiting for unstocked items we would like to say that we wish it was possible to stock everything that might be required, but it isn't and we don't. This means that a large number of urgent demands are certain to arise, and the naval stores have throughout the commission managed to keep the vital supplies coming in, despite changes of programme, lack of stocks in the 'yards' and all the other snags which plague the life of a storekeeper.

Victuals! Have you ever wondered what sort of a reaction you would get from your wife if you told her to go down to the shops and stock up for the next three months'? Yet this is precisely what is faced by the victuallers and they can't go next door to borrow a cup of sugar. Lieutenant Commander Brenton in the first leg and Lieutenant Alton in the second and their dedicated team of sea-going unlicensed victuallers, have kept our stomachs filled and our bodies clothed in all sorts of desperate situations. Did you ever wonder if we had enough beef or rum on board? You can be sure they did!

Provisions and stores immediately bring to mind the dreaded subject of the R.A.S. We are all thoroughly accustomed to the familiar shape of "Reliant" closing on the starboard bow, to load after load swinging across the jackstays and the streams of boxes hurtling down the chutes - or sticking halfway down and causing the D.S.O. to tear his hair. Just in case this article ever gets read in "Reliant" this is a good place to say what an excellent service she has given us in almost every possible variety of situation. Perhaps our all time "low" was at midnight off Singapore, in a thunderstorm, with sacks of sodden flour jamming up the chutes. All the R.A.S. parties have done very well. It is difficult to single out any for special mention but the AE Department broke all the records for striking down beer and Petty Officer Coleman and Petty Officer Matthews both became experts at organising the back breaking job of shifting the provisions between decks. And while the toil and sweat of a R.A.S. is fresh in our minds, don't forget that all those tens of provisions that you struck down were hauled up again in daily stints by the general mess party and "Hoppy" and his butchers.

Back: SA WATKINS, WTR GODDARD, L/WTR TASKER, SA WOOLMER, WTR SPICER, SA BARNARD, L/WTR ATKINS, WTR MAPLETHORPE, SA PARROCK, LSA BARKER, LSA AKESTER, SA BIRKETT, LSA STIRLING, WTR O'HARA, SA WOOD, L/WTR AYRES, WTR HARDY, L/WTR MURPHY, LSA POPE; *Centre:* POSA HOCKING, LSA FERRY, LSA TOMAN, LSA WHITE, SA MOOREY, LSA CONSTANTINE, LSA JONES, SA WILLIAMS, WTR CLEVERLY, SA VINCENT, SA THOMSON, SA ROWE, PO WTR STENNING, LSA DEVOY, CPO SA HILL, SA POTTER, PO SA SADLER, L/WTR JARDING, LSA CROUCH, SA KEENAN LSA MARTIN, LSA WILSON, SA TOMS; *Bottom:* POSA COLEMAN, POWTR FRAMPTON, POWTR PEARCE, CPOSA TUOHY, CPOSA MEREDITH, POSA HAMBLETON, CPOSA TURNER, CPOSA PARR, CPOSA BOYCE, CPO WTR BUTTON, CPOSA MILLER, CPO WTR CRILLEY, CPO WTR MCEWAN, POWTR FARROW, POSA HOBSON, POWTR BROADWAY, POSA BRYCE, POSA FRANCKEISS, POSA GOATLEY.



I

2



1

Back: CK (S) BLACKSTONE, CK SMITH, CK MANDERS, L/CK GARDNER, POCK TRETHEWEY, L/CK LOCKWOOD, L/CK WILSON, L/CK TALLACK, CK CAHILL, CK WHITE; *Ist:* CK (S) RUMLEY, CK PARSONS, CK WILLIAMS, CK SPENCER, CK SMITH J, CK HOLMES, CK HUGHES, CK ARMITAGE, CK MURRAY CK WISON; *2nd:* L/CK (S) CURRY, L/CK COLBURN, L/CK PALFREY, POCK HAMILTON, CPOCK BICKERTON, POCK ROBERTS, POCK HAMMOND, L/CK STONE, L/CK WILD, L/CK DIACK; *Bottom:* CK (S) TAYLOR, CK WEBB, CK GRAY, CK DRAYTON, CK BEVANS, CK BUTT, CK MILLS.

2

Back: L/CK (S) BAILEY, L/CK POWELLS, POCK MATTHEWS, L/CK PATTERSON, L/CK SMITH, L/CK BANTICK, LICK SEARLE, L/CK UPTON, L/CK BENNET; *Ist* CK (S) TAYLOR, CK JONES, CK REVERT, CK CARPENTER, CK DOBSON, CK BROWN, CK PHILLIPS, CK WEBBER, CK EDWARDS, CK TAYLOR D.R. *2nd:* CK (S) HALE, POCK WATSON, POCK HOUGH, CPOCK WILLIAMS, CPOCK TAYLOR G, POCK LEACH, CK COATES, CK McCLAUGHLIN, CK LEES; *Bottom:* CK (S) WALTER, CK OLIVER, CK SPROSTON, CK WARNE, CK MARCHANT, CK CLARKE.

3

Back: CK (O) SHAW, CK RITCHENS, L/CK MULHOLLAND, L/CK AVERY, CK McINTOSH, CK McCRINDLE, L/CK RITSON; *Centre:* L/CK (O) WARD, CK AKERMAN, CK GARNER, CK McWILLIAMS, CK MERCER, CK WHYTE, CK AUSTIN, CK WALKER, L/CK CLEMSON; *Bottom:* L/CK LANE, L/CK HARRISON, POCK SUTCH, POCK BENNETT, CPO CK HOLLAND, POCK JEANS, POCK THOMAS, CK FISHER, CK WINSTANLEY, CK WHITESIDE.

We get this food in, and then we cook it. The ship's company owe a great deal to the efforts of Chief Cook Bikerton, Chief Cook McGowen and all the cooks who have kept the galleys going 24 hours a day throughout the commission. If when reading this, you think of some occasion when the steak was tough, or the prawns ran out, or any other little thing that was not entirely to your satisfaction, just think of the enormous task facing the cooks in a ship of this size. In the course of the commission the galleys have served Well over five million meals, which works out at more than a hundred thousand per chef.



In the bakery Chief Cook Taylor and his staff have baked well over 250 tons of bread and nearly 3 million rolls. They have kept up supplies not only for EAGLE but for all the escorts who have worked with us and proved grateful customers. Put on end the loaves they've baked would stretch from Plymouth to Exeter.

The wardroom staff too have had a very busy time providing 'hotel' services for some 250 officers. Demands have ranged from high pressure social life in harbour, to meals and snacks round the clock when flying is in progress. On top of all this, they have coped admirably with a succession of visiting journalists, scientists, members of parliament and other V.I.P.'s. When duty called, they buckled to and took turns to shake Charlie Squires in the mornings. Jobs were changed round regularly, but the names of Petty Officer Woodhead of the bar, and O'Brian of the ACRB, spring to mind among many others. Not in the public eye, but worthy of mention, are the men in the pantry who struggled with the useless and inefficient mashing up machine.

Last, but by no means least are the Writers. Pay for the men and letters for the Captain assume massive proportions in a ship of "EAGLE's" size. Chief Writer Crilley has accepted £35,000 in the Post Office in POSB deposits. Cash payments, excluding allotments, income tax and so on, amounted to over two million pounds. In the Captain's Office Chief Writer McEwen and his men have dealt with over 22,000 letters addressed to the Captain, as well as a multitude of requests and alterations, punishment warrants and other problems that comes their way.

The department has had a good record for sport, and has fielded a large number of teams so as to give as many as possible a go. During the first leg the 5J3 mess football team led the field, taking on all comers. In the second leg, no less than three soccer, two hockey teams and one rugger team were raised. We won the ship's tug of war competition and were selected to pull against the Ark Royal. It was sad that we were seen off, but we were pitted against a very heavy team, that had trained for weeks on Tiger. At the time of going to press, all the teams are doing well in the divisional league, and only time will tell whether we can scoop the pool.

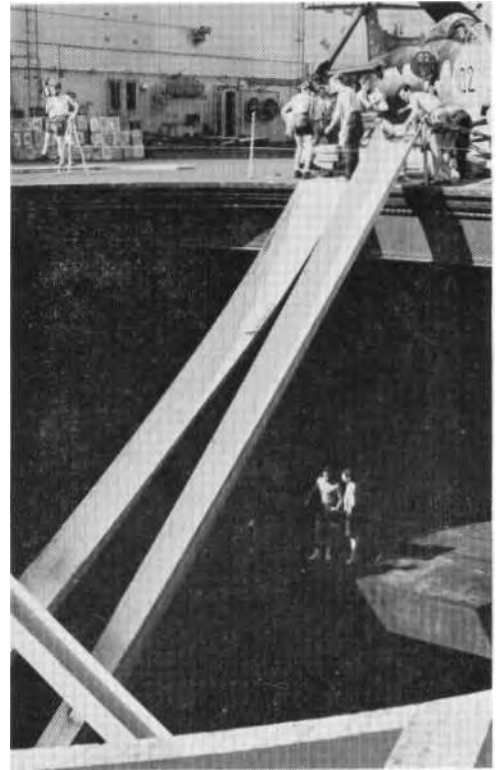


Back: STDS SHARPE, MARGERRISON, JONES RC BARLOW, SNELL; *Centre:* L/STD TYRELL, STDS JACKSON, HENDERSON, JEFFERSON, MILES, GOULDING; *Front:* L/STDS SMITH, LAW, PO STD JARVIE, CPO STD ANDERSON, STDS, McCULLUM, O'DONNELL, RITCHIE.

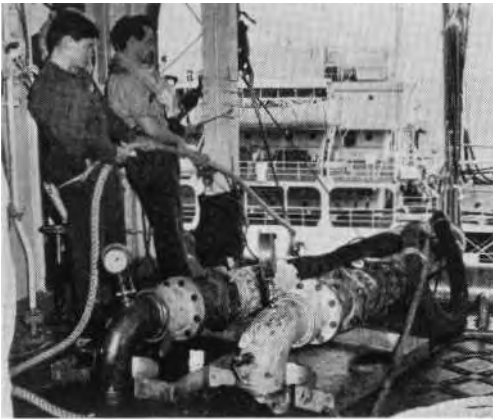
Back: STDS COOK, SHIRES, HIRONS, BADDERLY, L/STD MORRISON, STDS, PHILLIPS, DURRANT, McWILLIAMS; *Centre:* STDS LLOYD, SLEEMAN, HOGG, L/STD HARDY, L/STD WHITEFORD, STDS WARREN, TOMLIN, McGUFFIE, THORNHILL; *Front:* STD KELLY, L/STD WINDSOR, L/STD HARRINGTON, PO STD FRASER, CPO STD ROBINS, PO STD LINDFIELD, PO STD WOODHEAD, L/STD, MOORE STD BYIERS, L/STD MADDEN.



Not both at once !



Mind the PMO



I'm a puff puff

R A S

Figures

<i>Liquid:</i>	200,000	tons of FFO
	7,000	tons of Diesel
<i>Solid:</i>	4,000	tons of Stores
<i>at:</i>	1	ton per minute
	77	loads per hour
<i>Consumption:</i>	2½	tons of beer
		per day



I'll be mother !



Weapon Supply Party

WEAPON supply involves the supply of all types of weapons, completely assembled and ready for use. It may be for an aircraft on deck, a Seacat mounting or a 4.5 inch gun turret.

Before EAGLE's present commission this job was carried out by two different parties, the Air Gunners Party and the Ship Gunners Party plus various ratings detailed from other parts of ship. Here the two parties have amalgamated and are known simply as the WSP, the Weapon Supply Party.

At short notice this party can supply either a guided weapon or a conventional weapon. With a few special exceptions seamen and naval airmen work together side by side. You get naval airmen handling 4.5 ammunition and seamen moving aircraft weapons.

From the amalgamation come a number of advantages. In an emergency a large body of men is available to tackle the job and no other departmental assistance is required for the whole process of weapon supply.

Other commitments of the WSP are manning the saluting guns and forming gun line throwing teams for all replenishments at sea. In harbour they man a ships' boat and last but not least they have the job of keeping immaculate the fifty-five weapon magazines and stores a busy task to fill the time when there is no armament programme.

Working as a combined Weapon Supply Party instead of separately has been a great success. It could be a sign of things to come in other carriers.

Air Ordnance



Back: NAM (0) BROOKSBANK, LAM (0) BRAY, NAM (0) MILTOM, NAM (0) WISE, NAM (0) DENHAM, NAM (0) BURGESS, NAM (0) MOULSON, NAM (0) BRAIN, NAM (0) DINNER, LAM (0) BODYCOTE, NAM (0) HELLER, NAM (0) McDERMOTT; *Second:* NAM (0) LETTS, NAM (0) LANGLEY, LAM (0) TITLEY, NAM (0) WYATT, LAM (0) JONES, LAM (0) HAYES, NAM (0) BROCKER, LAM (0) KNIGHT, NAM (0) PYETT, NAM (0) WALMSLEY, NAM (0) METCALFE, NAM (0) HETHERINGTON; *Third:* NAM (0) HACKWORTHY, LAM (0) HIRST, POAF (0) BRACKEN, POAF (0) KELLY, AM2 (0) SMITH, CAF (0) DENNIS, CAA (0) CAPLE, LT SILVERTHORNE, AA1 (0) ELGER, CAF (0) GOODE, AM2 (0) PEACOCK, POAF (0) ELLIS, POAF (0) DUFFETT, NAM (0) WHITWORTH, NAM (0) CROSBY; *Front:* NAM (0) TURNER, NAM (0) MADDEN, NAM (0) WYNESS, NAM (0) NICKSON, NAM (0) MELLOR, NAM (0) EVANS, NAM (0) COOKE, NAM (0) BREALEY, NAM (0) LAWSON.

REGULATING BRANCH

AS I stepped into the Regulating Office at ten past six on a cheerless morning I was met by the genial, smiling, silver haired Master at Arms So might start a newspaper story if any of our various journalistic visitors had ever ventured forth at such an hour.

Master at Arms Mackenzie has now held sway in the Regulating Office since July 1965 when his predecessor Master at Arms Bray, retired with a well earned B. E. M. and his considerable tombola winnings. The "Master" presides quietly and competently over what is a nerve centre of the ship as witness the constant stream of visitors who pass through in search of daily orders, tombola tickets, distance run



entries, SSAFA Derby sweep tickets etc., etc., etc. To assist him in this task, and with the more mundane activities of discipline, drafting, baggage, mail and leave, are a team of experts who claim to have worn down three Divisional Officers and to be working on their fourth. Its a sporting team - hardly surprising when a PTI shares their mess - and in addition to the more usual sporting interests produces a better than average darts team. The oldest inhabitant, (like the Master at Arms a boxing judge,) is R.P.O. Wilson, whose solo efforts on joining in July 1963 did much to lay the foundations of the organisation. The next oldest is RPO. Gumbleton, one of the well known West Country twins, a soccer referee and a lively supporter of the Rugby

Team. He with RPO. Humhreys, makes up a pair of genial recording angels listing the erring ways of offenders in the S.241.

For those whose fortunes lie elsewhere than in EAGLE, the Drafting Office provides a magic carpet service second to none. There are many who have cause to thank RPO Cheyne and LPM Pettinger (now beardless) for their efficient help when swept away on compassionate leave half around the world. Less spectacular, but none the less necessary for all that, is the job of LPM. Westlake the baggage expert. To complete the team we have the man who, as the day of return to U.K. comes closer, becomes the friend of all LPM. Roberts of the leave section.

Only 9? - surely we've forgotten someone? Ah, here they come like two lost Fathers Christmas with bulging sacks over their shoulders the posties. They also answer to the names of LPM. Bardsley and Worland and the former is sometimes seen disguised as a hockey player ashore, or as a deck hockey referee on the Flight Deck.

That then is the cast, but what of the play? Once again our mythical reporter journalist might report, "as I left the office I took with me the lasting impression of efficiency tempered with good humour and discipline tempered with good sense, where even the lowliest offender need feel no fear and where the unfortunate can expect a word of comfort and advice." A bit flowery our journalist but I can't help thinking he's right.

Rear: RPO D WILSON, RPO D HUMPHRIES, LPM J WORLAND, PO.PTI C GLOVER, LPM D BARDLSEY, LPM J CHEYNE, LPM J PETTINGER;
Front: CDR EBERLE, MAA BRAY, CAPT EMPSON, RPO J GUMBLETON, LT CDR HARLAND.

MEDICAL DEPARTMENT



*An
ME's
Mess ?
or
Solving
the
recruiting
problem*

DOCS may come and Docs may go, but some go on for ever" to completely misquote a well known saying, and thus it was with us. The "Boss" alias Surgeon Commander Alan Mackie D.S.C., has remained with us throughout the commission, and at the time of writing looks as if he may go on for his hat trick! Not so the junior medical staff for they have changed as rapidly and frequently as the ship's programme. Doctors Bond and Cole were replaced by Doctors Jackson and Revell who joined us at the beginning of the second leg and look as though they will leave before the end of the commission in August, while the first seagoing Wardmaster in the Carrier Squadron, Wardmaster Lieutenant Harbour 'Our Henry' was relieved by the 'The Golden Boy' John Lyons.

The sick berth staff have likewise changed but not to such an extent, and we end the commission as we began with two Chiefs (or Medical Technicians as they have recently been re-christened). Med Tech 1 Bailey joined us as a Petty Officer and Med Tech 1 I. Smith has remained throughout the commission and has promised us a ride in the Jaguar which he is reputedly buying with the profits of the phot firm! Chief Bilsby left us at the end of the first leg for the delights of Haslar. POMA Huges moved from the Dental Surgery at the same time to the stores side of the Sick Bay for the second innings. Others who have been with us for all or most of the way are LMA Windsor, MA's Royle, Harrop and Bloor and our new LMA 'Whishere' Graham. Joiners in Singapore were LMA Edmonds and the 'Haggis Wafflers' MA's Gardner and Peddie - Wee and Big Jock! LMA Collinson arrived from the bush in Mombasa.

The work of the Sick Bay is inevitably routine relieved by the occasional excitement, and ours proved no exceptions. We have used a record number of syringes, prescribed a record number of codeines and have seen a record number of patients in line with the



Jabaway Cake 1000



Next please

There was a buzz going around that the P.M.O. was going to take up the post of P.M.O. in the Sultan of Johore's riding stables but the job seems to have fallen through - he still has his riding boots to prove it. Dr Jackson has been busy for most of the commission in the Judo school where he produces his own patients. Dr Revell is studying for his L.R.A.M. in the S.R.E. compartment and his MO Show on the S.R.E. has proved most popular. Bill Bailey had to buy spectacles because of the added strain of looking down the microscope. POMA Hughes went on a Survival exercise in Singapore but our bribe to the Army was insufficient and he found his way back. LMA Windsor found his way up to the Flight Deck later on in the commission where he was seen at all times except during Flight Deck P.T.

We exchanged all our paludrine for tranquilisers because of our prolonged stay at sea. and have been running an enlightened course on anatomy in preparation for our return to a shore base which was hoped for sometime before the end of the second leg. The Wardmaster is still collecting volunteers to accompany him on the next commission.

other records that have been mentioned elsewhere in this book! The surgical team have kept their knives sharp and gases flowing steadily, if not infrequently throughout the commission. They have dealt with three cases of perforated ulcers, one a Chinese merchant seaman transferred to us, and the others, two young members of the ships company. Appendicitis is usually the most common emergency, but to date we have had few of these to record, unlike other carriers, Could it be that ulcers are peculiar to Eagle!

On the few occasion's that our "magnificent men" had to leave their flying machines at the rush, the sick bay drill has been speedily brought into action - everyone to his appointed post, the P.M.O. at the door with a bottle of brandy to resuscitate the unfortunate victim if necessary (it is rumoured on a "one for you, two for me" prescription). M.T.1. SMITH with a viciously large pair of scissors, a steaming hot bath and twenty or so spectators to complete the scene. The patient would arrive via the lift and if standing is given a tot of brandy (see above), his flying suit is cut off with the skill of a Chinese Tailor and he is plunged into a hot bath - thank goodness for modern medicine!

Back: LMA EDMONDS, LMA WINDSOR, POMA DIXON, M.T.1. SMITH, M.T.1. BAILEY POMA HUGHES, LMA ROBSON, LMA COLLINSON; *Centre:* WARD/SUB LT. LYONS, SURG. LIEUT. CLR JACKSON, SURG. CDR. MACKIE (PMO) SURG. CDR (D) ROGERS. SURG. LIEUT. CDR. REVELL, SURG. LIEUT. (D) EDWARDS; *Front:* MA HARROP, MA PEDDIE, MA ROYLE, MA GARDINER, MA BLOOR, LMA GRAHAM.



Gunnery Division



WHO or what on earth are the Gunnery Division? They consist of a floating population of about forty gunnery rates out of a total of about one hundred and sixty on board. The remainder are spread around the other divisions of the ship.

The 'forty' from the Quarterdeck, Part of Ship, hands are usually lost from view aft of the 'Officer Country' signs. Quarterdecks may not be as good as they used to be but even Petty Officer Mullen doesn't think it looks too bad.

"Flipping Charwomen", you say. Not a bit of it. Who helps secure the ship in harbour so that you can go ashore

for your well earned 'run'? Often not as easy as it sounds. Ask that intrepid buoy jumper 'Donny' Donnison what he has to say about the stern pennants in Mombasa. Another two unenviable jobs done by the Quarterdeckmen are Lifebuoy Sentries and Lookouts but 'Dave' Pemberton twice earned congratulation by the Captain for his part in saving life.

The other side of a gunnery rating's life has not lived up to a conversation heard on the quarterdeck, "Yes, quiet numbers and no gunnery. just flying and sunbathing and all the good runs ashore". The only time we did have a quiet spell on the guns was when they fired all those Seacats. Rhodes hit a target with his first shot and some of the others only missed by a few feet. And the poor old I.S. Platoon. They mustered and re-equipped themselves so often I would have thought they had time to grow out of their last lot of webbing. What with all that and Mids and Seaman Gunner's Starring courses its no wonder Smithy wants to go back to CONDOR! It didn't even stop at Hong Kong. 'I.S. Platoon ashore'. Playing like Pongoes. Still the view of Hong Kong from the rooftops of Wanchai - marvellous - out of this world.

Do you remember what you said when Gregs left? "His relief has just finished his long course and will be so fed up with gunnery that we won't hear a bang out of him". Then what happened? He even got Harry Templeman out of the Commander's Office and no sooner had we sailed than-'BANG'. And we banged all the way to Malta. Then there was that mad dash to Aden. There we had R.A.F. Hunters as well as our own and the H.R.L. teacher in the GDR producing even more targets. Still it was Jock Mullen who was first to see that Hunter on Radar at 50 feet, range 25 miles, not ADA or the Gannet.



Top: AB TAYLOR, AB WEBSTER, AB BLAKE, AB WHEELER, AB ANDERSON, AB HAVERLEY, AB LOCK OS SOUTHERN, All MILES, AB DONNISON, AB HOPKINS; *Second:* AB PEMBERTON, OS DIMENY, AB POWER, AB ALLEN, AB LONG, LS STUBBS, OS CAMPBELL, AB MAY AB JAYS, LS ASHTON; *Third:* OS SIMMONDS, AB BARNETT, AB JOHNSON, OS THOMSON, AB ARUNDEL, OS CRASK, OS EDWARDS, OS DRABBLE, OS HAINESBOROUGH; *Fourth:* AB LODER, LS MATHEWS, AB BALCHIN, AB SALT, AB GARDNER, AB WILSON, AB PESKETT; *Bottom:* POGI TEMPLEMAN, PO MULLEN, LT MORTLOCK, LT CDR CRAWFORD, S LT GREENSLADE, POGI SMITH.

Tas Division



At the beginning of the commission we had more Chiefs and Leading Braves than Indians, with a Chief T.A.S.I., two Petty Officers and four Leading Seamen to watch four Able and one Ordinary Seamen do all the work. However, first Chief Petty Officer Smerdon left us at the end of November, 1964, at the end of the trials period, and just before we sailed for the Far East (!?), leaving Petty Officer West in charge of the division. Next to go was Leading Seaman Cummings, on his way to the big world outside, in May, 1965. In August Leading Seaman Wilcox returned to Vernon and in October Petty Officer Shaw left for home, also on his way outside. Then in January, 1966, Petty Officer West left to make his fortune in milking machines, and Leading Seaman Cass took the weight until Petty Officer Roberts joined us in April. The others of

the division, mostly of the original team, who have now left, are Able Seamen Barton, Chambers and Wilson, Ordinary Seaman Robinson and Junior Seaman Heffernan.

It would appear that EAGLE has developed an allergy to submarines, and vice versa. Time and time again we have been about to do battle with our foe when either the submarine has been taken ill or we have rushed off in the opposite direction to sort out the latest political crisis. Nevertheless, on the few occasions when we have had some response to our mighty ping, we have earned recognition as "the best A/S frigate in the business". The view through their periscopes of EAGLE engaged in a close A/S action must have been a memorable one for the submarine C.O.'s who saw it. The submarines we have managed to exercise with have included two American, one of which was a nuclear, and one Italian.

There has also been a sad lack of opportunities for the demolition teams to nip ashore and make big bangs, but we did have one great party at Subic Bay in the Philippines in February, 1965. The only big mistake made on this occasion was to leave Lieutenant Commander Dean and Leading Seaman Henderson in charge of the beer. However, to finish up with, all the left over explosives were used up in one final big, beautiful bang which nearly sank the T.A.S. launch in a shower of falling debris and put the beer guardians completely out of their stride.

In spite of the frustrations of the many exercises that never were we have managed to survive more or less intact.

Standing: AB BRADY, AB WOOD, AB PHILLIPS, JS CANHAM OS TAYLOR, OS YOUNG, AB JEFFERSON, AB FORDER; *Sitting:* AB STANDLEY LS HENDERSON, PO ROBERTS, LT CDR NICOLLS, LS CASS OS PARKER, AB JOHNSON.

After Mombasa we cracked off with R.O.F.X's and A.A.T.O.F. shoots. Derby Allen thought he could win by dropping his shells down the empty cylinder compartment, instead of firing them. About the same time I found out what a CLAPEX was; I knew where every aircraft was within 50 miles.

We lost our old guns at Aden. He went to Admiralty for a rest cure. "The new Guns is a Fly Boy," you said. It was a work up all over again!

You and your buzzes, going to Aussie and then Hong Kong. Still the rest at Silversands was quite good and I got brown again.

On the way to Aden the I.S. Platoon was mustered again. 'Webber' Jefferies had only just stowed the equipment from the last time. Still this time we did land at Aden. Remember that Arab terrorist who was shot in the dark? I reckon I should have got a medal for that. Not for being in the trouble spots of Aden but for laying next to Whacker when he fired his Bren. It was GDX's, GDFX's ROFX's and musical PT. all the way back to Singapore. TERROR made quite a song and dance about doing I.S. the Navy way. I didn't see any difference myself except for the language. Soldiers must be gentlemen. I was glad too that we did all the Seacat tracking, firing and recording with the Gannet before we left harbour. We would never have fired 15 missiles and scored three direct hits on the PTA if we hadn't. Not bad considering Wilkinson. Taylor and Howey had never fired them before.

We have already fired 700 shells and 15 missiles this leg. I reckon that by the time we reach Devonport we will be due for a barrel change. Look out, here comes 'Nelson'. "Cut the cackle, WORK! WORK! WORK!"

Deck Division



5th: AB WHITE, AB MAXWELL, AB PLANT, AB ADAMSON, L/S BLAKE , ORD WALLACE, AB PHILLIPS, AB FAIRBROTHER, AB NORBURN, *4th:* AB MASON, AB GALZIN, AB TEMPLETON, ORD PENNOCK, ORD SULSTON, ORD HAGUE, ORD TUNE, ORD NORRIS; *3rd:* PO TOWNSON, AB KEEGAN, L/S CUMMING, AB HILLS, ORD EVANS, JS COLLINS, AB CRONIN, AB BENNETT, AB ANDERTON, AB TURNER, PO MEEK; *2nd:* PO KNILL, AB SIMPSON, AB FAWLEY, ORD WEST (AD), LS BORG, AB MANGEOLLES, LS RUSBATCH, ORD WEST (AL), AB HEMMING, PO PEACOCK; *1st:* CH SAILMAKER HUGGETT, S/LT LAVERY, LT RECORD, LT CMDR WOOD, LT McLAREN, S/LT CANTER, CPO RICHARDSON.

... BLESS EM ALL, THE LONG AND THE SHORT...



CDR M MORRAY



CDR D. T. SMITH



CDR C.E. PRICE AFC



CDR AF BROWN



CDR AMJ CUMMING



CDR AA MURPHY



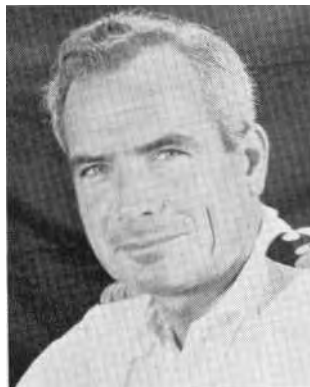
CDR AH JAMIESON



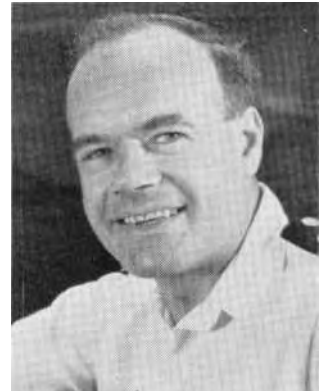
REV AWM WEEKS



INSTR CDR RH McINTOSH



SURG CDR WAN MACKIE



SURG CDR DBF ROGERS

Friday



This bell is a gift from St Pauls Church, Yealverton to St Pauls Church, Beau fort in Sabah

Missouri

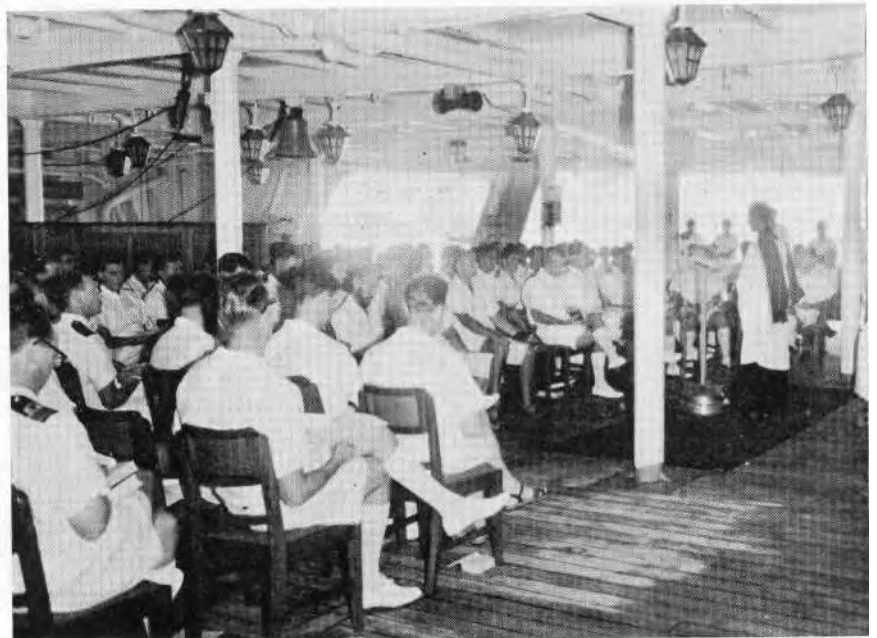


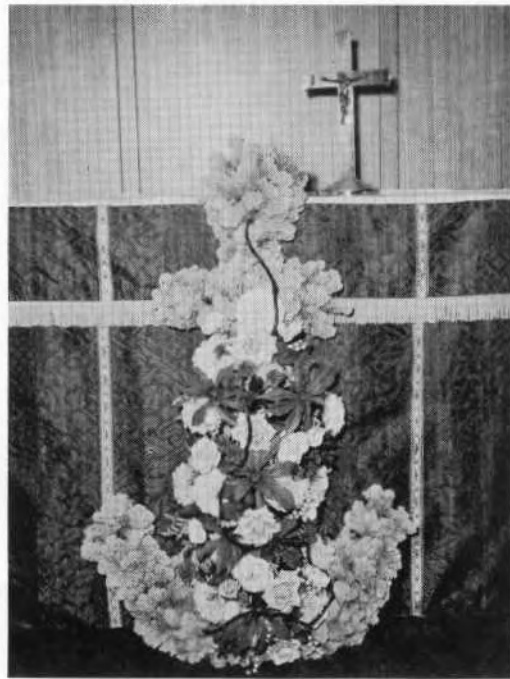
Saturday

" What a Giggall "

Sunday

On the quarter deck





<i>Lieutenant A.P. Rayment,</i>	Royal Navy
<i>Sub. Lieutenant R. Matthews,</i>	Royal Navy
<i>Acting Sub. Lieutenant D. F. Clay</i>	Royal Navy
<i>Leading Electrical Mechanic N.K. Little.</i>	

In Memoriam



Homeward Bound
August 1966