

C.B.G.L. SECTION

At the start of the Commission the presence of Khaki-clad characters on board a warship was most puzzling to those members of the Ship's company who had not previously served in an aircraft carrier. No one appeared to be aware of the reason why we were here, nor what our duties were. It is heartening, therefore, to observe now that we are nearing the end of the Commission, that we have performed our work so unobtrusively that there has been no change in the empuzzlement factor which prevailed when we first embarked.

Why do we have Pongos in an aircraft carrier? The mobility and hitting power of an aircraft carrier offer remarkable possibilities for the support of ground forces. This is particularly so in minor wars in remote places, where normal support may be limited or delayed. A carrier can, for example, operate her aircraft in one area one day and hundreds of miles away the next, and in any given area support can be on call over a very wide front.

For the effective use of such support a go-between is necessary to interpret the needs and problems of the Army to the Naval aircrew. A small unit called the Carrier-Borne Ground Liaison Section meets this need. We are a self-accounting unit under the control of the Ministry of Defence and under the command of the Captain of the Ship.

Briefly, the task of the Section is to seek out targets and to help the Squadrons to engage them to the best advantage. This involves instructing aircrew on Army matters such as organization and tactics, recognition of vehicles and equipment; advising on the military side of joint operations; producing the relevant maps and intelligence to brief aircrews before they take off; debriefing them on return and passing information gained to those concerned, including forces ashore and other missions already airborne: and being prepared to help in photographic interpretation, liaison with Army units ashore and in the day-to-day life of the Ship.

Inter-Service co-operation has come to stay. No one Service can "go it alone". Experience in joint operations is thus of greater interest and value than ever before. A tour of duty in a carrier offers the C.B.G.L. Section not only an opportunity to visit, in the best of company, the ports of the world, but also the chance of a unique position of operational responsibility and of a grandstand view of the application of land, sea and air power. The Fleet Air Arm, and the support it can give, are major factors in war. It is up to the

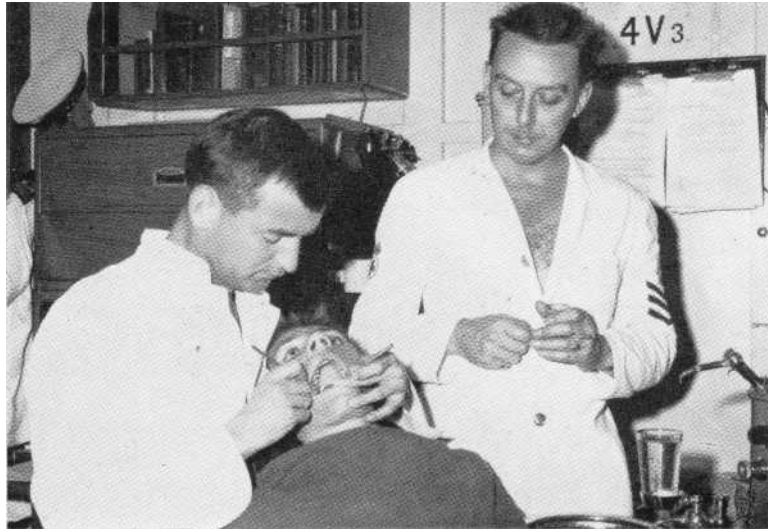


*Sergeant Michael Keogh, R.A.O.C.;
Captain Martin Minter-Kemp, Royal Welch Fusiliers
Driver Derek Stedman, R.C.T.;
Major James Newton, Queen's Own Highlanders;
Private Michael Baron, R.A.O.C.*

Army, in its own interest, to make available personnel to act as a link between those who need support, and those who have it to offer.

The 63rd Carrier-Borne Ground Liaison Section could not have had a happier and more successful Commission. We feel that we have performed our duties to our entire satisfaction. We have thoroughly enjoyed ourselves and have made many lasting friendships with "Airey-Fairys", "Fish-heads", "Bomb-heads" (concrete filled) and all the rest of you shower. We have learned many things; that Ship's programmes should be filed away under the "Fiction" section of one's library; never to believe anything until it actually happens; that "world cruises" really mean visiting half-a-dozen ports. More than anything else we have acquired the ability to take the rough with the very rough.

DENTAL DEPARTMENT



Soon after joining H.M.S. *Ark Royal*, and finding that it was, in reality, a cruiser named H.M.S. *Blake* (in early March 1964), the Dental Staff surveyed the dental surgery in the aforementioned cruiser and found it bare of all equipment, so moved into H.M.S. *Drake* and a spare surgery in the Dental Clinic. This was labelled "Ark Royal" and we settled down to eight months of steady work enlivened by four long walks a day through the Dockyard to and from *Blake* for lunch and tea. A delicate balance was maintained between the increased physical fitness due to the outdoor life and the corns, bruises and blisters which one associates with dockyard strolling.

But once aboard the *Ark*, the smallest department in the ship, consisting only of S.B.P.O.(N) Bond and Surgeon Lieut.-Cdr. (D) Stacey and the transient patient of the moment (a closely knit threesome, I might add) started to make some indentation into what is definitely the largest single-handed floating dental practice in the world.

One of our first cruises was to the primitive northern part of the British Isles, where live the Scottish, and we of the Dental Department, who had never been there, were excited by the knowledge that we might see our first "filed" teeth amongst the savages there. Alas, after many weeks in the capital of Scotland, South Queensferry, we were informed that this evil practice had been stamped out two years ago during a period of martial law.

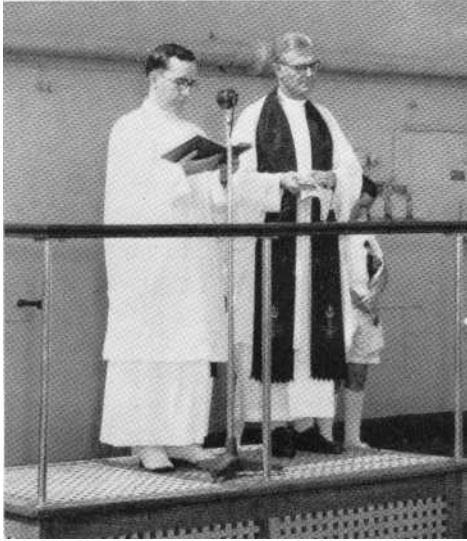
Dentistry in Bergen tends to be the same as dentistry in Aden and dental statistics are the dullest and most frightening things in the world, but by December 1st, that is, after twenty-one months on board 4,667 visits had been made to the department by people seeking treatment and, for example, nearly 3,500 fillings had been done in that time.

Both members of the department felt a little envious of the U.S.S. *Bennington* in Subic Bay, a far smaller ship than *Ark*, which had three dentists permanently embarked!! S.B.P.O. Bond, however, distinctly remembers having a Make and Mend on September 12th!!

Besides our main task which is obvious the department has various small side lines. Incisions into severely bruised finger and toe nails for the medical fraternity with our high speed drill and removing signet rings from damaged fingers and, of course, supplying the engineers and shipwrights with such delicacies as plaster of paris, old mirrors and steel drills and, for a small fee, the Dental Officer will introduce you to his twenty-seven young dental assistants who are at present working in various massage houses in Johore Baru.

In short, you may not like us, you may be afeared to visit us but in the end you'll always need us and you may be comforted by our Latin motto: *In Dento Facto Terribulum*. Which as you very well know means, "You Are Interrupting Our Tea Break."

THE CHURCH IN "ARK"



"Challenge" and "Achievement" would be the two words that seem best to sum up the work of the Churches this Commission, and to give a fair picture of what has been attempted on board by all Denominations.

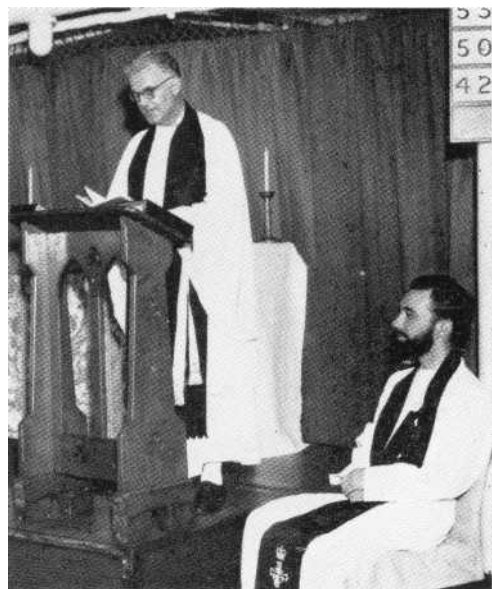
An Aircraft Carrier, especially the size of *Ark Royal*, is a real challenge to anyone living on board - particularly to a Chaplain. The large numbers of men of different "parts of ship", the separate and distinctive squadrons, the extensive day and night flying, and an ever-changing Ship's Programme over all. However difficult, it is a challenge with very real "fringe benefits" ready to hand - the sense of abundant "good-will", the ever present naval good humour and the active co-operation of all on board - so that visiting the many Messes is always a real encouragement and pleasure, as well as an opportunity of sharpening one's wits!

Services for all denominations have been held regularly on board and have shown a steady growth and achievement. Congregations at the Quarterdeck Service have noticeably increased during the Commission, especially when we have been at sea for long periods or on special occasions like the Ship's Carol Service. Asking each Squadron or Division to make itself responsible for running the Church service on a particular Sunday has aroused interest, given added purpose, introduced a certain competitive spirit, and increased attendances. Just occasionally we have had to contend with Sunday Routine being run on a weekday because of some overriding Service commitment, but this has always been accepted good naturedly by most

concerned as unfortunate but unavoidable! Another contributory factor to our Sunday services has been the much appreciated part played by the Royal Marine Band, by their ability and co-operation in getting us all really "with it", and by their successful perseverance with the Chants, Canticles and Responses. Our "All Male" (unfortunately!) Choir has at all times given strong support, and have taken every opportunity of helping ashore at Evensong at Hong Kong, Singapore and Mombasa. This has proved of mutual encouragement and stressed the unity of all nations that can be found in Christ.

Regular weekday services, especially Night Prayers and the weekly Bible Study, have clearly been meeting a need for some, and the Epilogue each evening over the Ship's S.R.E. has been a fitting close to the daily Radio Ark Programme. For much of the time there have been two chaplains on board, the Ship's Chaplain and either the Roman Catholic or Free Church Chaplain on F.O.A.C.'s Staff. This has been much appreciated, and provided opportunities for combined services whenever possible - Remembrance Day, Memorial Services and on other occasions. A step in the right direction as well as an opportunity of putting into practice the wishes and feelings of the Christian Churches.

Taking chaplains by helicopter has become a regular Sunday feature (as well as an "occupational hazard"!). We only hope that the Escorts enjoyed having us as much as we have enjoyed going to them by this novel means of clerical transport. (The air crew may



THE CHURCH IN "ARK"

have found our presence a little "restricting" on the "Intercom".) On our return passage from Australia, where we had spent Christmas and had our very splendid services in the forward liftwell and main after hangar, both Morgans ("the Left" and "the Right") had the chance of visiting and taking After-Christmas Services for their respective congregations ashore on the Cocos Islands, who were both kind and appreciative of this unexpected help, since they are entirely dependent on the occasional visit of a priest, whenever this is possible.

Small groups from the Ship have managed, in Hong Kong, Singapore and Kenya, to visit local Children's Homes, Orphanages, Mission Stations and Hospitals. It has been of real benefit to us all to see the Christian Church in action, caring for the sick, the destitute and the unwanted - showing forth by lives of unselfish devotion, the Love of God for those of every country and colour. In several instances practical help was

given by Working Parties doing much needed repairs, as well as by gifts of money and food. It was a challenging time to be able to see from first hand experience the many who have so little in this life.

Being a practising Christian has never been easy (fortunately!) and life in the Royal Navy is no exception. It needs moral courage, determination and consistency; and living under the crowded conditions of a ship, fully operational and serving in tropical waters, provides ample opportunity for practising all three. Many have found through personal faith in the Risen Christ, that He is able to keep them in the face of life's many temptations and to give an inner joy and peace that is not dependent on outward circumstances. May the lessons that we have learnt through the "challenge" and "achievement" of this Commission stay with us, and may we always remain true to the One Who has called us to His Service.

In Memoriam

DAVID JOHN LOWE

Sub-Lieutenant

VICTOR JOHN BLYTHER

Sub-Lieutenant

PETER CHARLES COLLISON

M.E. (1)

NEIL EDWARD HILL

Able Seaman

JAMES FORSYTH PATRICK

Lieutenant

COLIN LIGHTFOOT

Lieutenant

JOHN MICHAEL STUTCHBURY

Lieutenant

An Ode to the T.A.S. Party

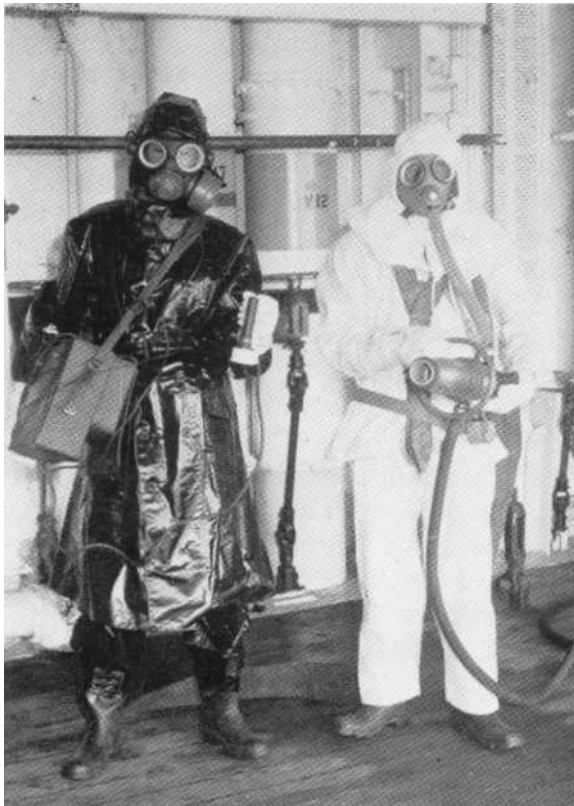
A gallant band of T.A.S. men, seven urchins of the *Ark*,
Only happy when we're working, always ready for a lark.
A parting in October that split our pirate crew,
When Mac and Ginge went homeward; received - one T.A.S.O., new.
Our sonar sets are ancient, the oldest of their kind
In Britain's modern Navy, yet submarines we find.
A.E. took our torpedoes, and work the "Tinfish" bay,
But still our lad, one Pomeroy, works there night and day.
Our ties with "Airy Fairies" prove the critics to be wrong,
They still call out "T.A.S. Party!" for the bit that goes off bang.
We have an office writer, Keith Hayden is his name,
He is the T.A.S.O.'s runner, and a boxer of some fame,
His home is in the office amongst the paper work,
And he helps Commander's Office with the jobs they shirk.
Another of our party is a "shot rope", name of Jan,
Although he is a gunner he is our diving man.
Call him a "Scuba Diver" and you'll send him in a rage,
But diving is his story, found on another page.
Last but not least yours truly, diver and W.A.,
Leading Hand of the party and star instructor brave.
Not many see me working, especially in the deeps,
Which earns me the epitaph: "to him who always sleeps".
Our work in this commission has been both hard and long,
But like all well trained T.A.S. rates, though tired, we carried on!
The Diving Store, the Sonar Space, the Mag and Office too
Have had their share of recommends when the Captain comes to view.
We've always done our utmost best, to work hard and be loyal,
We're proud to be what we have been, T.A.S. PARTY of *ARK ROYAL*.

*(Written by L.S. G. Perry and released for publication
by kind permission of the T.A.S. Party)*

N.B.C.D.

It was during this, the Fifth Commission that Their Lordships decided that the Ministry of Defence (Navy) sounded better than Admiralty and that N.B.C.D. was better than A.B.C.D. The latter involved a change of cap tallies but no change in purpose, Nuclear being a modern synonym of Atomic.

And play on words has provided us with amusement in other circles from time to time. The case is quoted of the Rating who went to Damage Control Headquarters 1 during an Exercise and asked for some



Keeping cool in the tropics

C.O.2 for his Breathing Apparatus, and of the Petty Officer who thought that the Chemical Cleansing Routine involved the poor unfortunate victim being "daubed" all over with Chlorine Paste.

On the more practical side, H.Q. 1 has provided a 24 hour a day "information service" which has no parallel. Queries varying from, "What time is it?" to, "Where can I borrow a crash helmet?" have been answered quickly, efficiently and, usually, politely. Even the caller suffering from toothache was helped to gain relief.

Besides dealing with all these "extras", the Petty Officer of the Watch takes action on all reports of damage and fires in the ship. Fortunately, there has been little requirement for the former, although there has been a great deal of practice for the latter. His main task, apart from dealing with emergencies, is the control of the Watertight Integrity of the Ship. Who, for instance, has the Stores rating so rudely shaken from his slumbers to close his doors and hatches?

In all the many and varied aspects of H.Q. 1 the Petty Officer on watch has been well backed up by his two patrols, whose keen eyes have corrected many dangers and defects around the ship. Every Member of the Department, as well as taking his turn in H.Q. 1 belongs to the team who maintain all the fire-fighting equipment in the ship. If you can imagine a building containing over 2,000 rooms, then it will give you some idea of the problem in *Ark Royal*. It is a long complicated job, but an essential one if the ship is to remain fully operational.

Another activity of the Department is training. So far, over 200 Ratings have been given instruction in different aspects of N.B.C.D. This enables them to pass the necessary examinations for higher Rating, and the percentage of failures has been very small.

In conclusion, we have had a busy time so far this year but, whilst we still have men such as those you see in our photograph, we will always keep cool in the face of an emergency.

SINGAPORE

A personal impression

It's not what it used to be," the old hands told me. But there again, it never is. "A city of wonderful surprises!" according to my guide book. How then did it strike me, a visitor for the first time?

I arrived late in the commission, by air, just in time for the S.M.P. which became, due to unforeseen circumstances, somewhat prolonged. Having landed at the airport at the ungodly hour of 0230, I found my luggage and slumped on to the waiting R.N. bus. According to my atlas, Singapore was a mere dot at the end of a peninsula so, when, three-quarters of an hour later, we were still travelling I thought that we must be half-way up Malaysia. I was soon to find out to my cost that from the Naval Base to the City of Singapore is quite a ride, by bus and by taxi.

The first run is generally to Sembawang Village. I had been told that Christmas presents had to be away by the end of the week, an odd fact as I had just finished Summer leave in the U.K., so, armed with a pocketful of dollars, I set forth. It did not take me long to learn that the price to aim to buy at is the price at which the shopkeeper just will not accept. Most goods are repeated in the numerous shops available and, having strolled down them all, there is usually one shopkeeper who, after a lot of, "Oh dear me no sir's," will come down to your figure.

The main stores in Singapore generally sell at fixed prices but they are well worth visiting if only to find out the range of goods available. The best shopping centre that I came across was Changi Village where nearly everything that is to be found in Singapore can be bought at a discount. Best buys, of course, are clothing, photographic and electrical equipment and furniture although one's popularity is not enhanced by arriving back on board with a full suite of rattan furniture.

The availability of taxis on the island leaves little to be desired and, providing that you do not hop into the first one that comes along without first asking the price, the fare is reasonable. Travelling by "pick up" on the main routes to Singapore City is a good bargain for sixty cents provided that you are not class conscious. On market days you may well find yourself accompanying a couple of hens or small pig but do not let this deter you as the fare will not be raised.

In the City, trishaws are an interesting form of propulsion for those with iron nerves and a good command of the local dialect. If, "Ah yes, sir," is replied to every utterance you make, insist on enlisting the aid of a passing interpreter to ensure that you travel in the direction required.

One sees on travelling that the island is evergreen and seemingly seasonless as plants and trees are found in every stage of growth. Many colourful trees are found in abundance, including the scarlet "flame of the forest", the yellow "cassia" and the pink and white "rain tree". Coconuts and bananas are seen growing haphazardly by the wayside and it is little wonder that six of the latter can be obtained for twenty cents.

The night life is disappointing. Beer is expensive and there is little entertainment to be seen while consuming it. Bars are plentiful, usually air conditioned but lacking in character. Food, however, is good with first-class fare being served and cooked in the streets as well as in numerous restaurants. The national dish of Satay (kebabs barbecued over charcoal) is an acquired taste but sweet and sour pork or prawns and fu yong hai are excellent although there are some who prefer the less elaborate two eggs and chips. The latter, of course, must also be eaten with chopsticks to preserve the oriental atmosphere.

How many go to the National Museum, the Van Kleef Aquarium or the Tiger Balm Gardens? The former can be missed without much loss but an effort should be made to visit the botanical gardens to see the most vivid and exotic collection of orchids in the world. The Tiger Balm Gardens will give you a preview of Hell, oriental fashion. But then, so can the other Tiger!

EXERCISE GUARDRAIL

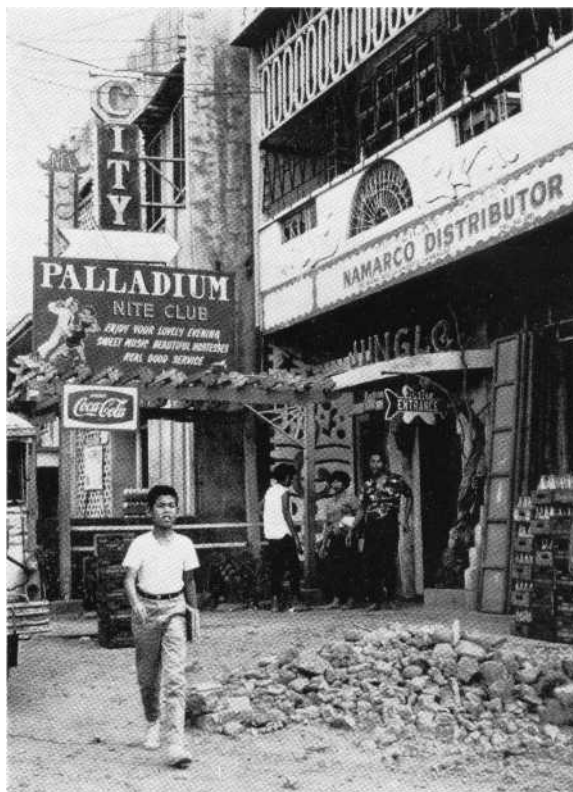
The arrival in Singapore of a Fleet Carrier provided the opportunity for Rear Admiral P. J. Hill-Norton, C.B., a previous Captain of *Ark Royal* and now Flag Officer, Second-in-Command, Far East Fleet, to transfer his flag to her. In an address to the ship's company on his arrival, he spoke of the role of H.M.S. *Ark Royal* in the operational areas of the Far East, and also of visits that we were likely to make and enjoy. However, before sailing for the major exercise *Guardrail*, we were visited briefly by Rear Admiral Janvrin (Flag Officer, Aircraft Carriers) who came to see how we were operating in the warm climates some months after our O.R.I. in the cold of the Moray Firth. We spent several days of day and night flying in the Singapore local area. At the same time we became familiar with the routine of the three-ship R.A.S. and the time for transferring stores gradually reduced. It was during this period that the announcement of the declaration of Singapore as an independent, sovereign state was made. It soon became apparent that this was not going to cause any immediate disturbance in the political position of the Naval Base, as all Defence agreements were to be continued.

On Tuesday, 17th August, wearing the flag of Vice Admiral Hill-Norton - for he had been promoted in the interim - we sailed for the first phase of Exercise *Guardrail*. Again, the first few days were to consist of flying in the local area, before sailing eastwards to Borneo and then northwards to the Philippines. The Commanding Officer of 890 Squadron, Lieut.-Cdr. A. M. G. Pearson, made the 2,000th landing of the commission early in this period. Phase One ended with a brief operational visit to the American naval base at Subic Bay. This gave an opportunity to discuss the actions of the first part and to prepare for the second.

Subic provides a deep water, alongside berth in a pleasant naval base. The United States Navy have created a complete colony there. Across the bay there is the airfield of Cubi Point where the carriers have the facility of coming alongside and discharging their aircraft straight on to the shore. The surrounding hills are covered with the Married Quarters, hospitals, clubs and schools so that the base is virtually independent. A centre of attraction to our sailors within the base was the Families Shopping Centre (the PX) where the cigars, records and local manufactured goods were popular buys, while the size and cheapness of enormous American family refrigerators were astounding.

Outside the gates of the naval base one comes abruptly into the more primitive Philippine town of

Olangapo. At the border it is necessary to change the American dollars, which are the currency inside, for the local pesos. Then it is advisable to take a ride in one of the over-decorated Jeepneys - relics of the war, it would appear - which ply for hire. The main street runs for about two miles until it tails off into a rugged



Olangapo

road which is the highway to Manila. All the way along through the town the road is flanked by bars, restaurants and cabarets - all of which offer colourful, exotic, noisy, glamorous invitations to the passer-by, whether he be on foot or in a cab. All the traditional temptations of the sailor are provided here in abundance. By day, the glitter looks somewhat tawdry against the dirty, muddy, rutted roadway and there are glimpses of an appalling poverty behind this pretentious facade. But, at night, the street is alive with the swank and swagger of the "matelot" on the search for entertainment and with the cacophonous appeal of bands, combos and juke-boxes from adjoining bars. Beers are comparatively cheap, and even the "sticky green" is not exorbitant. But all this flourish and show

OLANGAPO

is part of a Cinderella world, for there is a strict curfew on the gate back from this fantasy world into the cold reality of the U.S. base. At midnight, the regretful return to cash in any remaining pesos and to make a weary way back to ships, where the duty staff lack that warm sympathy that one might hope for - or is it merely that they suffer from a feeling of suppressed envy? On the way, there are one or two minor hazards in the form of U.S. Naval Patrols, but a fellow feeling among our sailors and their American counterparts brings them through unscathed - except, perhaps, for an odd cap, or two, left on the way, like a modern glass slipper.

After Olangapo, back into Phase Two of Guardrail

where we used the practice areas of Subic for intensive, live weapon training and did some more serious liaison with the U.S.N. by a brief exchange of key personnel with U.S.S. *Midway*. Phase Three brought us south again, in rather miserable conditions, reminiscent of the English Channel in winter if it were not for the temperature. The exercise finished with Strikes being flown against targets on the Borneo coast. Not on the programme were the first "barrier" of the commission and a couple of crashes on deck - both of a minor nature. On Saturday, 4th September, after a successful Fleet exercise and with happy memories of the one good run ashore we entered Singapore Naval Base.



"What made you think he didn't understand English?"



Rear Admiral T. W. Best, F. O. Gibraltar, and Mrs. Best

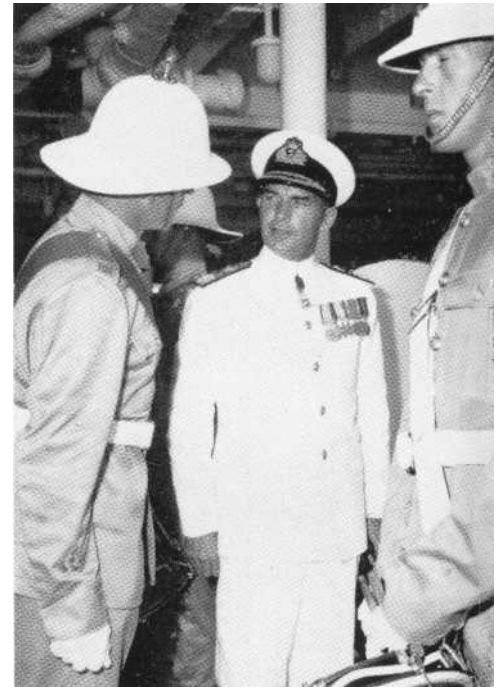


Cdre. F. D. Holford, D.S.C., Commodore-in-Charge, Hong Kong



Sir Richard Turnbull, G.C.M.C., High Commissioner for Aden

**MORE
DISTINGUISHED
VISITORS**



Rear Admiral P. J. Hill-Norton, C.B., FO.2, F.E.F.



Vice-Admiral Sir Frank Twiss, K.C.B., D.S.C., Commander, F.E.F.



Rear Admiral H. K. B. Janvrin, C.B., D.S.C., calls on FO.2



*Air Vice-Marshal C. N. Foxley-Norris D.S.O.,
O.B.E., M.A., A.O.C., 224 Group*



*Vice-Admiral D. C. E. F. Gibson, C.B., D.S.C., with
Rear Admiral C. P. Mills, C.B., C.B.E., D.S.C.,
FO.2, F.E.F.*



*Air Chief Marshal Sir John Grandy,
K.C.B., K.B.E., D.S.O., C.-in-C., Far East*

**MORE
DISTINGUISHED
VISITORS**



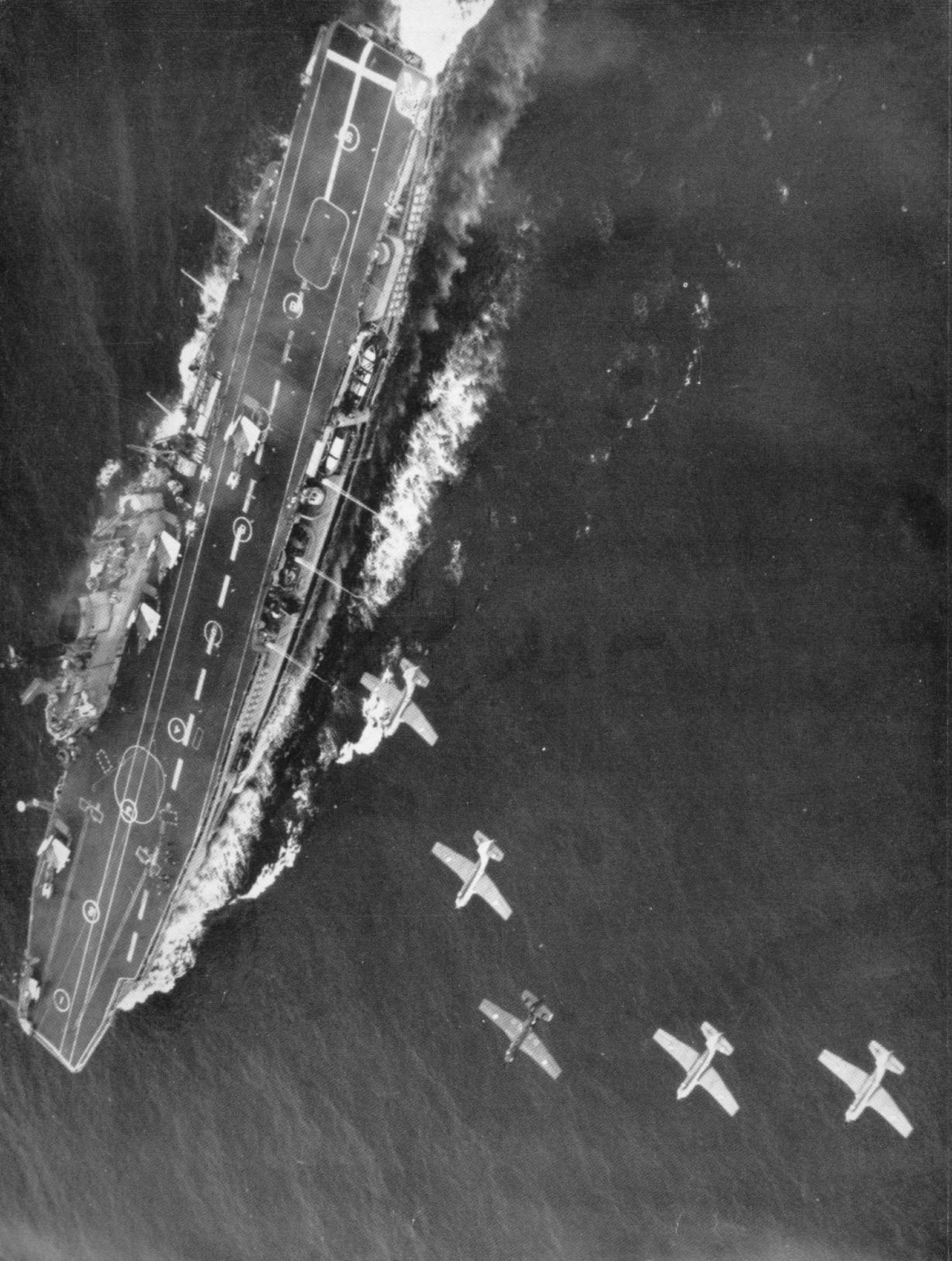
Alderman Kombo, Mayor of Mombasa



*Rear Admiral W. D. O'Brien, C.B., D.S.C.,
Flag Officer Aircraft Carriers*



*Monsignor G. E. C. Pitt, C.B.E., Principal
Roman Catholic Chaplain*





849 C FLIGHT

"Primus Video"

C Flight returned once more to the mighty *Ark* for the commissioning ceremony on the 12th November. The Flight's true station in life, however, was underlined on the 22nd October when the new Captain, Captain Griffin visited Culdrose to watch the Zebras on their home ground. Having flown on an exercise sortie and attended the Flight run-ashore during the evening, it is alleged that Captain Griffin was sufficiently impressed to extend an invitation to the Flight to join him for yet another commission. Whatever the real reason, C Flight personnel very shortly found themselves firmly established on board and commenced Deck Landing Practice which was designed to boost everyone's adrenalin count in preparation for the Xmas season.

Meanwhile, back at Culdrose it was learned that someone had sold the deeds to the ranch and as a result, 849 Squadron was to be evicted, prop, chocks, and baggage. The only accommodation available at this time was to be found to the north and so the Zebras were compelled to join the general migration to R.N.A.S. *Brawdy*. The Squadron had trouble finding an "in-date" Skyraider pilot and as a result this noble aircraft was left parked in the entrance of H.M.S. *Seahawk* as a reminder of better days to what has become the biggest heliport in the business. On the 15th December all other squadron aircraft were launched for a formation circuit of Cornwall before turning towards Wales.

The Squadron was given a splendid reception by its new landlords and everyone felt very much at home by the time Xmas leave began on the 18th December. Returning full of Xmas pud, the Flight took steps to put its house in order prior to joining *Ark Royal*. On embarking with the other fixed wing aircraft on the 14th January the flight set out to work up to as high a state of efficiency as possible in both operations and maintenance.

Flying during the next two months might be described as routine. The AEW Gannet can justifiably be described as a high density aircraft, which means basically that it is packed full of equipment with no room to spare. Apart from the powerful radar set the aircraft is fitted with three separate radio sets, one H.F. and two U.H.F. This means that the crew operating off Malaya might conceivably be controlling Fighter aircraft in low-level interceptions on one set, reporting incoming raids to the ship on another, and talking to R.N.A.S. *Brawdy* on H.F. With the addition of comprehensive navigational equipment and a radar picture, it can be seen that the AEW Gannet may be called upon to perform a variety of tasks. While the ship is at flying stations an airborne Gannet is a valuable asset to the Command.

By the time the Flight was disembarked to R.N.A.S. *Brawdy* in March everyone had got to grips with the problems of Flight Deck operations and advantage was taken of the period ashore to complete some of the larger