

No Supply and Secretariat Department on board an aircraft carrier can expect to have an easy time, and *Eagle* has been no exception to this rule. However, under the guidance of Cdr. Northey and Lt.-Cdr. Fidler, then later of Cdr. Tippet and Lt.-Cdr. Violet, the Supply and Secretariat Department have had a successful, if arduous, commission.

In writing of the Department it is difficult to deal at length on the activities of any one sub-department to the exclusion of others. So, to avoid any injured susceptibilities, let us make clear that throughout the commission the Cooks have cooked the Ship's Company's meals, the Wardroom staff have served and cleaned and generally kept the After End from open rebellion, the Stores have stored, de-stored and re-stored, the Victuallers have victualled and provided the rum, the Caterers have catered, and the Writers have wallowed amidst endless piles of paper work and new pay codes.

No one, as yet, has crawled into the Sick Bay and complained of malnutrition. In fact the opposite would seem to be the rule observing the number of the Ship's Company the PMO has placed on diets. This fact is not surprising when one considers that between them, the Catering, Victualling staffs and Ship's Company Cooks have managed to account for 92,940 dozen eggs, 1,635,200 lb. of potatoes (chips with everything) and 1,016,512 sausages, which for the mathematically minded, taking each sausage as having an average length of four inches, would stretch for 15 miles, 89 yards, 1 foot and four inches. Using these and other ingredients, the divulgence of which is contrary to the Official Secrets Act, the Cooks have prepared and served 2,228,775 meals, which is a lot of nosh by any standards. When speaking of the Cooks one must not overlook the efforts of the flour power people in the Bakery, who, under the expert supervision of the Ship's Tombola Caller have baked 15,620 loaves of bread, 714,000 bread rolls and 33,500 meat pies. As a sideline they have made 2 Wedding, 9 Christening, 14 Anniversary,

85 Commissioning and 150 Christmas cakes besides knocking up 7,050 gallons of ice cream to keep the Air Departments happy. Returning for the moment to the Victuallers, one statistic which must not be overlooked is their noble effort to keep the Ship's Company in a state of happy oblivion by the issue of 584,000 tots.

Down in the deep, dark depths of 7 Victor flat, the Pay Office Staff have sweated over their monstrous piles of filthy lucre. Despite the old saying that when two Writers get together somebody is bound to be seen off, they have nevertheless managed to get through £1,178,138.11s.0d. in payments to the Ship's Company. This has been paid in Sterling, Gibraltar and Maltese pounds, U.S. dollars, Italian lira, French francs and Scousewegian wackers and has always arrived on time at the pay tables despite currency exchange difficulties and the thoughtful promulgation by MOD of two new pay codes at the most inconvenient times. In addition the Pay Office staff have run the Post Office, allotted, remitted and gone quietly spare. Over on the other side of the ship their opposite numbers in the Captain's Office have dealt with 6,450 requests, 112 punishment warrants and masses of incoming and outgoing correspondence, ranging from Paternity to Phantoms, and gone noisily spare.

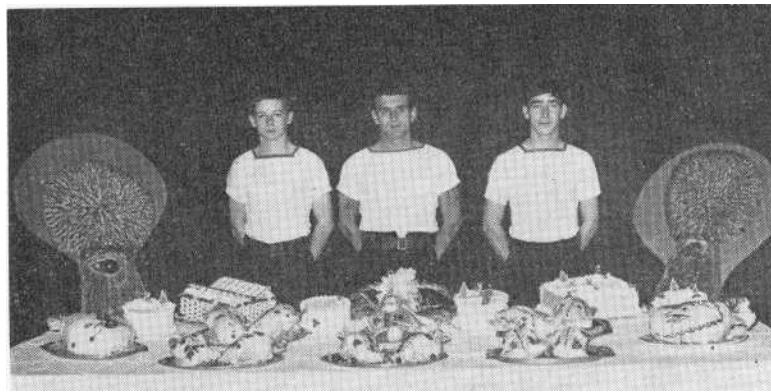
In the Naval Stores Department, 34

store rooms containing 62,000 items have been maintained throughout. 900 Signal demands and 45,000 routine demands for additional items have been made, 7,500 obsolescent items including 2,500 Wessex Mk. 3 spares have been returned and the department is now busy looking for space to stow the additional 4000 spares that will be required with the advent of the Sea King. 22 RAS's with RFA's *Lyness*, *Reliant* and *Resource* have been undertaken and 2500 loads taken aboard by jackstay transfer and in addition 8 Ver-treps have been successfully coped with.

Back aft the Wardroom Stewards and Cooks have stood up well to the many extra numbers catered for during the Phantom and Harrier Trials and during our exercises in the Mediterranean. Without doubt the highlight of the Commission for the Wardroom staff was the Royal Dinner in July when they served Her Majesty the Queen, Prince Philip, Prince Charles, Princess Anne and members of the Royal Staff. Whilst speaking of the Wardroom staff, mention must be made of that well-known football supporter and raffle ticket seller extraordinary who has kept the Captain reasonably well-tempered throughout despite earning him the soubriquet of the 'four-minute meal'.

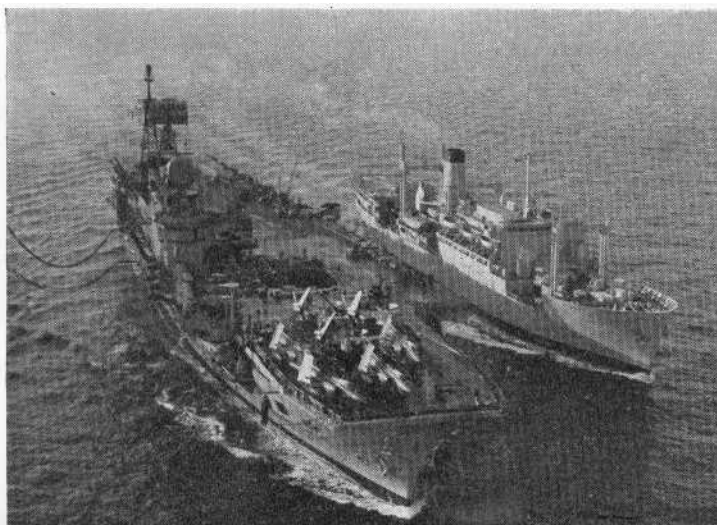
Sportswise the Department has not been outstanding in any one field although regularly supplying members for most of the ship's teams. The only trophy earned, albeit unofficial, has been to the Supply Petty Officers' Mess, who by general consensus of opinion, have fielded the best hooley team throughout the commission.

To sum up the Department as a whole, it is safe to say that everyone has played hard, worked hard, achieved what they set out to do, and despite any protestations to the contrary, will look back on many happy times in *Eagle*.



*S and S display, Liverpool*

## SUPPLY AND SECRETARIAT DEPARTMENT



*The mobile grocer comes alongside*

## WEAPON ELECTRICAL DEPARTMENT

Although the commission officially started on 5th March, in a ship with well over 1000 compartments, all of which contain something which concerns the Weapon Electrical branch, the start date for us was several weeks earlier. Much of the work, such as the provision of lighting and ventilation on the messdecks, had to be completed before the ship's company moved back aboard from *Drake*.

During the D.E.D. period, apart from carrying out maintenance and repairs, the dockyard made some major modifications. These included replacing the notoriously unreliable gas turbine generator by a diesel machine and completely modernising the ship's sonar equipment.

Unfortunately, because of labour shortages in the dockyard, quite a lot of the trials were not completed before the ship sailed. Partly as a result of this, and with an almost completely new Electrical Department, the first few days spent at sea were heralded by power failures of one sort and another. After a few days, things settled down a bit but other problems with the more sophisticated equipment carried, reared their ugly heads.

On 11th April a hole appeared in the slip ring unit of the 984 radar and after much scratching of heads, the dentist was called to give assistance. Surgeon Lt.(D) D. Webb patched the hole using ordinary tooth filling material and enabled the set to continue operating.

The sea trials period was severely disrupted by bad weather and the ship entered her work up with many weapons and electrical trials still outstanding. The weather again turned sour on us, leading to long hours of frustration and trials being carried out on an opportunity basis. However, this period was not without light relief, thanks to the Greenies. On one occasion the whole ship was sent to action stations due to a fault on the main broadcast system and on another, a full scale search was carried out for a non-existent man overboard when the alarms were set off, again due to a snag on the circuit. Perhaps the most significant indication of the problems encountered during the sea trials was that the newly fitted diesel generator was almost due for its 500 hours servicing before the period was over.

During the notorious Lossiemouth weekend, it was significant that the only W.E. officer ashore was the only bachelor in the Department, Lt. J. F. J. Simpson, and the Electrical Office Writer, PO(O) El. Adamson, who had previously stated that 'these things aren't safe' and 'that

you won't get- me in one of those things for all the tea in China', was last seen sprinting from the helicopter looking decidedly puce.

After passing the scrutiny of FOCAS during the O.R.I., the Department settled down to carrying out its main function, that of providing equipment in working order to the various user departments. On 18th April the ship obtained its first submarine contact on the modernised sonar and from then on didn't look back, obtaining the 984th interception using the type 984 radar during Exercise 'Peace-keeper', less than five months after leaving the dockyard.

On an aircraft carrier the weapon side of the W. E. Dept. necessarily suffers due to the ship's flying programme but this does not mean that the weapon systems are completely ignored. About one-fifth of the Department are employed maintaining the ship's A.A. armament and their endeavours were rewarded by the firing of 17 Seacat missiles and several shoots by the 4.5in. guns expended a total of 555 shells. Two of the missiles scored direct hits, one on a pilotless target aircraft and the other on a towed target. The 4.5in. firings proved that the rather elderly gunnery system fitted in *Eagle* can still hold its own alongside its more modern counterparts.

Apart from the normal flying commitments, two periods of trials, namely those of the Phantom and the Harrier aircraft, posed extra problems of power supplies for the specialised equipment the trials teams brought with them. However, with some highly improbable-looking improvisations, we managed to provide all that was asked for and both periods were deemed to be very successful.

Another challenge presented to the Department was to be the control ship for the PCWF. This entailed having a large BBC unit on board and making live T.V. transmissions from the ship. Again this led to power supply problems as the equipment was spread from the lower hangar, on five deck, to the top of the island, nine decks above.

Running concurrently with the Royal

Review was the royal revue 'Where Eagles Dare', making late July one of the busiest times for the Department. We provided the lighting and sound engineers and most of the back-stage personnel and in overall charge behind the scenes was the Deputy Electrical Officer, Lt.-Cdr. Osborne.

Contrary to popular belief, it was not hard work all the time for the W.E. Department. Sports teams were entered for all of the inter-departmental tournaments held on board. No fewer than three teams were entered for the inter-part soccer competition, two of which did very well and the Department's first eleven proved to be one of the best on board, losing only a few games in the whole commission. We were also well represented in all the ship's teams from shooting to rugby. In the wider circle of Navy sport, the Department could hold its head high, having one Navy fencer, Lt. P. R. C. Johnstone, and Ordnance Artificer Apprentice A. G. Kerr was flown from the ship to represent the Navy in an athletics match against the London Colleges of Technology.

Throughout the commission there seems to have been an endless stream of people joining or leaving the ship. Amongst the leavers were the D.L.O., Lt.-Cdr. Osborne, who, after being promoted, has taken up a new appointment in the M.O.D. and 'Green Leader', Cdr. P. G. Fortescue left in February, again for the Ministry. On a sadder note, C.CEL., 1. A. Williams, well known for his methods of obtaining volunteers to act as pirates at children's parties, was given a compassionate draft to the R.N.R. at Swansea.

In early January 1970, Eng. S/Lt. R. H. Roberts rejoined the ship, having left only 14 months previously to undergo the S.D. Officers Course. This, and the fact that many of the senior rates have volunteered to extend their length of service in the ship, bodes well for the next leg as it should avoid many of the problems we encountered with an almost completely new staff trying to get the ship ready for sea after a long spell in dockyard hands.







*Services group*



*Safety Equipment and Aircraft  
Movement Control group*

## AIR ENGINEERING DEPARTMENT

'It would take 50 people working day and night for 200 years to make the same mistake that an electronic computer could make in only two seconds.' In the Air Engineering Department we have no computer but we do have 200 men able to work day and night but for a somewhat shorter average span of 18 months. Our mistake would be to attempt to write adequate comment on all these stalwarts and for this reason we present a short narrative with the A.E.D. story told in pictures.\*

Cdr. N. C. Fitzgerald relieved Cdr. P. Grant early in May and whereas our volleyball team suffered an irreplaceable loss (6ft 10in in his volleyball socks) the ship's and A.E.D. sailing fraternity were to prosper through the efforts of their new President. Completing the Board of Governors was Cdr. J. Parker, Radhaz Exponent, Master of Armament (Breaks) and himself an expert in assessing the seaworthiness of the Captain's barge. Cdr. Parker was relieved in July by Cdr. G. D. Palmer from which date the A.E.D. became infused with a charm and grace befitting of this renowned specialisation. Supporting this echelon of expertise has been Lt.-Cdr. Geoff Meekums, our Deputy A.E.O. This young aspirant to upper management has competently dealt with the more intricate aspects of Guided Weapons, from torpedoes and tranquillity in C.A.T.O. to censoring the Wardroom supply of Play-boy. Additionally, he recently successfully completed his 200th memorandum concerning a day in the life of the duty Air Engineer. We reflect with some satisfaction that Mayflies have overwhelmingly outnumbered May-days within the Department.

Lt. Kevin Donnelly relieved Lt. Alan Grint in May and he and his team have made continuous and varied contributions in providing aircraft services both on and below flight deck level. LAM Thirwell has effectively

ensured a consistent supply of fuel, air and oil. Special mention must be made of the commendable efforts in sustaining the ship's S.A.R. helicopter. In A.M.C.O., Lt. Ray Hicks has been entrenched as A.E.O. SUPPORT, providing a host of valuable services including Mechanical Workshops, aircraft inspections, A.S.U.C.O. and prolific editor of A.E.D. signal traffic. It is interesting here to record the A.E.D. Log for Easter 1969-Pneumatic descenders in mechanical workshops successfully ruined 4000lb of dough nicely risen in 4E Bakery and intended for bread and hot cross buns - apologies to the Chief Baker and reconsider career prospects of AM1 Farnworth and AA1 Seeley. CAF Georgeson (Paloustes) and LAM Elliott (Tyre Bay) have provided an excellent service in these spheres. In all, a total of 1300 jobs were undertaken by workshops, each of these calling for original design and repair. Contrary to opinion this Department does enjoy some leisure time although precautionary measures are in hand to announce the end of commission in A.M.C.O. on 25th March.

The Air Ordnance Section run by Lt. Stan Fleming has serviced all the Squadrons' armament equipment and ejection seats. An undeniably Celtic flavour (Fleming the Bombs, Bulley the Seats, Cowley the Stores) has enhanced the quiet efficiency of this Department. Lt. George Roach departed in July and we bade farewell to our resident Bridge expert. His successor, Lt. Roy Nicholls, later to be known as Avionics Specialist has continued in the best tradition and produced what's best in aircraft radar and electronics. Also, LEM Holtham has proved a very capable Battery Room Specialist. CREA Isaac and team have manipulated the missiles and torpedoes and achieved a high degree of successful firings. It is confidently confirmed that all Eagle's

torpedoes were recovered and the only recorded loss was that of 4½ stones by PO REL Haverson.

In March '69 our aircraft control officers graduated and were admitted into the A.E.D. complex. No-one envied these young gentlemen (Lt.-Cdr. Peter Hutton and Sub-Lt. Peter Widdicombe) their task of making the most of deck and hangar space. This they have done with polished professionalism. The Safety Equipment Section faultlessly fashioned by Lt. Dennis Fowler (also Hangar Control and assisted by Sub-Lt. John Pearce) retain that luxury appointed compartment where essential items such as mae wests, helmets, parachutes and No. 8 repairs receive expert attention. The demands of aircrew emergency services, aircraft movements and polished hangar decks, cocktail parties for the use of, have all been amply fulfilled. CPO Musgrave and PO Wright have done sterling work in these Departments. Typifying the zeal, energy and sense of humour of these two characters and their ilk would be a true story such as this

N.A.M.: 'Could I be excused the 0900 muster Chief?'

Chief: 'You've heard of Custer son, all his men were there at the time.'

N.A.M.: 'But you know what happened to Custer's men, Chief?'

Chief: 'And I know what will happen to you, son, if you're not there on time.'

In sporting circles we are proud to record that A.E.D. (2J4 Mess) have provided the whole of the ship's volleyball team and that the A.E.D. hockey team under the able command of REA1 Lacombe reached the final of the Inter-Departmental tournament only losing 2-1 to the Wardroom in the closing seconds of the match. We have entered into most sporting activities with varying degrees of success and team spirit has remained high throughout. PO REL Mc-

*Support group*



*Ordnance Electrical (Air)*





*Avionics workshops and guided weapons*

Alpine has proved a most conscientious A.E.D. sports representative.

Finally, our congratulations corner. To AA2 Waghorn on his marriage to Wren Stella Nunn. Wren Nunn is the only R.N. Air Hostess, flying regularly with 781 Squadron. Ship's Sports-AA2 Butt (Soccer Ist XI and Plymouth Command), AM2 Urech (Ship's Golf and Winner of Malta 'Greensome' Trophy), REA I Larcombe (Hockey-1st XI), A.A.2 Waghorn (Fencing),

PO OEL Bodycote (Exped.), AM1 Farnworth and AM1 Clark (Angling Club), Cdr. Fitzgerald (Sailing and Hockey), NAM Jones (Steam Railways Hobbyist) and not forgetting REA Allen and LAM Taylor our big prize winners in the Ship's Grand Draw. In academics, to C.E.A. Frankcom and CREL MECH. Marsden (H.N.C. and Ambim), CREA Cox (H.N.C. (Electrics)) and REA Backhouse to GRAD I.E.R.E. Petty Officers Dwyer, Smith, Speed,

Georgeson and Edwards were advanced to Chief Petty Officer.

Limitation of space and the shortcomings of this author would preclude a mention of everyone in the Department. It is hoped however, that at some time in the future we might reflect with some pride on our contribution on behalf of the A.E.D. which helped in so many ways to make *Eagle's* 1969/70 Commission a successful one.

\* The reason for this is threefold:

1. To re-affirm once and for all and in print, the talent and potential within A.E.D. (without pictures this Success Story would never have been told and naval archives inexcusably incomplete).

2. Allow respective Divisional Officers to identify their stalwarts who have reputedly been on loan for 12 months or more.

3. Confirm the author's suspicions that the Air Ordnance contribution to Communal Party is grossly over-estimated.

In attempting to chronicle this portrait gallery I have had the assistance of many volunteers including the Deputy A.E.O., whose summaries of ambassadorial activities ashore could alone have filled this book.

## EAGLE SCHOOL SPEECH DAY AND PRIZEGIVING

Mr Chairman, Governors, parents, colleagues and pupils: I welcome you here today and would welcome more of you to the school-room, except that it only holds 18, which is about 1 % of the possible catchment.

As you will know, our educational system has gone completely comprehensive. Not only have the eleven plus results no meaning for us, but we are prepared to accept all comers from all trades for a variety of interesting courses. This is entirely in keeping with modern educational trends.

Unfortunately, life in the senior school has followed some of the more disquieting examples of the outside world. Our students are not quite so revolting as some but we have suffered from several sit-ins, and the school-room has frequently been occupied for several hours at a time, by various factions clamouring for attention and their rights as students. We have done our best to placate them and it is noteworthy that they do usually drift away at the sound of 'secure'. There have been several demonstrations to celebrate NAMET day. These were marked mainly by sit-ins in the starboard pocket of the Junior Rates' dining hall. More high minded cults have periodically assembled and made obeisance to deities with the unpronounceable names of GCE(F) and GCEHET, some quite ordinarily, but others at a highly advanced level.

It is pleasing to note that, when not involved with classroom activities, students have freely availed themselves of the various cultural facilities offered by departments of extra-mural studies elsewhere on the campus. I must offer my usual words of warning to the more zealous. Some students are tending to become too involved with outside activities, to the detriment of their studies. Hours spent in exploring the depths of the MAREN mines, or in scaling the precarious Island Heights are of little assistance towards the attainment of those achievements for which we strive. I

must also deprecate two further activities that have recently come to notice. The first is the keeping of watches, a selfish practice as its name suggests, and one which should be abandoned to enable everyone to benefit from educational and recreational facilities. Secondly, it has been observed that some pupils are keeping pets and even tending them during school hours. Care of vixens cannot be allowed by the Governors much longer and appropriate pressure will be brought to bear on those few who have been known to creep away early to tend their cats and sea-cats.

It is my duty to comment on two of the issues with which the youth of today are becoming increasingly involved. I refer to sex and to drugs. I am happy to report that the trends reported by the press have not become apparent here. During term times, little interest has been shown in activity concerning the opposite sex. We cannot vouch for behaviour during vacations but we have done our best, in consultation with the Governors, to see that these have been as short and as infrequent as possible. There have, regrettably, been a few skirmishes in other fields. We have had dealings with lox-sniffers who are suspected of operating an illicit still on the campus. Indeed it is common knowledge that they make frequent attempts to inflict their product on all of us. There has been some experiment with smoking and 'main line' brands are openly burnt to the exclusion of the once popular 'blue liners'. The close confines of the schoolroom, with its poor ventilation, make it ideal for group 'smoke-ins', an activity particularly evident in groups of stewards on every afternoon for weeks prior to the March NAMET festival. In many cases the desired effect appears to have been achieved.

Enough of reporting activities - I must now turn to the achievements of our prizewinners.

The R.E. Settlement Trophy is awarded this year to the Fleet Air Arm House, who have suddenly surged to the fore with a clear lead for job-hunting.

The NAMET cup goes, for the first year ever, to the Stewards House, for having provided, entirely on their own initiative, a class of enthusiasts, although it is also fair to mention that the Seaman and Stoker Houses have also made a very good effort.

The Correspondence Cup has not been awarded. It is sad to note that of the many who embark on these courses, there are still few who complete them. There may be some close contenders for this prize next year.

The Tape Trophy is shared equally between the French and German Linguaphone Groups, although the two men taking Norwegian should not be discouraged. It is also worth mentioning the stout-hearted individuals who are working at Russian and Dutch.

Before announcing the winner of our most coveted trophy, the Headmaster's Prize, I must say a word of consolation to all those who have not yet got the results that they have been hoping for. I would remind them that the help is there-the effort has only to be made. Therein lies the stumbling block, for it does require a big effort to study amongst all the other distractions.

Finally, the Headmaster's Prize, awarded to the individual who has shown the most initiative during the year goes to S. C. Ouse. Most commendably, he tried to raise some humour and benefit his fellow men by organising language classes in preparation for our stay in Liverpool. Unfortunately his efforts were thwarted by the editors of both Daily Orders and *EAGLE EXPRESS* but we are glad to have discovered subsequently, that in spite of this, the great majority found no difficulty in establishing adequate communication with the natives.



# MEDICAL DEPARTMENT

An article about the Sick Bay is rather like an article about a small hospital, devastatingly boring to all but those of the medical fraternity and very often them as well. There are, of course, notable differences that make life in the Bay just that much more interesting for us. One, of course, is our PMO Surg.-Cdr. Adamson, who everyone on board thinks has a blood lust. Now to be absolutely fair to him, the truth must be told. He has. From the day we sailed, 7th March, until 14th March, he had separated three people from their appendices (at the time of going to press the total score was 14). Another fascinating aspect of our Bay is its conversion to a quagmire during a solids RAS, when an even layer of split peas, flour and beer from fractured cans is distributed across the deck. This is one disease we have never been able to eradicate, it has always been with us, and always will.

CPOMA Clark did trojan work in whipping some degree of unity into the staff, MAs being notoriously individualistic, and throughout the Commission has maintained a calm steadying hand on the helm of the Bay. Thank you Chief.



MTI(P) Feltham, our physiotherapist, got made up early in the Commission and promptly celebrated by growing a horrible beard, and later on MTI(L) Faragher, the microscope king, was promoted. He got yet another haircut on the strength of that L/MA (Jacko) Jackson was the 'tour de force' in the executive field, did a marvellous job, kept a clean kit and was only known to have missed his tot once. We had a radio-grapher at one time, MT4(X) Rider, but their Lordships decided he was wasted on board and he was swapped for MT2(N) Young, a fully qualified S.R.N., who thankfully came and sorted out our overcrowded and overworked ward.

We were lucky enough to have the assistance of several R.N.R. officers during the early part of the Commission. Surg.-Lt. Tulloch, R.N.R., Surg.-Sub-Lt. Whittaker,

R.N.R., Surg.-Sub-Lt. McKinley, R.N.R., Surg.-Lt.-Cdr. Hepburn, R.N.R. an aviation doctor from Farnborough and, last but not least, Surg.-Cdr. Davidson, R.N.R. who added a touch of class to the proceedings. He was a general practitioner, and had trained as a navigator in the RAF in the war, which accounted for his observer's wings (he said he was given a pair, so he thought he might as well put them on). He immediately endeared himself to the whole of the Sick Berth Staff, by the simple expedient of stopping the tot of everyone who saw him. This had a profound effect on the morning sick list and after he left, it took about a month to recover its normal level.

Well that's our domestic life, what happened . . . ? Doctor Stronge was transferred to H.M. Submarine Opossum during an exercise to treat their Captain for an eye infection and spent the night on a hot bunk. His claim for one day's hard lyers and submarine pay was approved. Immediately he came back, Doctor Robins shot off to R.F.A. *Olmeda* to treat a back injury. He had his own suite of rooms on board and a double bed. He did not even try for hard lyers.

Self Maintenance Period at Easter was in Portsmouth, and we sheltered in the lee of that great centre of naval medicine, R.N.H. Haslar. Most of the staff had oppos there who were hurriedly and exhaustively made use of on both the professional and social levels to the benefit of all concerned.

When we left Portsmouth, we went to America. This was a bit of all right, and we had the help of the U.S. Naval Medical Authorities. Most of us went round the very large and very modern naval hospital in Norfolk, Virginia, and we were duly impressed. The trip to Boston gave us the chance of seeing one of the great hospitals of the world, the Massachusetts General Hospital, the Americans again very kindly showing us everything. After all this *Eagle* returned for the Royal Review when MA Robertson put his boots on and did his thing in the Royal Guard.

L/MA Jackson and Doctor Robins both helped to produce the Revue.

Summer leave was given in Devonport. R.N.H. Stonehouse coped stoically with all our problems, and for the first time *Eagle* went almost 'foreign' when she sailed into the Mediterranean. There, on various occasions the naval hospitals at Gibraltar and Malta came to our aid, which was most welcome.

A Wessex ditched in September and the full emergency facilities of the Sick Bay were swung into action. What actually happened, was that the aircrew gathered in the PMO's cabin and sat around a rapidly emptying bottle of brandy. No other treatment seemed necessary.

One case that was interesting cropped up when we were exercising with the Italian ship *Andrea Doria*. A case of appendicitis was flown over and the operation performed on board. Assisting the PMO was the Italian Medical Officer who spoke no English, thus an interpreter was rushed into operating theatre clothing and stood by the patient on the operating table. He was almost rendered speechless with the fascination at seeing his first operation and the operation slowed considerably as a consequence of his having to be kicked into interpretive activity every time it was required. Both patient and interpreter did well.

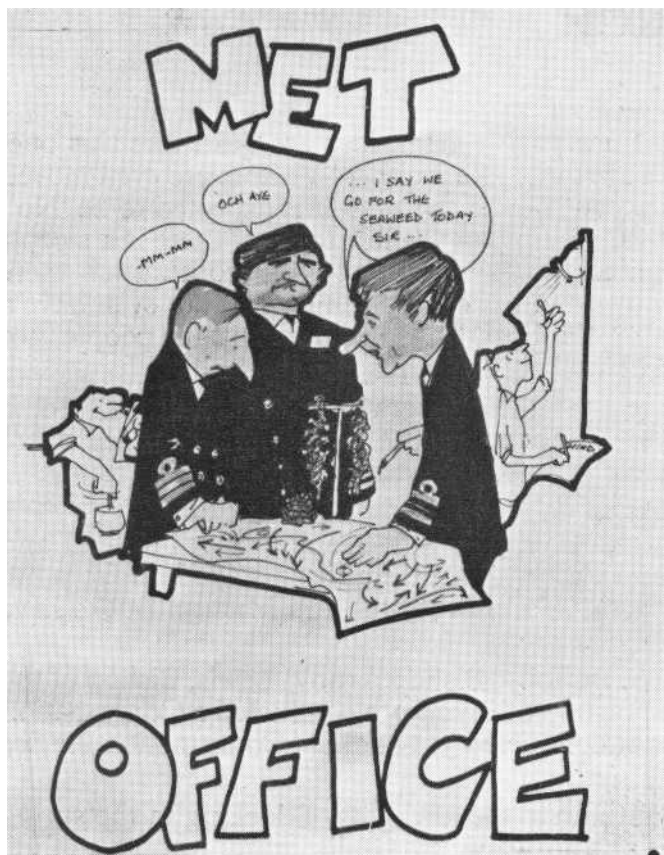
It was back for Christmas and out to the Mediterranean again in January. The one interesting visit this time was Toulon, where visits were made to the naval hospital-Hopital de Sainte-Anne. We found out that the French were very switched on in a medical respect, and several patients had to be admitted; two stabbings, a jaundice and a few others. We had to ask for 176 large chest x-rays to be performed, and the whole lot were done and reported on by the specialist in an afternoon.

Doctor Gibson took over from Doctor Robins at the beginning of the year, proved a very likeable lad, worked well without supervision and on one run ashore managed to keep up with MT1 Feltham pint for pint. They were both sat in a corner the next day and kept away from the patients.

Both the PMO and Doctor Gibson will be staying on for the remainder of the commission but everyone else will be leaving for fields new.

Before we go we'd like to thank everyone else in the ship for producing all those lovely illnesses for us. Over the year there were about 10,000 attendances (that's four each). We had epidemics of 'flu, mumps, German measles, ordinary measles and chickenpox. 98,000 headache pills, 21,000 penicillin tablets were required to keep you going and 7000 tranquillizers were required to keep others from going too far.

Cases of interest? One LOEM(A) sprained his ankle, had it strapped up, walked out of the Bay, fell over a gash bucket, and fractured it. Another patient was admitted with a sore throat, then got glandular fever, mumps, and German measles. Well, as he was in, he thought he might as well get them over with.



## WEATHER

Very many 'slings and arrows of outrageous fortune' have of course been hurled at the Met. Office during the past 15 months, but on the whole we can claim to have arranged some fairly fortuitous weather for the ship during this Commission. At the moment of writing, she has only failed to enter harbour, or sail, on one occasion, and that was leaving Liverpool. On that sad day we can honestly claim that the female natives had invoked a powerful juju to keep us there.

Before you reach for your pen/telephone to tell us how you:

- (a) were stranded ashore/on board at Lossiemouth,
- (b) were drenched on the last day in Boston/Naples,
- (c) were nearly swept off the flight deck off Toulon/in the Bay of Biscay,
- (d) nearly died of cold in Gibraltar/the Aegean,

remember please that we are a very small department consisting of only two Forecasters, one Petty Officer, one Leading Hand and four Naval Airmen (never forgetting our senior technical adviser, the S.I.O.). To provide 24 hours of weather each day, to suit all tastes, is a demanding task and despite our efforts the ultimate word is with a Higher Authority whose decision is final and binding.

Like the Windmill (now sadly shut), 'we never close'. We have provided information to just about every department in the ship. Sometimes the reason is obscure-who is it that always phones for the sea and air temperatures at noon every day? Sometimes it is painfully obvious - where has all this ! \* ! \* ! low cloud come from?

We could provide you with all sorts of impressive statistics about the thousands of weather observations that have been made, about the thousands of charts we have drawn, and how, of the hundreds of forecasts we have produced, some four or five have actually been right-but then, such is our sad lot that no-one would believe us. So perhaps we had better cut this article short. In any case negotiations have just started with the Higher Authority about the weather over the Easter weekend and we must give that our full attention.

# CHURCH

The Vicar writes ...

My dear friends, perhaps you have noticed that few parish magazines are quite like this one. Yes, verily (as they say in my Branch), few parishes are quite like it either! Visitors are even moved to ask 'You don't have a CHURCH in the ship, do you?'-and the answer is expected to be 'No'. But when I answer 'Yes' they then ask me where it is, looking up vaguely to see if there is a steeple tucked away amongst all those aerials, chimneys and things we have on the 'roof'. I tell them that the church is evenly distributed between the bows and the stern adding, 'And we even have a chapel as well'. By this time the penny has dropped - the CHURCH of course means people, not just a place of worship - however much respected or well used that place may be.

I am happy to say our little chapel of St John the Evangelist is both respected and well used. It is used by all denominations for both private prayer and for corporate worship. It is a place where God is felt to be particularly present; a place where everyone is welcome whether in trouble or in joy.

The church (very small letters this time) as a department has seen many changes of staff and noteworthy events. The Reverend John Davies, and Father John Helm both stayed on from the last Commission while their Reverences David Harries, John Pibworth and Michael Bucks have been with us for shorter periods.

We have been honoured with the presence of three Bishops; Bishop Arnold Lewis, Bishop of the U.S. Armed Forces, visited the ship in Boston. The Bishop of Plymouth conducted a Confirmation service in August 1969 and the Bishop of Liverpool conducted yet another Confirmation service in March 1970.

So from the highlights of a visit to Rome in the autumn to the lowlights of docking in the spring we look back on many blessings and friendships and forward, by God's grace, to many more, wherever we may be.

ALAN HEWISON, Chaplain.



*Christening in Liverpool. A.B. Ellis,  
proudfather*

# SPORT

## SOCCER

### FACTS AND FIGURES

P	W	L	D	GF	GA
30	19	6	5	98	45

Of the six matches lost, five were against professional or semi-professional sides and a further two were drawn.

There has been a total of 30 players in the First XI, the W/E Dept. leading with eight members. The squadrons have contributed five, these being sorely missed during the periods in Devonport. The Second XI was also impressive, playing 14 matches, nine of which were won. Of the five lost, three were against opponents who should have played the First XI, they having other commitments to meet.

With a number of matches during leave periods, the grand total adds up to 52 matches, scoring 207 goals. Mickie Calvert has been the most successful with his shooting boots, scoring 26 goals in 26 matches for the First XI, quickly followed by Jock Inglis who has scored 19. Rumour has it that Mickie Shingleston doesn't know where the goal is, whereas Trevor Bough and Jock Gibson had no trouble putting the ball past our own goalkeeper. Calvert also showed his versatility when he kept goal on one occasion when Alan Butt and Pudd Goodchild were unavailable, but sadly that occasion also records our only defeat against a services side. No complaint to Mickie though-he did his best against a good side when we had an off day.

Trevor Bough has lead the side well from the back line showing that he is not only a good player but a good diplomat

off the field too. Jock, 'The Rangers Fan' Stronach has been there for every match and seven others have been regular attenders.

Tony Jackson and Alan Butt, our two hangovers from precommission days, are still going strong while Dave Paris, Chalky White and Des Cosker are more recent additions. A number of stalwarts have left, the most notable being Bungy Williams and our baby, Taff Evans. Dave Paris and Steve Mackay are two representatives from the Wardroom and

the whole lot have been welded together as a team by our very able coach Florrie Ford.

Among matches of special note are those against Hudson Benfica near Boston, where the whole team was wined and dined for two days and our manager learned to drive a Volkswagon, Gibraltar F.A. in Victoria Stadium, the Combined Services Gibraltar and Malta, Sliema Wanderers and Hibernians in Gzira, Malta and Sporting Club de Toulon, France.



*Toulon 1970. Eagle versus French Navy. Eagle won 4-0*

## FENCING - SCHIRMA - ESCRIME

It was during the welcome visit to Naples that the first match of the commission was held against the W.S. Napoli. Much too our horror, this received advance publicity in the local press and was held in a basketball stadium with some 200 Italians attending (we never did discover why all the servicemen appeared except that the match was organised by a Colonello). We were told beforehand that the opposition had just beaten Rome in a weekend match. The match was held on a ladder basis in all three weapons and we lost 53-43 after a typical Gallic show. This included the taking of many photographs, for one of

which we were invited to give 500 lira and which none of us has seen since.

We continued meeting as often as possible until we reached Toulon where we were able to practice before the match in a salle with jeune filles fencing and practising judo alongside us. The match was held on Thursday evening against a team from the French Naval Arsenal with a fair number of French spectators and one 826 officer who appeared with two French girls only to disappear with them both fairly rapidly. This was a conventional fencing match for which we managed to raise seven separate *Eagle* fencers. The results were Foil, lost 6-19

fights, Epee, lost 6-10 fights, Sabre, lost 2-7 fights. The match was nicely rounded off by the consumption of a few bottles of champagne with the French team.

A small group of fencers started to meet some two years ago including Cdrs. Fortescue and Weir, and since then meetings have taken place every Monday, Wednesday and Friday at sea-to which all fencers are most welcome. However it was not until A.A.2 Waghorn arrived and shortly afterwards arranged for the then Navy Coach CPTI Pearson to give a short fencing course at *Drake*, that the numbers started to increase sufficiently to produce a team.



## RUGBY

The first rugby of the Commission was played during the first work up period off Lossiemouth. In the weekend 18th-20th April our teams played their first matches against N.M.S. *Fulmar* in which the First XV had a narrow victory and the Second XV won convincingly.

There was then a long period without matches since the U.K. season had ended and our next chance of a run out did not occur until we got to the States. We arrived in Norfolk, Va. on Friday, 27th June and our introduction to rugby in America was a tournament held in Norfolk the following day. *Eagle* entered two fifteens, each one winning one and losing two of their matches. This was a fair result as there were two additional opponents against us, bone hard grounds and temperatures in the 90°s. These resulted in E.R.A. Dave Broadhead's slipped disc and Lt.-Cdr. John Highton collapsing from heat exhaustion. The following Tuesday, the First XV travelled to Richmond and won a fast exciting game with a good display of open rugby. The team were accommodated privately by the opposition, being treated to hospitality which was an outstanding feature of the visit and was returned, in some measure, in the ship the next evening.

In Boston, Mass., matches were arranged for First and Second Teams on Saturday, 12th July. The First XV were beaten by a surprisingly good Boston team which consisted mainly of British



*Exchange of trophies, Norfolk, Va.*

and Irish emigrants-. It would be fair to add that their team was made to look better by the effects of the local brew and hospitality which our lads had sampled in large amounts. The Second XV, though obviously suffering from the same ailment, won quite easily against a local youth side.

Back in Devonport for leave, the first phase of the Commission's rugby ended with the loss of two of our outstanding

players, Mech. Dinger Bell and Lt.-Cdr. Highton the team captain. This latter loss was a double blow as he had run *Eagle* rugby virtually on his own as well as being the driving force and inspiration behind the First XV. Several trials were held during this period in Devonport, each being hampered by leave periods and the lack of squadron personnel. However a basic squad was gathered together and a new First XV captain selected, this being E.R.A. Dave Broadhead.

We then found ourselves in the Med., Malta being the first chance to show our paces owing to the lack of pitches in Gib. Even here we were restricted by the number of pitches available and only three First XV and two Second XV matches were possible. The First XV kicked off with a match against RAF Luqa in which the first half was quite even, *Eagle* being 6-9 down. The second half showed our lack of fitness and match practice, the RAF running away with the game and winning convincingly. This was followed by a match against the Overseas Club which *Eagle* won, having played really well. The final First XV game was against the Army and again lack of fitness was our downfall. Having played an exciting fast game, with most of the play in the Army half and leading by 11-6 points, we allowed them to score 10 points in the last five minutes to lose 11-16.

In Naples we had only one game, the



*Toulon-E.R.A. Broadhead presenting Eagle crest to French Navy Rugby Captain*

First XV being beaten by the local Army who fielded a very fit and fast side.

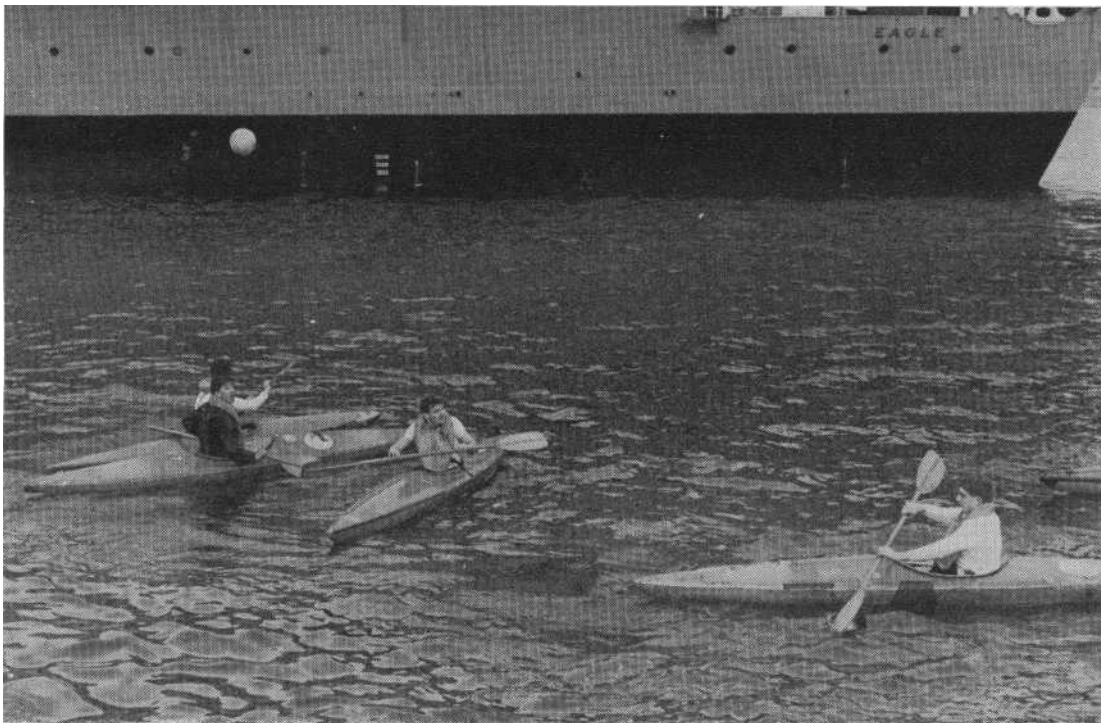
Back once more in Devonport, we had two First XV matches. The first, against *Ark Royal*, proved to be a very hard fought match with no quarter given or taken. *Eagle*, leading 3-0, were once again let down by poor covering in the final minutes when *Ark Royal* were able to equalise with an unconverted try. The other match, against *Bulwark*, was played in a downpour on a mud patch, *Eagle* emerging winners by 8-3.

Our final cruise taught us some useful lessons from a series of games in Toulon.

The First XV opening game against Toulon Rugby Club 'A' side was a warning of what to expect. Large, very fast and fit forwards, who would pass the ball about in a style many three-quarters would envy, played havoc with our cover and we lost 36-5. I, like many other enthusiasts went to watch Toulon's First XV, French Club Champions, in a local derby, and was well able to understand why their 'A' side is of such a high standard. There were two further First XV matches against the local Army and Navy sides. *Eagle* beat the Army 9-8 and lost against the Navy 11-18, the latter giving

us an injury list as long as your arm. The Second XV had two matches, both being fairly close affairs with only five or six points in it. In the final match of the visit against La Seyne Rugby Club, a mixed team was fielded from the uninjured players. *Eagle* was well beaten but the local brew, laid on after the game, made the visit very welcome. La Seyne presented the ship with a very handsome trophy to commemorate the occasion. This, together with the various plaques and pennants gathered during the Commission, will be displayed as soon as a suitable cabinet is obtained.

## CANOEING



*'Canolo' in Toulon*

The canoeists have been out and about in various waters. The first memorable trip took place when the ship was anchored off Brawdy. The canoes were lowered from the port PV space, always a perilous descent, providing much amusement for the spectators, and three young men braved the elements on a quiet Saturday afternoon. They didn't reckon on the combined effects of waves and tide on their re-embarkation. The first man to climb the ladder left a capsized canoe. With some difficulty it was righted and emptied by the other two. The second man did likewise and it proved impossible to empty his boat. Fortunately some midshipmen were out in the seaboard, and with their assistance, the second

canoe was emptied and hoisted. The third man took no chances and sat with his canoe, in the seaboard, to be hoisted in style.

On the next occasion, albeit in the warmer waters of the Med., care was taken by all not to capsize on return. The last man up the ladder was so pleased with the progress of the others, and so careful not to tip himself that he forgot to hold on to the canoe which promptly drifted off towards the French coast. Again we had cause to thank the Seamen Department for bringing the last boat safely home.

Most of the afternoons in Toulon saw members being shown some of the various and undignified ways of entering the

water, and of returning into the canoe whilst still in deep waters. Trips round the harbour were made and many games of three a side 'Canolo' were played into the dusk. It is a most exhilarating activity that provides plenty of practice at the various strokes demanded of the slalom contest.

The most memorable events? Two simultaneous capsize in a party of five in a force four at Toulon: struggling down, and worse, up, that confounded rope ladder: loitering round the yacht marina of Toulon and sunbathing on the rocks of the Rock, knowing that it was snowing at home,

## GOLF

The *Eagle* Golf Society was formed shortly after the ship sailed in April to promote golf throughout the ship. At a well-attended meeting a committee was elected consisting of Lt.-Cdr. Jessurun, R.A.N. as Captain, Lt. Black as Secretary and PO REL Law as Assistant Secretary. These three also became the handicap committee to enable seagoing handicaps to be awarded for internal ship tournaments. In spite of minor difficulties we did manage to play golf in the majority of countries visited. Some people even had the foresight to take their clubs during the work up and enjoyed a round at Lossie. It was here that the SHARKS first appeared.

Our next golfing opportunity occurred in the States where we were most welcome. Playing against Americans on their own beautiful courses was indeed a pleasure made even more so by the sometimes enormous green fees being waived. Norfolk and Boston proved to be a golfer's paradise. A far cry from our next encounter with the 'wee ball' at the Royal Marsa Golf Club, Malta. Here, SHARK first class, PO Urech won the afternoon Stableford amid many dark looks from the locals. Naples proved very poor for golf, there being only a seven-hole course within 20 miles of the city but Eagles were seen to be going round it a

few times.

The South of France provided us with some of the best golf of the Commission. A delightful course at Valcros was discovered by SATCO and ACRD and this resulted in two full days of golf. Many were the balls lost when the mistral blew and a new species of Australian SHARK was discovered.

Back in U.K. the weather was against us and although a few stalwarts managed the odd round in Liverpool, there is little more to report. Some of us look forward to making the best of the summer whilst in D.E.D. and hope for some keen competition before *Eagle* sails again.

## EAGLE JUDO CLUB

PO Ken Moseley, Black Belt First Dan, joined us in May 1969 with 800 Squadron, just in time for the trip to the U.S.A. A club was formed on board and during the summer, practices were held whilst at sea. In Norfolk, Virginia, and later in Plymouth, we took the opportunity to visit and to help local clubs. During our stay in Plymouth in August, we were fortunate to have PO (Cook) Bob Hamilton join us. Bob was at that time a Second Kyu (Blue Belt) and he proved to be the mainstay of the club, taking over practice whenever Ken Moseley was on watch.

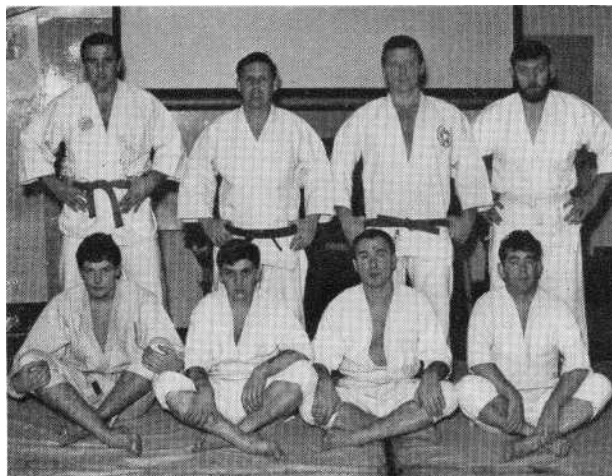
Our first autumn call was made at Gibraltar where we instructed the Gibraltar Judo kwai four nights a week and finished our visit by giving them a promotion examination in which all were successful in being upgraded.

Once back at sea we continued with our practice in the port pocket, cinema and tombola permitting-which was not as often as we would have liked. Malta proved a hectic two weeks with five training sessions a week and three promotion examinations. The clubs which benefited from our visit were the Malta Judo Association at Zabbar, the RAF Judo Club at Luqa and the Service Children's Schools at Tal Handaq.

Apart from a good run ashore in Naples we also found the local judo at the Plazio-Della-Sporta which turned out to be just round the corner from the fun-fair. A hard training session was followed by Ken Moseley giving instruction on the new method of playing judo which is practised in the U.K. at the present time. On the way home we had a brief stop in Gibraltar, just time enough to have a quick practice session. Bob Hamilton quickly crushed old competition and had to start instructing and stop fighting else

there would have been no-one left to instruct. Back to Guzz for Christmas leave and while away 800 Squadron had a change of commanding officer to bring us Lt.-Cdr. J. O. F. Billingham, Black Belt First Dan.

PO (Cook) Bob Hamilton, 2nd Kyu (Blue Belt) to 1st Kyu (Brown Belt).  
POME O. L. Jones, 3rd Kyu (Green Belt) to 2nd Kyu (Blue Belt).  
Cook Lawrence, 4th Kyu (Orange Belt) to 3rd Kyu (Green Belt).



In Toulon we once again had a hectic time both on and off the mat. Here we found competition equal if not better than us. The local club boasted at least 80 members and was situated quite near one of the dockyard gates. We had some very good practice sessions and of course, as in every French port, the inevitable contest, in which we emerged victorious. Ken Moseley undefeated and the others doing very well. We only suffered two defeats which was rather remarkable considering the French put out a very strong team.

Whilst at Toulon we took the opportunity of holding promotion examinations for the *Eagle* Club. The successful candidates were:

POSA Bill Gibson, Novice to 5th Kyu (Yellow Belt).  
PO (Cook) Taff Hughes, Novice to 5th Kyu (Yellow Belt).  
Cook David Williams, Novice to 5th Kyu (Yellow Belt).  
James Duffy, Novice to 5th Kyu (Yellow Belt).

This was a really outstanding performance on the part of the club members in having 100% success in the examination.

At the time of going to print the Club is going from strength to strength and the practice sessions are getting harder as the time goes by. We now look into the future assured of the continuing success of the Club.



## ROAD RACING AND CROSS COUNTRY

The past year has been very successful in this most arduous of sports and got away to a very fine start when LM(E) Cain was selected to represent the Royal Navy in the Inter-Services Cross Country Championships during the first work up period. This representative honour was the result of a great deal of hard training during the D.E.D. period and a very fine performance in the Plymouth Command Championships, finishing first.

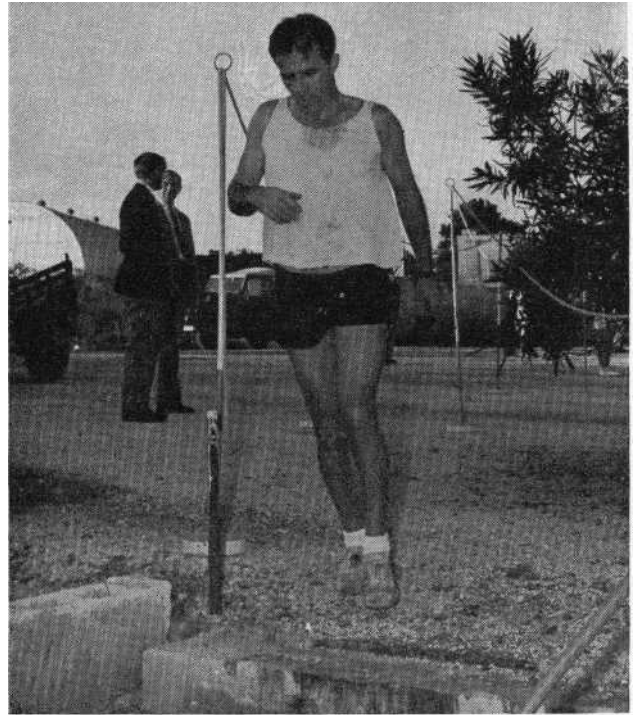
This individual performance was followed up by our team captain L/Stwd. Bob Meadows remaining at Lossiemouth whilst the ship was in America and during this time he ran in the R.N. in Scotland Championships winning both the 10,000 and 5000 metres races and gaining second place in the 1500 metres, followed 24 hours later by the NAC Championships where he won the 10,000 metres in a new R.N. record time and was second in the 5000 metres. Finally in the R.N. Championships he set a new R.N. record in the 5000 metres.

Our first team race of the Commission took place at Gibraltar in October and with a one-two by Bob Meadows and Tom Parker the stage was set for victory over the Black Watch Regiment and Gibraltar AAA.

Guy Fawkes Day in Malta saw us take on teams from Third Para., First Lanes., RAF and H.M.S. Blake and although Meadows ran in first the Para's were too strong for us and we were runners-up. In the first official road race of the season in Malta, 'Eagles' won the day with a course record by Bob Meadows.

The thought of a competitive race against Hermes was all the excuse needed

*L/Stwd Bob Meadows  
wins inter part  
Cross Country  
at Corradino*



for our own Inter-Departmental Championships at Corradino, won very convincingly by the Air Department. Our last team race in Malta was yet another Eagle success when LM(E) John Cain finished first, leading the team to victory over the RAF and the First Lanes.

On 29th November, back on the Rock, the ship's team ran in second to the Black

Watch and defeated teams from Gibraltar AAA and Blake. This was a warm up for the big race of the Commission-a 50-a-side 'Round the Rock', Eagle versus Hermes. Our little sister could not hope to hold us with a 1-2-3 by Bob Meadows, Tom Parker and John Cain followed very closely by the other 47 'Eagles'. Perhaps we caught them with their trousers down -they certainly ran like it.

After a long rest we took the field as a team once again at Gibraltar and were once again pipped at the post by the resident Army side, the Black Watch.

As expected, Toulon was also a successful venture when a team of 50 runners turned out as guests in the French Navy Championships. This race was no exception and the old firm of Meadows and Cain romped in equal first once again. The very next day a four-man team ventured to Marseilles to run in the French Regional Championships and behind internationals like Texerou, Coomes and Kolbeck. We finished: 18th Cain, 22nd Meadows, 52nd O'Brien, and 67th Stephens, a very creditable performance indeed. It is hoped that these runners who have done Eagle so proud will continue to have every success in the future.



*Start of Plymouth Command Cross Country, Autumn 1969*

## HOCKEY

Always short of breath but never lacking enthusiasm or opposition the ship's hockey players have had some interesting and hard matches during the Commission and the results have been fairly even. Individual performances on the field have been matched by those at the bar after, and in some cases before the game, and few players would admit that they have not enjoyed playing the various sides in Malta and Gibraltar. Mediterranean hockey is all played on hard pitches and consequently the game is fast; for example the naval pitch at Gibraltar is surfaced with MPBW tarmac and an hour and a quarter of hockey on this can be very hard on the feet. During one game there we had to share the pitch with the scaffolding and tractors of MPBW who were installing floodlights over the ground.

Most of our opposition has been from the Services but we have also played local club teams. For its size, Gibraltar has a remarkably thriving hockey community and teams such as the Gibraltar Hockey Association really proved too strong for us. During our first visit, we played five matches in 12 days in addition to the

running of the ship's inter-part competition, and Exercise 'Deep Furrow' gave us a welcome chance to let the blisters heal before Malta.

Compared with Gibraltar, Malta hockey is generally of a lower standard—not that we beat all comers. We drew with the Malta Hockey Association side, beat the RAF and the Third Parachute Regiment but lost to the Army, all games being played in a magnificent spree of weather. A most successful afternoon of six-a-side inter-party hockey was also played at Corradino, the Wardroom winning the final against the Navigation Division.

Unfortunately, neither the Italians nor the French play hockey and hence our only other games before Christmas were again at Gibraltar when we met *Blake*, *Hermes* and the Combined Services-fielding First and Second XIs against *Hermes*. We were due to play the Gibraltar Regiment on the last day of our visit but we could not table a strong enough side because of injuries to some players and a strong instinct of self-preservation amongst the others. In all then, we have had a most successful and enjoyable tour

and it has been possible to keep a fairly settled team, under Lt.-Cdr. Tonkin, despite the lack of a proper ship's trial. It is hoped that it will be possible to hold a trial after the D.E.D. when the squadrons have re-embarked, with the aim of producing two regular teams. It always seems extraordinary to the selectors that less than one member in a hundred of the ship's company enjoy playing this game and are keen enough to do so regularly. All who would like a game but for one reason or another have remained in the background, are urged to give their names and positions to the P.T. Staff without delay.

Meanwhile, for those who remain with *Eagle* during the D.E.D., the Secretary hopes to arrange a series of mid-week games on Brickfields against local sides and all who want to keep their eye in during the summer and drink a few jars of ale should put forward their name. Finally the Secretary wishes to thank the umpires. Frequently acting as a team's safe deposit, they have all possessed considerable patience and their work has been, and always will be, much appreciated.

## SAILING

American Independence Day 1969 was well celebrated with Schlitz beer on ice, burgers and crisps in the very pleasant surroundings of the Norfolk Naval Sailing Club after both our 'A' and 'B' teams had beaten the Norfolk Naval Sailing Association both in Bosuns and in Mobjacks.

A week later we took on the U.S. Naval Destroyer College at Newport, Rhode Island, where we again enjoyed excellent hospitality. Both teams showed the Americans that the British were more at home in 19ft keelboats than in 12 metres on those waters. The College most generously lent *Eagle* two Shields 30s in which some of us enjoyed a day's racing from the famous Ida Lewis Yacht Club. Both the Norfolk and Newport encounters were in defence of the Read Cup so that the combined results made a major contribution to ensuring the Cup remains on the eastern side of the Atlantic for 1970.

The end of July, back in Torbay for the Royal Review, we acted as the weather mark for the Western Fleet Regatta but regrettably were unable to participate, as, due to a communications failure, we had arrived without any of our Bosuns.

In late September we had the first of many enjoyable encounters with the

Royal Gibraltar Yacht Club. The course lay between the runway at North Front and the La Linea shore with 'Smokey Joe', the coal burning Spanish Guardship, as an interesting hazard on the windward leg. Racing in a strong Levanter, the *Eagle* 'A' team secured a good win in the Victory

class but unfortunately both opposition teams proved stronger in the Bosuns. In the return match, protests and gear failures led to an inconclusive result so that we sailed for Malta with our honour unredeemed.

However once in the Malta sunshine



our fortunes were completely restored. We started off with a very good win against the RAF Malta team in Albacores, closely followed by a win over the R.N.S.A. side in Bosuns. Our strength in helmsmen was such that we were able to turn out two completely different teams for these two events.

Our enthusiasm and a tricky decision as to which side of a merchantman to pass, anchored in mid-stream, caused us to incur the wrath of the harbourmaster. However we had exchanged boats before the harbourmaster's launch appeared on the scene and the F.O. Malta who had taken over the offending boat stopped a most undeserved 'Blast' before the substitution was discovered.

Our Grande Finale in Malta was a two-team match against the Garrison Sailing Club in Pegasus and Bosuns. After two races in each class and an appreciable reduction in the length of Norman Fitzgerald's fingernails (he was acting as our representative on the race committee) the result stood at a draw. Scenting victory the opposition willingly agreed to sail a decider rather than argue a number of protests. Spurred on by a threat from the Box that we could B' well swim back if we did not do better, and at last having mastered the vagaries of the Pegasus trapeze-by the simple method of not using it-we sailed to a convincing win in both classes, so rounding off a most enjoyable stay in Malta.

Back in Gibraltar we found yet another Levanter blowing but we sailed forth in force 5/6 to exact our revenge on the R.G.Y.C. and settle the argument beyond doubt. Alas, the use of brass shackles (supplied 'in lieu' of S.S. by Pusser) cost us three masts overboard and ensured that once again the issue remained very much in doubt. To add to our misfortunes, in the first race a bathing pontoon was being used as the leeward mark but the race instructions failed to add that the spring-



board was still rigged. This fact was only established when, with a comfortable lead, Mike Tattersall planed close around the mark and found shrouds, mast and sails around his ears.

After Christmas leave we set off once more for the Mediterranean, regrettably with only four Bosuns in commission. The first stop was Toulon where we found ourselves guests of the Club Nautique de la Marine at Toulon and also at the French Naval Air Base at Hyeres. True to form, our first encounter commenced in the aftermath of a gale known this time as the Mistral. This match against the French Navy in Toulon was sailed in Sharks (Requins), the predecessor of the Dragon, ending in a win for *Eagle* despite the presence of two extra boats in the opposition. A second match was sailed the following weekend which was again won convincingly. To mark this event the President of the Club very kindly presented the *Eagle* team with a trophy which has been named the 'H.M.S. *Eagle*

'Requin' Trophy' which we hope to make available for competition between any H.M. Ship visiting Toulon and the Club.

In Gibraltar again at the end of February, we were unable to resolve our prolonged battle with the R.G.Y.C. due to a shortage of boats but we were fortunate in that at last we were able to get a match with the United Services Sailing Club in Albacores. Again the Gibraltar wind did its worst only this time dying out and forcing the abandonment of the match.

Throughout the commission we have been able to field two teams for which even Command helmsmen could not always find a place. Norman Fitzgerald, Keith Somerville-Jones, Mike Tattersall, Richard Prest, Pat Donegan, Dick Ottoway, Ninian Stewart, Bill Pollock and Jack Holderness all sailed in one or more matches, together with a number of stalwart crews and reserve helmsmen including Mick Dibble, Ian Strong, Rip Kirkby, Dave Platten, Ski Kukulski (USN), Malcolm Tennant, Mike Callaghan and Mark Scorer.

Despite our heavy commitments in ship's matches we managed to sail off a 12-team inter-part event in America during the summer and a 36 helm individual knock-out tournament in the autumn. 800 Squadron emerged undisputed victors of the team event beating Maren in the final but due to a series of calamities were not represented in the first three of the individual which was won by Richard Prest (Maren) with Bill Pollock (Seamen) second and, much to their surprise, the Reverend Alan Hewison and Father Helm (Combined Churches) third.

