

EAGLE EXPRESS

If there is one man who is delighted that the Commission is over it is the Editor of the EE. His duties embraced just about everything short of editing: Censor, ghost writer, cajoler, persuader, recipient of many broken promises - yes, even troublemaker at times (as when we printed RAS times half an hour later than they should have been!) - all those odd jobs have now, with the last-ever issue, been laid to rest. No one will miss the paper - for it was only ever published to cover those times when there were few other substitutes.

After the DED, as the new Editor took over, things were a bit of a struggle for a while. Tugg had 'made' the previous editions with his prodigious output (now he can be seen by all in the Daily Papers). Without the assistance of the CBGLO section, who had previously run the paper entirely, things were very much a one-man band for a while. Wag and Doodle made those early issues well worth while with their excellent cartoons. The Welfare Committee were then approached and agreed to pay a wage to helpers who gave up time regularly to do chores. The 'style' of the paper was changed: a new heading, in the same style type-face later adopted by the Daily Mirror, was made up; a new shape of page (even though it meant a special delivery of a lorry-load of paper rushed down from the makers and delivered the day before we sailed); special supplements were prepared prior to every foreign visit; a weekly version was produced, pruned of all double entendre and suitable for sending home if you wanted to; a Families' version was produced, too, and mailed home automatically to those who subscribed the cost of the postage.



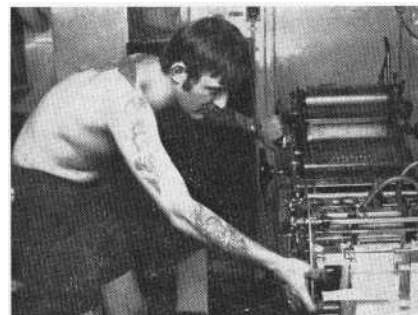
Assembling the 'FAMILIES'

TOO BLUE

Sometimes there were complaints about the articles that never quite made it: 'Well, I'll never do another one for you.' The criterion for what was over the mark was the letter from an Australian farmer replying to a final tax demand. It was over the mark and never got published. It contained just about every swear-word known to Jack - anything less potent usually got into the paper. The Editor still has a file of material that is regarded as being 'too blue'. If he can get it past the Customs, he'll be offering it to Lord Longford.

MERCENARIES

Wes Wescott, Bungy Edwards and Dave Manley have typed regularly. Chats Chater has printed, helped out by Barney Bush. Cliff Mills and Bungy Williams have managed the small and devoted team of staplers. As long as the cash was there, so were the helpers. They were a dedicated band of mercenaries. The object of their dedication may have been in doubt at times, but without it there would have been no paper. Nor would there have been such a good one without the efforts of the Editor, Instructor Lieutenant 'Berny' Harrison, and, of course, the many authors and contributors, both known and unknown, famous and infamous, on the ship and off it, whose work was plagiarised, hacked, or stolen but above all very much appreciated by everyone both on board and in the many ships in company.



The printer and his machine

To the best of our recollection, no one ever complained that they had read the stuff they saw in the EE before in the 'Reader's Digest', 'Week End', 'Reveille', 'Tit Bits', 'Playboy', 'Who's Who', 'Mayfair', etc.; but there were complaints when we reprinted articles that had been previously run in the EE - even if they had been used more than a year ago. From these facts we conclude that there are some people on board who not only read the EE and digested it all - they read nothing else either!



The last staple is driven home

FAR-SIGHTED

The ship has nearly always had a paper of some kind. EAGLE EYE developed into EAGLE EXPRESS, but there was never anything particularly farsighted or speedy about the paper. 'Yesterday's news tomorrow' was the motto, and the EE never pretended to be a newspaper. It set out to entertain. It succeeded, as these press cuttings show ...

'Brilliant, scintillatingly funny ...'
- EAGLE EXPRESS

'Jokes getting a bit near the border-line again ...'
- BRIDGE WEEKLY



Radio 4XO Disc Jockeys : " Dave Gerry (Manager); Chris CAVANAGH; Tams CLARK; Dave (Waz) LOVICK; Ken Ross; Dickie DALE; Taff EVANS; Tony FRANCIS; Tex SOMERVILLE; Ivan HILL; Dick STEPHENSON (in charge); ** Dave BULMER; Chris SYMES; Dave DONATI; Jack DAVISON; Ken MOULTON.

CHILDREN'S PARTIES

Mention the awe-inspiring words, 'Children's Party', to any EAGLE sailor and you will have a cringing, whining, blubbering heap who would rather go through shot, shell and Jutland over again 'free' if he could persuade his departmental regulator not to volunteer him as a pirate.

But Jutland, the King's Cross patrol, grippos and even duty watches have all taken second place to pirate's duty at some time or other. No sooner has the cry of 'Not me again, Chief' echoed through the ship than Jack has broken out his No 1 pirate dress and is ready to put on a brave face and entertain.

We have thrown seven children's parties in places as far apart as Southampton, Villefranche, Malta, Sydney, Wellington, Perth and Durban. Some 1,200 under-privileged children have visited the ship.

On a typical fateful day the pirates muster. At 1400, dead on the knocker, along the jetty comes this horde of laughing, screaming, piccaninnies, infants, bairns, juveniles, and children - invariably led by a nun. They descend into the bowels of the ship and are subjected to all the devilish means of piratical torture that could be devised: swings and roundabouts; tea and stickies; Tom and Jetties; rides on 'Jack the Flight Deck Railway' and the 'Buccaneer Bomber'. Alas, after three hours they depart: some missing, believed lost, but all happy and contented. They all say, every time, 'Thank you very much HMS EAGLE'.

sixty



Some pirates and their victims

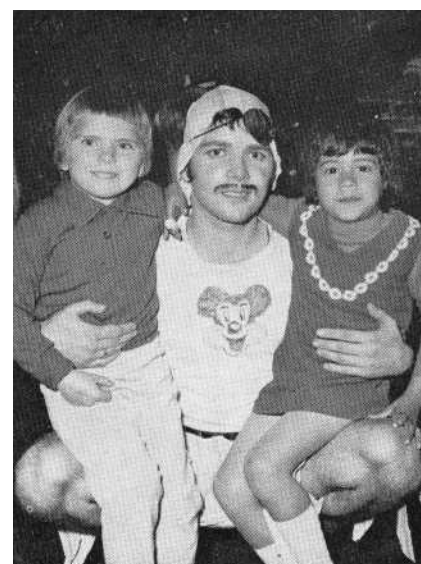


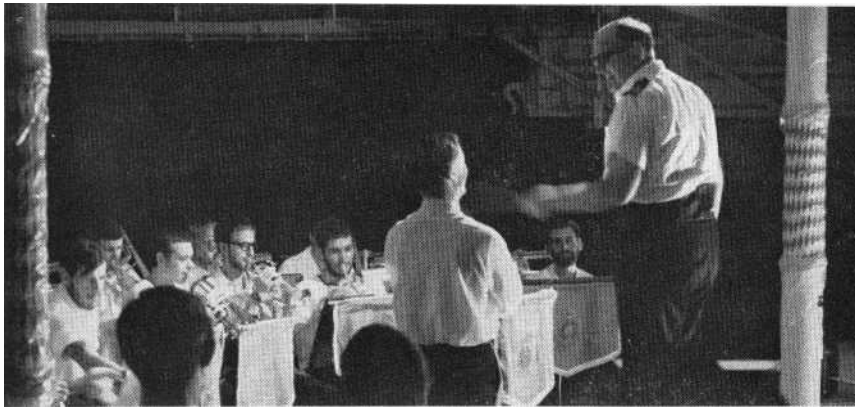
RADIO 4XO

Named such because it is midships in X section on four deck, the Ship's radio station is one of the major sources of entertainment on board. From 'Call the Hands' to 'Pipe Down' the Ship's Relay Equipment, or SRE, channels two radio stations or taped music to all the messdecks. During lunch hours and evenings at sea, Channel B is given over to locally found talent in one form or another: a happy band of amateur disc jockeys and announcers put out a wide variety of programmes from pop to progressive, classics to jazz, folk to Motown and also the comedy programmes from the BBC and those produced locally on board.

Over the past year the standard of programmes has become quite professional. In the early days hardly anyone had any broadcasting experience, and the thought of an unseen audience of two thousand-odd was a bit daunting. This has been overcome to such an extent that some of the staff broadcast over the air in New Zealand, putting out a two-hour record show on RADIO 2ZB. The staff has always been on the lookout for something different - from taping cabaret shows ashore to interviewing people like Russ Conway or asking for programmes from local radio stations that were visited.

One of the most popular programmes was 'Requests from Home', made only possible by the wonderful support from those at home. Despite all sorts of local problems on board - at speed the vibration of the ship is sufficient to throw off the record stylus - we have managed to keep some of the Ship's Company happy some of the time, but not, unfortunately, all of them all the time - but that's show business!





The PMO conducts

EAGLE BRASS

Whilst in the Mediterranean we decided to form a volunteer brass band, and a notice to this effect was promulgated. Thirty-one musicians of varying skill responded, and our problem - that of getting instruments and music - was tackled during the forthcoming leave period. With assistance from the Welfare Fund and from the Royal Marines School of Music, sufficient brassware and music was assembled by the time we sailed in May to let the playing commence.

During the time the ship has been in the Far East a very high standard has been attained. A lot of this is due to the patience, encouragement and keenness shown by our conductor, Band Corporal Dave Fillingham, LTCM, Royal Marines. A more enthusiastic and tireless man would be hard to find. His resources

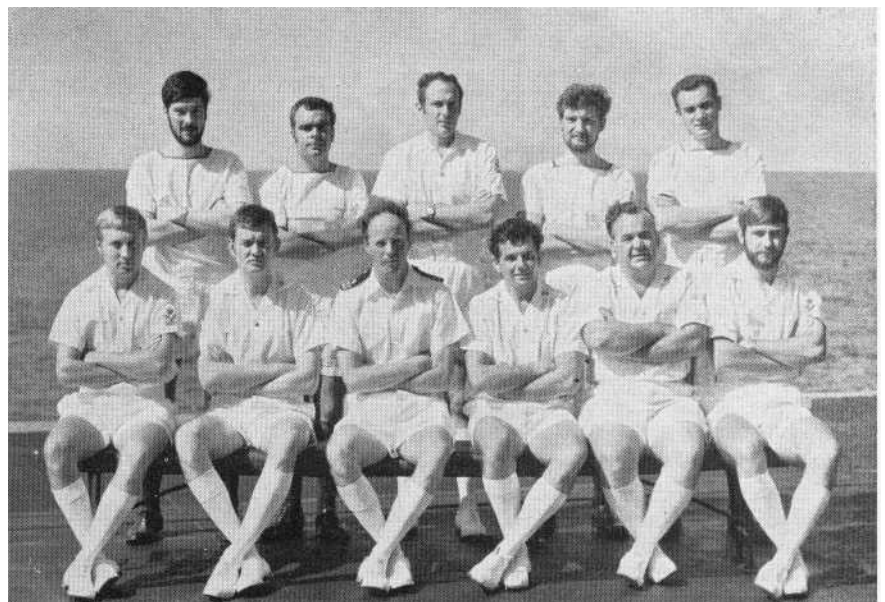
were particularly essential in those early, less tuneful, days (especially when we remember the difficulty we had of finding a space far enough away from anyone in which to practice).

All along we have enjoyed the daily practices and occasional Saturday Night Singalong performances. They, too, lacked polish at first, and we fitted into the programmes well, always receiving a welcome from the Saturday Nighters. We have presented music ranging through Elgar from Tchaikovsky to Richard Rodgers, and our major concert given on the quarterdeck for the wardroom and in the Junior Rates' Dining Hall was enthusiastically received. All concerned were pleased, some even surprised, at the high standards reached. Most of the individuals have improved their own skills and, as a result, bands around the fleet will be enjoying the services of some quite 'professional' amateurs.

EAGLE KINEMA

Under the guidance of Surgeon Lt Gibson and the management of Chief Control Electrician Cork, the cinema staff have been responsible for selecting (when that is possible) from the Royal Navy Film Corporation libraries ashore; exchanging films with other ships; storing films and equipment in safe custody; coping with the paper-work involved and, finally, they have tried to keep the selection of films fair and varied to provide all-round entertainment.

During the long cruise at the end of the commission, the various operators between them showed 136 different films in about eleven showings. This is estimated to be about 130,000 minutes, and works out to an average of 240 hours for each of the operators. OEMECH2 Smith, as the cinema maintainer, has done a very good job coping with the well-worn projectors and with the difficulty of obtaining spare parts for them.



Cinema Group: *OEM1 Tony LOCKE; LOEM Fred BRISTOW; POREL Graham HINTON; LOEM Dutchy HOLLAND; CEM1 Taff WELBOURNE. ** POREL Cuddles BATES; OEMN1 Smudge SMITH; Surg Lt GIBSON; CCEL Brian CORK; OEA1 Tony POLMEAR; POREL Lew BARRY.

The photograph on the left is taken from one of the prizewinning entries in the Ship's Photographic Competition. All the other photographs in the book have been taken by the ratings of the Ship's Photographic Section

THRASH

The Organisation for Thoroughly Happy Runs ASHore was born on 5 June, shortly after deploying for the Far East. The motive was to give us a good time in foreign ports of call and to make sure that all invitations received by the ship were accepted. An office was built in the starboard pocket of the junior Rates' Dining Hall and large noticeboards displayed the forthcoming attractions. Our army representatives on board, 63 Carrier Borne Ground Liaison Section, ran THRASH whilst at sea. In harbour, an officer, senior rate and junior rate manned the office continuously from 0800 to 2000 daily. A similar party manned a shore liaison office in each port.

The organisation operated in Capetown; Sydney; Wellington; Fremantle; and Durban; and collected names and, when necessary, money for private invitations; visits to breweries; Service Organisations; bus tours to places of local interest; ship's dances, etc.; 5,385 'grippos' and 1,138 bus tour seats were arranged, and the organisation has been an undoubted success: many ratings have testified to this by personal comment, or letters to the ship's newspaper.



The Professionals: * AB WALL; LS MELVIN; PO ELLIS. ** CPO BROWN; Lt VARNIS; PO SPLAIN.

SPORTS SECTION

Foreword by the Physical Training Staff

Firstly, the PT Staff would like to thank the many sports secretaries, officials and helpers who contributed many hours of their time in assisting the sports organisation: without their enthusiasm the variety of teams fielded would never have been possible.

In general, just about every sport or activity was provided for during the commission. In particular, during visits to ports, teams were well catered for in both the social and sporting aspects. As a result, players met many friendly and interesting people. Perhaps for those fortunate enough to pay a return visit to some of our ports of call, they will be able to renew friendships that were made during this commission.

Pitches were not always available in the abundance required during visits, but this was mainly due to them being out of season on our arrival, or there simply were not enough facilities. However, some clubs were only too pleased to offer their grounds and put on a fixture for us. For those who can remember, over 110 soccer allocations or matches were played during the ship's maintenance period at Malta.

It is regretted that the flight deck was not available as often as we may have wished during our sea periods. Sea competitions were very limited, and only three of the activities arranged came to any satisfactory conclusion. The most recent was the 'Potted Sports': perhaps it was the most successful.

For both the enthusiasts and newcomers, circuit training and keep-fit classes took place each evening at sea. (It's amazing the corners and apparatus that 'Jolly Jack' will find to keep himself active.) Judo, Karate and Fencing enthusiasts managed some periods each

week to keep themselves interested and in trim. On average, fifty of the ship's company took part in the 'sweat box' on the cable deck nightly, and there were thirty or so officers on the Quarterdeck every evening.

The 'Tourist and Information Bureau' (PT Office) dealt with numerous questions and queries concerning training and weight-reducing techniques. We were, however, very surprised that it was mostly the usual sportsmen who were keen to take part and inquire about such things. Most youngsters seemed to be content with their run ashore and do not realise the importance of keeping fit or playing games. We can only hope that gradually they will realise that they are 'growing old' too quickly, and will revert to a healthier existence.

It was not until later in the commission that the ship's company realised the thrills and excitement of EXPEDDING. At one period the equipment in the store was thought to be 'going off', until gradually the buzz got around that expediting is really *the* thing. As time went by, more and more faces appeared at the PT Office disappointed to find that at last it had caught on and all the gear had been allocated.

Inter-departmental competitions really started, on our first visit to Singapore, with a mini-Olympiad. This covered swimming; volley ball; cricket; soccer; rugby; hockey, and running. I'm afraid the new arrivals to the climatic conditions with their interest in acquainting themselves with the Orient, made this competition one for the survival of the fittest. Taking over a week to complete, it was finally concluded under floodlights in HMS TERROR with six-a-side soccer; seven-a-side rugby and a one-mile race. The Seamen Department

were overall winners of the competition. Even though they lost the soccer final, they were represented in the other two events and gained sufficient points to emerge the victors.

Sixteen teams entered into two soccer leagues on board, and only with hard work by the officials and referees was it eventually concluded during the period in Hong Kong. The Mariners' Club in Kowloon very kindly offered their ground to us: enough periods in fact to enable us to complete the competition the day before we sailed. Near the closing stages the Captain's Competition Cup was within the grasp of four teams. The Wardroom Stewards did extremely well to play four games in five days and reached the final versus 899 Squadron. After being down most of the game, 899 eventually made a great effort in the last five minutes and won a very interesting game.



The 899 champions

There were no Inter-Ship or competitive swimming galas during visits, but we did have an Inter-Departmental Gala and Barbecue in HMS TERROR under floodlights. This was won, again, by the Seamen Department.

If you come across any of the Staff in your future jobs, look in and we shall always try to find a place for you in the organisation. Keep fit and you will be happy. R. J. VARNIS, PT Officer



HMS 'Eagle' Soccer Referees: * RELMN2(A) SAUNDERS; POEL(A) LLOYD; MEA1(P) MURPHY; PO TILLER; PO HARRIS-SMITH; MEMI MCCLUSKIE; LAM(O) HUTCHESON; ** FCPO COLLINS; A/CAA(O) HUGHES; Lt-Cdr E. J J WADY; Captain I. G. W. ROBERTSON; Lt R. J. VARNIS; POAF(O) OLIVER; CREL(A) HUGHES; Lt-Cdr *** LSPTI MELVIN; A/LA WATTS; LSA REES; ROBERTSON; Lt MORTON; NA(MET) GOALBY; LEM(A) WILSON; POPTI ELLIS.

SOCCKER 1970 - 1972

Football never stopped in EAGLE. Commencing during the 1970 DED at Devonport, it will continue well after the ship returns to Portsmouth in 1972 to be de-stored and de-equipped.

As the 1970 DED progressed and new players joined, Lt Ron Westlake, aided by LAM Chris Symes, began to form the nucleus of a team. In October the Air Group joined the ship and added a number of talented players to a team which, when the ship visited Southampton, were entertained by 'The Saints', and also defeated the Southampton Police XI.

When the ship returned to Plymouth for Christmas leave, a number of friendly matches were played, a memorable one being played against 45 COM-MANDO, who were defeated 8-2. During this period a trophy, to be named 'The Globe Trophy', was presented to the ship by Mr Bill Reagan, a Chichester businessman, well known for his active interest in encouraging amateur football. This trophy, which remains in HMS EAGLE, has been contested for, against EAGLE, by worldwide teams; the names of the clubs have been engraved on the trophy.

The first few months in 1971 found the ship operating in the Mediterranean. At Gibraltar, the local champions, GLACIS FC, beat EAGLE 4-0, and

in the south of France shortly afterwards, the ship suffered a further defeat when the NICE FC beat EAGLE by 7 goals to 2. At Malta we had sufficient time to train on the rock-hard ground at Corrodina before holding the COMBINED SERVICES to a draw, and progressed to the next round of the Western Fleet Cup by beating HMS SCARBOROUGH by 6 goals to nil. The highlight of the Malta visit came when the Malta national side challenged HMS EAGLE, in preparation for their European Nations' Cup matches against England and Switzerland. The Maltese team, who shortly afterwards were only narrowly defeated by the England XI, beat EAGLE by 3 goals to nil.

In March the First XI flew home from Gibraltar to defeat HMS CAVALIER in the quarter-final of the Western Fleet Cup at Devonport, only to be eliminated in the next round, by 2 goals to 1, by HMS ARK ROYAL after a hard-fought game. With the Easter leave completed, the ship sailed for the Far East with a new Football Officer, Lt-Cdr Wady. The first stop for the footballers was at Ascension Island, where PAN AM FC were beaten 8-0 on a dusty, volcanic ash pitch. In Capetown, all games were won, and at Singapore we went on to beat the SINGAPORE PORT AUTHORITY XI and HMS ALBION before

suffering our first defeat since sailing from Devonport, when we were beaten by our old foes from HMS GLAMORGAN.

Sydney, New South Wales, was our next port of call, where we won all three encounters against Royal Australian Navy teams. In New Zealand we played games against two Superior Central League sides, MIRRAMA FC and WATERSIDE FC and in each game we were defeated. At Perth, in Western Australia, we met two First Division professional sides. These teams were comprised mainly of European immigrants, some of whom had been professional players in the United Kingdom. The first game, against COTTESLOE FC, was a closely contested game, EAGLE going down by 4 goals to 3. The Second game was lost 5-0, to the OLYMPIC XI, in the Empire Games Stadium.

On our return to Singapore in September, an inter-departmental league competition was played, which resulted in 899 SQUADRON being the champion team. During this period we played HMS TERROR and lost. We beat HMS TRIUMPH and drew with HMS GLAMORGAN.

In Hong Kong we were defeated by a skilful and well-trained HONG KONG FC XI after holding them to a draw at half-time. But, within a few days of this defeat we routed SI WAN FC by 14 goals to nil.

RUGBY

EAGLE's rugby trials were held in September 1970 and, considering the Squadrons were not onboard, the response was very good. As a result, it was possible to field three XV's. In the following months the 1st XV did not lose a match until they played HMS BULWARK and the Plymouth Police just before Christmas. Following this, the job was to integrate the existing team with the additional members of the embarking squadrons.

At Villefranche, we met our first foreign opponents and we fielded a most successful side and won both the 1st XV games against The University of Nice and Nice itself. The 2nds also had two hard games but were unsuccessful. However, their disappointment was well compensated for by the entertainment provided after the games. The high social life enjoyed by both the teams there was to set the pattern for the Club's journeys throughout.

Malta, too, was a complete success for both 1st and 2nd XV's, where we provided no fewer than eight players for the triumphant Navy side which



'Eagle' Vixens (1st XV): * Dick LANGTON; Mike COWELL; Graham SULLIVAN; Mac MACARTNEY; Ted WHITWAM; Taff WALL; Al PRICE; John JOHNSON. ** Mac McDONOUGH; Taff POTTS; Bill VEAL; Martin THOMAS; Shiner WRIGHT; Toney JONES; Roger PRICE; Ugs BAMFORTH.

beat the Army; namely, Bodga Reardon, Bill Thomas, Shiner Wright, Ted Whitwam, Dick Langton, Bill Veal, and Roger Price. Unfortunately, before EAGLE's arrival, the Navy had lost to the RAF who were the resulting champions. Feeling robbed of an opportunity we challenged the RAF at the presentation of the Champions' Trophy, a place where they could hardly refuse. They reluctantly accepted and EAGLE trounced them 19-0. I think we can safely say

that EAGLE was, unofficially, 'Champion of Malta'. However, we suffered heavy personal losses in spite of our success. Broken legs and shoulders were abundant, and so the Rugby Club set Sail for UK minus Bodga Reardon, Martin Thomas, Dick Langton, Paul Collins and Bill Thomas as playing members.

Back at Plymouth, playing rugby took second place to visiting homes, naturally enough, with the prospect of



'Eagle' Buccaneers (2nd XV): * Dave TOWNSEND; Morris MERCEY; Baz HARTLEY; Ginge COUSINS; Simon MARTIN. ** Jan CREEK; Chris BARTLETT; Taff JAMES; Mick WALSH; Tuds TUDBURY. *** Brum DAVIS; Andy HALES; Chas CHAMBERS; Coin JONES; Taff Jenkins.

eight months away. A few games were played, though, with varying success, because at this time a consistent team was difficult to field.

At sea once more, Capetown was the first port of call, and all teams had a most enjoyable time and really began to get back into the swing of things. Singapore yielded little for rugby because of the Ship's concentration on a grand inter-part competition, including all sports. Unfortunately, it was to the detriment of the 1st XV who went down badly to HMS ALBION, and no sooner had they started back on their feet again than we were back at sea. At this stage, the number of players rose considerably and, at one time, the Club had no fewer than ninety names on the books. To counteract this, the selection committee was increased in number and a system of voting introduced, with some success, in order to select teams in the most impartial manner.

The next stop was Sydney, and there the 1st XV took part in a grand contest with RAN Air Station ALBATROSS which included all sports; unfortunately, we lost, but an exceptionally enjoyable third half was enjoyed by all. It fell upon EAGLE to organise a XV from our accompanying ships and ourselves to play the Royal Australian Navy. In spite of long discussions and a very difficult selection, only two players from the other ships turned up, leaving EAGLE to fill the gaps from her 2nd and 3rd XVs. They put up a gallant battle but lost quite heavily, which was only to be expected in the circumstances. The 2nds and 3rds had a good run-out in preparation for Wellington.

On passage, the selection committee put their heads together to make a few

alterations designed to withstand the expected strength we were to encounter in New Zealand. To cut a long story short, someone - whom, we never found out - led the NZ RFU to believe that we had onboard no fewer than five internationals and trialists. Actually, at this time, we had one Navy reserve and a Command player. However, when we heard that we were playing the 'Wellington Colts' we were filled with confidence, and were perhaps a little worried about the effect EAGLE's men of the world might have upon these immature young gentlemen. Well, the Colts team consisted of players (under 22) selected from the surrounding top clubs, and many of the players had played against the British Lions on their recent tour. Result: 75-0 to the Colts. By Golly, they were good and that's all that can be said. At least one of them has since had an All Blacks trial. The 1sts and the 2nds were both

entertained after the match in a manner befitting the calibre of the team the hosts had expected to play and we certainly appreciated it. For many this was the start of a hectic social calendar, which resulted in us sticking with the Colts for the rest of our time in New Zealand, culminating in a grand party on our last night. The 1st and 3rd XVs also played the Wellington Combined Services, two closely fought matches with the usual following celebrations at which EAGLE'S players always seem to star.

On to Perth, where a very pleasant afternoon was spent playing 'Western Suburbs', a team which we had no trouble in defeating. Once again, both teams proved their superiority in the following celebrations. A further game against the Special Air Service included many an 'Australian Rules' player, much to the 3rd XV's confusion. This concluded the Club's Western Australian activities.

By the time we returned to Singapore the 1st XV had changed considerably and showed signs of getting back to its Maltese form. We arranged games against The Royal Signals, HMS TRIUMPH, Singapore Cricket Club, HMS GLAMORGAN, just to mention a few, and all the teams went from strength to strength, showing that all we need is a little time on land to become a top-class club.

Hong Kong gave more EAGLE players the opportunity to play for a Navy side, and the following were selected: Martin Thomas, Shiner Wright, Ted Whitwam, John Johnson, Roger Price, Jonah Jones and Mike Cowell. Unfortunately, the Navy was defeated. It would have been embarrassing for the selectors to select any more EAGLE players but the Navy may well have won if they had done so. We had more games for all teams against RWF; The



'Eagle' Kings (3rd XV): *Pete BOYCE; Brum DAVIS; fug WILSON; Taff FORD; Taff BIDDER; Jacko JACKSON; Crash EVANS. ** Paul COLLINS; Mac MACSWEENEY; Pincher MARTIN; Les STOKES; Robby BURNS; Taff HATHWAY; Joe PENNINGTON. *** Taff HUSSEY; Taff MORGAN; Bill LEANING; Dougle DOUGLAS; Jan FARMILOE; Terry JOHNSON.

Rugby - continued

Army Trials Side; the Police and HMS TAMAR; and furnished a most successful bunch of sides. The third half was always our strong-point, and on more than one occasion a player in true rugby tradition ended up showing more than the flag! Undoubtedly the most sociable Club ever!

A vote of thanks is due to S/Lts Mike Cowell and Dick Langton for taking on the thankless task of Rugby Officer and for making such a success of rugby in EAGLE. S/Lt, now Lt, Chas Chambers, and LAM(O) Brum Davis also deserve a public vote of thanks for their combined efforts to produce a successful 2nd team, and for fostering such a good spirit throughout the Club.

HOCKEY

This is an extremely opportune time to go to press, with the hockey star firmly in its ascendancy. Of our last four games (played in Hong Kong), we thoroughly whipped two ARMY teams and one RAF team. The only team to stay with us was Club Recreio, a very good Portuguese side. Unfortunately, this game was abandoned ten minutes before the end, with the only light available coming from the lights of the BMH, thus giving our somewhat dusky opponents the advantage of concealment in the dark. This was a pity because we really had pressure on at this time and we were unlucky not to score on several occasions.

Like Auld Nig, my memories, too, are becoming hazy but, casting back to our time in the Med, I recall that we gathered together our band of superb, and not so superb, players. There were a few immemorable scraps in Malta, mainly ending in defeat. We did play RAF MALTA, a crack team made up from the best in Malta, Cyprus and Gibraltar. They formed up flushed with their recent successes against RN MALTA and ARMY MALTA: our steamer obviously presented them with no problems at all. It was a superb game, and the result was a 1-0 win for EAGLE.

And so to the Far East leg. We played three games in Capetown. All were hard but will mainly be remembered for what has turned out to be a recurring problem: that of turning out fit. We cannot blame the ship-borne existence entirely for this, the difficulty was to find a team of sparkling-eyed men from a squad decimated by local hospitality and the injuries gained therefrom. To lug a pain-wracked body around a muddy pitch for ninety minutes or sit back in splendour and allow



Hockey Team: * Ted HEATH; John DAVIS; Doc HALLIDAY; Eric YOUNG; Joe HADLEY; Derek CROCKFORD; Chris MASTERMAN; Don WEBBER; Yorky BULL; Peter MORRIS. ** Sharky WARD; Robin KENNEDY; Paul MOLLOY (Captain); Jessie OWENS; Malcolm BEECH-ALLEN.

the carnage of hospitality to take its toll? Quite so. We lost all three games in South Africa, but reckon to have won the socials afterwards hands down.

The game in Singapore was our confrontation with ALBION. For the steely-eyed EAGLE team this was their first introduction to Tiger Beer and its attendant effects. ALBION took the field smugly whilst our nine men shuffled onto the pitch. After ten minutes the left-half went into a tight left-hand spin, foamed at the mouth and fell to the ground twitching feebly. Chippie Harrison, our only spectator, had ten minutes earlier refused to blow a whistle for us (on medical grounds - he had almost hacked his hand off in the workshops). Now, still in his Hush Puppies and tiddly cravat, he found himself hacking one-handed at five aggressive forwards. Both sides produced some good hockey, and it was a low blow when ALBION sneaked the only goal of the match two minutes from the final whistle.

The Australasian ramble gave us a number of good games, the hardest undoubtedly being against Wellington Colts - the cream of Wellington youth. They beat us 7-1, although the score was not all that realistic - we gave them a hard practice match, and in return learnt something about good hockey. In Perth, a 4-1 win against RNAS LEEUWIN restored morale. Our return to Singapore brought us another really hard game, and an excellent win, 2-1, against HMS TERROR. Unfortunately, our 2nd XI went down 2-4 to HMS JAGUAR two days later.

We are presently hoping for one or two games in Mombasa and Durban, and it is even darkly rumoured that there is a ladies' team in Mombasa

quietly sharpening their sticks ready for a belligerent meeting. If present trends continue, and no one gets eaten in the game reserves, or injured heading Tusker bottles, we could well arrive at Spithead with a commendable record. Now I wonder how Noddy came to fall off that dining-room table....

S/Lt MOLLOY, *Hockey Secretary*

SQUASH

The ship's squash team enjoyed very competitive fixtures at every port of call throughout the commission. They gave a good account of themselves in all matches with the exception of Durban - where they were 'whitewashed' by what must have been the City's number one team! Socially, all the squash events were a tremendous success, and many friendships developed and numerous presentations of ship's crests and photographs were made to the opposing clubs to remind them of our visits.



The Squash Team: * Lt NIELSON; REA PURDY; F/Lt BRUYN. ** Lt MOULDING; Lt P. A. WRAINE; Lt J. HARRISON.

CRICKET '71

Unfortunately, the planners of EAGLE's cruise were not cricketers, as the Ship's visits to Capetown, Sydney, Wellington and Fremantle coincided with their cricket 'close season'. Cricket on EAGLE, therefore, has been limited to Singapore and Hong Kong during the first half of the trip.

We commenced our 'season' with a full Ship's practice and a six-a-side departmental knock-out. All those taking part in the latter found it both exhausting and enjoyable, with the final result being a win for the Seamen over the Comms/Medical/Regulating team.

During our two stays in Singapore the Ship's team played GLAMORGAN (twice), JAGUAR and TRIUMPH on the matting wicket at HMS TERROR. Our results were a little erratic, as befits a team playing without practice, but the games helped to get some of the team a little fitter.

In Hong Kong against the RAF at Kai Tak and the RN at Sookunpoo, we showed our best form - the former match being played on a grass wicket. We came out well in these games, giving the RAF a thrashing, much to their surprise, and scored a moral victory on 'runs per over' against the RN.

It is now as we steam across the Indian Ocean with some confidence behind us that we look forward to some good cricket in Durban. The team is shaping up well both in spirit and playing ability.

In Dick Stephenson and Roger Ward we have two reliable spin bowlers; whereas the medium-pace trundling is normally supplied by Taff Hussey, Robin Cox, and Bob Beasley. Opening the innings (and usually the account) we have Al Harris, unfortunately away for the photograph, and Derek Tate who has now proved to us that he can score runs as an opener. Roger Evans



Cricket Team: * D. A. WRIGHT; R. G. EVANS; H. I. HOUSLEY; R. H. WARD; J. E. RACE; R. W. BEASLEY. ** D. A. TATE; D. G. HUSSEY; G. MARSHALL; R. P. COX (Captain); J. G. WILSON; R. D. STEPHENSON.

is always a reliable No 3 and the 'quickie' bowler. I am afraid we must bid him farewell before Durban. The middlemen in the batting order are normally Robin Cox, Geoff Marshall and Taff Hussey. Ian Housley and Peter Skriabin have both contributed a great deal by their good fielding; and always there, efficiently 'keeping' behind the stumps, is the unobtrusive Geoff Marshall. We can even boast a 'professional' umpire, Shiner Wright, and a scorer, Eddy Race, who more often than not find themselves running around in mid-field with a bat or a ball in their hands. We must apologise for the state of the XI in the team photograph as it was taken after a long run-ashore 'down Wanchai', where we celebrated our victory over the RAF!

And so, with great expectancy, we look forward to cricketing in the Christmas sunshine of the southern shores of Africa.

WATER SKIING

When first thought of, EAGLE's itinerary for the East of Suez part of The Commission seemed like a dream for those veterans of the River Tamar and Plymouth Sound - Brrrrrrrrrr. However, closer examination revealed that the majority of the ports of call to be visited were going to be in the grip of the Southern Hemisphere's winter. As events turned out, the weather was reasonably bright but the water distinctly chilly, especially in Wellington and Capetown. So, clad in wet suits, our heroes of the curling board logged lots of skiing hours. This time was vastly augmented when our fair-weather skiers joined the scene in Singapore and learnt to ski both over and under the shiny surface of the Johore Straits. Well, we all had a lot of fun, especially OS Perkins who seemed to be available every time the boat went away (apparently 'Neither the sea nor the Duty Watch shall have him'). No bones were broken, either, although the Senior Dental Surgeon limped for days after he triumphantly managed to mono-ski: along the beach, doing about thirty knots, and not a drop of water in him or under him. One of the Operations Officers also took a header into the mangroves. All such misfortunes were soon forgotten as the boat whizzed back to the sandy shores, the palm fronds and the opportunity for another Tiger and a chat with that blonde whilst waiting for the next tow. Yes, there were times when the big Ship seemed very far away!

RESULTS

GLAMORGAN	..	94	EAGLE	..	98-2	won by 8 wickets
TRIUMPH	..	123	EAGLE	..	78	lost by 45 runs
EAGLE	..	83	JAGUAR	..	65	won by 18 runs
GLAMORGAN	..	97	EAGLE	..	88	lost by 9 runs
EAGLE		153-9	RAF HK	..	67	won by 86 runs
EAGLE	..	192-3	RN HK	..	180-5	drawn
		(30 overs)			(37 overs)	

AVERAGES

Batting			Bowling		
G. Marshall	160 runs	Av. 53.33	R. P. Cox	12 wkts.	Av. 9.33
R. G. Evans	120 runs	Av. 40.00	R. G. Evans	5 wkts.	Av. 10.00
R. P. Cox	115 runs	Av. 28.75	J. C. Buck	4 wkts.	Av. 14.75
			D. G. Hussey	6 wkts.	Av. 24.50

EAGLE HARRIERS CLUB

The present EAGLE Harriers began their competitive programme on 28 May 1970 when a team of four, consisting of Ray Roberts, Bryn Thomas, Albert Simcock and Mick Ellis, took part in the Dartmoor Charity run. They put in an excellent performance to take the winning team award from a tough Marines team, despite having to drag EAGLE's heavyweight long-distance champion Ray Roberts out of the mire several times. In this event the runners were sponsored by members of the Ship's Company and the proceeds went to a local charity.

Following this gruelling run, we took on our first serious civilian competition at the Devonport Carnival 6-mile road race on 20 June. This was a high-class field and our team was Danny McFadzean (11th); Brian Vockins (19th); Ray Roberts (at a racing weight of 13½ stone - 20th). EAGLE finished fourth in the team race.

Following our efforts at Devonport, we were ambitious enough to enter for the Paignton Dairy Festival 15-mile race. This event is reputed to have the toughest course in the UK and, considering that only Danny had any previous experience in this kind of competition, it is to the credit of Bryn, Ray and Brian that they all completed the course. Danny finished 4th in the individual stakes, just in front of the Army Champion Keith Darlow, and Bryn proved the most durable of our other competitors in finishing 19th. The pain was soon forgotten and we replenished with stacks of good Devon milk supplied by even more attractive dairymaids.

September brought the start of the Cross-country season, and just two days before we sailed for sea trials on completion of DED we took on RNEC MANADON and happily defeated them by the narrow margin of three points. We now had a real interest in running and new names appeared, such as Tim Hird, Tug Wilson and even a rare appearance by Chas Chambers. John Caine finished 2nd in this his last race for EAGLE; Danny Mac 3rd; Mick Ellis 5th; and Bryn Thomas 8th.

We then challenged BRNC DARTMOUTH over their mountaineering course, but heartbreak hill proved too much for our lads and we were the receivers of a good thrashing. Best finishers for EAGLE were Danny McFadzean 3rd, Mick Ellis 6th and Mal Davies 8th. The last event before we sailed for the Med leg was our own



Cross-country Team: * S/Lt Danny McFADZEAN; LEM(A) Mal DAVISS; S/Lt Ray ROBERTS; POREL Brian VOCKINS; OEM Tim HIRD. ** NA(AH) Dave CARROTT; NA(AH) Danny HAY; POPTI Nipper ELLIS.

inter-part cross-country championship. After the usual battle between Danny and Mick, the final result individually was: Danny 1st, Mick 2nd, and Brian 3rd; Team race: Weapons Electrical 1st, AED 2nd.

When we called at Gibraltar just before ORI in early February this year, we took a strong field of runners in a 42-mile Round the Rock race as part of the 'Med-train Olympiad'. EAGLE took the honours from HMS ROOKE, and Danny McFadzean gained 2nd place to Cpl Alun Williams, Royal Marines. We fielded 18 runners in this event and things were looking bright.

Then followed our visit to Villefranche, and up in the mountains we enjoyed a good hard run against Nice but, what with 'runs ashore' and duties, we were no match for them. They presented us with a trophy to mark the occasion, while in return we drank all their wine. Danny took 2nd place after losing his breakfast on the way round, and Bill McIntosh did well to finish a very tired 11th.

Our next port of call was at Malta in March, and this proved to be our most successful visit to date. In the space of just four days we took both the Malta National and Inter-Services Cross-country Championship team trophies. Danny and Mick took the winner and runner-up awards in both events, and others who ran with distinction were Colin Morris, Brian Vockins, Bill McIntosh and Ray Roberts.

As a finale to our Med visit, a charity run was organised in Gibraltar, and the team consisted of the Ship's cross-country squad with a few additional fitness addicts. Each athlete had to run for three hours, covering as many miles as possible. Danny Mac and Brian Vockins ran together most of the way, Danny completing 242 miles and Brian 232 miles. Bryn Thomas, Ray Roberts, Tim Hird and Colin Morris deserve special mention for completing 212 miles. The proceeds from this venture were divided between Gibraltar charities and UK charities, including the Lillian Board Cancer Research Fund.

By this time our stalwarts had developed a strong spirit as a team and we were all looking forward to some competition on the Far East leg.

We certainly found this in Capetown, where our team received a running lesson in the Capetown-Stellenbosch relay! A really happy stag evening with the University lads made up for our defeat. We then sampled the incomparable hospitality of the two Athletic clubs in Wellington. In spite of having to send a posse out to find Bryn Thomas and Malcolm Daviss prior to the race in Fremantle, we have cherished memories of our races down under. Sydney proved a great success, both in the social and Athletic fields. Mick Ellis contacted the team manager of the Modern Pentathlon Association of Australia prior to arriving and, together with Colin Morris and David

'Eagle' Harriers -continued

Carrott, competed in a Biathlon competition against the Australian Olympic Pentathlon team. In the swim event the EAGLE boys were completely out of their depth but soon showed their worth in the run event. Mick finished 3rd, ahead of Olympian Peter Makem (4th in Tokyo Olympics). Colin and David ran exceptionally well to finish 8th and 13th. The remainder of the team were engaged elsewhere 'doing their thing'.

Call it madness if you like, but we all enjoyed the torrid sweat-drenched competition in Singapore, and sharing the ups and downs together has made us richer for the experiences we have shared during this the last commission of HMS EAGLE. It is of interest to note that, everywhere we went, people remembered the names of EAGLE athletes of the past, and our friendships were made easier in the wake of our predecessors.



Stretching a leg for charity

On 8 February 1972 the runners took the Team Race Trophy in the Portsmouth Command Championships - last

done by a sea-going ship (HMS HOOD) in 1935. A fitting end to their commission.

EAGLE GOLFING SOCIETY

Any man claiming to be a golfer must take his game seriously. Also, however, he must approach the social activities with equal keenness. It must be admitted that we have been far more successful at the latter.

During the commission we have been fortunate enough to have played over twenty-five different courses. These have ranged from One Boat Golf Club

on Ascension Island (considered even by its members to be the worst course in the world); to the lush greenery of the Wellington Golf Club; to the very long New Course at the Island Club in Singapore, and even to the nine-hole course at HMS TERROR where we played a pro/am event.

Over thirty officers and ratings have represented the EAGLE Golfing Society,

including, of course, the Captain, who kindly presented a putter for competition.

We have certainly enjoyed our golf and, despite indifferent play from time to time, our feelings can be summed up in the statement made by a certain distinguished officer who will remain nameless. On being asked by a roving reporter about his game, when he was having a particularly torrid afternoon in the wind and rain at Yelverton during the DED, he remarked, 'Well, it's better than work!'

Clubs which have kindly accepted us, 1970-1971:

Devonport: Yelverton; Bigbury; Tavistock; Staddon Heights; Thurlestone.

Southampton: Stoneham, Southampton Municipal.

Villefranche: Monte Carlo; Nice.

Malta: Royal Malta.

Ascension Island: One Boat.

Capetown: Royal Cape; Mowbray.

Singapore: HMS TERROR; Island Country Club; Sembawang; Jalan Markin.

Sydney: Moore Park; Royal Australian.

Wellington: Masterton; Mahunga; Shandan; Wellington; Otaki.

Fremantle: Point Walter; Royal Fremantle; Royal Perth.

Hong Kong: Shek-O Country Club; Royal Hong Kong.

Durban: Royal Durban; Durban Country Club; Kloof Country Club.

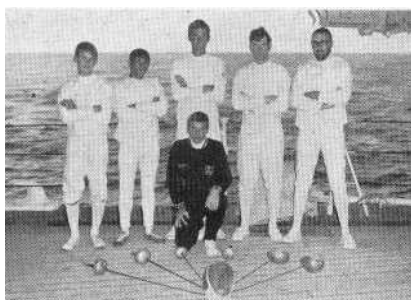


HMS 'Eagle' and One Boat Golf Club Teams - Ascension Island - June 1971: S/Lt HUNTER; Cdr GREGORY; CPO TROW; RO WALSH; Lt-Cdr HARMAN; CPO STOILES.

FENCING

The ship's fencers have met on the quarter deck nominally three times a week at sea, depending on the weather, flying and other obstacles. Despite the lack of practice, we have always been able to produce a team wherever a match has been arranged - surely a unique achievement for an RN ship.

The first match was against Southampton University during the Ship's visit there in the autumn of 1970. The fencing was of a good standard and the result satisfactory: Foil lost 5-2; Epee won 6-0; Sabre lost 5-4. The competition continued with a most pleasant party somewhere in the city.



Fencing: * OEM ACOURT; POPTI ELLIS; REA(A) CRABTREE; Lt JOHNSTONE; Lt HERBERT.
** S/Lt HILL.

The next match was against Nice University in February 1971. We were given an excellent exhibition of fencing by one of the leading continental teams - and we lost. However, the three-hour dinner afterwards, followed by an evening afterwards *Chez les Ecossais*, was a great success for both Clubs.

We then returned to Devonport for Easter and had to re-establish contact with 826 Squadron in order to raise a full team of six fencers on 3 May for the Navy Championships. *EAGLE's* team was the only seagoing team. Alas, there was no handicap, and we came last. The team was: Foil - Lts Patrick Johnstone and Geoff Herbert; Epee - REA(A)2 Mike Crabtree and POPTI Mick Ellis; Sabre - S/Lt Barry Hill and Lt Nick Rutherford.

Barry Hill and Mike Crabtree from 826 could easily fence for the Navy once back in the UK with the opportunity for regular coaching and practice. Lt Taylor Scott (899 Squadron) and OEM Malcolm Acourt and Geoff Herbert have all taken up fencing again and, with continued enthusiasm, could do well in the future (the former two

replaced Mick Ellis and Nick Rutherford in the pool of regular fencers from whom our teams have been chosen).

The next time we assembled as a team was against the University of Capetown, where three of us were able to fence; Foil lost 6-3; Epee won 5-4. This was very creditable against a good South African team.

No fencing team could be found in Singapore, and our next match was against the University of New South Wales, the Inter-Australian University Champions in 1970. Much to everyone's surprise, we won, Foil won 5-4; Epee won 6-3; Sabre won 5-4. The evening's entertainment was completed with dinner at King's Cross - much later.

We fenced against Wellington FC with some very close finishes, but the score is best left out. Their team included three New Zealand Commonwealth Games Fencers. The subsequent hospitality was up to the extravagant entertainment provided throughout the Ship's visit to Wellington.

We hope to put a team into the Navy Championships again this year - so wish us well!

CYCLING THE NOO

With the aid of grants from the Nuffield Trust and the Ship's Welfare Fund, nine cycles were purchased for the use of the ship's company. Other ratings who were keen cyclists embarked their own cycles during the May leave period shortly before we deployed to the Far East. An enthusiastic cycling club was formed.

Contact with foreign clubs has been made, and they have given valuable assistance and facilities in the form of very fit guides and the knowledge and use of local roads.

At our first port of call the club toured Capetown's outer districts and had a barbecue to end the day, by courtesy of the local club. Motor transport was provided afterwards to provide eight sore and weary men with an easy route back to the ship. In Singapore the club participated in a forty-mile road race and organised tours of the island. A longer tour onto the mainland to the Longbong Waterfalls (near Kota Tinggi) took five and a half hours for the round trip of eighty miles. In the Antipodes the cycling took on a genteel form of flag-showing on an informal basis. At Hong Kong several outings were made to various parts of the



Some Cyclists: LMEM Mick GOODE; AB Blacky BLAKEMORE; S/Lt John NUNDY; PO Ted CROZIER; LOEM Brigand YOUNG; LMEM Spider KELLY; LMEM Andy NAILOR. The following also cycled frequently: MEM CLIFTON; MEM GUNTER; CK HALL; LOEM HOLLAND; LMEM KNIGHT; AB MANSELL; MEM RIDLEY.

island - with pleasant stops for swims at Repulse Bay.

Cycling is a small part of the Naval sports effort but one that is catching on. There are many good cyclists in the

Forces and in the Navy. It is not just a sport confined to the younger man but caters for the older person - offering to all a good view of the countryside from the saddle.

SURFING

A trio of dedicated surfers - you have to be dedicated to surf at Llossiemouth where the water temperature is rarely above 12°C and sometimes below 4°C - decided to have a meeting of all would-be surfers. It was unanimously agreed that, during this tour, some of the best surfing beaches would be within our reach.

Capetown, ideally situated for both easterly and westerly swells, proved to be disappointing. After initial contact with the local surfers, two of the trio spent a long time sitting on borrowed boards waiting for waves that never came.

The next stop after Singapore was the mecca of surfing in the Southern Hemisphere - Bondi Beach, just outside Sydney. Unfortunately, it was the 'off' season, the waves were tiny, the whole place was very much overrated, but at least we did manage the odd cut-back and numerous wipe-outs. Having to use borrowed boards was the main drawback; to become proficient at any sport, one has to practise, and surfing is no exception. The most apparent difference was the size of boards, much smaller than current ones in the UK.

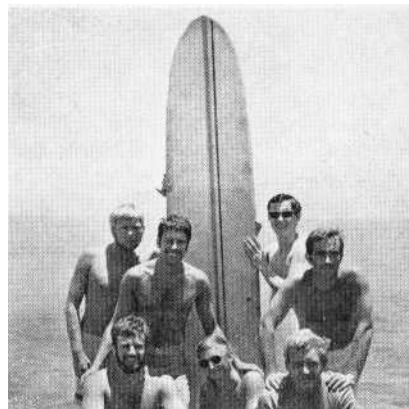
And so to Wellington, with an invitation from the Maranni Surf Club at Lyall Bay and one of the worst (best for us!) storms in years - the scene was set. A week-end meet was arranged, boards, surf canoes and an excellent clubhouse were provided. A good turnout of newcomers and diehards led to a very successful meeting followed by an even better 'drinkex'! Unfortunately, the surf was not up to the usual standard, and the water was somewhat reminiscent of the UK - very cold! Hospitality was unbelievable; some members went up coast to the better surfing beaches; others tried some of the latest in board designs; whilst others carried on with the drinkex; all by courtesy of the local surf shop. With reluctance we left Lyall Bay, the best beach so far.

Probably the most underrated surfing area in the world' - that's how surfers described W. Australia, and we were due there. So we sent one member ashore to make all the arrangements (his squadron thought he was part of the diversion party!) and as a result we became involved in a Polar Bear Meet - a mid-winter meeting! Once again we had the problem of new boards and not enough time to become acquainted with their suicidal tendencies, but everybody had a good time.

The most unexpected find of the year was Big Wave Bay in Hong Kong where

it was possible to body-surf. We even had some US competition from some guys on R & R. One member reported from Cubi Point, in the Philippines, during the big storm period that the locals were really having a time riding twelve-foot waves - he, too, would have loved to have joined in but his only kit, pusser's aircrew overalls, was not quite the in-gear on the beach!

Durban was the last chance for some good surf before returning to the cold waters of the UK. For a change, the conditions were ideal: the sun shone; the surf was up; we were befriended by the local surf shop; as a result, a good time was had by all, which amply compensated for the previous disappointments.



Some of the Surfers: * Terry HANNAM; Kev MEEHAN; Alan WATT; Roger CRAGG. ** Chris O'CONNELL; Danny Ross; Dicke DALE.

SHOOTING CLUB

During the period from September 1969, the EAGLE Shooting Teams have practised and competed with .22 rifle and pistol as well as with all types of Service small arms.

Our match records reads: Won 5; Lost 8. At first glance this doesn't seem too good, but we are satisfied with the results, considering that we have had only one 'Home' match, and that many of the opponents fielded strong teams (for example, in Wellington they included half their national team). We have competed against other RN units; Royal Naval Reserve and Cadet Units; South African and Royal Australian Navy teams; and also civilian clubs. We

have also competed in the Plymouth Command Small Arms Meetings for the last three years with a reasonable amount of success. In 1971, for example, the EAGLE teams won the Juniors' and Officers' Team Tiles, and the Command Individual Small Arms Championship was won by MEA(H) Veal. Two of the Ship's team were also sent to represent Plymouth Command at Bisle in 1970 for the Inter-Service meeting.

In conclusion, we would like to take this opportunity to thank the small nucleus of devotees for their support and enthusiasm throughout the commission - Cheers! See you all on the Ranges!



The 'Eagle' Shooting Team at the Command Meeting, Trevol, May 1971: * PO GRIFFITHS; Lt NOONAN; PO GOUGH; CPO CARROL; EA GLASS; MEA ELLIOT; MEA VEAL; PO HARRIS; S/Lt MOLLOY. ** S/Lt NUNDY. *** AB PRICE; ORD THAXTER; AB BAKER; NA MARSHALL; JS TAYLOR.

EAGLE WATER POLO TEAM

From humble beginnings - after struggling with an odd game during the DED, the team ended up as a well-trained squad able to take on any opposition. The first chance of seeing our potential was at Capetown, where we were soundly beaten 12-1 in the only Match played.

With more practice available at Singapore, we beat RAF TENGAH 4-3, 8-2 and 7-3. A combined SIMBANG, 40 COMMANDO beat us 8-2, but probably the best result of the commission was our beating TERROR 2-0, their first defeat by a ship's team for nearly two years.

New Zealand gave us our only matches for nine weeks between the Singapore visits, and in the first game a depleted team took on the NEW ZEALAND OLYMPIC SQUAD and were thrashed by a cricket score, but the entertainment afterwards mellowed the defeat. MARANUI SURF CLUB handed us an 8-1 beating, but once again made up for this by their hospitality.

On return to Singapore, our first match was the return against TERROR. Through shortages due to their run-down their team was supplemented by three Singapore International players and we went down 7-2. Four easy matches followed: TENGAH 8-0, GLAMORGAN 10-0, HMAS SYDNEY II-1, and TRIUMPH 12-1 - even Tiny, our goalkeeper, came out and scored a hat-trick in this last match. The best match of this visit was against the SINGAPORE

SWIMMING CLUB. Up to the last quarter they were leading by the odd goal in nine, but for the last quarter they fielded the full Singapore Junior International Squad and they slotted in another four goals without reply.

In Hong Kong, the local champions THE WRECKS were beaten 2-1, and then we combined with them to beat a local Chinese side 6-4. RAF KAI TAK were

beaten 12-1 and, finally, THE WRECKS had their revenge 7-4 in a final match.

Although the whole squad has combined to produce some fine matches and results, the credit must go to PO Roger Cragge for his unflagging efforts both in and out of the water in organising the matches, training, and making sure that the team turned up at the right place!



Water-polo Team: * Dickie DALE; Dodger LONG; Dave CARROTT; Nigel GARBETT; Snaps FLETCHER; Chris WALSH. ** Roger CRAGG; Pony MOORE; Bill THORPE; Max O'CONNELL; Blister KEATING; Tiny MARSHALL.

JUDO CLUB

EAGLEQWAI, EAGLE's own Judo Club, hit the headlines hardly once during the commission. At Villefranche the Club took a crippling blow at the hands and feet of the Riviera Team: our brown belt, Bob Hamilton, was dismissed with an injured shoulder. During the last part of the trip to the Far East the club membership increased and, by the time we reached Hong Kong, we had 'a good thing going'.

Our long spell at sea brought the Karate Club and the Eagleqwai together for demonstrations combined with lectures. Fitness of mind and body was the aim, with an especial view to self-defence.

Perhaps the highlight of the year was during the visit to Perth. The 'Kangaroo Judo Club' there arranged a special grading and D. Lovick and L. Slater were awarded their orange belts and R. Herron was awarded his yellow. This event provided us all with the incentive to run a better club, and when the ship returns to Portsmouth there will be twelve Judoka ready to grade higher in the art: we feel we have achieved something.

DAVE LOVICK

seventy-one



Judo Club: * Mick BRIGHAM; Bob HERRON; Jock MCGREGOR; Sweeny TODD; SiU STEWART. ** John BINGHAM; Dave LOVICK; Les SLATER; Dave DEADY.

CANOEING

Canoeing got off to a bad start in the second half of this Commission. First of all, the club secretary, who commuted daily from Torpoint to the dockyard by canoe, was given a parking ticket rocket by the Captain for leaving his boat on the wrong catamaran during the day ('and get your hair cut whilst you're about it too . . .'). Thus, barred from the flight of stone steps, a jumping ladder had to be used. It's a long haul up from sea level to four deck (CENTAUR) even at high tide. Our intrepid commuter still remembers the

eyeball encounter with a pair of size twelve dockyard police boots as he scrambled over the coaming. In the resulting conversation, accusations of illegal entry into the dockyard were never actually mentioned; and, fortunately, relations remained cordial, and the plucky paddler continued to save himself 4d (as it then was) a day in ferry fares and also got time off to spend a week in Scotland paddling for the Navy Team in the Inter-Services.

Villefranche was a delightful spot for a quiet paddle in the bay, and the Nice

canoeists could not understand how we managed to survive in such small boats. The boats were much used at Gahjn Tuffieha Adventure Camp. Gentle surf always provides a splendid introduction to canoeing for the cocky novice. If he stays upright he loses his novicehood; if he capsizes he loses his cockiness. A couple of hundred men 'had a go' over the period and the boats took a lot of wear.

Singapore provided some opportunities for the beginners to pick up the rudiments. It was too hot for comfort, and most trips were short. There was that little hut a mile or so away where the chap sold Tiger. . . .

In Fremantle, we were lent transport by the RAN base and we were able to take the boats and tentage down to the Peel Inlet for a couple of days of 'Exped'. All very enjoyable, especially the hot pie at the end of the ten-mile paddle 'home' on the last day. More short trips in Singapore and several outings in Hong Kong wound up the canoeing scene. Rough weather claimed a couple of the boats from the PV space on the way home; the rest will be passed on to the ship most likely to gain the benefit of having them.



Fun in the sun at Gahjn Tuffieha

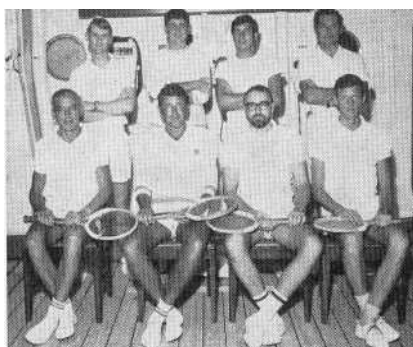
TENNIS

Tennis on board has, on the whole, been well subscribed, and nearly every port of call has provided the ship with a fixture or two. The first match of the season took place in Malta on 10 March 1971 *versus* RAFLUQA and, though the result was a draw, it was apparent that EAGLE had the makings of a good side.

Since then the policy has been, as far as practicable, to field a nucleus of four well-trying and proven players together with two lesser-known names in the hope of giving everybody interested a taste of tennis under match conditions.

Weather has played a big part in the organisation up till now, and tennis trials - as well as matches in Sydney and Fremantle - have had to be cancelled because of rain. There was one memorable match *versus* the SAN at Simonstown when, under threatening rain-clouds, the courts were playable only after an hour of careful sweeping and draining: both teams loath to give in to the weather.

Singapore and Hong Kong provided a wide range of opposition and plenty of match experience. On return from



The Tennis Team: * Lt VEALE; LS MAUGHAN; NAM HARRISON; Lt Cdr DICKENS. ** Cdr MCCLELLAN; REA PURDY; Lt HERBERT (Captain; Lt RAINE.

the Far East, the results indicate an even balance between matches lost and won, which is a fair outcome considering the constant change-round of the team members.

The following have, at one time or another, represented the ship at tennis: Cdr McLellan, REA Purdy, Lt Herbert, Lt Raine, Lt Veale, L/S Maughan, Lt Beattie, Lt-Cdr Dickens, NAM Harrison, Lt Sullivan, NAM Ford, Lt-Cdr Trinder, Lt Aylward, Lt Jones, LAM Mitton, NAM Needham.

DOG-SHOOTING

Yes, we organised a splendid Malta Dog-shoot - there were nearly a hundred applicants when the lists first opened. There were even three who applied to use pistols on horseback. S/Lt Roberts, the main perpetrator of that first hoax, carried it through to the extent of asking the Maltese villagers to pose with their pets under the barrel of a self-loading rifle.

Morris Dancing had its devotees, too - several men were making foot-bells and silk handkerchiefs and wondering why no one ever seemed able to get round to having a meeting. Alligator Hunting fell a bit flat, but there were great hopes for Boomerang-throwing Classes. They were nipped in the bud when the Australian Tourist Board literature arrived on board - and there *are* such classes!

The leg-pull of the trip was the 'Pilots for the Pilotless Target Aircraft'. A dozen chaps volunteered. After a gruelling day of interviews and check-ups, only six remained. Further training reduced the number to three, who to this very day are disappointed that their one chance for fame was foiled by the unserviceability of the pilotless aircraft: at least *they* still think pilots are needed!

HMS EAGLE - a brief history

There have always been ships of the Royal Navy named EAGLE - or so it seems. The present one is the twenty-third, according to Manning and Walker: *British Warship Names*. Weightman, in *Heraldry in the Royal Navy*, lists it as the fifteenth but refers to other lists with twenty-one.

Many of the previous EAGLES were small and insignificant ships; others were first rates, and have earned Battle Honours from the seventeenth century: here are some notes on the past EAGLES, with Honours in dark type:

- 1 900 tons, purchased in 1592 and sold in 1683: was used mainly as an ordnance barge.
- 2 100 tons, 12 guns, hired 1650, returned 1655: took part in the battle of the Kentish Knock (September 1652) and honours at **Portland** and **Gabbard** (February and July 1653).
- 3 300 tons, 22 guns, built as the SELBY in 1654, renamed EAGLE in 1660, sunk as part of Sheerness breakwater in 1694: took part in the blockade of the Zuyder Zee (April 1655) and won honour at **Lowestoft** (3 June 1665).
- 4 240 tons, 6 guns, captured from the Dutch in 1666 and expended as a fire-ship during the Four Days Fight of 1-4 June 1666 and won the **Orfordness** honour.
- 5 50 tons, 6 guns, captured in 1670 from the Algerine Corsairs: she was fired on 2 May 1671 in a night attack on the Algerine Fleet in Bugia Bay.
- 6 208 tons, bought in 1672 as a fire-ship: she foundered in 1673.
- 7 1,050 tons, 70 guns, built in Portsmouth in 1679, wrecked with Sir Cloudesly Shovell in a fog off the Scillies, 22 October 1707: won honours at **Barfleur** (19 May 1692) and **Velez Malaga** (13 August 1704). She was Rooke's flagship at La Hogue and took part in the attack on Cadiz (15 August 1702) and the capture of **Gibraltar** (24 July 1704) and Barcelona (23 September 1705).
- 8 150 tons, 10 guns, built in 1696 and wrecked on 27 November 1703.
- 9 1,130 tons, 60 guns, launched (as the CENTURION) on 1 December 1744 and renamed EAGLE in 1745, sold in June 1767: assisted in the capture of various French and Spanish ships and convoys: she won honours at **Ushant** in 1747. (Able Seaman James Cook served on board from 1745 to 1748, when he was rated Master's Mate. He later rose to the rank of Captain ...).
- 10 1,400 tons, 74 guns, launched 12 May 1774, renamed BUCKINGHAM in 1797 and broken-up in 1812: another successful ship that won honours at **Sadras**, **Providien**, **Negapatam** and **Trincomalee** in 1782. Later converted to a prison ship, she was used to imprison some of the mutineers from the Nore.
- 11 71 tons, 4 guns, bought in 1794 and sold in 1802.
- 12 158 tons, 12 guns, LA VENTURA, captured from the French in 1803 and renamed EAGLE, then (in 1804) ECLIPSE.
- 16 (or 13 if you discount tiny EAGLES), 1,723 tons, 74 guns, launched 27 February 1804 at Northfleet and renamed EAGLET in 1918. She was the flagship at the blockade of the Texel, Brest 1805, 1807-1808 with Collingwood at the blockade of Toulon, 1809 Walcheren, 1810 Cadiz, 1812 in the Adriatic -Ceste, Istria, Trieste. The name EAGLET is still used by the Mersey division of the RNR.
- 20 22,790 tons, launched 1918, sunk by torpedoes 1942: laid down as a battleship for the Chilean Navy, the ALMIRANTE COCHRANE was bought for the RN in 1917 and finally commissioned as an aircraft-carrier in 1923, winning honours at **Calabria** (9 June 1940) and the general **Mediterranean** (1940) and **Malta Convoys** (1942) honours. She carried Swordfish and Gladiator aircraft, and transferred aircraft of 813 and 824 Squadrons to ILLUSTRIOUS for the attack on the Italian Fleet at Taranto.
- 23 45,000 tons, launched by Princess Elizabeth on 19 March 1946 and first commissioned on 31 October 1951: extensively modernised and rebuilt at Devonport from November 1959 to May 1964. Saw service in the Suez campaign of 1956 and took part in confrontation activities in Malaysia, the Beira Patrol, and covered the withdrawals from Aden, Singapore and the Persian Gulf. Commanding Officers have been:

Captain G. Willoughby	Captain H. C. D. Maclean, DSC	Captain J. C. Y. Roxburgh, DSO, DSC*
Captain A. N. C. Bingley, OBE	Captain M. Le Fanu, DSC	Captain J. E. Pope
Captain D. E. Holland-Martin, DSO, DSC*	Captain J. B. Frewen	Captain J. D. Treacher
Captain A. P. W. Northey, DSC*	Commander P. L. Langley-Smith	Captain I. G. W. Robertson, DSC
Captain E. D. G. Lewin, CBE, DSO, DSC*	Commander G. B. Pearse	Commander R. F. White
Commander <u>A. T. F. G. Griffin</u>	Captain L. D. Empson	



Past and Present: the previous EAGLE is shown in photographs taken in 1939,



Below: 11 August 1942 - the previous EAGLE is torpedoed and sinks in the Mediterranean



Before and After: Launched in 1951, extensive modernisation was carried out on the present EAGLE from 1959 to 1964

