



THE FLIGHT

The Flight's home base is 829 Squadron, RNAS Portland but we only saw it for a few brief weeks before coming to Singapore. This was time enough, however, for the Flight to get to know each other. Doug West and Charlie McDonald (the long and the short of it) volunteered to be aircrewmembers (you get paid for flying, don't you?) and Tom Edney muscled in on the act to become a flying photographer. Bill Morehead reckoned he didn't need to fly as he could go farther, faster, on the ground, Jim Straughan was not allowed to as the hair on his chest muffled his throat mike and anyway you wouldn't understand what he said, while Derek Mabbott was the only one who knew how to plug in to start up. As it turned out everyone flew during the commission though Jim was heard to mutter that he thought it "structly forrr the birds".

Having done escape drills in Portland harbour and Vernon dunker, the Flight joined the ship in Singapore to meet Lieutenant Tony (six bars of nutty and a bottle of squash) Brewster, who promptly disembarked everyone to the most remote spot he could find in the New Territories, Hong Kong. Returning to RNAS Sembawang, the flight set about tearing the aircraft to bits and succeeded in putting it together without any bits left over, a job which took four months and gave ample opportunity for each to play the sport of his choice. Doug and Charlie could always be found on the golf course, Bill tearing round Simbang, Jim in Nee Soon, Derek at J.B. and we're not sure what happened to Tom.

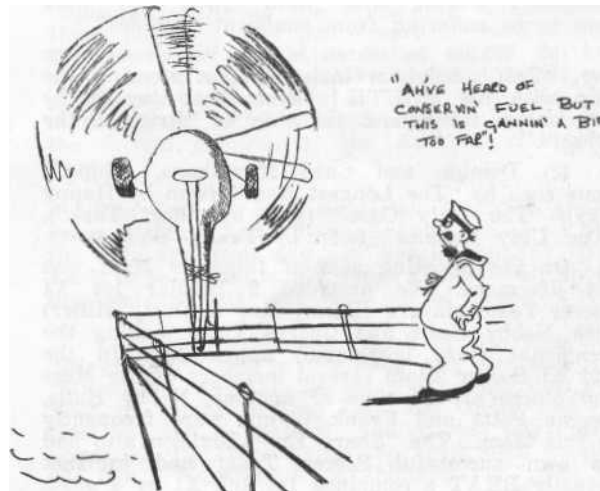
The new Flight Commander, Lieutenant Father (or farmer - we're not sure which) Christmas arrived in February and promptly put the aircraft u/s all his efforts, the flight won and off we went on exercises and patrols and patrols and exercises and....

Life went on like this until we finally got away on a Summer Cruise to Fiji when the "motor mower belonga Jesus" finally came into its own. Classrooms emptied in all the schools and even passengers were accepted by the population as being birdmen. It was felt that a medal should

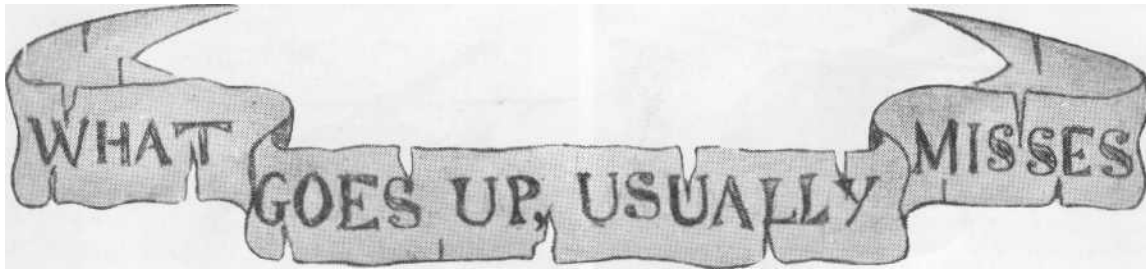
have been awarded for increasing agricultural productivity after one man accustomed to ploughing one furrow a day, was seen being towed behind a pair of galloping bullocks, finishing the furrow in thirty seconds flat, but all that was received was shake of the fist which was assumed to be a comradely salute.

From Fiji to New Zealand where, having spent a week's leave, the pilot again tried to put the aircraft u/s before sailing, but the ship came back and he had to give in gracefully and return onboard. The press had a hay day. Doug claimed to be the pilot at Dunedin but his position was then usurped by Bill. Everyone made quotable quotes - and some unquotable ones too, and away we sailed for a combined Exercise in the Coral Sea, Australia and Singapore.

During the commission, Derek picked up his second hook, Bill his buttons and Jim a desire to get married. Everyone says they will remember their time in AJAX so we will leave it at that and not ask why.



THE SHARP END



Lieutenant George (TURRET! - T.S.) TRIBE.
P.O. Granny (Soogy) Sims. P.O. (Joe, The Fizz) Gladders. P.O. Alf Batley.
9 Mess + Hoss

Throughout the commission members of 9 Mess have been prominent in many things, shooting the 4.5's and 40/60's, Painting the ship many, many times, Chipping the decks and occasionally "Loafing" down the Mess during working hours, going ashore and playing sport. Several Mess members have mustered outside the Coxswain's Office to add their quota to "Men Under Pun" during the course of the commission.

Most Messes have their "Characters" and 9 Mess had their fair share, i.e. all 25 members. We had "Ju - do" Hoss Hosford, "Commander" Scurs Dowsett, (the only fully fledged Confederate Naval Officer in the Far East), Father (Port Tack) Buchanan, who may be seen at the Royal Albert Hall spinning an ancient yarn or two, "Happy" (The Nose) Day, "Cassius" Coyle, The Liverpool Lip and of course "Lofty" (Maverick) Paltridge. These and many others added the "Colour" to the Mess.

Of the various incidents of the commission that come to mind, the ones most outstanding are:-

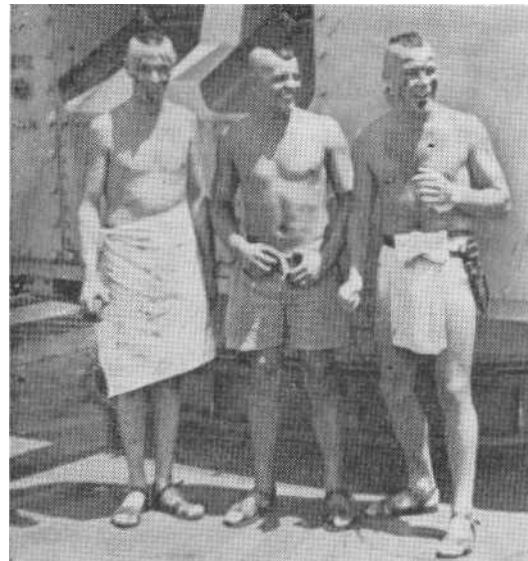
(a) Messrs Brown, Davies and Potts after a "Dinner Time Sesh" one day, returned onboard complete with Mohican hairstyles. These were not appreciated by the "Powers that be" and were shaved completely off, and for some time the above named mess members were as "Bald as Badgers". During this "Bald" spell they were seen to be suffering from sunburnt "Swedes".

(b) Whilst on watch in the Wheelhouse one day, "Taff" Brigham insisted upon steering the ship with his MOUTH! From that day on he was known throughout the ship as "Brigham the Wheel".

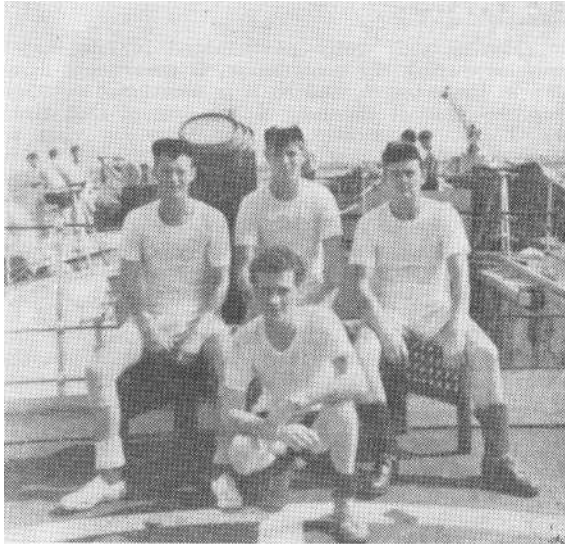
(c) Domino and Card Marathons, competitions such as "The Longest Nose" (won by Happy Day), "The Ugly Case" (won by "Port Tack"), "The Ugly Rabbits" (won by Frank Wynne).

On the Sporting side of things 9 Mess was not disgraced. We provided 2 regular 1st XI Soccer Team players (Danny Kay & Dusty Miller) with Nobby Halls and George Potts making the occasional (very occasional) appearance. In the 2nd XI Soccer Team several members of the Mess had places at one time or another, Nobby Halls, George Potts and Frank Wynne were frequently in this team. The "Sharp End" Division also had its own successful Soccer Team and in fact actually BEAT a combined 1st/2nd XI by 4 goals

to 2. "Commander" Dowsett and Jim Blyth played Hockey for the Ship during the early part of the commission but soon retired. Harry (Blanket) Harcourt, Lofty Paltridge and Jim Blyth played Cricket for the ship, and at Water Polo Taff Davies was outstanding. The Mess Tug-of-War team came 2nd in the Ships Sports Day and in fact the F.X. Division (with a little help from the "Blunt End") came 2nd. overall in the sports. Lesser sports, perhaps, were the Deck Hockey and Deck Quoits competitions, in which the Mess once more gave a good account of itself. In the Deck Hockey we had several teams entered, and even though we didn't win anything, we did our best. Such colourful names as "Symos Slaves", "Blank 4's", "Rebels", etc., were to be seen performing in this competition. In the Deck Quoits, Buster "Rammers" Brown surprised everybody (including himself) by reaching the Semi-Final, and in so doing so eliminated the 1st Lieutenant, which was not a very diplomatic, but a highly popular feat nevertheless.



Too Many Chiefs, not enough Indians!!!



Happy Valley H. K. (Before Tot time)

<- BLANK 4's

HAPPY VALLEY H.K. (Before Tot time,)

AJAX	Fx.	10	DIDO Fx.	2
AJAX	Fx.	7	R.P. & Comms	2
AJAX	Fx.	1	DEVONSHIRE	2nd XI 2
AJAX	Fx.	7	TERROR S&S	2
AJAX	Fx.	4	AJAX 1st/2nd XI	2
AJAX	Fx.	3	AJAX CPO's/PO's	5
AJAX	Fx.	4	CHINA FLEET CLUB	2

Note After Tot Time !!

The commission started with a work-up as all commissions do, and in this the Mess was to the fore in their Gunnery activities, in which we attempted to point the 4.5's and 40/60 at the target, or at least in the general direction. Amongst other activities were Operation Awkwards, RAS's, I.S. Platoons and Boarding Parties.

The Work-up was broken up by a visit to Subic Bay, where it is believed, a good run was had by all. Leastways several members returned off shore in an assortment of rigs, mainly R.N./U.S.N. uniforms. These members paid a visit to the Cox's Office the following day along with some 45 members of the Ships Company. Umpteen days "Pun" later we hit Hong Kong and the popularity of this place was evident, as after secure only the Duty Watch were to be found in the Mess. Withdrawing from Hong Kong we arrived back in "Singers" and refit started. Perhaps the highlight of the refit period was the Christmas Day Dinner Time "Sesh" which finalised with some 50 + more than merry members of the Ships Company invading Nobby Halls Mess, where "Commander" Dowsett was standing on a bed playing a harmonica whilst the remainder danced and sang around the Mess. This was followed by a mass evacuation to "The Village". It was during this period that the custom of a "Post Small Ships Cup Soccer Match Sesh" was formed and AJAX regularly invaded the Armada Club, with 9 Mess well to the fore. On completion of refit we started sea trials and commenced to Work-up for F.O.2's Inspection. Mess members once more did their bit, in firing numerous rounds of 4.5 and 40 mm shells, and by some miscarriage of justice managed to win the Fleet

A.A. Trophy. It was during this spell that we took part in Exercise Sea Imp and this included a visit to Manila and Bangkok, when once again the Mess was evacuated. At Bangkok certain mess members were on Embarkation Patrol and memories exist of standing at the top of the jetty steps and as boats came in, names of the ships concerned were called for the waiting Libertymen. Remember "U.S.S. Yorktooooooooooown", followed by an anguished scream as we were trampled on by hundreds of drunken Americans? F.O.2's Inspection, both Harbour and Sea came and went and we were then rewarded with our long awaited "South Seas Cruise". This was probably the most enjoyable (delete the exercise) part of the commission for the Mess members and for the rest of the Ships Company too. Several members took the advantage of the hospitality offered and a good run was had by one and all, even if numerous Caps, Cap Tallies, Silks, Lanyards etc., were Half-hitched" by souvenir hunting "Kiwis". For the mess memories of the cruise can be a bit hazy as New Zealand hospitality included an abundance of parties which of course had much beer (3 % Proof) to be consumed. It is also remembered that Suva, Fiji was enjoyable and we will all remember the Mess excursion to the P. & O. Liner "Arcadia", who's hospitality was "Splendid". During the cruise the Gunners and Hosts played a very active part in the Childrens Parties, having an "Aunt Sally" rigged as their particular effort. The RAS experience gained was put to good use with a Jackstay from the Ship to the Shore, which amused both the Pirates and the invited children at the Auckland Children's Party.

The Gunners have supported AJAX in almost every activity, and all in all have helped to give the Ship the name she now has in the Far East, East, to be feared in all things Operational, Sporting, and any bar that runs out of Beer.

Last word from the "Hook of the Mess" or "Ringmaster", who is now quite grey and who was refused by the D.O. an issue of a Sterling and Mag., in hoping to keep Law and Order, and extracting the occasional Dollar to pay Mess accounts. He hopes to hell he never gets another one like 9 Mess again Arghhhhhhh !!!

R.A.S. - a - ma - T.A.S.

A long time ago, or so it seems now, in that haven of rest known as "VERNON" we first became acquainted with each other. That was way back in June 1965 and we were commencing the T.A.S. pre-commissioning course. It was here also that we first met the Captain and some of the other officers who were to control our destinies for the next eighteen months, as the Command Team Training was running in "VERNON" at the same time.

One month later, on the 14th. July 1965, we all met once again. This time it was at the Commissioning Ceremony - some of us are still waiting for a piece of that cake However, there was work to be done and the next few weeks found the U.C. ratings spending their time between the T.A.S. Centre in "TERROR" and the S.C.R. onboard - unless they were rigging the stump mast aft. During this work-up period, more time seemed to be spent on R.A.S. than T.A.S. and with the "willing" help of the Green Empire we managed to R.A.S. ammunition, solids and liquids, and we were even able to R.A.S. Sleep occasionally.

This phase of the commission seemed to be particularly unfortunate for the Mortars crew. First there was the case of the Projectiles flying off completely in the reverse to the direction intended, then there were the Projectiles which failed to explode. These incidents have projected themselves right up to the present as there always appears to be a gremlin somewhere to disrupt the system - one even got into the Navigators box of tricks and caused us to be fully prepared for firing, with no snags anywhere, except that we were in the wrong area.

Still, the Inspection came and went - we passed, though I know not how - and we proceeded with the usual Casex, Prowlex and even managed a Fishex, with the aid of the Mortar and the Depth Charges from our noble Flying Machine.

Now it was time for a well earned rest. "TERROR" was to be our home for the next four months and the time was well spent by all good TASMEN in various types of sporting pursuits - some more vigorous than healthy. Football, Tiger and Leave, with trips to Fraser's Hill, were the order of the day and a lucky few were even sent home to the "Alma Mater" of T.A.S. for a short course. Some of the Sonar equipment had been modernised during the refit and so the chosen few had to learn how it all worked. During the period of our stay in "TERROR" the Basics had time for some instruction, and most of them passed the starring examination, and it is certain that they all welcomed the break from the normal routine.

Every COMEX has its FINEX however and suddenly it was time to return to sea once more. H.A.T.s and S.A.T.s and four attempts to calibrate the Mortar dominated our lives for the next few weeks - when we weren't on Patrol - but eventually all was sorted out and we were given a more interesting job to do. This was to buoy the wreck of the "Prince of Wales" and the S.C.R.'s Crew were able to spend some time in orientating the wreck and in preserving the traces. How many 162 traces were taken? Where did they all go? Did Prince Charles ever receive a copy?

And so to Hong Kong - City of Victoria - and of non-Victorian pastime. Many are the tales which can never be told of nights of Ras-a-ma Tas.....

Having only fully participated in one major exercise during the commission, it deserves a mention in these pages, and so it is mentioned - "Sea Imp" - Was it the long watch system that tired the T.A.S. department, or the previous visit to Manila and Sangle Point which sapped their strength? This exercise had its notables - Hereward the Wake, to name but a few - and Prince who managed to do something right.....

This brought us to the Gulf of Thailand and T.A.S. was forgotten for a time and RASSEX was deemed to be more important, but F.O.2's Inspection was in the offing and work could not be delayed for long. Painting, scrubbing, chipping and scraping, all were hard at it again, and at last the Inspection was over. We were back to normal again.

The time came in August to bid farewell to the First Phase - their leave looks very shaky now - and the T.A.S. department said farewell to "Father" Shortland, "Buster" Browne, "Deeps" Coleman and Hannah. We also lost the terrible twins, "Ginger" Browell and Davey, along with "Robbie" Melrose, who had been acting as Buffer for some months Among the reliefs who took their places were Darky Dryden - who soon led the race for the deepest tan - and Toothy Tully of the wandering teeth, and these were soon embraced into the T.A.S. fold.

On August 25th. we set off on our long awaited cruise and this entailed a great deal of work on the Flight Deck in preparation for Cocktail Parties and "Open Days". One member of our band soon established himself as "Pirate-in-Chief" in his own Grotto aft, and shall be known henceforth as "Jock-the Guide-Crews". He fitted the part so well that he experienced great difficulty in removing the fungus from his features and it was only after the Children's Parties were over that we were permitted to see the shocking truth revealed by his bare face. Since then Big Jim is also attempting to cover the bare facts with a coat of tan, and he is hardly recognisable as "Postie" without the facial hair.

During the cruise, while the ship was at Auckland, the demolition team reaped their just rewards. After attempts at Hong Kong and Subic to perform daring feats with explosives, at last a range was available which had no petty restrictions and an explosive limit of 25lbs. Having spent one forenoon at the range, "Blowing things up", it was urged by all concerned that a full day be arranged. This was done and a first class day was enjoyed by the Demolition Party when a reinforced concrete pill-box was ruined forever. "Doe" Sergeant, who came along in case we made any mistakes, and "Jock" Crews cooked an excellent meal for the team and everyone had a most enjoyable day out and learned something of the Art of Demolitions as well.

At the time of writing the ship is returning to Singapore and the Commission draws to a close. No more T.A.S. - no more R.A.S. - the Big Pay Off looms ever nearer, and so we look forward to the last RAS-a-ma-T'AS of the commission, while we await our flights and our reliefs.

IN MEMORIAM

At Dunedin we lost a friend in the tragic death of Able Seaman Michael Couch, better known to the lads as "FATHER".

His stay on the ship was short, but his presence is sadly missed.

His wife and children have our deepest sympathies.

THE PUSSER'S DIVISION

The Chiefs have had a very changed staff to the extent that only four of them that commissioned the ship are still on board. They are John Fish the PO, Henry Morgan, Mick Morris and Rob Milton. The recent additions include Jock Whyte, affectionately known as the racing Woodbine and two Scousers Lee and Lawson. On our way from Wellington, two of the lads, Henry Morgan and Rob Milton decided it was quicker to walk and so they hitch hiked from Wellington to Auckland.

Our previous Stores Chief and Departmental Chief Petty Officer - Jan Riches - was unfortunately invalided home in December 1965. Between this period and Jim Hawkins coming out from Submarine Support work in Northern Ireland, the Stores Department was in the hands of Jim Cracknell (Temporary on loan from the Base Supply Office in HMS TERROR). The old cry, when ever the ACUs fell over, can still be heard from the Stores Chief "Bring back the b ... portholes and windscoops".

Amongst the dusties we find two very keen sportsmen in different fields of sport. Jan Hosford is the ship's No. 1 judo expert and devoted many hours to teaching several lads the rudiments and more on the art of self defence. His keenness for the sport took him on a trip to see some New Zealand experts at Christchurch. His compatriot on and off the mat, Taff Davies, excels in both soccer and rugger and has in the past captained both the Ship's teams. One departure from the Victualling side of things was Roger "The Keys" Packman, who went home early to do his course and has since been rated SPO (V). Keeping to the feeding side we have the chorus leader of the famous "Give us an A" in Rocky Sworder our trusty caterer. He also made his Shakespearian like voice heard in heralding King Neptune on his arrival as we crossed the Magical Line and also later during the ceremony.

The Wardroom has been in the capable hands of our friends from the Chinese Division with Petty Officers Leung Cheung, Wong Chun Ping and Fong Lam as the top men. For most of the staff it was their second commission and they were seen to be very happy onboard until one morning the Captain announced that we had to return to Singapore and would be a day late in sailing for Hong Kong - mutiny on the Ajax was not far away that morning !! Most of them are leaving the ship in December and look forward to Christmas in Hong Kong.

Turning to the Scribblers we find John 'the Cash' Fish in charge of the Pay Office and he had had his work cut out as we changed money into and out of Malayan with regular monotony. He had to contend with pay rises, separation allowance, sweat money and LOA plus many extras which one wouldn't meet in U.K. One of his part time jobs was as resident organist for the 24th E.S. and assistant organist and choir master at St. Andrew's Church in HMS TERROR during the long refit. We hear he is applying to Manfred Mann for a part time job on return to U.K. in December. Peter Chatfield - one of the wild things - seen weekly at the Fleet Beat in Terror left in August and returned to his native Guzz. Jim Danks relieved Jake Wade (who has since bought his discharge from the service) in October and found himself in the Captain's Office. He and the Secretary both decided life would be much cooler in Terror and shifted the Ship's Office for the duration of the refit. He was to be seen on the cricket and hockey field representing the ship. Action Stations found the two PO Scribes as LGDO on each bofor - why should the Indonesians tremble indeed.

At Sports Day the Division did pretty well to finish third above the two biggest Divisions, the Stokers and W/E. The Chain of Command relay (each rating in the division carrying a bucketfull of water) showed our true colours when our Boss Freddie Flynn showed a clean pair of heels to all the other competitors to win quite handsomely.



... "YES OPPO, THREE CHOICES,
TAKE IT, LEAVE IT - OR 'AV IT FITTED!"

R.P.'s DIVISION

When the ship commissioned 50% of our numbers were basics and another 9% were special parties, this left a 41% hard core of veterans to carry the weight. After a six week work-up we were a tired but wiser team, and by this time our younger members were beginning to fit in quite well.

A four month refit, which started a short while after our work-up, gave many of us an excellent chance of advancement both on the left and right arms. All the basics were passed for their star, although one of them did take a little longer than the others. Messrs. Stockley and Abbott both passed their Leading Seaman's board, and have since been rated. Ted Davies, after a prolonged bout of sickness (love type), finally put us all out of our misery by marrying Angie. I am sure we all wish them much happiness in the future.

Just before Christmas, the other Bud Abbott decided it would be a good idea to do a high diving act into a monsoon ditch. This performance I am told, though neatly executed did unpleasant things to his leg, and he had to be packed off home to get better. His relief Thomo is equally as efficient, but unfortunately not as good looking, especially first thing in the morning.

Refit and trials over we started patrols and took part in exercise Sea Imp. Hank passed the P.O.'s board, and we all sailed through F.0.2's sea inspection with flying colours. In August some of the old faces left us to go home, and our team was transfused with some new blood. They had the sort of draft we would all like, to join a ship for four months and over half that time spent on a pleasure cruise.

Contrary to common belief, the Ops. Room isn't a modern day Alladin's Cave. The only treasure to be found being in the Bos'n's wallet. We have had our successes in pantomime when we put on demonstrations for the unsuspecting public in New Zealand. I often wonder what would have been said had they known that Nick was driving the Wasp around at 300 knots, and Zebo the consort at 60.

This ship has one remarkable feature, that is the built in coding system. If we require secure speech we simply put either Yorcky or Scouse on the circuit, then no one in our own forces know what we are talking about, let alone the enemy!

Ivan has of recent been elevated to the dizzy heights of Temporary acting local unpaid Naviga-

tors Yeoman. Even though he does at times manage to pipe the daily time check as much as two minutes out, he is doing a good job and has managed to keep the Nav. Officer well supplied with cigarettes.

During the course of the last 18 months we have managed to wear out two P.R.I's. Firstly Spike Hughes whose main claim to fame must be that he managed to star Dinger Wing and Scouse, a feat worth at least a B.E.M.

In August Spike departed to Sea Eagle, with heartfelt relief that he would not have to face our offerings for 2's courses, or their unfortunate instructors.

Spike was relieved in due course by Wally Lambert. Popular rumour has it, that he only became an R.P. because it was said that he was too short for a 4.5" loading number. But despite all this his wealth of experience from instructing at Dryad has proved a great asset. Wally goes outside next year and I'm sure all the R.P.'s wish him the best of luck whatever he turns his hand to next.

Last but not least Petty Officer Beel. Simon joined us in July as a Leading Seaman and became Captain of the Top, where one or two young gentlemen quickly discovered that secure was five to twelve and not half past eleven. On being rated Simon became our redoubtable Messdeck P.O. where he achieved the distinction of being the only person onboard to persuade the First Lieutenant to change his mind (Parkinson's Law refers). From the P.C.T. onwards, Simon acted as a wet nurse to our younger members, and the high proportion of prospective `2's is in no small way due to his efforts.

It would be unfair to close without a small tribute to Chiefy Beech, probably the most maligned and sworn at Chief onboard. He must be the only R.E.A. ever faced with the problem of a display with an Index error on one bank of a river and none on the other side.

P.S. The editor reports that since L/Sea. MacClenaghan left the ship the Bosun's blood pressure has improved considerably.

I will leave you with a remark I overheard on C.I. at the end of the last big exercise, "There's only thee and me on this circuit, and I'm going".

THE COMMUNICATIONS DEP'T

I have had quite a few suggestions for the magazine, but I'm afraid the censor would have a field day with most of them. Therefore here lies a general outline on the commission as the Communicators have seen it.

Most of the Communicators arrived in October last year and were accommodated in Terror until February. This gave ample opportunity for sport, which was jumped at willingly by most of the ships company. This may have given us all a slight advantage over the rest of the ships in the Squadron Sportex, but we walked from the field the victors for all that. The Comms represented a couple of teams then and through the commission new faces have been added and now there are at least 2 Communicators in every team that represents the ship. However, we still have our legs pulled about being the most unfit division in the ship. We readily admit to being Course Sportsmen, as may have been observed by those who saw the results of the darts matches which we have played. "But I saw two darts boards" is not a very good excuse anymore.

Enough of sport: The commission has been enjoyable on the whole. I have heard comments like "Well, this is the longest workup I've ever done". We have had a few 'jollies' though, and I'm sure everyone will agree when I say that the last one was by far the best. I refer of course to the New Zealand trip. I myself have never been to a better country, excluding U.K. The expeds were well organised and thoroughly enjoyed

by all who went on them. A few private expeds were arranged and indeed a little station leave was possible for some. One of these private expeds was one of which I was a member with PO Wtr Danks and AB Davies. This gave us a chance to "See the country and meet the people", both of which we were all very impressed with.

The only other thing of real importance is "Our Mast". This looms large in the eyes of every Communicator on the ship. We have scrubbed it countless times it seems, and we even painted it once. Every couple of months finds a "Sparker" or "Bunting" hanging upside down from the top shouting "Hurry up with that */£'*/ water". We admit to cheating a little with the after upper half which is "painted" black. Actually it is'nt painted at all, it is covered in soot which the "Stokers" supply quicker and more often than the painter supplies paint.

In conclusion I would like to wish the rest of the ships company the very best of luck in the coming Sportex. We shall be there with you trying to get the points (sport and career-wise I guess).

The best of luck to you all in your future drafts, you never know you may be lucky enough to serve with some of us Communicators again. And please dont inundate the Editor with replies to that remark.

RO 2 (W) SOUTHALL

THE DIVERS

At the time of going to press the ship's divers had spent 115 man-hours underwater. Over thirty of these were at night. Some of this time was spent on the fascinating reefs of the South Sea Islands, collecting fronds of pink coral and tropical shells. Spud Murphy's giant cowry, found off Fiji, was the best specimen. Sharks were not met, though a ray about five feet across passed nearby and various brightly coloured snakes were given a wide berth.

In the early days bottom searches were practised again and again until the bottom could be cleared in about 20 minutes, even in weather that was marginal for the attendant whaler. Sam Wand was then the mainstay of the team, even though the dentists said that his teeth were the wrong shape to hold a mouthpiece. Sub Hutchinson caused the ship to spend an extra fortnight in floating dock for re-painting by bringing up yards of paint which he peeled off the bottom of the ship. Thereafter he was forbidden to touch it.

Our later work was mainly cleaning the screws to try to go faster. In Auckland long, cold, day and night dives were devoted to trying to cut Japanese nylon fishing nets from under the rope guards.

In spite of this, our main memories will be of the coral beaches, the warm water and the beautifully coloured little fish of the reefs.

L. T. H.



TRACK OF H.M.S. AJAX

1965-1966

