

## ***P.T. Staff***

Lieutenant W. G. BARKER  
 Chief Petty Officer H. C. Corns  
 Petty Officer D. Jones

## ***Rugby***

## ***Sport in 'Centaur'***

In an operational carrier, sport is often not easy to find, but the keenness of players searching for sport has been exceptionally encouraging – and most rewarding. Opponents and officials have invariably been found and enjoyable games played.

Our successes in the inter-carrier field started in Singapore when we beat *Victorious* at more games than we lost, and then in Malta we overcame *Eagle* by an even larger margin.

After just meeting up with *Ark Royal* in Gibraltar and beating her by nineteen games to six, we can certainly call ourselves the "Cock of the Carrier Squadron". In this last match the Whaler Pulling deserves special mention. In order to determine which two crews would represent the ship, two heats were held with eight competitors. The winners on times were F.X. and the Engineer Officers with Flight Deck a Very unlucky third. In the actual competition the Engineer Officers pulled magnificently to win while F.X. took third place. It was an extremely popular race with nearly a thousand spectators.

As well as all the sports mentioned in the following pages, boxing, fencing, volley ball, deck hockey, have been very active, and we have even managed Go-karting and polo. Everyone has enjoyed watching the judo demonstrations of the teams headed by Sgt. Havenhand and Cpl. Raines and a show is being developed for Belfast.

Rugby during the commission has been in four distinct phases. The two refitting periods were times of difficulties because of cancellations due to bad weather, having arranged fixtures on an opportunity basis and trying to beg, borrow or steal players away from essential refitting work. This sometimes meant talking people out of the dinner queue into the bus, although they had never played before.

During each sea-going leg of the commission things were much different. We had an abundance of eager players and quite often fielded a successful 2nd XV.

The highlights came during the Mombassa period when a five-day tour of three matches was made in Nairobi, and during our second visit to Hong Kong.

At Nairobi we found the warm welcome and splendid hospitality inspired the team, and the togetherness of the tour gave a good boost to an already flourishing team spirit.

During the Hong Kong visit CENTAUR was very well represented in the Combined, Royal and Commonwealth Navy teams to play against the H.K. Club and Colony and Governor's XV's.

During our visits to Singapore we twice had the taste of sweet success by vanquishing *Victorious* in two needle games played for the Carrier Cup before very large, enthusiastic crowds.

Emphasis has always been on team work rather than the individual stars cult, but a great deal is owed to the efforts of Cpl. Jim Raines, R.M., for driving the team to fitness.

If we have had a recipe for Rugby success it seems to have been — Train harder for the next match, outplay the opposition during it, drown them in refreshment and song after it.

In these aims we have had a flattering degree of success, but best of all a whole album of Very Happy Memories.



## *Water Polo and Swimming*

All in all it's been a most successful commission for the Ship's team. We've played over 30 matches and lost just five of them. In the swimming world we were second in the Far Eastern Championships, winning in all some 30 medals. As a result, five of the Ship's team swam for the Royal Navy in the Inter-Services Championships, when the Ship's Medley Relay team established a new Inter-Service Record — quite an achievement. Three of the Water Polo players played for the Navy — needless to say the Navy won this as well. Our greatest achievement was to beat a Hong Kong side who were the civilian champions and unbeaten for two years, beating the Singapore Swimming Club as well as *Ark Royal* and *Victorious*.

The big thing is we've all had fun and drunk lots of beer — usually before and after matches! We've always maintained our sense of humour and if at times we've played hard — it's because we have a motto of "Win at all costs."

The teams have been: Lt. Cdr. Allen, Shpt. Braund, R.O. Cox, M.E. Vye, Musn. Miles, R.E.A. Crowther, P.O.R.E.L. Law, L.S.A. Bumstead, N.A.M. Short, N.A. Harper, N.A. Fielder, L.S. Penn, L.S. Simpson, R.E.A. Taylor, N.A.M. Howe, Lt. Holland, R.S. Tuffs.

## *Hockey*

Record of 1st XI Played 30, Won 21, Lost 7, Drawn 2.

The *CENTAUR* Hockey team has had one of the best carrier records of recent years. Of the seven matches lost (out of 30) only one was with our full side against a service opponent and that was to *Manxman* early in the commission. We are most pleased to record victories over *Eagle*, *Ark Royal* and *Victorious*.

To single out personalities is difficult, as the success of the team has been due to the cheerful and unselfish attitude of all the players. The umpire, organiser and selector, C.P.O. Preston, has kept us all up to the mark. Lt. Cdr. Brewster (captain until December, 1964) and Sub-Lieut. Searle have been star players, showing how skilfully the game could be played.

## *Basketball*

We can, as our record shows, look back on the Commission with a certain amount of satisfaction. The last eighteen months have seen us record notable victories over *Bulwark*, *Victorious* and *Eagle*. However, our greatest claim to fame must be our part in the Seletar Cup Competition.

For this competition the ship's team was chosen to represent Singapore Naval Base. After losing only one game, the team was beaten in the semi-final by the eventual winners, R.A.F. Tehgah.

At the time of writing we are awaiting a game with *Ark Royal* and hope to continue our unbeaten run against the carriers.

Here then is our record and people who have played, not forgetting our stalwart trainer, manager, scorer and supporter, A.A. Glenn. Played 16: won 14, lost 2. Points: for 685, against 386. (Does not include Seletar Cup Competition matches.) E.A. McGlenghan, P.O. Mann, R.E.A. McKay, J.M.E. Newman, P.O.M.E. Wright, M.E. Hammridge; E.A. Stafford, S/Lt. Yandell, S/Lt. Diggle, Lt. McIntyre (U.S.N.), O.S. Braddick, R.E.A. Simpson.

Stop Press: *CENTAUR* 94, *Ark Royal* 22.

An uninspiring game, where *CENTAUR* had no difficulty in commanding such a large lead.

## Soccer

The Soccer story has been a most happy one — starting with Victories in all four matches played before sailing for the Far East. In Mombasa three matches gave us three victories but, on arrival at Singapore, our first defeat occurred under the lights of *Terror* on our first day in. On this occasion, *Hartland Point* defeated us 5-2, and we suspected the novelty of floodlighting to be a cause. However, of the next twenty games under similar conditions, we lost eleven.

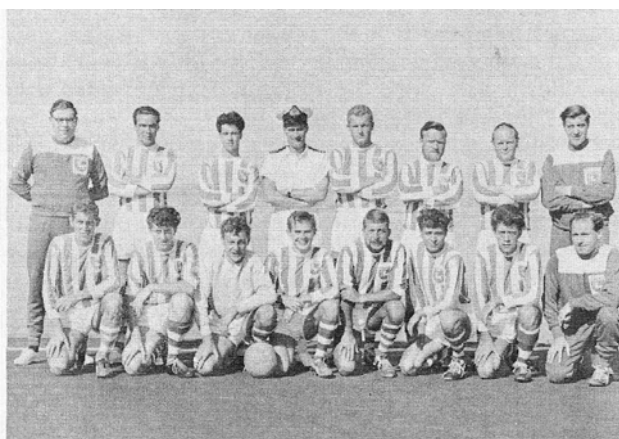
When the squadron personnel were not available to play, we were much depleted. Two of the most notable of their performers being P.O. El. Smith and R.E.M. Firth, but the most outstanding player was N.A.M. Brian Commons, whose quick thinking was aided by an excellent football brain. These stalwarts were, unfortunately, to leave us and in two games against *Victorious*, while winning one, the one we lost cost us the Carrier Cup. However, the fervent support given by our own version of the "Crowd from the Kop" was most encouraging.

In Hong Kong we had some good matches, including one against Kerchee, a top line local side who beat us 2-1.

With 1965 and our arrival in the Mediterranean, albeit a little out of season, our thoughts again turned to serious football, but our fortunes against the Italian Naval College, various ships, and the local side at Izmir, were very mixed — the latter side beating us 6-0.

It is pleasing to note that the Navy Soccer officials have had their attention attracted to L.S. Price, L.E.M. Wiseman and M.E. McIntyre. The sterling games of A.B. "Dolly" Grey have gained him selection for England F.A., Hampshire F.A., The Royal Navy F.A., and for Portsmouth Command.

P.O. Heathcote has been our "star" referee and has had the honour of being appointed to referee both the Inter-Command Cup Final and the Army v. R.A.F. game of the F.A. Cup of SerVice Soccer. This is the first time that the same referee has been appointed for both matches.



## Shooting



' 303 Team



' 22 Team

A successful commission for both the full and small bore rifle teams. Notable amongst the many successes were A.A.1 Tilsley's individual Singapore Bisley Championships, J.M.E. Flush's Mediterranean Fleet Junior Championships, Lieut. Richardson's Mediterranean Fleets' individual Championship runner-up, and the Far East Inter Services team Championships won by C.O.A. Ford, Shpt. Davies, A.A.1 Tilsley and Lieut. Richardson. The Small Bore team successfully defended the ORAN Cup against strong opposition from the *Victorious*.

•22 Rifle team: Mech. Mitchell, A.A.1 Tilsley, C.A.A. Kinsey, P.O. McConnell, Shpt. Smith, L.R.E.M. Giles, Mech. Halligan, Shpt. Davies, Lieut. Richardson, C.O.A. Ford.

•303 Rifle team: Mech. Halligan, Mech Mitchell, C.A.A. Kinsey, Shpt. Foster, Lieut. Richardson, Sub-Lieut. Yandell, A.A.1 Tilsley, Lt. Cdr. Bazire, Shpt. Davies, C.O.A. Ford, Yeo. Davis, L.A. Deacon, L.A.M. McCree, Shpt. Riley.



*The Race*

## Sailing

We have been very fortunate to have had a small but enthusiastic band of sailing men who were keen not only on the leisurely pastime of recreational sailing, but also on the more exacting sport of team racing.

At the start of the Commission Inst. Lieut. Dove gathered the experienced and beginners together and formed the "fraternity." Armed with the Ship's programme and a typewriter he sent out numerous letters challenging all and sundry to sailing matches. His efforts were well rewarded. After coming second in the C.-in-C.'s Cup at Portsmouth, the interest in team racing never flagged and we sailed against local Yacht Clubs in Virtually every port we visited.

By the time we had reached Singapore, we had a reasonably strong first team, and a second team that was rapidly gaining experience. The old hands were regaining lost form, and beginning to sail as a team. The Singapore Naval Base Sailing Club (Red House) did more for us than any other club, providing valuable racing practice for old and new hands alike, and for L.M. (E.) Hudson a useful number of coffee spoons.

We were perhaps the only group of CENTAURS who had a good run in Madras, with two splendid days of racing. Pottery beer mugs this time for Lieutenants Clark and Holland.

Our most notable achievement was the Far East Fleet Regatta after Exercise Fotex "64." The prize-giving at the end of two days racing was a *CENTAUR* benefit. The Ship's team had won the Littleton Team Racing Cup, and CENTAUR helmsmen had won the three individual dinghy trophies. We were also runners-up for the two Whaler Trophies. In eleven races we had gained six firsts, seven seconds and five thirds. Spoils were: Tankards for Shpt. Smaldon, Lieut. Holland, Lt. Cdr. Laurence and P.O. Hetherman. Coffee spoon for L.M. (E.) Hudson (who else?).

Our second visit to Hong Kong was also successful. The Navy team (provided mainly by CENTAUR) beat the R.H.K.Y.C. for the enormous beer mug (capacity approximately 5 gallons) called the Tankard Trophy. It is worth noting that the Navy has never before won this trophy since its presentation in 1945.

Back to Singapore once more, and as a token of appreciation we presented a silver plate to Red House as a Challenge Trophy for competition between N.B.S.C. and visiting ships. Being ourselves a visiting ship we presented, challenged for, and won it all on the same afternoon.

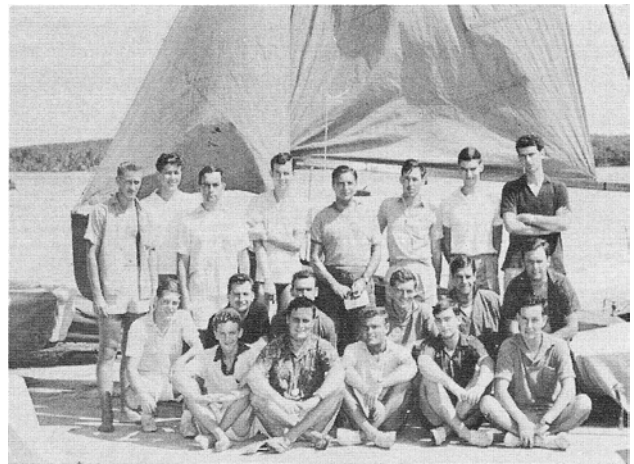
After the Intermediate Docking, our team was seriously depleted by the loss of Lieut. Holland and C.R.E.L. Williams, but there was no lack of enthusiasm despite the fact that we did not win so many matches.

Istanbul and Izmir contributed their share to the already large amount of individual spoils, the local organisations showering upon us silverware and souvenirs with reckless abandon.

In summation, CENTAUR's sailing fraternity, which included Captain Steiner as an active member, certainly had a most enjoyable and successful Commission and the "behind the scenes work" of Lieut. Dove must certainly have been the greatest single contribution towards this success. We were made most welcome wherever we went, and the hospitality was greatly appreciated.

*Results.* Team matches: won 14, lost 12. Individual match races: won 4, lost 0. C.-in-C.'s Cup (Portsmouth): 2nd. Round the Island (Singapore): 3rd in Fireflies. Far East Fleet Regatta: Clean sweep (almost).

*The Team*



## Cricket

The cricket story began in Mombasa in January, 1964, when a trial team met a local club side. As was to be the case in all our matches against club sides, this was a most enjoyable day, even though the opposition were good. Experimenting to find our best players continued in Singapore where we suffered a heavy defeat from the R.A.F. Seletar, and it was not until Hong Kong that we achieved our first victory.

Our most satisfying match of 1964 was back in Singapore against a good *Bulwark* team. After the teams' best performance in the field so far, the batting proved just good enough to achieve an exciting one wicket win in the last over of the day.

The second visit to Mombasa brought two more enjoyable games but unfortunately, due to Station Leave and the squadron being disembarked, we could only produce weakened teams. It was not until Madras that we were to achieve our next victory, a surprisingly easy one, against a local side. Back in Singapore, *Victorious* proved far too strong and on our return to Hong Kong we were prevented from playing our eagerly anticipated matches on the Hong Kong Club Ground by the typhoon season weather. So cricket ended until the second half of the Commission.

1965 produced cricket in most unlikely places as well as unearthing a number of new players. The most important match undoubtedly was that against *Eagle* in Malta, and everybody practised hard for it. On the day *CENTAUR* fielded the strongest team of the Commission, but once again met a sounder and much more experienced side. The five wicket defeat was a great disappointment, but we had no excuses. From this match four *CENTAUR* players were chosen to represent Combined Carriers against United Services Malta.

Undoubtedly the highlight of the year was our match against the English College in Rome where, as well as a very good game, the team had a most enjoyable weekend in that city. The match proved to be a thrilling draw with our opponents needing 9 runs to win with only one wicket in hand when stumps were drawn.

If it was a surprise to get a game of cricket in Rome, it was even more so in Istanbul where the second XI beat a team containing six American students and a girl (who, by the way, was the star of the team).

In Gibraltar we had mixed fortunes, first in receiving a thrashing from a strong *Tiger* team; but then redeeming ourselves with good wins over *Ark Royal* and *Troubridge* (the latter game being a most exciting one with the winning hit being made on the second to last ball of the day).

Now that we have tasted victory at last it is hoped that more successes will come our way. By the end of the Commission we should have played some matches on turf pitches at last, during the Round Britain Quiz. and managed to give those keen second XI players more opportunities for games.

The final first XI reckoning was: won 9, drawn 1, lost 8.

## Tennis

There has been a lot of individual tennis playing. Very good use was made of the *Terror* and Naval Officers Pavilion courts for practice and occasional matches. Among our wins are *Victorious*, *Ark Royal*, *Hartland Point*, *H.M.N.Z.S. Taranaki* and *H.M.A.S. Yarra*; the losses, *Eagle*, R.A.F. Aden and Gibraltar and various civilian teams. We managed to join in the Malta R.N. championships and E.M. (A.) McArdle did very well to reach the finals.

# **ODD BITS**

# Artap Ye Scribe

And it came to pass that on the twentieth day of the eighth month in the year of Our Lord, Nineteen Hundred and Sixty Five that the Greatcanoeofc did return to her homeland into the Carmopompopey and all was still.

On Jettyofbigships were many Squawsandpapooses to be seen, with joy in their hearts at return of Braves after manymoonsaway. And lo were not many squaws swollen with loosefittingattire after last Visit of Braves to own tepees – even squaw of ye Scribe. And there was much rejoicing on Greatcanoe with much embracing and rubbingofnoses to cries of "Wherestherabbits". And the squaws of the Braves did enter into Greatcanoe to visit tents of Braves and to refresh themselves of Lastmeeting, some even to Drinkfirewater. Did not Braves tell many tales of wonders seen and battles fought in Farofflands and of much Hagglingand-bargaining for expensive rabbits?

As it came to pass that Fishheadbraves were happy at departure of BraVes of Ironbirdsthatfly and of Ironbirds returning to nest in land of Wineofapples and there was much room on Greatcanoe and all was quiet on the roof. And Fairiesoftheair were not to be seen again after return to tents on land.

Bigchiefoffourrings did rejoice at being in homeland and was to be Seen filled with much pride at Braves for Displayofartandflying in honour of Greatlady Bottle Thrower at floating of Greatcanoe and she was impressed by what she did see of the wonders of Braves working. And she did leave filled with Aweandpride at workings of Ironbirds and Skillofbraves and Greatcanoe did go round unto camps in homeland and did have many hoolies with much Trappingandstrangling-done.

It had come to pass in Campofgib that there was much Cleaningandpainting with mutter of Gotachitgotabrush from Termiteofpainttent to get Greatcanoe shining for visits of Ceremonyandbull to impress Smallie Braves of Homeland to Comeandjoinus. And Tiffodeckwas much pleased at little flying of Ironbirds and were not Tracksofsteam and Deflectorsofwind shining.

And on the roof was not a feast prepared, with much Gnashingofteeth and stampingoffeet from Dutybraves for Gruntersfromaft to strangle and trap some even with own Squaws who came into the land in Civvyiron-birdofsky. And Spikeofgreenies was heard to mutter at putting Polesoflight on other side of Greatcanoe.

The Braves did go into the land to buy many rabbits at last minute. Some even for Threesettingssofsun in small canoe to Campoftangier for trip of culture. Did not Greedybravesofcustomstent rub their hands with glee at hearing of return of Greatcanoe, with thoughts of much gold to be taken off Braves.

In the Tentofthree were there not seen many Braves with Paintandwood and they were Kickedandcursedat by Fatpresofstokes into doing much to clean tent, for many were the visitors expected from Belfastiverpool-guzzandglasgow and the tent did shine.

Many were the tales told on Greatcanoe of achievements broken and Seatimedone even unto Speedofcanoe. And Tiffofthreerings did smile upon Tiffofstokesandengines. Many were the wonders brought about by Stokesofroof and Bigtiffofhighwind was uncomplaining at routine of Littleflying and he was pleased.

It came to pas that Jimmytheone was seen to give a great Sighofrelief after gangway to shore was put down for last time with thoughts in his head of Nomorerasof-storesandfuel and with no more mutterings of Bearded-onoefotentofone.

After many moons on Greatcanoe Braves did depart to rest in Hometowns and will tell stories to Oldmen in Tentsoffirewater and will seem as heroes in the land even unto the Braves of Vic.

So now after many moons I will leave you with memories Goodandbad and of many Braves met. to Hooliesandrums had. Now I look forward to much Timeinhomeand to Happyevent in own tent.

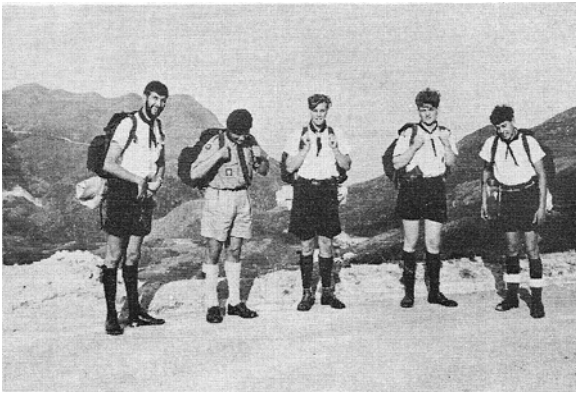
"Ye Scribe"



# Deep Sea Scouts

Almost from the start of the Commission, CEN-TAUR'S Deep Sea Scouts have been active. From small beginnings with meetings in the Vicarage, the Crew became the largest afloat by the end of 1964. Many and varied have been these activities: camping, sailing, canoeing, climbing, jungle-trekking, and, most important of all, making contact with scouts and guides at nearly every port of call.

In Aden we had the pleasure of entertaining a local Sea Ranger Crew on board and then later a combined Investiture Ceremony, followed by a dinner held at the Seamen's Mission, Steamer Point. In Madras, Sea Rangers paid the ship a visit and, in spite of the difficulties involved in proceeding ashore, two of the crew were able to help out with an Indian Sea Scout group.



.. to Lan Tao, a mountainous island "

In Singapore, many good contacts were made via the Port Liaison Officer, and the crew was able to assist HMS *Terror's* scout group, who in turn loaned their conveniently placed HQ as a base for weekends of canoeing and sailing expeditions to the nearby islands in the Johore Straits. The crew also struck up a happy association with the newly formed Chinese group, and in lending a hand made many new friends, who were only too pleased to act as our guides, teach us some of the local customs, and introduce us to many new food dishes. Whilst in Malayasia several expeditions were made up country, sometimes not without difficulty. For example, when the crew car was almost trapped by mountain flood waters, or when restrictions on camping due to the Indonesian confrontation, were only overcome by one of the members securing the use of a boom defence vessel as a base for a canoe camp.

Hong Kong provided the crew's most active period, mainly due to the interest of the Port Liaison Officer, a Captain RNVR, who ensured that no part of our visit was wasted. He organised sight seeing tours and several memorable camps, and gave us plenty of opportunity to help some of the local scouts. For our first camp in the Colony, two Land Rovers, kindly loaned by the Army, provided the crew with transport to Hong Kong Gilwell, the beautiful hill camp site on Tate's Cairn overlooking Kowloon Harbour. Here a pleasant weekend was spent, hiking through the hills and befriending the local villagers, who were all most hospitable, inviting us to "yam cha" (take tea), on many occasions in spite of our inability to speak one word of the language. Even this was soon remedied when a group of villagers arrived at the camp site late in the evening and, with the help of one who spoke a little English, spent the rest of the night instructing us in basic Cantonese, which proved most useful on subsequent expeditions.

Further trips, in company with local members of the Deep Sea Scouts, were made to Lan Tao, a mountainous island, somewhat larger than Hong Kong and about 15 miles distant.

Lan Tao presented the crew with plenty of strenuous hill walking and climbs on the Lan Tao peak, the highest in the Colony, and a chance to visit a Bhuddist monastery at the picturesque village of Ngong Ping. We received a warm welcome from the monks and after an interesting tour of the buildings, accepted an invitation to lunch, which was afterwards regretted – the Bhuddist vegetarian diet being rather unpalatable to Western stomachs. Several days were taken traversing the island, the final camp being at the Trappist Monastery of Tai Pak, before sailing across to Victoria by junk.

Lan Tao peak.







*Monastery at Ngong Ping*

The highlight of our journeying must surely be noted as the opportunity to visit Nyeri, when the ship gave leave in Mombasa, enabling six crew members to visit Baden Powell's old home and grave in the magnificent Mount Kenya National Park, and then, as guests of the Kenya Scouts, to camp at Rowallen, the official site on the outskirts of Nairobi. I am sure that this visit will never be forgotten by those lucky enough to attend.

At the end of 1964 we unfortunately had to say farewell to many members who went on draft, particularly a large contingent from 815 Squadron. Starting 1965 with a smaller but equally enthusiastic group, Malta and Gibraltar provided plenty of rock climbing on various

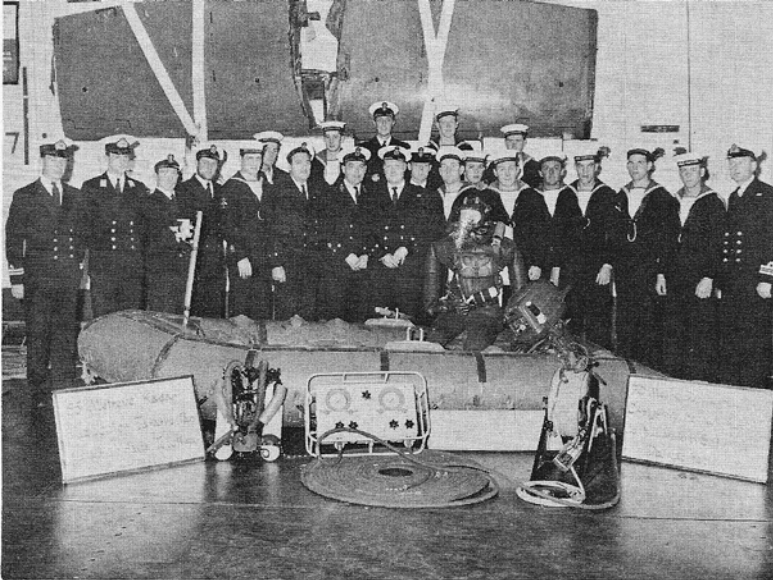
outcrops. Two most enjoyable weekend camps, one in the company of D.S.S. from HMS Eagle, took place on Gozo. Sight seeing in Istanbul was made easier with the assistance of local scouts, who acted as guides and interpreters, and we in our turn showed them round CENTAUR.

Seeing all these countries as a member of the D.S.S. has certainly been a valuable and interesting experience for all of us and in closing we would like to thank all those on board who have helped us in various ways and wish our members, past and present, good scouting in the future.

*.. showed them around  
CENTAUR"*



# Diving



*Diving team and exhibits at Istanbul*

## THE TEAM

*Lieut.-Commander J. M. Bingeman*  
*Lieutenant R. K. Ledsom*  
*Midshipman D. J. Gregory*  
Chief Mech. B. P. Nicholls  
P.O. R. J. McConnell  
E.R.A. F. Muscroft  
O.A. G. H. Plant  
L.S. E. A. Hartley  
A.B. M. Hammel  
A.B. T. S. Galliford  
M.(E.)1 D. Mulley  
Ck.(S.) A. Percival  
R.El.Mech.(Air) G. Smith  
E.R.A. A. Ratcliffe  
Mech. S. Robinson  
L.S. P. McCormick  
L.S. J. M. Simpson  
A.B. G. S. Haydon  
O.S. P. Astle  
M.(E.)1 W. P. Dives  
N.A.M.(O.) T. Short

## *S.A.R. Divers*

L.A. D. R. Kincaid  
E.M.(Air) R. E. Ricquish

The team first saw action in January, 1964, with repairs to the Tarxien Club shark net in Aden. This gave us our blasé attitude towards sharks — or was it the sight of *CENTAUR's* divers which sent self-respecting sharks packing? The only subsequent shark incidents appear to be "tot" time yarns or A.B. Hammel's lecture to Sea Cadets which resulted in no volunteers at all.

Singapore was the scene of many diving occasions. The popular Sunday trip was to "The Sisters", two islands south of Singapore and only 3½ miles from Indonesian territory. Diving here was not up to Pulau Tioman standard but it did produce a number of fish for the wardroom fish tank to add to the twelve species caught at Pulau Tioman, Mombasa and Aden.

One of the more serious sides to life was "Operation Awkward" at Singapore, when saboteurs were suspected of operating in the Naval Base. The only positive alarm turned out to be an aerated discharge from H2 diesel generator. A tragic occasion was the recovery of the bodies of two Chinese children who had drowned while swimming off Changi Beach.

One of the chief tasks of the team is Ship Husbandry, and on many occasions a premature docking was prevented. For example, the two instances when "B" Evaporator seacock sealed; the time when the port rudder nearly did a *Victorious*; the sealing of *Tidereach's* stern gland. This latter event will remain a vivid memory to L.S. Simpson and A.B. Hammel for their roughest diving of the commission. The attendant R.F.A. motor cutter's crew were violently sick and disappeared at the critical moment when Hammel's air supply ran out.

Lost articles have been recovered on many occasions. The new sailmaker's sewing machine from *Tidereach* was inadvertently delivered to the bottom of the Singapore Stores Basin, to be recovered by O.S. Astle while doing an aptitude test before becoming a diver. The First Lieutenant of a C.M.S. was a worried man when he managed to let go both ends of his anchor cable (rate book value — £118 a shackle). Fortunately, the diving officer found the missing cable. The deepest official dive was achieved by P.O. McConnell and A.B. Haydon who went down 150 feet to investigate the seabed conditions for Searching for a lost Wessex off Pulau Tioman.