

Back Row: LREM CAYTON, LREM GORMAN, PO GLOVER, ME JAMES, ME PARDO; *Front Row:* EM(A) B MORGAN, EM(A) A MORGAN, NAM HALPIN, ME HUMPHRIES, LA PATRICK, AB MARTIN.

THE only meetings the Eagle Boxing Team has entered to show their fitness and prowess have been the Singapore RN Open Championships 1965 and 1966, held at HMS TERROR.

During the first leg on the Far East Station, EAGLE entered six boxers in the Championships, which were held at the end of March 1965. Five of these got through to the Quarter Finals. 3 to the Semi-Finals and 3 to the Finals. The 3 in the Finals were:

LEM(A) Price	Light Heavy
WTR. O'Hara	Middleweight
LEM(A) Baker	Light Middleweight

LEM(A) Price lost but LEM(A) Baker won by a KO in the first round, his two previous bouts being won in a similar manner. WTR. O'Hara defeated the reigning Inter Services Champion, MNE O'BRAY, on points, in only his fourth ever bout, which was a real feather in the cap of O'Hara. So for the 1965 Championships, EAGLE had the Middle and Light Weight Champions.

In the 1966 Championships EAGLE entered 9 competitors. The uncertainty of EAGLE's programme created an unfortunate lack of pre-Championship competition, and the team could not be brought up to the peak of training and only three of the nine reached the finals. These three were:

LEM(A) Cayton	Light Heavy
EM(A) Morgan	Light Middle
LEM(A) Patrick	Lightweight

Although they were all beaten, each lasted the whole distance. The main weakness was that they lacked aggression. EAGLE finished in 3rd position in the team competition to 40 Commando and HMAS DUCHESS.



WE have been fortunate in Eagle in having probably the best Cross Country team afloat in the Navy. At the start of both legs of the Commission it beat existing records for the coast to coast North to South Devon Road Relay and are the current Services record holders for the race.

The ship's commitments have been such that we have not been able to run as often as we would have liked, but where able, the team has always put up excellent performances and their hard work in trying conditions, when and where possible, was rewarded when they won the R.N. (Singapore) Team Championships, beating seventeen other ships and establishments in February 1966; a very commendable performance indeed.



Mech Ahern being presented with the RN (Singapore) Cross Country Team Championship Trophy by Admiral Twiss, Commander-in-Chief Far East Fleet.



BACK: EA FAGGE, MECH. MARSHALL, SA PARROCK, AB STOREY, ME KETTLE, AB MAY, AB McCORMACK, LS ROSEWELL. FRONT: LT. AUSTIN, MECH. AHERN, WTR. O'HARA.



WATER POLO

WATER POLO has been the unluckiest of sports inspite of all the water that has been crossed. After a short but successful first leg in which the teams proved well equal to the opposition, the second leg has been disappointing. No opposition was available at Mombasa and the teams had to be content with the few games to be had at Singapore.

Let us hope that the remainder of the commission provides the team with opportunities to show their true capabilities.



Back. NAM SMEETON, NAM HELLER, REM WELLINGTON, ME PRICE, CK BLITT; *Centre:* SA (V) WOOD, LME BLOWER, LT WIGLEY, POAT TICKNER, C/MECH SIMPSON, AB SWIFT; *Front:* NA (H) LOCK, EA RITCHIN, NA (H) HOULSTON, NA (H) SPITTLEHOUSE. AB SHARP.

THE ROYAL MARINES BAND



We played on

dances, playing at a football match, a beat retreat in the city square, a cocktail party, various guards and bands and a 'Grippio's run' with the French Navy band -all inside two days Phew!!

From there to 'Gib' with a much quieter stay, just a couple of dances ashore, a beat retreat on board and a parade ashore to celebrate the opening of the Gibraltar Legislative Council. Perhaps the most interesting activity was the meeting with the Middlesex Regimental band, with whom we rehearsed ashore. The scope of a Marines band of eighteen is of necessity limited, but an Army band's forty or so musicians need accept no limitations, so the dust was shaken from such works as Scherezade, Carnival Romain etc., and a good 'blow' was had by all concerned. Perhaps of even greater interest was the band bar reputed to be the cheapest in Gib, and at our disposal all the time.

Back at sea, and gunnery drills taking up a fair amount of the time with the odd hangar concert and dinner programmes before returning to Devonport and leave prior to sailing on the first leg east of Suez. It might be of interest to note here that in this first short period the band had the opportunity to do more work than perhaps the rest of the commission put together.

From here on, to table the band's activities chronologically would be far too repetitive - suffice it to say that they played on the flight deck regularly for RASing, and at every port on the first leg were called on to Beat Retreat. Also on the first leg - every Saturday night was dinner night - so it was decided to try the small dance group as a change from the orchestra, this was such a success that from then on it was orchestral one week -group the next and so on. This must be the first time that this kind of combination has been used for dinner.

Christmas in Mombasa saw us playing for impromptu carols on the flight deck at eleven o'clock on Christmas Eve, a carol service the following morning on the quarterdeck after which the band split up and visited every Mess in the ship imbibing at each a creditable performance! There was only one flop as after playing a couple of carols outside the Captain's cabin we found that he wasn't in! Every visit to Mombasa has included a concert at Azania Drive where literally hundreds of locals parade every Sunday.

One of the highlights of the Hong Kong visits was a concert given outside the Town Hall. An unusual event that also made our stay there was 820 Squadron's dance in a Ferryboat cruising round the harbour, an evening we certainly enjoyed - as also was the 899 Squadron convention in the Hong Kong Fleet Club.

THE band passed out at the Royal Marines School of Music, Deal, on 6th May 1964, before Captain EMPSON and Commander EBERLY - joining the ship two days later. The first main function was the commissioning day ceremonies which included a service in the hangar and a marching display on the flight deck we little knew then how few opportunities would occur to repeat this latter event!

During the time in Plymouth, we performed at various ceremonies including commissioning services for TALENT, MERMAID, Navy days, Air day at Yeovilton, a dinner programme on Drake Night in 'Drake', the ship's company dance in the Guildhall, Corps tercentenary celebrations at Exmouth and even a families' day at sea on the TARTER.

With sea trials we were able to use the hangar for band concerts, and at Brest managed to fit in two ship's



... on every side

On the way home, we Stopped at Beirut where we managed to fit in two dances, a programme at the ship's football match and a beat retreat on the flight deck - all inside two days again. Then it was Malta and home, playing for entering harbour - and down came the rain - but who cared?

During our all too short stay in Devonport, we played programmes at the Cheshire Home, Nazareth House, dinner at HMS Cambridge (in a tent) and various farewell "do's" in the Wardroom.

The start of the second leg saw a stop at Malta when the band messed with the C-in-C's band ashore and gave a concert in the Manoel Island Club. Through Suez and beyond, music was supplied intermittently throughout the ship. As far as the band is concerned, nothing of note has happened so far during the second leg. Both visits to Mombasa were almost exact repeats as was our visit to Singapore. One small event of note perhaps was the presentation of a chamber music concert, entered into with a fair amount of trepidation by the Bandmaster, it was however, fairly well received and certainly worth repeating. Mombasa is notable in that the local bus service seem to have a grudge against R.M. Bands! We never went anywhere without something going wrong. The boot door dropped off on the way to the Oceanic Hotel, the bus broke down completely on the way back from a band brewery run and again at 0300 one morning after playing for a dance at the Mombasa club. Being taken to the wrong venue is another hazard we have faced and to make all this interesting the drivers speak little or no English! At least-not when things go wrong. Despite these little trials however, the job has always been done, and we have had something to remember the place by - though after four visits so far it is going to be difficult to forget the place!

One of the most rewarding jobs given to the band has been the S.R.E. It has meant a lot of work with little thanks for those concerned although I am sure their efforts have been widely appreciated it is just that no-one has yet bothered to say so, the service they have given to the ship has been incalculable.

On the gunnery side, the bandmen have functioned particularly well in the Turret, the T.S. and G.D.R., one of the less desirable tasks being the early morning tracking on every flying day.



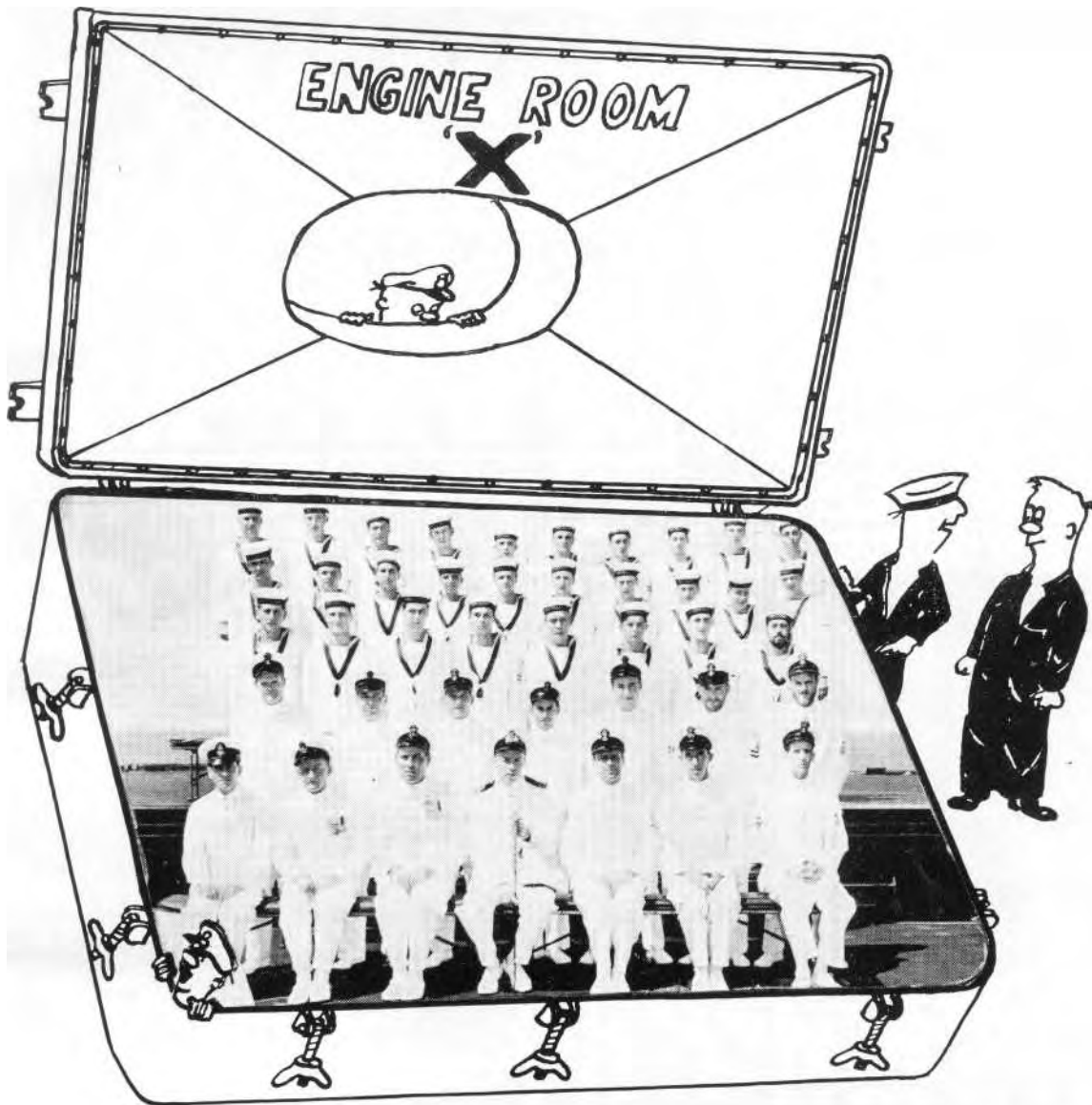
Standing: BURTON, GOUK, BURROWS, WARD, BOTTOMLEY, KELLETT, JONES M.A., FAIRCHILD, JONES D., DEARY, ALEXANDER; *Seated:* MATLEY, LANGLEY, BUG PULLEN, B/CPL OATES, B/SGT BROWN, LT CDR PIKE, B'MASTER ELLIOT, B/CPL SIVYER, BUG THEOPHILUS, SINGLETON, JOHN.

ENGINE ROOM DEPARTMENT

PRESENTING - the ENGINEERS the largest single body of men in ship who throughout the commission have succeeded in keeping the ship on the move, in providing the power to run the generators without which nothing would happen on deck or below, in keeping you cool in the hottest climates, in heating the food and baking the bread, in making ice and keeping stores, in launching aircraft and recovering them too, in all this and more besides, too much to mention here. This has been done not so much with steam, but with STOKES, to whom these pages are dedicated.



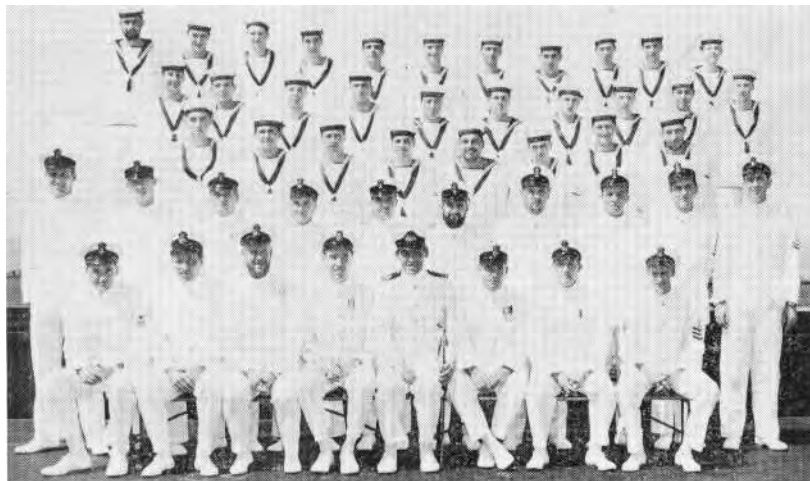
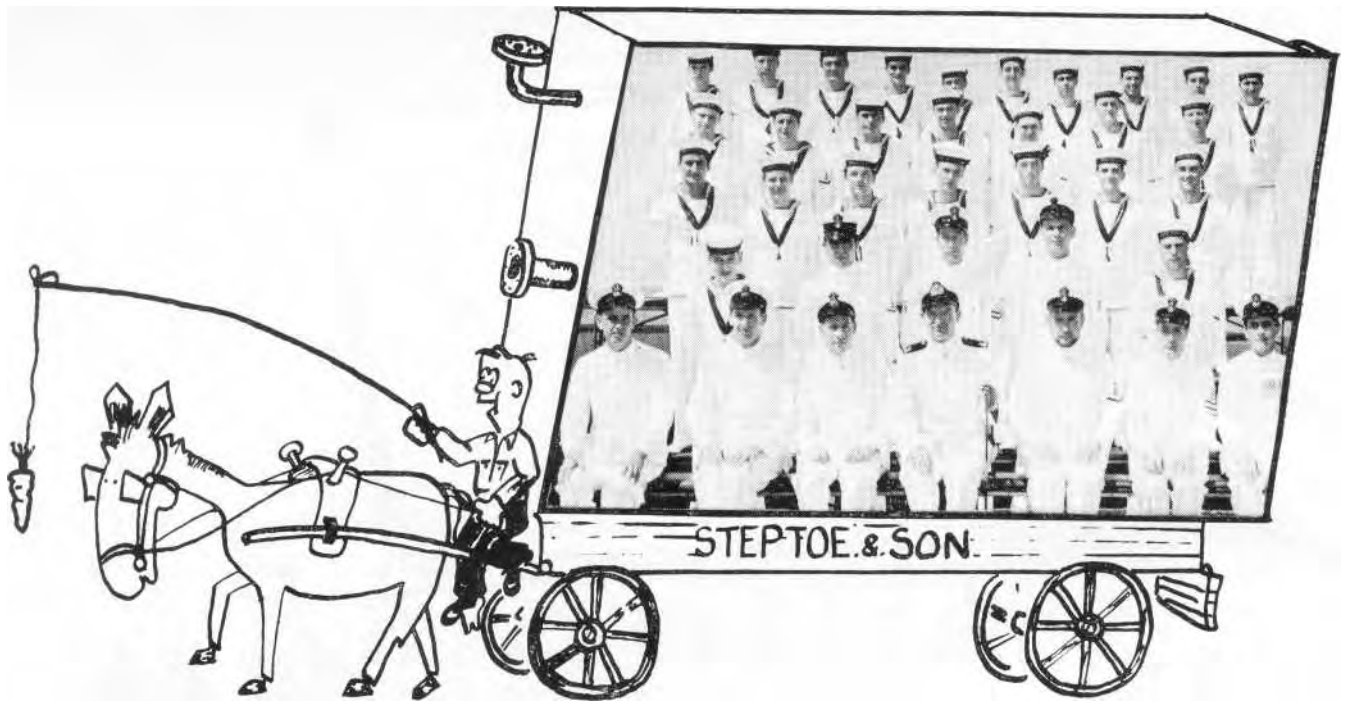
Back: LME DAVIES, ME ROGERS, ME COTTON, ME WILSON, ME BOSSON, ME GREENWOOD, ME MITCHELL, ME WISEMAN, ME MANCINI, ME KENT, ME THOMAS, ME LAWLESS, ME SMITH, LME HOLT; *4th:* ME LAVERTY, ME JOHNSTONE, ME WALSH A LME HERBERT, LME CARR, ME WOOD, ME FLOCKHART, ME HIDDLESTON, ME SEAL, ME GURDEN, ME HAZEL, ME RUSSELL, LME BROOKS, LME BLOCK, ME WALSH T, ME BURGESS; *3rd:* ME HOARE, ME WARD, ME DALY, ME ATTWOOD, LME SMITH, ME BURNLEY, ME BUCKINGHAM, LME O'CONNELL, LME ASHCROFT, LME DODWELL, LME PECK, ME HEAVENS, ME JONES, ME JENKINS, ME COOK, JME NUTT, JME ROONEY, ME WEBB; *2nd:* MECH HODGEN, MECH MOLYNEUX, POME SMITH, POME HAMILTON, MECH SPICE, MECH CULLIS, POME BISHOP, ERA RAYNOR, POME TORKINGTON, POME MACHIN, POME DRIVER L, POME DRIVER A, ERA CROZIER, ERA BENNETT, POME LOWE, ERA STEVENSON; *Front:* POME PASK, ERA BODDINGTON, ERA O'BRIEN, ERA CARROLL, MECH LARBY, CHME BROWN, CERA BREWER, LT FOX, LT CDR GALE, LT STEVENS, S/LT CHIVERS, ERA GREEN, SHPT HAZEL, MECH BARNES, ERA WHINNEY, ERA GIBB.



*No problems to us are the leaks big and
small
Or the boilers we wash at sea,
We'll rebuild the diesel and fix the T/G
Away from the Dockyard wall.*



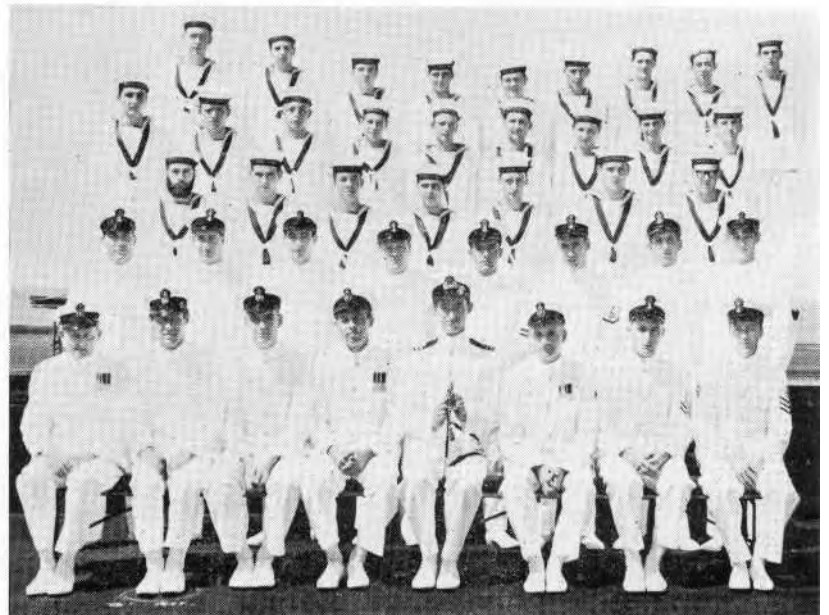
Back: LME FALCONER, ME KAROLEWIEZ, ME EDGCOMBE, ME BISSETT, ME METCALFE, ME HARRIS, ME FARRANT, ME CRUSSELL, ME WOODWARD; 3rd: ME EVANS, ME BAKER, ME BROWN, ME MINTOFFT, ME YOUNG, ME KERR, ME WATFORD, ME FRENCH; 2nd: POME DOCKREE, POME COOK, ERA LIST; Front: POME DONNITHORNE, SHPT HARVEY, CHME MOYLE, S/LT LATIMER-JAMES, CERA SHARKEY, ERA KING, MECH MALLETT.



*"It's hot", they say, "On the Boiler
Room Plates"*

*"Let's see", the P.M.O. cried,
But he didn't long bide to quickly decide
That stokes his sweat money rates.*

*Stoke's he's like a Royal Marine,
The motto's just the same,
"First in, last out, ashore or afloat",
And his rub, like the beret, is green.*



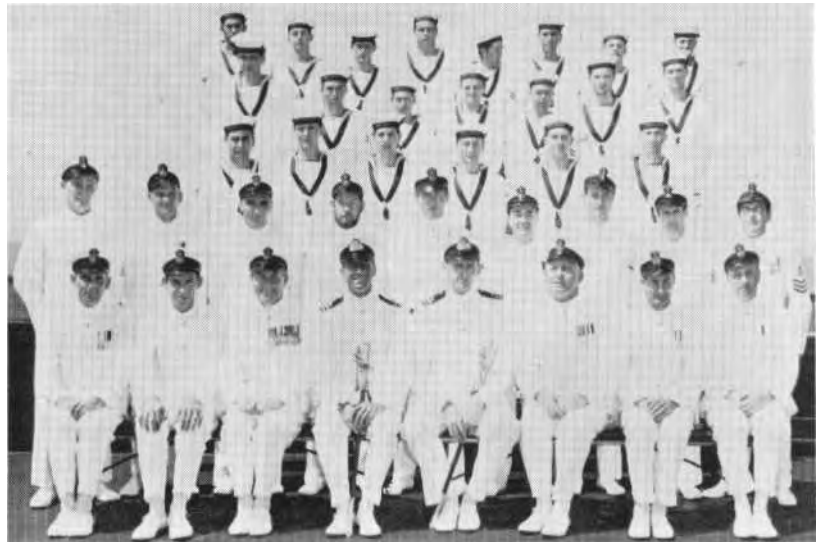
Back: ME HARRIS, ME RAWLINGS, ME HANLEY, ME BROWN, LME WHITEHEAD, ME BOWER, ME WHITING, LME ROOM, ME SPURR, LME AKRIGG. *4th:* ME DEWAR, ME KEARON, ME HOGGARTH, ME OAKLEY, ME BINNS, ME McLEAVY, ME POUCHER, ME POINTER, ME RAYSON, LME CLAY; *3rd:* ME MILLIGAN, ME JAMES, ME VALLELEY, LME WYATT, ME POSTHUMUS, ME HEAFORD, ME ROWE, ME McEWAN, *2nd:* POME ANDREWS, ERA EDDY. POME HALL, ERA MAYER, ERA FREEMANTLE, MECH SMYTH, ERA LINGHAM; *Front:* ERA GASKIN, MECH MURCH. CHME ROYAN. LT WOOD. POME GARDNER, ERA PROUT, MECH KENDRICK.

Back: ME CAMERON, LME DUMBLETON, ME WILSON, ME FERRIER, LME CRITCHLEY, ME LOMAS, ME HOLLAND, ME BATTERSBEE, ME HENTHORN, ME REID, *4th:* ME DAVIES, LME WAREHAM, ME JONES, ME OTTERWELL, ME THOMAS, ME CLARKE R, ME BULLOCK, *3rd:* LME PESTOR-YOUNG, ME CLARK G, ME O'GRADY, ME COOPER, ME HILL, ME DOBINSON, ME LAWSON; *2nd:* ME BARROWCLIFT, POME ROBERTS, MECH PERRY, ERA BONSEY, LME ILIFF; *Front:* CHME MUSK, ERA IRONSIDE, ERA PERRY, S/LT CURTIS, ERA WATERS, POME DANIELS, ERA CAMPBELL.

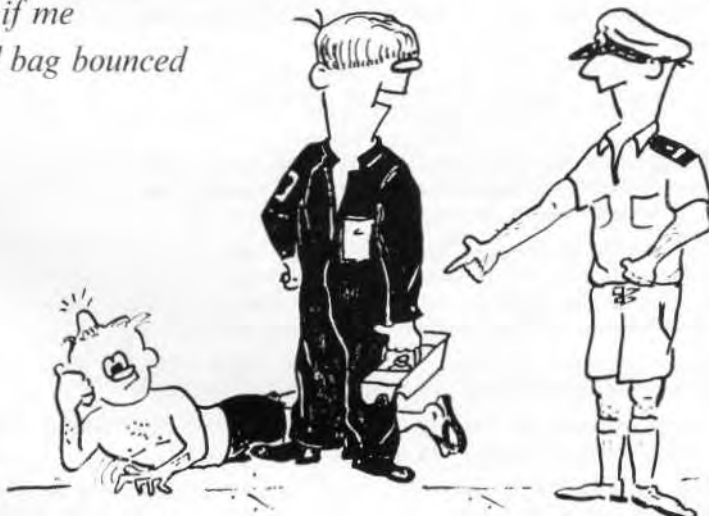
Back: ME JUSTICE, ME YEATMAN, ME WILDMAN, ME BILSON, ME DEANS, ME THOMPSON D, ME AINLEY, ME RICHARDS, ME SUMNER, ME BRACK, ME *4th:* ME CLEUGH, ME JOHNSON, ME SENIOR ME DOLLING. ME ROBINSON, ME GWILLIAM, ME PROWSE, ME JACKSON, ME MILEHAM, ME BANCROFT; *3rd:* LME HARRISON, ME GOLDACRE, LME BRYCE, LME BERRY, LME HOCKNEY, LME HABRON, ME SMITH A., LME McBURNIE; *2nd:* MECH BROWN, MECH FREEMAN, ERA BENTON, MECH AHERNE, POME SPURLING, POME WORKMAN, MECH GOSLING, MECH LYALL, ERA SMITH, POME PINCKSTON; *Front:* ERA COSGROVE, ERA BRIMMELL. MECH JONES. CERA BLAIKIE, LT PRICE. CHME LARGE, ERA PRINGLE, MECH TIDYMAN.

Back: ME LAIDLER, ME SCOTT, ME SIDDLER, ME ARCHER, ME STOCK, ME HOLLAND. ME BAIRD, ME MOFFATT, ME WRIGHT; *4th:* ME COLLIS, ME BIRCH, ME WILSON. ME HAUSTED, LME STRUTTON, ME SALWAY, ME McCUNE, ME GOODMAN, ME THAW, *3rd:* LME McLEAN, LME OLSEN, ME HALL, ME DUNSIRE, ME KERWIN, ME ROBERTS. ME RIDDLE; *2nd:* MECH SPICE, ERA OVERTON, ERA RICHINGS, ERA FOLLEY, POME CHRISTIAN, POME DAVIDSON, ERA GOOD, ERA GREEN; *Front:* MECH SHERWOOD, ERA BUTTERWORTH, MECH THORLEY-SMITH, CERA HARLEY, LT BLACKMAN, CHME EDWARDS, POME KNIGHT, POME DOCHERTY.

Back: LME HANDS, ME RODDA, ME WILLIAMS, ME CROSS, ME FLYNN, ME COWELL, ME KENDRICK. ME ARTHUR; *4th:* ME SABEAN, LME STEELE, ME SHAY, ME LALLY, ME WHEELER, ME BRAVERY, ME SYKES; *3rd:* LME SCRAFF, LME McCARTHY, ME RITCHIE, ME SMITH, ME ELKIN, ME INGLIS; *2nd:* ERA DUDMAN, CHME RIGG, CHME WISEMAN, ERA KEIGWIN, ERA MOHUN, ERA CRUMMEY ERA TYLER, ERA BARCY, POME GREY, *Front:* MECH CROSS, ERA WAREHAM, CH MECH BRAITHWAITE, LT AUSTIN, LT MELVILLE. ERA TURNER, SHPT PURKISS, CHME HAWLEY.



*He asked me if me
and bag bounced*



*So I bounced
im with it*



AIR DEPARTMENT

JANUARY 6th, 1964, saw the arrival of a dozen stalwart Aircraft Handlers led by Leading Airman Fairburn reporting to H.M.S. DRAKE as the Trial's Party for EAGLE'S first voyage to sea for five years. A lot had to be done. Encouraged by the regular fortification of tea, the inevitable tons of rubble were removed and the firemans and their associated equipment polished, greased and put into place. Regular testing during sea trials proved that a good job had been done and the deck was then ready for aircraft.

A Buccaneer, Scimitar, and a Vixen came aboard for arrestor gear and catapult trials, while we amused ourselves by sticking large letter "E's" on the tails of some Tiger Moths that visited us for a day. Masking tape can be used for anything!

Although the English Channel is not at its best in the early months of the year, we were able to suffer the occasional bout of sea-sickness in reasonably good spirit and returned to Devonport with our trials period having resulted in a complete success.

With the arrival of the main contingent in late April, the Flight Deck was then "Spit and Polished" for the Commissioning Ceremony in May when it was one of the main attractions for visitors.

The local Devonport men had more than their fair share of the cake with the trials programme, so a slice was given to the Portsmouth locals when we paid a two week visit. The Flight Deck Party members who attended the ship's dance in the Guildhall had a merry time and their quota of ale!

Now we began to look ahead to our sailing for the Far East at the end of the year. We sailed on December 1st and for the very first time, embarked all our Squadron Aircraft and wondered where we were going to put them all, 800, 899, 849'D, 800'B and 820 in full strength.

The work up in the Med. went very well, and with day and night, exercise fire and barrier rigging we considered ourselves the fittest department on the ship. Even the Captain, at Divisions off Aden, remarked how well we were looking. As good a tribute as any.

Christmas at Mombasa was celebrated, with the customary visits by the Departmental Officers, Lt. Cdr. Smith, Lt. Credland and of course C.A. Ron Street, in the true traditional manner that only handlers can do successfully, by wine and song, in that order. Choral arrangements by "Sycho" Decan.

Our S.M.P. resulted in the Flight Deck looking Spick and Span for our departure from Mombasa. We made our way to Singapore to give EAGLE its first taste of the Orient. Visits were also made to Subic Bay and Hong Kong and at the latter Jenny's Side Party eased our task by painting the island. It made a rather pleasant change to go ashore having to wear burberrys after the heat of Singapore and of course we had the best of Suzy Wong's hospitality!

Another S.M.P. in Singapore and we had many volunteers for Procedure Alpha when the ship headed in a westerly direction for U.K. C.A. Ted Street had joined us to take over from his brother, and found many friends to make him feel at home.

There cannot be many Flight Deck Parties who can boast of Two Christmases in a row spent in Mombasa, but, after setting sail on August 24th. we found ourselves being greeted by the now familiar "Jambo"!

It was just wishful thinking when we heard of another visit to Hong Kong for we were in Singapore when the trouble broke out in Rhodesia so EAGLE headed west with all speed to keep vigil. However ARK ROYAL, after much



Back: NA REENAN, ME BROWN, NA WINFIELD, NA PORTON, NA WATTS, NA GOODBAND, L/A RIDSDALE, NA SPINK, ME GOSLING, NA LAVERTY, NA ROACH, ME MITCHIE, ME GWILT, ME PACKAM, NA BOATMAN; *Centre:* L/A WHITEHOUSE, NA PEMPERTON, PO FLOWER, CPO SMITH, CPO FALLOWS, CPO LAYTON, CPO JOHNS, L/A BOWDEN, N/A SPIERS, ME TAYLOR, L/A GASH, L/A GRAY. *3rd:* S/LT GOMM, LT DODD, LT FUNNING, LT AKERMAN, LT CDR RODGERS, LT CDR COLEMAN, LT CDR CHAPLIN, CDR LANG, LT CDR SUTTON, LT CHESWICK, LT PEARCE, LT LIPSCOMBE, LT LEWIS, LT BRADLEY, LT RAYMENT; *Bottom:* NA MATHEWS, NA WHITBREAD, NA GIBSON, NA FREEMANTLE, NA THOMPSON, NA BARNES, NA DEBENHAM, L/A MARSTON, NA WHITE.



Back: NA WARD, NA GORDON, JNA ROBSON, NA COLEMAN, JNA NEWSHAM, NA COTTON, NA SMITH, C. NA MYCOCK, NA BEST, JNA LOCK, NA NELSON, NA HOLLEY, NA HICKS, NA MARTIN, JNA MITTEN, JNA MAUND, JNA WALKER, NA MITCHELL, NA BROWN N., NA AKERMAN, NA CRANMER, NA ELLIS, NA STARLING, NA SMITH, NA WRIGGLEWORTH, NA FORREST; *4th:* NA LE-MOIGNAN, JNA NEGUS, NA SMITH J., NA HILL, NA GIBSON, NA BARTLETT, NA BRAZIER, NA WAKELING, NA DIXON, NA MEARMAN, NA SEBASTIAN, NA GORDON, NA HESKETH, L/A WHALLEY, NA KILBY, NA HAMBROOK; *3rd:* NA MASSEY, L/A FARLEY, L/A FAIRBURN, L/A TASKER, NA ADAMS, J.S. NA PRIOR, NA TURNER, NA FORD, NA SPITTLEHOUSE, NA LUMSDEN, JNA OGLESBY, NA ROBINSON, L/A COLVILLE, L/A DECAN, NA SMITH D.J., JNA CLARIDGE, JNA HODGSON, NA KINGSTON, NA BURNS, *2nd:* McCAFFERY, LA SHARP, L/A THEOBALD, PO BROWN, PO PALMER, PO HOBGEN, LT WILLIAMS, LT CREDLAND, LT CDR SMITH, CDR LANG, LT CDR BENNETT, LT ENTWISTLE, CPO STREET, PO SINGLETON, NA QUINLAN, NA LEECH, *Front:* L/A GIBBS, L/A WATKINS, NA BORTHWICK, L/A LONGBONE, NA MATHERSON, NA WATSON, NA RAWLINS, NA BROOKS, NA BEST, NA WILLIAMS, NA HALPIN, NA THOMPSON, B. NA LEWIS.

trouble with serviceability, relieved us for a few weeks whilst we returned to Singapore to complete our interrupted S.M.P. During this time Lt. De-Sallis were over to ARK, (after a glorious send off!!) and Lt. Bowden took his place. They changed over again when we relieved ARK on task off the Western coast of Mozambique.

Task flying consisted of very little more than patrolling day and night and the F.D.O.. Lt. Cdr. Hunt had many arduous games of Deck Hockey played the Handlers way - no rules! With our seventy days at sea, it was one way for us to get rid of surplus energy.

Whilst these words are being laid down, we have slightly under five months to go before we return home and although our runs ashore are likely to be very limited, the Flight Deck Party is a happy one. With team spirit taking a very high place and a warm friendliness between all, we are not grumbling. After all, we are Aircraft Handlers aren't we?

WEAPONS AND ELECTRICAL DEPARTMENT



Blame it on the sight

At one time there were sufficient ADA programmers to form a platoon for Sunday Divisions but somehow the suggestion was not taken seriously. The co-operation between modernisation authorities and ship's staff was first

INTENSIVE work for the majority of the Weapons and Electrical Department started at the beginning of 1963 in order to prepare for a ten month trials period in 1964. Under the leadership of Commander A.L. Orr, the "heavy" electrical ratings set to work below 4 deck on the pumps, fans and generators while a great many more were undergoing pre-commissioning training at various establishments preparing to maintain the newly fitted equipment such as Radar Type 984, Action Data Automation (ADA), Inter-gated Communications System (ICS), Ship's Inertial Navigation System (SINS) and Seacat Systems

By the New Year of 1964 all the "specialists" had arrived ready for Sea Trials; after a £31 million modernisation all the communications available were a 618 and B28's borrowed from the Dockyard! Nevertheless, testing and tuning proceeded according to plan, and by March, when Radio and Electrical trials started in earnest there were some three hundred dockyard and trials personnel on board.



EM COLSTON, EM KENNEDY, LEM DORAN, EM BYNG, AB COLLIER, AB FISHER, EM PRYCE, AB CROUT, EM DALTON, LEM HURLEY, EM HARTLEY, EM MORGAN, EM McCULLOUGH, EM FAIRBANK, EM LOVE, LEM OVERTON, EM FAIRBROTHER, AB GREGORY, LEM PARKER. EM MANSON, EM CRANE, REM PEARCE, AB O'ROURKE, EM LINDSEY, EM BURRIDGE, EM MOIR, EM JAMES, EM STOREY, E M JOUVENAAR, EM GALLAGHER, AB RICHARDS, AB SMITH, CAW APP HAMILTON, AB WILKINSON, EM GORRIE, AB CURNOW, 'L' MECH GOLDSMITH, POEL HARRISON, EM SIM, EM BREEZE, LEM CAMERON, LEM WHITEHOUSE, EM RICHARDSON, EM JONES R., EA HYS-TEAD, EA WALLIS POEL MARSHALL, 'L' MECH BOOTHROYD, CHEL GORTON, EA MCGILL, POREL REYONLDS, EA JOHNSON, WM MASTERS, AB LEDWARD, EA MORRISON, OA DOWSETT, AB WATKINSON, POEL POOLE, PO GILBEY, POEL BLOWER, PO RYDER, CPO KELLY, CEA BRENTON, LT TUCKER, CDR ORR, LT CDR TOUT, S/LT NORSWORTHY, OA CHOAKE, EA COGBILL, CHEL NORRIS, 'L' MECH SIMPSON, LEM WILSON, LEM SHELTON, EM ELLIOTT, EM MASON, EM CRAIK, LEM HARE, EM ESCREET, EM PYM, 'L' MA BUCK, 'L' MA JENKINS, AB DOWNIE, AB HEALES, AB HARDS.

class throughout the whole of the long trials period; the names of Commander Carey, Messrs Anderson, Cann, Slater, Mason and Stretton come immediately to mind and it is to them, and many more like them that the department owes much of its subsequent efficiency.

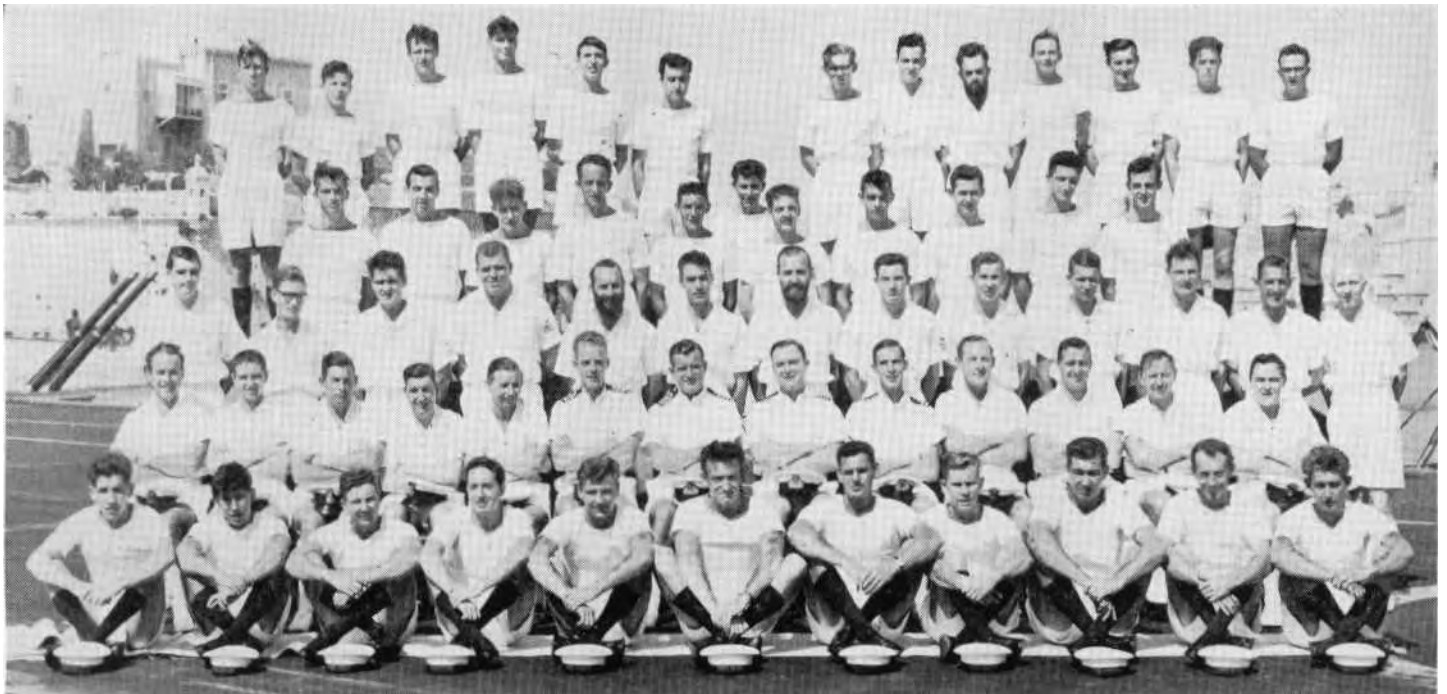
During the whole of 64 a steady stream of V.I.P.'s. visited the ship and the walkround always included the new equipments. In the summer the department took time off to win the Inter Department Swimming Gala in the H.M.S. DRAKE Swimming Bath.

Eventually the squadrons were embarked and the ship sailed for service East of Suez on December 1st, a fact extravagantly covered by T.V. and the national newspapers. The next news headlines had a touch of bathos because this time all three A.C. generators were defective and the ship was lying helpless in Mombasa harbour early in the New Year. At this time A.C. power was obtained from H.M.S. WHITBY tied up alongside, via special cables purchased from the African Marine General Engineering Company. Some extremely hard work was put in by Chief Electrician Gorton, Electrical Mechanician Price, Electrical Artificer Johnston, and Electrical Mechanics Hurley and Colston on two of the generators, while the maker's engineers repaired the remaining one. The ship eventually sailed but all was not well and one day out from Singapore the gas turbine failed again. An enforced Damage Contol Exercise using the Mk. 37 Director System motor alternators enabled the aircraft to fly ashore and the ship to limp into the dockyard. Here a more permanent repair was effected and the ship's programme was continued.



The 'Gaffer' at work

The visits to Subic Bay and Hong Kong were very successful and the department had a splendid Officers and Chief Petty Officers dinner in the China Fleet Club.



LEM QUILTY, LEM WELCH, LEM HARPER, LREM REAVEY, AB FORDER, LREM ALLEN, LREM WAGNER, CAW (A) HARRISON, MA HILL, EM FAIREY, REM HAMILTON, LEM HOLMAN, EM TREEN, AB RICHARDSON, LREM CAUSER, REM FRANCIS, LEM OBEE, AB MAY, FM BARSLEY, EM ROBINSON, AB QUINTON, EM SHERRY, AB RHODES, EM WILKINSON, REA MARTIN, 'L' MECH PRICE, PO RENNIE, REA BACKHOUSE, OA McSHERRY, 'R' MECH WATERHOUSE, OA ROSTRON, OA BALCH, OA KITCHEN, OA McDONALD, OA HEMPSALL, OA PLUMPTON, CHEL GREGORY, OA SCOTT, EA STAINES, REA HARVEY, COA HAMILTON, COA SONNEN, LT CDR JEWELL, CDR ORR, LT CDR TOUT, LT TOOLAN, CHEL LONGSTAFFE, POEL JAMES, POEL STONE, 'L' MECH ELLIS, AB MASON, AB MANNING, AB ALLISON, EM RILEY, AB CASSIDY, AB DAVIS, EM STEWART, EM COE, LEM NELL, AB STILL, AB LABRUM.