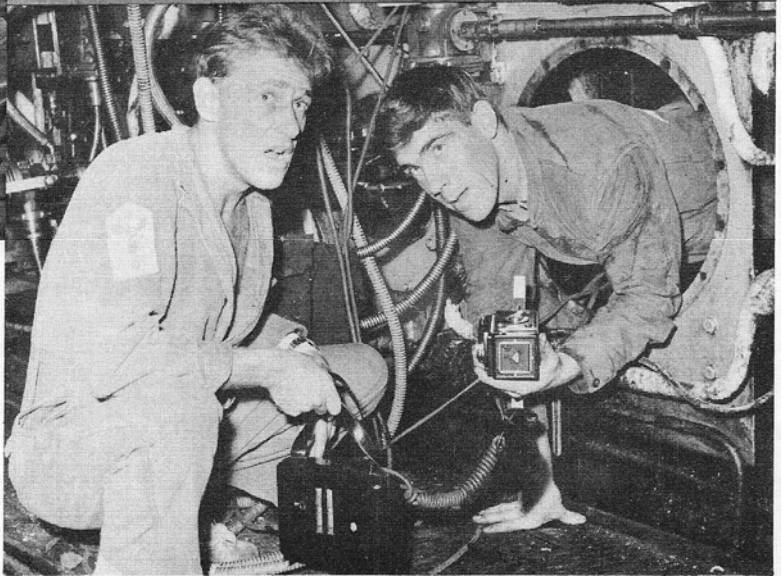


The Flight Deck Engineers

Av fuel Co. Ltd.



"They can't want that many revs.!"



"Better not use flash"

' Will She go? Will She ever!'

"Where is it?" "What is it?" "Do I grease it, paint it or salute it?" These are just some of the many questions being asked when the majority of us joined CENTAUR as she commenced her refit in Portsmouth.

Many of us had just left the respective training establishments and had to start the mammoth task of finding our way around a large ship. Some were no doubt disappointed that the nearest they could get to having "thousands of horse-power at their fingertips" was by stoking the donkey boiler, but it was soon realised that our aim was to effect the thousands of horse-power where we wanted them and the men in brown overalls were helping us towards that end. Luckily there was a core of experience on board, who was able to answer most of our questions and start organising us into an engineering team.

During the months of refitting, the questions became fewer and the answers more correct. But there was still the query of "will she go?" There can be no trial and error method with an aircraft carrier, which is required to be operational in the world's trouble spots as soon as possible after a refit. So we all had to check and double check that everything was done to make sure that she would go when the time came. Of course, the the question of "will she go?" has now been answered many times by the tales of our exploits that can be read elsewhere in this book. She did go — did she ever!

We have steamed approximately 100,000 miles during the Commission and up to the end of May, 1965, this was done at an average speed of 16+ knots and for the financially minded it may be of interest that in fuel alone it cost £12 10s. for every mile steamed.

Steaming such large distances in a single Commission takes a toll of men and machinery, especially when it is often at high speed in tropical heat. However, with the help of salt tablets and "limers" for the men, and D.B. fans for the machines, we were able to overcome the heat and put the sunshine to good advantage by brownning our bodies or working up a thirst for "Tiger", "San Miguel", "Blue Label" or any of the varied concoctions that seemed just as necessary as oil fuel to keep us going.

With a department consisting of so many members

recently out of their training establishments, the task of teaching each one his job, and also giving them the opportunity to gain experience in various jobs, is a major one. The Engineering Department depends very much on sea training and for many of us this took up a considerable amount of our time. The achievements in this respect were very good and in the first 20 months of the Commission: 119 M(E)2's passed for M(E)1, 64 M(E)'s passed their Auxiliary Watchkeeping Certificates, 25 M(E)1's passed for L.M.(E), 6 L.M.(E)'s passed for P.O.M.(E), 22 qualified for their Boiler Room Certificates, 15 qualified for their Unit Certificates, 3 qualified for their Charge Certificates, and 5 Officers passed M.C.Q. examination.

Despite this, and watchkeeping, duty watches and "stoppers" there was time to play. L.M.(E) Webber made sure of this by his energetic organising and harassing of Section Officers to allow time off for sport. We were always well represented in the ship's teams, notably by M(E)'s Frost, McIntyre, Kerr and Cameron in the First XI Soccer, M(E)'s McIntyre and Kerr also played for the under 19's team with M(E)'s Newman, Robinson and Stretton. In athletics we have been represented by L.M.(E)'s Marles and Barnett, while Ch.Mech. Greaney, E. R. A. Muscroft and L.M.(E) Marles have been stalwarts of the ship's Rugby First XV.

All of us who have played sport, either for the ship's or the departmental teams, have not only enjoyed the relaxation, but also the fun of playing on grounds varying from concrete and desert to mud. Perhaps this has helped us in our adaptability for working. In Bilges, Boilers, Bathrooms, or any other Varied parts of the department we often find ourselves — the Regulating Chief M(E) is still trying to find new ones!

At the end of a Commission we look towards our next drafts, with either apprehension or relief! But however the new jobs may turn out, we will all look back on the Commission in CENTAUR with pride at having taken part in a job well done, and, together with the rest of our department, to have made the old member of the carrier family move to anywhere she was required to go — did we ever !

Shipwrights

Shipwright Sub-Lieutenants

D. V. PEOPALL, E. R. YANDELL

Chief Shipwrights

Barwick, W. R., Grantham, K. R., Smith, W. H.

Shipwrights, First Class

Smaldon, D. H., Hunkin, D. G., Doidge, T. S.,
Davies, T. J., Reilly, T., Foster, J. M., Braund, R. W.

Shipwrights, Second Class

Hobbs, P. W., Cheeseman, D. R., Alder, M. R.,
Miller, J. R., Trott, J. C., Willett, J. R.

Joiner, First Class,

Anderson, J.

Chief Plumber

Thorp, A. C.

P.O.M.(E)

Meehan, T. A. J.

M.(E)'s

Gregory, H., Palmer, D. F., Fuller, E. A., Hall, R. L.



The Shipwrights

Overheard in the Canteen. November, 1964

"What have you been doing since '63, mate?"

"Been on that big, flat-topped CENTAUR."

"What'd you do on there?"

"Worked for the wood-butchers."

"Had a good loaf then?"

"Yeah not too bad, only completed about 5,000 job cards, mind you they changed the Boss halfway through the Far East leg, said that it was the strain of tearing up the other 5,000."

"Any interesting jobs?"

"A few."

"Such as?"

"Nearly killed ourselves securing the F.U.1 Aerial during trials, cemented up a couple of holes in the keel at Aden and Singapore, bloody hard work that was. Repaired the for'd ladder -a couple of times, laugh really, had to get some wood ashore in Naples. You should have heard the Chief's Italian. Then there was quite a lot of guff for the Round Britain Quiz, like the screen all round the hangar and partitions off it, even had to make a portable flag pole for 'Beat the Retreat' ashore."

"Anything you didn't like much?"

"Oh Yeah – there were a couple of portable plates in the hangar which they took up for storing and things, always doing them, up and down like the old proverbial; nearly always in our own time as well. Then there were the kit lockers, the nits were always losing their keys, must have cut about 500, or their lockers accidentally fell open 'cos their screwdriver got caught in the top of the door. Otherwise apart from the heads which everybody used as ashtrays and had to be unblocked, it was normally pretty interestin'."

"Was she a clean ship?"

"Must have been, we used about 12,000 gallons of paint and distemper paintin' the flippin' dirt."

"Were they a good crowd?"

"Best there is, always ready to have a go and didn't mind when or how long, which was just as well. Wouldn't mind being with them again when they get their next ship in *six years* time."

"Must be off, see you, mate."

"Same here, the Wife's waitin', got some jobs she's been saving up for me to do, see you, Jan."

Electrical

Commander P. D. GUY

Commander J. K. ROBERTSON

Lieutenant Commander J. H. BOADLE

Lieutenant J. B. CALLUS

Instructor Lieutenant M. E. COOK

Sub-Lieutenant S. E. COPPINGER

Sub-Lieutenant P. D. ADAMS

Chief Petty Officers

Richards, W. J.	Dovey, R. S.	Godwin, J. P.	Batten, R. G.	Green, A. W. G.
Drewry, E. G.	Wye, R. C.	Steward, P. J.	Hughes, J. P.	Stephens, S. J.
Westcott, S. C.	Gram, K. C.	Noyce, B. W.	Sexton, C. F.	Irving, M. J.
Lord, E.	Taylor, A.	Rose, G.	Ponting, D. G.	

Petty Officers

Mann, L. B.	Oxley, G.	Sparrow, P. W.	Sparkes, S. P.	Semke, R. L.
Williams, C. G.	Wallbanks, R.	Harris, J. D.	McClellan, H. A.	Evans, B.
Petch, J.	Waddington, J. C.	Clifton, G. A.	Wilkinson, R.	King, N.
Lane, R. J.	Cochrane, A. N.	Shiner, A. F.	Primett, P. M.	Girling, B. M.
Fee, A. R.	Morgan, S. G.	Millie, A.	Worthington, D. G.	McGlenaghan, W. M.
Bosworth, P. R.	Stafford, F. C.	Simpson, A. T.	Jackson, R.	Bradley, A.
Hunter, T.				

Leading Rates

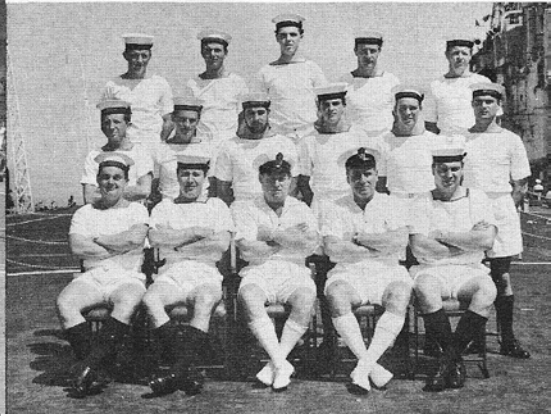
Brough, B. W.	Briddon, A.	Bell, P. D.	Barnes, R.	Doxey, A.
Hayman, C. J.	Petts, I. R.	Page, N. S.	Read, J. V.	Riley, J. H.
Stevens, S. F.	Teal, R. O.	Young, D. G.	Wild, J. B.	Balch, T. F.
Calderbank, W. A.	Hindley, E. J.	Kilbride, M. J.	Marshall, R. M.	Watkins, R. H.
Eborn, G. D.	Morgan, T. J.	Wiseman, G. H.	Lamb, B.	Cocker, J. J.

Junior Rates

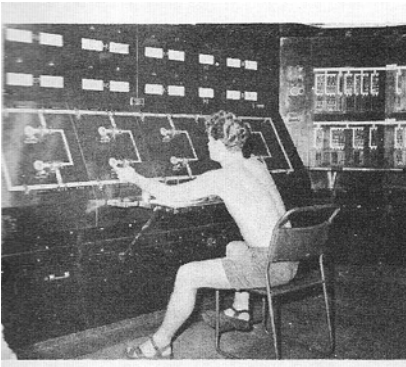
Allen, M. J.	Astle, D. M.	Ashley, R. A.	Bushell, C. S.	Barnes, T. G.
Battensby, M. J.	Barker, J.	Boston, S. W.	Chadderton, G. D.	Campey, P.
Connolly, W. P.	Cowan, J. A.	Carpenter, A. J.	Charter, F. G.	Carrington, N.
Chapman, H.	Donovan, T. I.	Dorrington, J.	Dunn, R.	Emly, R. C.
Elrick, W. A.	Fyvie, W. J.	Falkingham, R.	Fleming, F. G.	Goodman, W. H.
Gair, R. N.	Getty, L. A.	Goodchap, P. J.	Griffiths, W.	Gay, G. N.
Hill, L.	Hall, J. R.	Hadley, M. S.	Hayward, L. J.	Hines, T.
Heron, V.	Homewood, B. W.	Innes, A. M.	Izzard, C.	Jackson, P.
Johnston, W. S.	Johnson, A.	King, L. M.	Keirl, J. R.	Keech, J. W.
Kemp, N.	Lancaster, J.	Lambert, G. P.	Lynd, J. W.	May, K. C.
McClafferty, P. M.	Meachin, N. A.	Mumberson, C. D.	McManus, N. L.	Norton, R. L.
Fallon, J.	Nicholson, K.	O'Hara, M.	Phelps, H. A.	Plows, A.
Rose, C. E.	Ruane, J.	Robertson, W.	Ringland, J.	Robinson, A.
Robinson, H.	Smith, A. P.	Spaldin, R. S.	Smith, J. M.	Speet, B.
Smith, A. D.	Sorby, C. A.	Smith, I. S.	Swinbourne, M. K.	Shaw, K.
Szuwalski, J. K.	Stevens, M. G.	Tew, A. R.	Tulloch, A.	Twigg, E. A.
Thompson, D. J.	Tickner, R. J.	Taylor, S. M.	Upton, C. D.	Woodings, P.
Williamson, W. B.	Wood, D. R.	Wales, W.	Wright, D. T.	Ware, P. J.
Wilkinson, R. E.	Woods, D. J.	Denny, D.	Fitzgibbon, J.	Fairall, C. P.
Gould, R.	Hoyle, D. J.	Hutchinson, F. L.	Pennes, W. J.	Lakin, W. F.
Pennick, T.	Rixon, C. M.	Geldart, R. F.	Walpole, D.	Mason, A. B.
Cadby, C. A.	Overton, D. H.			



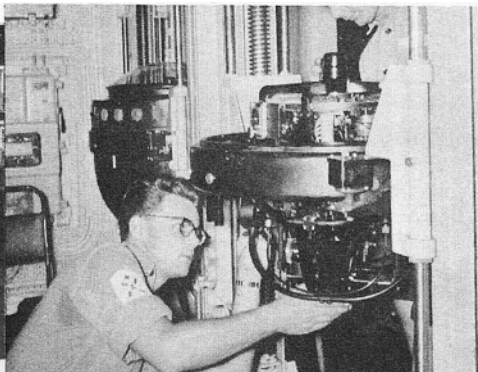
The Managers



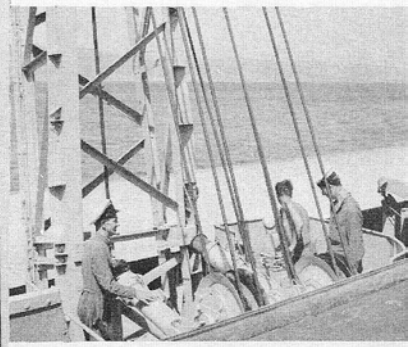
Office and Stores Staff



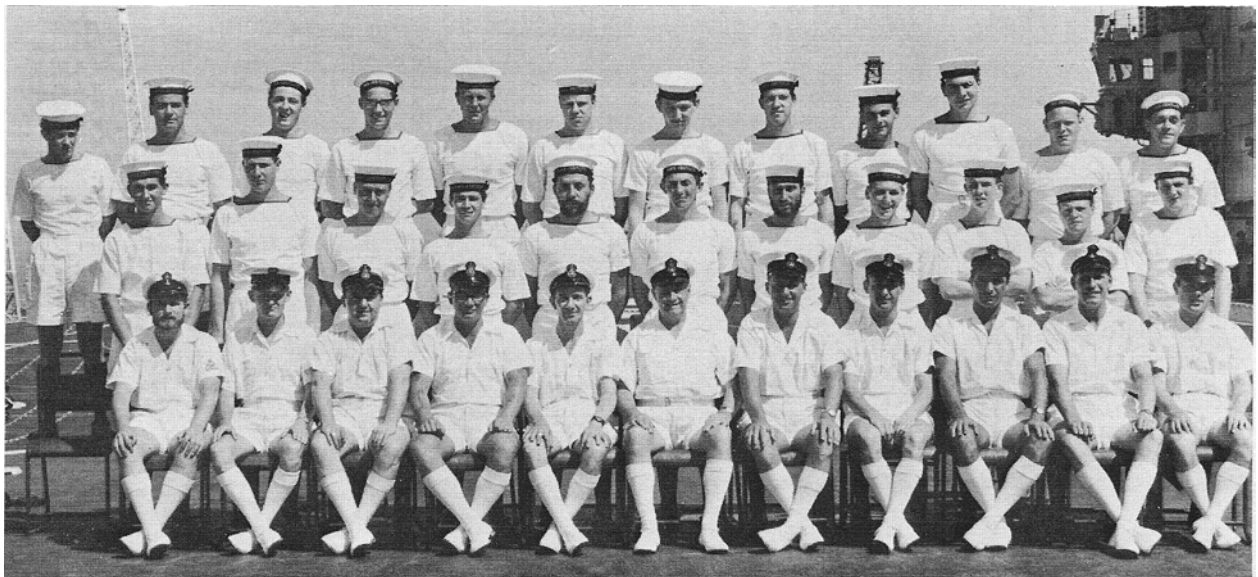
Controlling the main generators



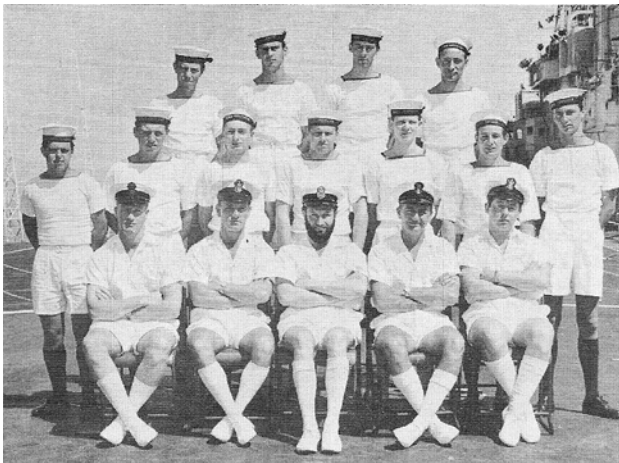
100,000 miles in the right direction - by gyro compass



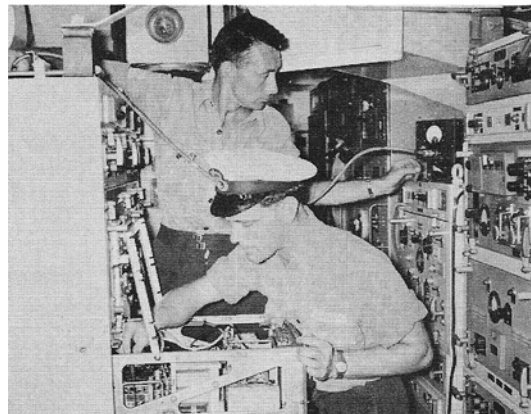
Spuds to Vixens - The Crane



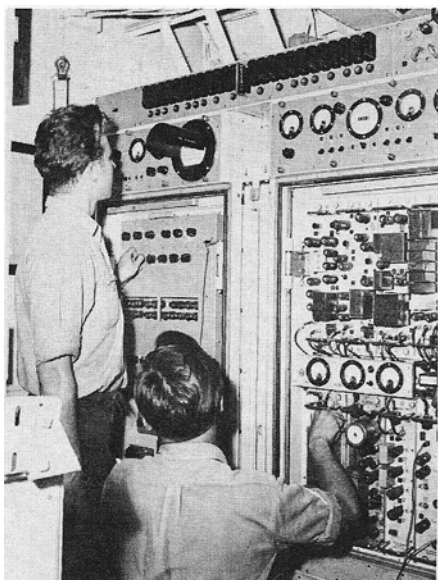
The Heavy Electrics Group



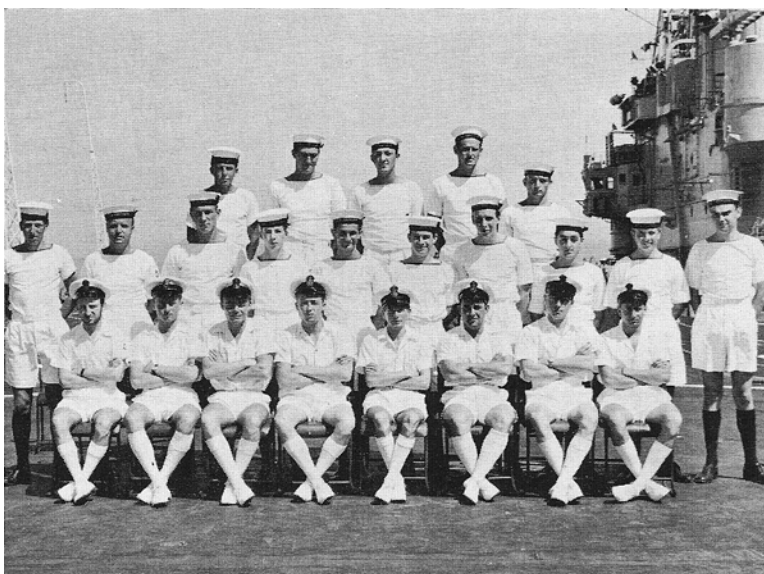
The Wireless Group



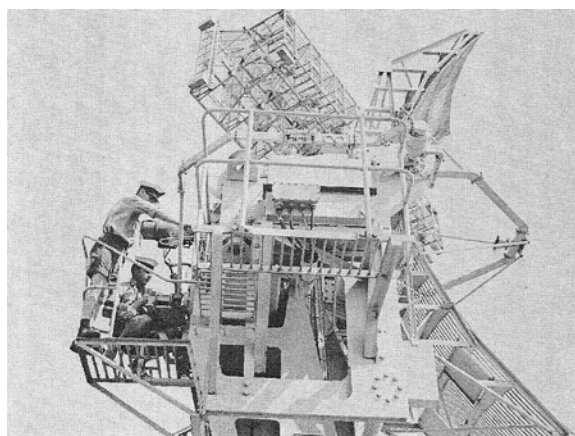
Performance testing one of the many wireless transmitters



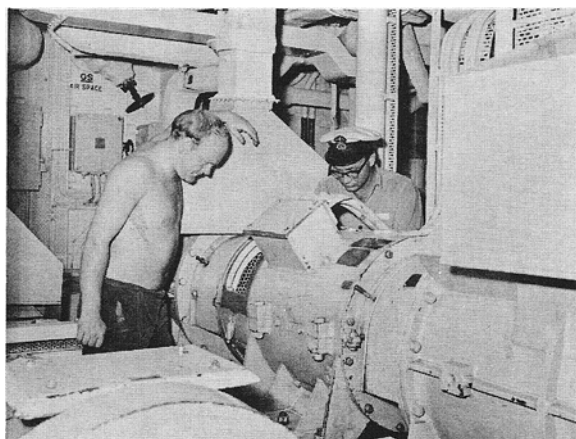
Some say that it never wo'ked, but it really did — TACAN



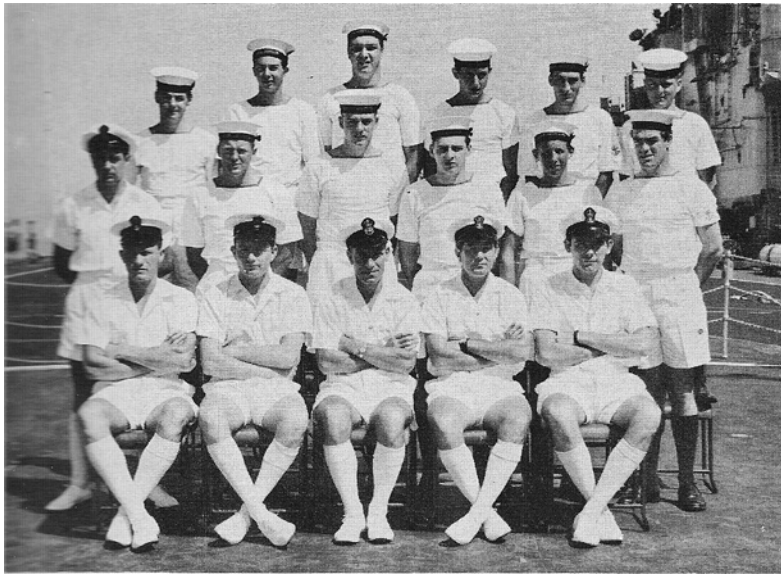
The Radar Group



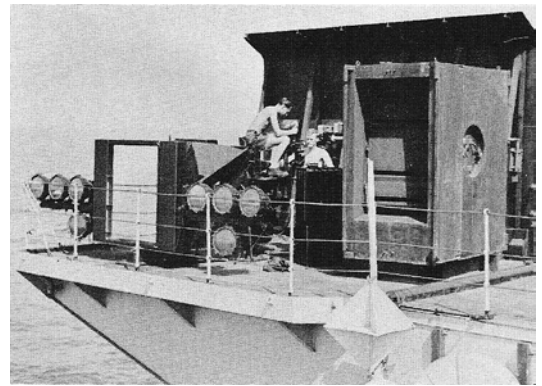
The Eyes of a Carrier



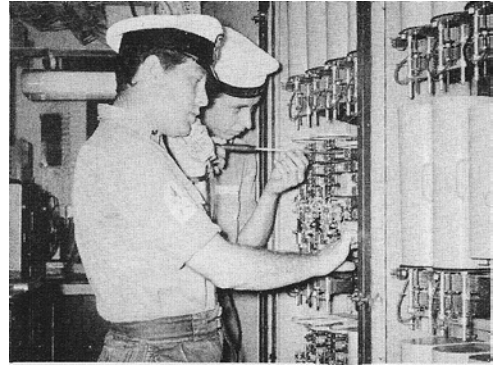
Conversion Machinery — supplies to Wireless and Radar — and Air Conditioning



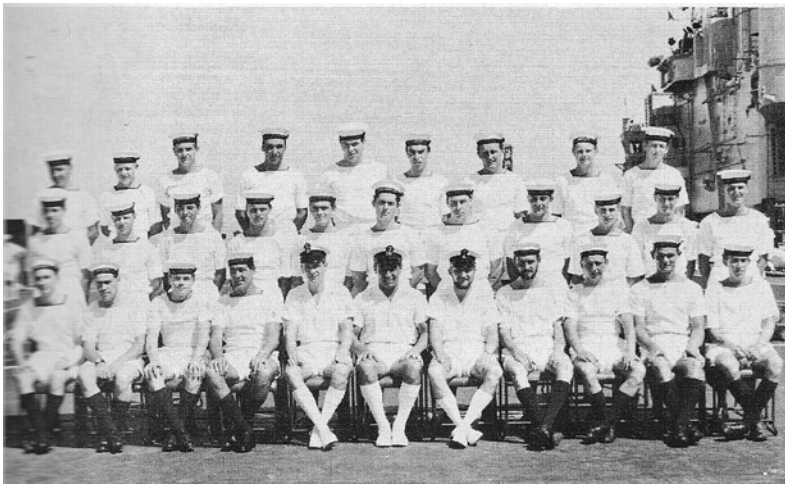
Flight Deck, Communications, and Weapons



Adjusting the Mirror



*"Able Seaman Jones - Zero" -
the Telephone Exchange*

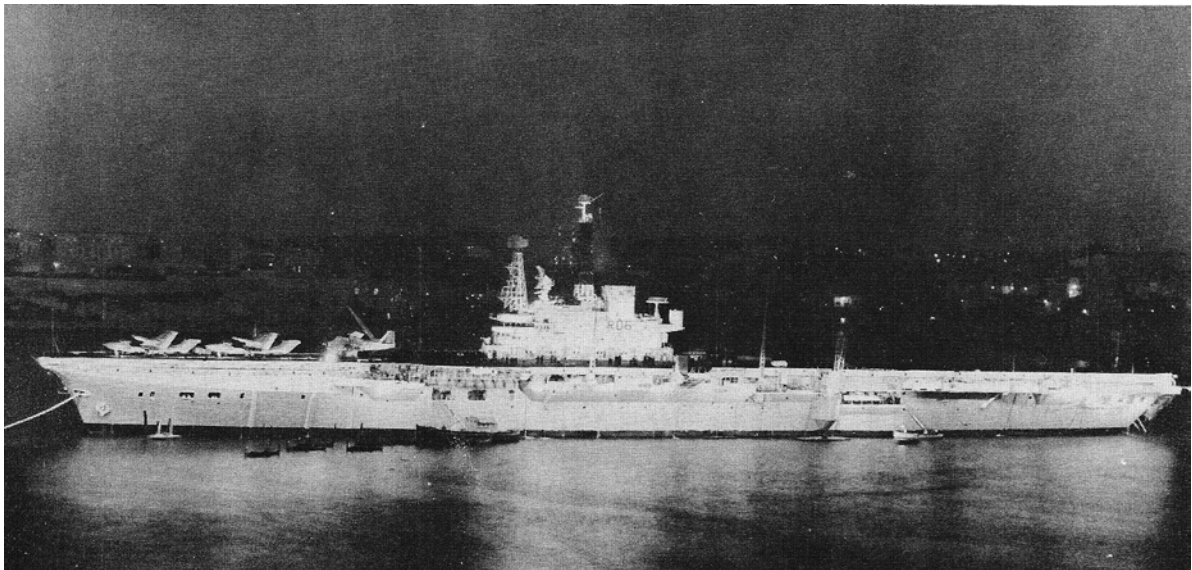


The Domestics Group

"... this nas their finest hour"



Lights, fans, galleys, etc.



Supply and Secretariat

Commanders

R. I. D. TIDDY F. A. BLAND

Lieutenant Commanders

R. H. W. BODMAN

J. R. BALL

T. BALMENT

B. R. J. HAILSTONE

Lieutenants

J. P. S. WHITFIELD

M. HEWITT

K. S. PROVIS

V. J. BAXTER

J. ARNOTT

F. YOUNG

J. R. NEWELL

Sub-Lieutenants

H. M. HUMPHREYS

M. JENKINS



STORES ASSISTANTS (V)

Chief Petty Officers

Curtis, C. B. Pearce, P. J.

Petty Officer

Lane, J.

Leading Rates

Stone, E. J. Bowden, M. J.
Keane, M.

Junior Rates

Northcott, C. R. Barnicoat, B.
Payne, M. J. Winch, A. D.
Hume, J. M. Barron, M. E.

STORES ASSISTANTS (S)

Chief Petty Officers

Boehm, L. T. Llewellyn, L. H. Phelan, R.

Petty Officers

Maynard, F. Pittaway, R.
Cocker, R. W. Cropper, B.

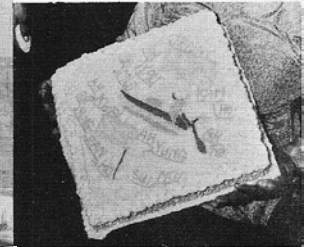
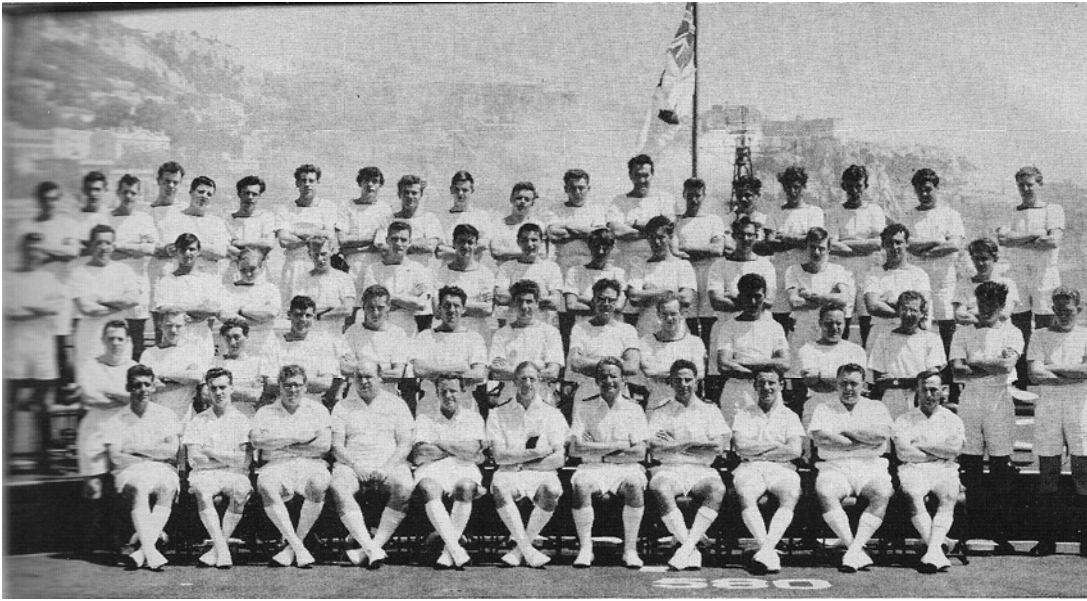
Leading Rates

Brophy, P. J. Luxon, G.
Angel, G. Gates, R. S.
Bumstead, R. J. Stokes, C.
Eley, G. F. Coombe, R.
Robertson, K. Heeley, P.
Holland, D. Day, T.

Junior Rates

Beresford, W. Wright, J. G. L.
French, G. W. Hutchesson, J.
Miles, T. G. Reay, D.
Horan, S. Davies, G.
Williams, B. L. N.





COOKS (S)

Chief Petty Officers

Anderson, I. Bone, J. R. Byrne, P. Topsfield, J. S.

Petty Officers

Gough, H. E. Hardy, C. H. Milligan, M. T. Turnbull, H. Webber, W. J.

Leading Rates

Barton, G. Compton, B. C. Dowell, P. Debattista, A. Gray, R. J.
 Costello, R. Fowler, J. R. Markham, J. Welch, B. G. Reddington, M.
 Ridout, W. R. Spowart, B. Henderson, B. Mills, W. G. Woollam, F. S.
 Osborne, M. C. J.

Junior Rates

Ackerman, E. W. Appleton, E. Apps, C. M. Baker, P. Faulks, P.
 Brown, M. S. Carpenter, P. Clow, M. E. Elliott, C. R. Farrow, D. J.
 Flood, J. Howard, B. W. Horn, T. G. Henderson, M. Keane, M. J.
 Kitson, G. J. Lumsden, T. O. Loveridge, J. Lang, R. E. McPhee, W.
 Moyden, R. A. Mason, A. Percival, A. Park, V. J. Paterson, G.
 Paterson, B. I. Seath, K. R. Turnbull, A. T. Toman, M. S. Smith, T. (R.M.)
 Wilson, J. J. Worrihow, M. Willet, I. L. J. Yates, B. A. Emmerson, R. W.
 Tilston, D. P. McHale, M. P. Wakeman, T. R. Clements, R. Smith, R. D.
 Williams, S. J. Martin, D. F. Pearce, G.

WRITERS

Chief Petty Officers

Campbell, J. A. Bone, S. W.

Petty Officers

Hayward, R. Thompson, A.
 Hall, R. Bugg, D. E.

Leading Rates

Macauley, R. Brown, D. J.
 Downing, C. G. Blackler, D. B.

Junior Rates

Geddes, A. Metcalfe, C.
 Crutchley, A. J. Miller, R.

