



REM FLANDERS, LEM LAKE, REM THOMAS, LEM CHAPMAN, EM DAVIDSON, REM LYNCH, LREM ROSE, EM WHITWORTH, EM SEDDON, EM HEWITT, REM JENKINS, EM CHILDS, CAW (A) DALBY, EM CHAMBERLAIN, REM WEBSTER, EM TAIT, REM ROBERTSON, MA BAYNES, REM SIM, REM CHURCH, AB TURNER, AB O'KELL, AB ROBERTS, REM MacLEAN, REM SHEPARD, LREM BUTLER, LREM SIMPSON, L/S HASLETT, LREM DAVIES, LREM FAYLE, REA ELLICOTT, PO EL BROUGHTON, EA MOORE, REA WHITING, CHEL WILSON, CHREL MARR, POREL SPROSTRON, 'L'MECH DUNN, CEA JOHNSON, CREA WHITE, REA CAMERON, POEL COOPER, POEL KILLEEN, EA HARVEY, REA KNIGHT, REA APPLEYARD, REA ARNOLD, POREL WALKER, REA HEALY, CREL ROBERTS, REA COOPER, CHEL BUSHELL, REA PRYKE, REL CALVER, S/LT WATTS, LT CDR KNIGHT, CDR ORR, LT CDR TOUT, S/LT SMITH, CREL LYON, CREA JONES, 'L'MECH MAHONEY, REA GASSTON, LREM GOOSE, REM MAULE, LREM HUGHES, LREM BANKS, REM JAMES, LREM HIGHAM, REM JACKSON, REM NOAKES, LREM HEWITT, LREM BENNETT, REM FRENCH, REM EDMONDSON.

During 1965 Lieutenant Commander Tout, the Deputy Electrical Officer, was selected for promotion to Commander and Chief Electrical Artificer Brenton was awarded the B.E.M. in the Queen's birthday Honours List. The computer team received a Herbert Lott efficiency award; this team, led by Lieutenant Commander Knight and Chief Radio Electrical Artificer White, had amongst their magic boxes three Poseidon computers, each capable of carrying out half a million six figure calculations per second. The enormous power this gives the command is indicated by the fact that each computer represents one quarter of the power of Atlas, Britain's largest computer. The overall system with its 3,000 printed circuit panels, 200,000 semi-conductors, 200,000 conductors and capacitors, 10,000 valves and over two million soldered connections is a real box of tricks. Fortunately fault finding is partly automatic. The System is the first fully automatic aircraft direction and weapon control system in the Royal Navy.

The ship's six 500 Kw turbo generators, three 500 Kw diesel generators and three 1¼ megawatt A.C. generators supply sufficient power to provide electricity for a town the size of Teignmouth. If you want more facts and figures there are more than 800 miles of electric cable fitted, over 10,000 lighting points, and a sixteen line automatic telephone exchange has 694 extensions serving every part of the ship.

Sporting activities have depended very much on the programme and the departmental football team is probably the strongest in the Ship. There is good representation in ship's teams as well. The following have been regular 1st team players:

- Rugby:* S/Lt. Smith, A.B. Canning
- Football:* O.A. Dowsett (capt), P.O. Elect. Marchall, A.B. Manning
- Water Polo:* S/Lt. Norsworthy, S/Lt. Smith, El. Mech. Simpson
- Cricket:* O.A. McSherry, Ch. Rel. Calver
- Hockey:* R. Mech. Goodridge, R.E.A. (A) Harvey



Our Motto: Think! Maybe we can eliminate this work

THE team joined EAGLE from HERMES in March 1964. As befits a group so well versed in the practices of modern, "Management, Organisation and Methods," the most up-to-date means available were used to effect the transfer. One of the team "borrowed" a handcart from somewhere and we pushed and carried our equipment from one ship to the other.

We took over one of the Admiral's offices, an earlier Work Study Report having recommended the elimination of the former occupants. The compartment itself had also been Work Studied and was equipped with a minimum of furniture and benches. A visit to the "Chippies" revealed that they knew all about Work Study! They immediately asked the big question "Who else COULD do it?"

The team duly borrowed tools and "acquired" bits of wood and the Office was equipped.

With an established base we proceeded to tackle problems of many different types. There were the flat-footed watchkeepers of the double-bottom party. We followed them up and down many a ladder before we established that the bulk of the work could be done by dayworkers.

From a study of the replacing of the main reeves of the arresting gear the most significant conclusion was that if you could get someone

else to do it then this was undoubtedly the best method. If you couldn't then the team had some proposals to offer.

Other tasks have been to try to find all the filters used in the air-conditioning and ventilation system used throughout the ship and to suggest routines for cleaning or replacing them and routines for embarking and transferring Aviation Iso-propyl Nitrate, AVPIN to most sufferers.

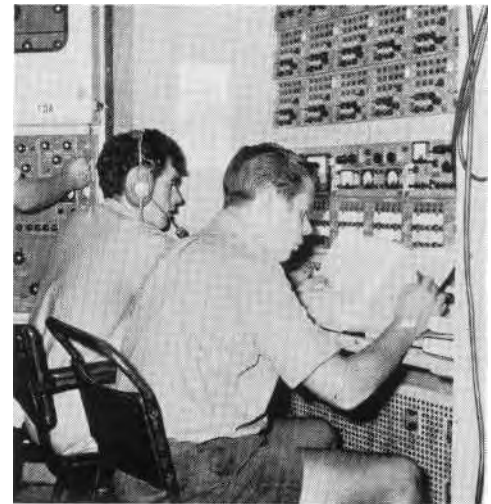
At the present time the team, which has varied in size from one officer and three ratings to the Officers and four ratings* is engaged in putting the finishing touches, we hope, to a study concerning the organisation and procedures used for aircraft maintenance in front line squadrons. This mammoth study, which has involved teams in three carriers and with five squadrons so far, is aimed at producing organisations, which, while differing in detail, will be applicable to all fixed-wing squadrons under all conditions whether ashore or afloat. In EAGLE this has involved the team not only in all the classic techniques of Work Study but some which aren't even in the book yet. For the whole hearted co-operation we have received the team says "thank you".

* **Footnote:** We have heard that a Work Study Team of six officers and five ratings is being set up to study all teams containing more than two officers and three ratings.

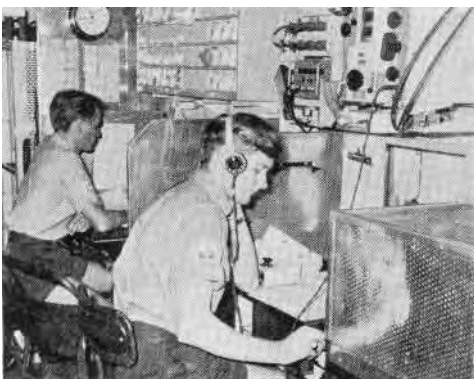
Communications Division

WHAT kind of commission have we had over the last year? We will forget the instant cry of green rub which the S.C.O. says is only an unsolicited rumour and think of what life on board the largest ship in the fleet has meant to us. What about I.C.S.? Well considering this is a bunting writing this you may well ask what about I.C.S. I suggest you ask CRS. Fleming as he swears by it, as opposed to swearing at us. Ask him and he will mutter GSO with HSW or some other equally enigmatic statement.

Constant watchkeeping at sea and the few times we have been in harbour has kept us all in the peak of condition. What kind of condition I would not like to say. At one time it did look as though we were guard for MOD NAVY, much to the concern of CCY FRED Farrar who was worried about his hand message organisation. Not surprising as we were in Mombasa (Ah such memories, memories, memories) at the time. Naturally it worried the orderlies as well (Please can I have a red devil chief?). One thing about having a large staff is that you always have plenty of characters around, and whilst talking about characters I suppose we must mention our bosses, the fearsome three. Cos if we don't you won't be able to print this. We've been lucky, we've had six, or another way of putting it, we've been unlucky, depending whether your an S.D. candidate or not. We hope we have managed to make them feel proud of us at all times, especially Wednesdays. It is impossible to mention everyone but who will ever forget (and we've tried awfully hard) familiar names like LRO (FATHER) Jones, R02 (WOGGISH) Chadwick, and RO2 (THE LIP) Bastock or who will ever forget SHERLOCK CY Ken Ganney and his pants, MIGHTY ATOM, R02 (RATT) Howard and RO2 (BLEEP) Strickland. All names that make a mess, a branch, a ship in fact, because without character you haven't anything.

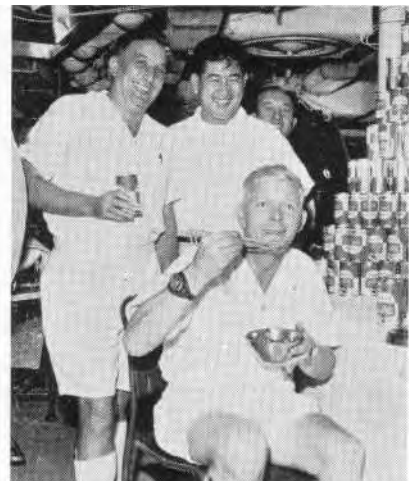


The branch has taken part in most of the ship's sporting activities both indoor and outdoor. For the first leg we had the indignity of having to amalgamate with the seamen for the major events though to be honest this usually made the side a lot stronger. Naturally enough soccer has been the number one sport and in this with the seamen we came third in the league, whilst at the moment playing by ourselves we are lying third once more, which is a fine performance. In the friendly matches we have done quite well having managed to beat the Comcens of Singapore, Malta and Gibraltar and narrowly losing to Kranji W/T. We haven't done so well against the Army, losing both to 249 SQDN and Bulford though we can say we won the drinking contests afterwards. At cricket, we will forget the defeat against the WRNS in Malta; I knew we shouldn't have stopped at Corradina Canteen before meeting them. At hockey with enthusiasm more than skill and at rugby with the seamen, we produced a side ready to take on all comers. In this field we have been lucky to have the skills of RS Collinson and R02(T) Child both First XV players. We have even managed Water Polo and Basket Ball teams on the few occasions needed. In the latter of these two we extend our congratulations to LRO Cosker for being selected for a Navy trial on our return to UK waters. As far as the flight deck sports are concerned we have more than held our own at Volley Ball and Deck Hockey whilst at Tug of War we actually lead the league at the last count mainly due to a surprising lack of opponents; can't think of anyone who could have frightened them off though perhaps RO2 (T) Brighton may have the answer. At indoor games we are rather proud of ourselves, we usually do well; RO2 Bastock and R02 Strickland carried off the dominoes championships whilst LRO Wood won the chess cup. On the whole I think we can hold our heads as high as any other department although like the rest of the ship's company we all wish there could have been more land sports. Whilst handing out congratulations we must not forget the feat of RS Gamble who was one of the EAGLE team which successfully climbed Mount Kilimanjaro during one of our stays in our 'home port'. The sociable activities ashore have provided some memorable runs. The darts team had many a successful evening in Devonport, usually after we had let the home team beat us (so they wouldn't get upset of course) and many friendships with local natives were cemented over a pint of fine beverage. From the number of invitations to come back we knew we were doing our share towards upholding the national image of the R.N., and we will now be glad when we can start accepting them.



Promotion:- To Lieutenant Commander, (Coggy) Coggershall. To Radio Supervisor! P (Grimble) Gamble, F (Mohammed) Fox, C (No Comment) Baxter, N (McBimble) Machlachlan and M Carter. To LRO(G): J (Lou) Rowson, P, (Lucy) Staton, M (Granny) Anderson, J (Bungy) Williams and H (Father) Jones. To LRO(T): L (Charlie) Cosker.

中國洗衣部



I WONDER how you manage in a Fleet Carrier without Chinese tailors, shoemakers and laundrymen. Who else could manage to deal so expeditiously with that avalanche of dirty clothes in a small, hot laundry than Miao Fung Ching and his button crushing team. How do you manage to convert pusser's shorts into wearable garments without the benevolent assistance of Keung Pui Yam. Who happily cures that down at heel look better than Kan Wang On and his team?

Altogether we've had a very pleasant and helpful crowd; may their rice bowls ever be full.



Front: R03 (U) HAMMEL, R02 (U) RUSSEL, R03 (U) EDWARDS, R02 (G) MCCLENAGHAN, LRO (T) TEMPERLY, R02 (U) MCCLENAN, R02 (G) BARNES, R02 (U) BROWN, R03 (U) MCROBERTS, LRO (T) NABBS, R02 (T) HAIN; Second: RS GORDON, RS CARTER, RS HOUSTON, CRS FLEMING, LT. HAGGAR, LT. CDR GILCHRIST, LT. REDMOND, CCY FARRER, CY BLACKWELL, RS SCOTT, RS HARTEN, RS GAMBLE; Third: LRO (G) KEENAN, LRO (T) FLINT, RS BAXTER, LRO DAMON, LRO (T) WOODS, R02 (G) SMITH, R02 (G) MACKIN, LRO (G) ANDERSON, R03 (U) FOX, R03 (U) HILLMAN, R03 (U) MULHOLLAND, RO1 (T) MARTIN, R03 (U) WADE, RS COLLINSON, R03 (U) TODD, R02 (U) BARBER, R02 (W) BLYTHE, R03 (U) HAILS, R03 (U) WHITNEY, R02 (T) FISH, Fourth: R02 (T) RICHARDS, R03 (U) POSTON, LRO (G) STATON, R02 (G) BROWN, R02 (T) BASTOCK, R02 (G) STENNING, R02 (U) JENKINS, R03 (U) PHILLIPS, LRO (G) ROWSON, R02 (G) SHEERE, R02 (U) PAINTER, R02 (U) LEGG, R03 (U) CREAMY.

Shipwright Party

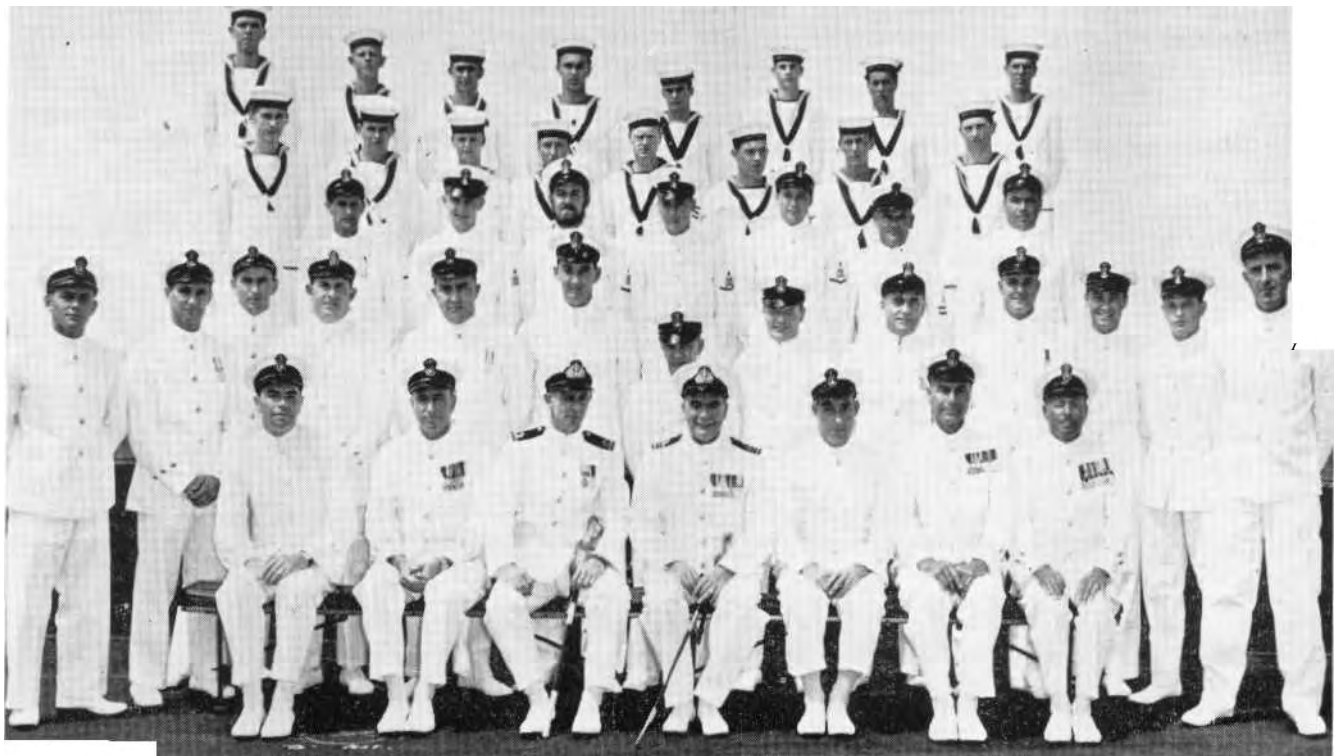
THE Hull Maintenance and General Repair Co. began to form as far back as March 1963. The chair being held by Shipwright Lt. Cdr. Stephenson, ably assisted by Shipwright S/Lt. Minty and Ch. Shpt. Art. Weeks. The latter part of the year saw the remainder of the staff arrive in dribs and drabs from those `far away places with strange sounding names'! The Firm's main workshop at 3R1 soon became decorated with assorted tool boxes and there were barely enough cups to go round at stand easy.

Despite these difficulties it was not too long before the geography of the ship became known to all. Many happy hours being spent in obstacle races and various gymnastic events required to move around the ship. Perhaps the most popular of these was the `Eleven to two-deck Hatch and Ladder Counting Scramble'. Following this as a close second came the `A to Z Duplicate Key Cutting Caper'. By commissioning day `The System', although in its infancy, was growing from strength to strength and order beginning to replace the chaos of coloured edged cards which filled the `Bottom Office.' The `Top Office' also less resembled a paper-chase and the mighty wheels of production were set in motion.

Fame very quickly spread throughout the ship judging by the `requests for work' to be done! The `System' kicked back here, and at about this time `Job Card' became a dirty word since no work would be entertained without the formality of making one out. However, after a few trying weeks, smoothness returned in the form of a steadily increasing stream of the said cards.



The Elusive 'Vera Shackle'



Back: ME AULT, AB PAY, AB FARRAGE, AB COX, AB MARTIN, JME DUCKETT, ME1 CONNOLLY, OS BRYANT; *4th:* ME SPARKES, JME GARSIDE, AB ADAMSON, AB SOMNAL, ME1 WOOLEY, ME COLEMAN, ME McLINTOCK, ME2 MORGAN; *3rd.* SHPT TUCKER, SHPT HODGES, SHPT DEACON, SHPT BENNETT, SHPT OLDALE, JNR. GILBERT, SHPT WOODCOCK; *2nd:* SHPT BROOKS, SHPT ALLEN, SHPT HARVEY, SHPT GAINY, SHPT CASE, SHPT TATNALL, SHPT HOOKER, SHPT SCHOFIELD, SHPT MACKAY, SHPT LEWIS, SHPT CURD, SHPT BURKITT SHPT. CHAPMAN; *Front:* C SHPT WEEKS, C SHPT HOCKING, S LT NEW, LT CDR FORREST, C SHPT PIKE, C SHPT WIGGINS, C PLBR LOVE



What's shores Chippy?

General Manager Having inspected the layout, which apparently met with his approval, Shipwright Lt. Cdr. Forrest was promised the chair to take effect from the following October.

The return journey to the U.K. was punctuated by the usual crop of routine work, the only cause of anxiety being the repeated splitting of the waist catapult venturi tank. This was eventually repaired by Singapore Dockyard. At Beirut, representatives from the firm manufactured and presented a climbing-bar and slide to the children of The School for the Deaf & Dumb, Aurissia. Shipwright S/Lt. Minty left the fold to take up an appointment as Manager of a shoresides firm in Aden. There is no truth in the rumour that he packed a shield as well as his sword!

Spirits were of the highest now with Devonport and leave fast approaching. Cries of 'I'll be glad when this leg's over' became more and more prevalent. Some indicating the left leg and some the right.

Three very short months later the firm settled down to workaday routine again at the beginning of a second and longer East-bound journey. By this time Shipwright S/Lt. New had joined the staff and taken up the reins so quickly dropped by Shipwright S/Lt. Minty. Continuance of the four-monthly job change scheme helped relieve the monotony of many of the routine jobs and at the same time provided much first hand experience for the apprentices and younger members of the staff.

In October 1965, Shipwright Lt. Cdr. Stephenson was relieved (very!). Last seen, he was moving at about 200 knots over the sharp end accompanied by a Gannet owned by one of the firm's subsidiaries!! It was generally understood that he should finish his journey comfortably chairborne directing the smooth running of BELLEROPHON. As prophesied Shipwright Lt. Cdr. Forrest took up station in the 'Bottom Office' and placed his finger on the mighty pulse.

With this second leg well under way it suddenly became the vogue to break previous records set by similar organisations in the past. Tractor running hours soared into the thousands and the fact was broadcast, miles and miles of film shot through cinema projectors and was noted, hundreds of sorties were flown and were heard, more arrests were made than Bow Street could ever handle and the ship steamed endless miles up and down the Mozambique Channel. The Hull Maintenance and General Repair Co. -be it ever so humble tenders it's record to date:- In the month of March 1966 no less than 354 Job Cards were attended to, signed, stamped and stowed away.

'Advanced Drafts' and 'First Leave' are now the daily byword and it is expected that the staff will devote some of their energies towards these items.

Meanwhile, the Planned Maintenance Section of the firm tackled the seemingly immense task of surveying the structure of the ship from stem to stern and truck to keel. More and more of the ship's innermost secrets were revealed as D. B. tanks were opened for inspection, scraped, scrubbed, painted, noted and re-sealed. Watertight doors and hatches throughout the ship received their share of attention, proof of which can readily be seen on the chalk-marked, grease-smearred white suits of unsuspecting persons passing through recently tested doors. To add to the delights of the Planned Maintainers, ventilation recirculating flaps, valves and closures had to be serviced and tested, many of which at first were cunningly hidden or cleverly disguised as bathroom bulkheads.

The first visit to Mombasa rather put the firm's nose out of joint since the ship's company then preferred to buy their timber ashore in the form of carvings. It was, however, not long before most of these carvings had passed through Chippies' Shop to have their legs repaired, splits patched, bottoms flattened and once more it was 'business as usual'. At Hong Kong a gentleman came to see the firm in action and it was rumoured that he was to be the new

Navigation & Direction Divisions



Back: AB HARDY, LS REAR, AB MORTLOCK, AB LAMBERT, AB CAWLEY, LS ANASTASI, OS ROE, AB TURNER, AB MURRAY, AB SHARP, AB BEER, LS POYNTER, LS FISHER, AB LANE; *2nd:* OS FARADAY, OS ROBINSON, OS MCKAY, AB SHINN, LS LEKERMAN, JS DIXON, OS CATHERALL, OS BURGESS, OS JEFFERSON, AB MACCORMACK, LS HOOKER; *3rd:* PO KENNEDY, PO LAPHORNE, PO BRASSINGTON, LT MURRISON, CPO SMITH, LT CDR WILLIAMS, LT CDR DEAN, PO HELE, PO SEDGEMORE, PO SMITH; *Front:* AB MORRIS, LS JONES, AB TUXFORD, LS COWIE, LS BRAY, OS JOHNSON, OS KENNY, OS DOOGAN, OS DIMMICK, AB GOLDTHORPE, AB BUTLER.

THERE is something different about EAGLE apart from her wild statistics which tell us she is the biggest and the best, I mean of course our female "ROBOT", (new codeword for ACP 165) A.D.A. I cannot unfortunately describe her unique facilities or hard won successes, however I would like to point out to any who stand in awe at the mention of this creation that it is undoubtedly the greatest challenge facing a P.R.I.; to attempt to control her and mould her to the everyday production of that PICTURE we are forever offering the command. The whole system is one of man's thought processes speeded up and presented as required, in short time. When one comes to live with the image it becomes much easier to absorb and understand, and suddenly you find yourself able to make intelligent remarks on the subject and who knows, offer some advice. Once past this stage you need never look back and a happy union is assured.

Revolving round A.D.A. has been the ever increasing burden of external communications. A world of complex circuit designators, A/C channellisation and facilities, which all have to be available and often duplicated for each user in a variety of positions. Whilst there is nothing new in the problems, the complexities of modern systems create considerable difficulties.

An R.P.'s life can never be the same now that he has A.D.A. Outside of A.D.A. the R.P.'s have had a busy time. The L.O.P. team has been permanently running three watches (West Country), the team consisting of an R.P.1 and 3 R.P.'s. The remaining R.P.'s have been employed in the air watch which operates on a two watch basis. As seamen, R.P.'s have been employed as boats crews, Quartermasters, Corporals of the Gangway, part of ship or flat sweepers, and of course on any of the normal tasks that seamen are detailed for in harbour.

I would like to have written something of the ship's movements and our wonderful visits. This I'm afraid has been censored though I am allowed to mention that we have been attached to the KENYA NAVY and our home port is MOMBASA. Furthermore it is rumoured that our President in these parts, when asked about his NAVY, proudly points to KILINDI harbour.



NAVIGATION DEPT



HAVE you ever wondered how it is that one day we are happily settled alongside and the next the scene has changed once more to one of 'oggin'? The answer is simple, some seamen let go the painter, the stokers found some steam, chippy got a job card and hoisted the gangways and away we went. But is it as simple as that?

Who pointed her in the right direction? Who, when Their Lordships pointed to a spot in the ocean, worked out the 270; 25 knots? Our two fittings on the bridge of course, N's 1 and 2, Lieut. Cdr. Rogerson and Lieut. Murison. N1 draws lines on large sheets of white paper which is the 'where to go' stage. N2 with all the tools of an interior decorator festooned around him, ascends and takes sights. These, processed, and pondered along with a quick crib from SINS, forms the 'where we are' stage. A neat join and its 270; 25 knots. Of course there is still the Mid. on the bridge who comes in handy to verify the speed, allowing for steam to wet the tea, have a hot shower or two and fire the catapult after pipe down.

The course to steer is now bellowed down an intercom to reverberate round a small box in the bowels of the ship where sit a jolly little fellow called a quartermaster, another jolly fellow known as the 2nd. QM., a happy soul reading the seamanship manual and a miserable type who is usually an OD. The QM. or one of the other three if he can fiddle it, then puts the ship on course; not an easy job in EAGLE because there is only one spoke left.

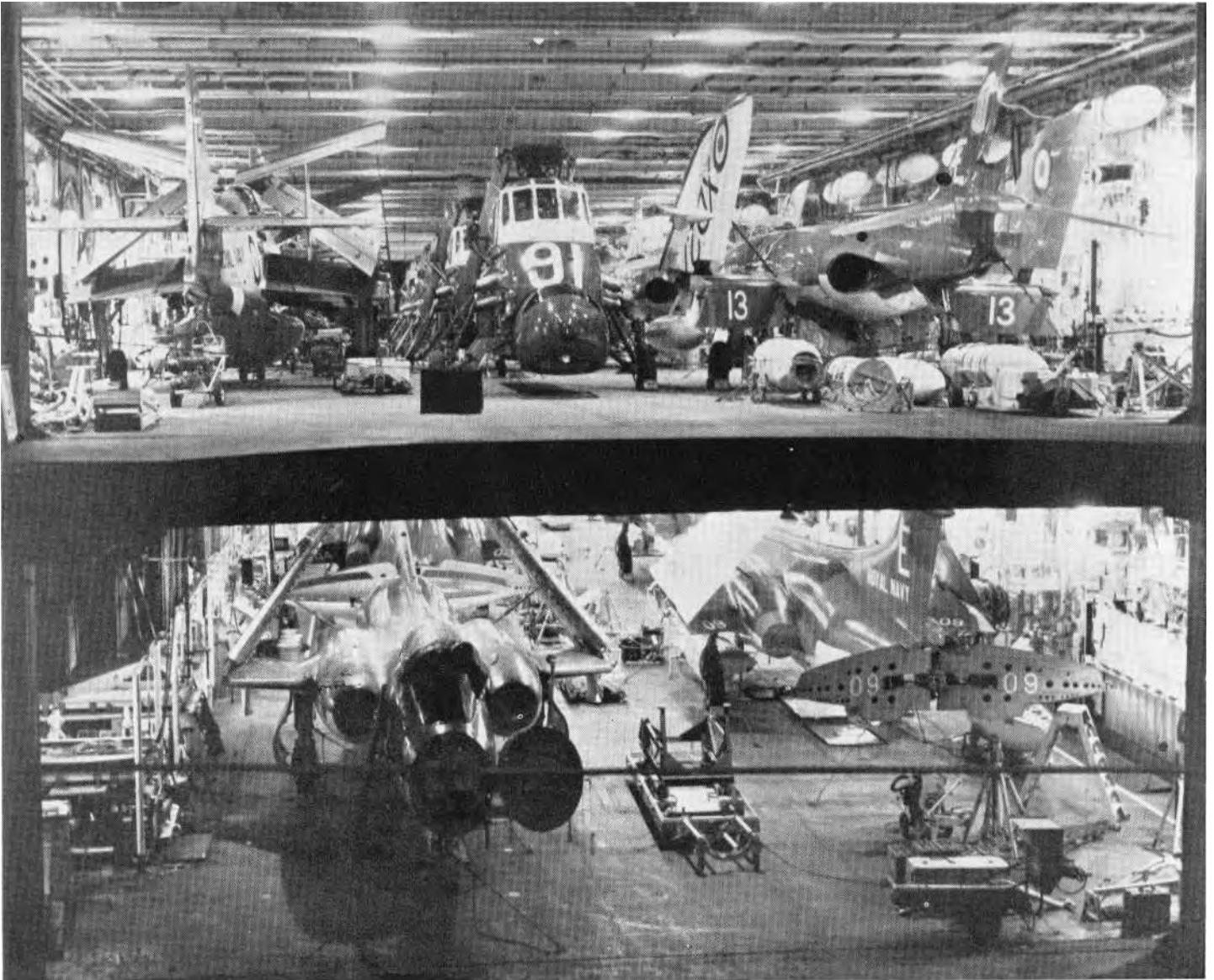
These men upon whom your destiny depends also have charge of four 'stop' and 'go' handles. Cranking these causes the ship's speed to alter. It has been suggested that other elements somewhere in the ship do something to help but no evidence has been brought to light to substantiate this suggestion other than the bells in the 'box' going 'ding' sometimes when the handles are cranked.

Other duties include participation in a game called 'spot the accent'. A broadcasting system is used and the game is played by around two thousand men. Extra points are awarded for understanding the message delivered. The game is declared null and void during the periods when the Captain comes on to confirm that he to has got the buzz that arrived in the previous week.

With the departure of Ch. QM. Laphorne it is hoped that the department can make that last hair raising passage through the canal.



AIR ENGINEERING DEPARTMENT



WORK hard - play hard' might well be the motto of the Air Engineering Department. To elaborate on the former would require more than our fair share of space. We will therefore concentrate on our off-duty sporting achievements.

The soccer team has had a splendid record during both legs. Under LAM. (A/E) Taylor the side won the Exeter Trophy. Now on the second leg LAM. (A/E) Cregan is very confident it will be retained.

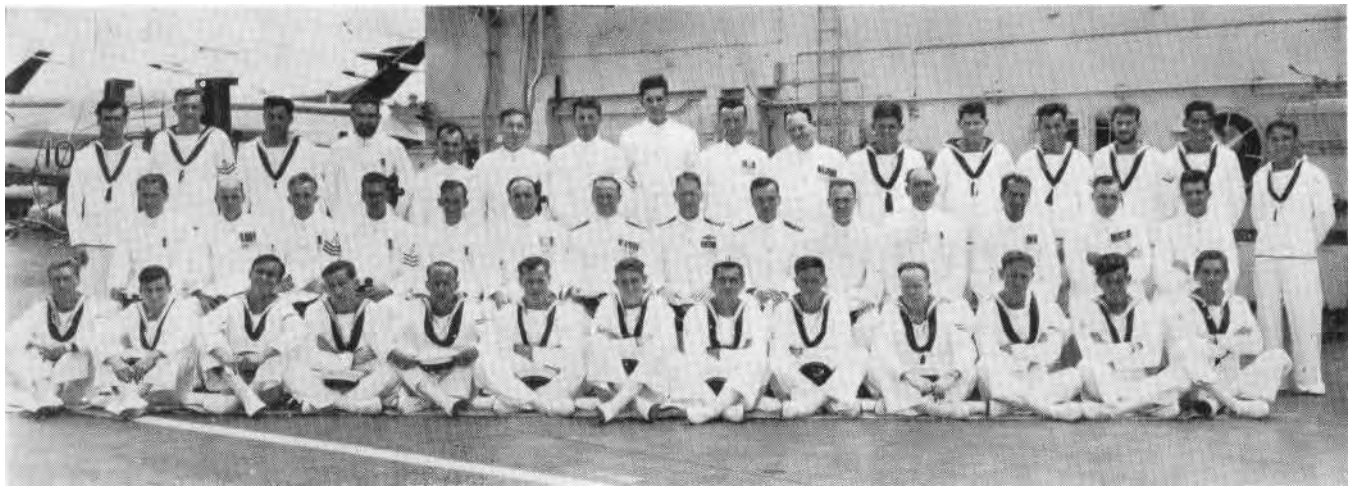
The department's rugby team was formed by LEM. (A) Gorman and REA. (A) Patterson. Starting with a lot of 'greenhorns' they have welded together a very good side.

The hockey side has an outstanding record having scored an average of 13 goals per match. It is true they have as yet played only one game but hopes are high for the next one.

LRM. (A) Cayton and EM. (A) Morgan represented the ship in the Far East Fleet Boxing Championships and both reached the finals.

In those hard fought games on the flight deck the division has also performed well. In the deck hockey competition they defeated the Aircraft Handlers in the final. and were defeated by 820 Squadron in the volley ball final.

To prove it is not all brawn LEW's (A) Shackell and Black won the darts competition while Shackell was again to the fore, finding time amongst his other activities to win the crib doubles competition aided by LREM. (A) Hasson.



Back Row: NAM (A/E) BABB, LAM (A/E) DAVIES, LAM (A/E) MOOR, AM1 (A/E) FOLKARD, POAF (A/E) COTTRELL, POAF (A/E) NEWHAM, POAF (A/E) SAMPSON, AA2 (A/E) ELLIOTT, AA1 (A/E) PADDON, CAF (A/E) GEORGE, NAM (A/E) ROLLS, LAM (A/E) FERNS, LAM (A/E) CREGAN, LAM (A/E) BAKER, NAM (A/E) DAVIES, NAM (A/E) MUTTON; *Centre:* AA1 (A/E) LININGTON, CAF (A/E) DAVIES, POAF (A/E) MORGAN, POAF (A/E) EDWARDS, AA1 (A/E) MUNDAY, CAM (A/E) JOHNSON, LT BENNETTS, CDR HALLETT, LT PHILLIPS, AM1 (A/E) MARLING, AA1 (A/E) MARTIN, AA1 (A/E) LOWRY, CAF (A/E) ANDREW, AA1 (A/E) LEWIS; *Front:* NAM (A/E) CROFT, NAM (A/E) KNIGHT, NAM (A/E) BICKHAM, LAM (A/E) HALWOOD, LAM (A/E) HOTHERSALL, NAM (A/E) GREEN, NAM (A/E) WALMSLEY, NAM (A/E) RIMMER, NAM (A/E) HAWES, LAM (A/E) WALLACE, NAM (A/E) PRYCE, NAM (A/E) WALKER, NAM (A/E) DENNISON.

Apart from departmental games the division has been well represented in the ship's teams. Regular representatives have been:

Soccer: LREM. (A) Swindell, LREM. (A) Hopwood, LREM. (A) Tracey and NAM. (O) McDermott.

Rugby: LEM. (A) Gorman, LAM. (O) Bodycote, EM. (A) Morgan, EM. (A) Smith, NAM. (O) Whitworth.

Basket Ball: REL. Mech. (A). 1. Williamson, AA. (A/E) Elliott.



Back Row: EM (A) SMITH, REM (A) DENMAN, LREM (A) SWENDELL, LREM NICHOLLS, LEM (A) BROWN, REA1 SCRIBBANS, POREL (A) VINCENT, POREL (A) SWINN, LREM (A) CAYTON, OS NORBURN, AB CLAPP, EM (A) CURRAN, LEM (A) GORMAN, EM (A) MORGAN, LEM (A) BLACK; *Second:* REA1 PATTERSON, EL MECH1 CRITCHER, REA1 POTTER, EA1 PURKESS, REA2 TIERNEY, RMECH1 DARKE, FAI WILSON, CEL (A) CHRISTIE, EM (A) COOPER, LREM (A) HASSON, REM (A) CLARK G.F., LREM O'MALLEY, EM (A) MIDDLETON, REM (A) CLARKE M.C.; *Third:* POEL (A) STANIFORD, POEL (A) HITCHCOCK, EA1 BAKER, REA1 MUMFORD, EA1 SHEPHERD, CEA (A) KNIGHT, CREA (A) HARDY, LT DAVIDSON, LT CDR CAVANAGH, CREA (A) KIDDELL, RMECH1 DAWE, POREL COLLINS, RMECH2 WILLIAMSON, POEL (A) CASHMORE, CREL (A) CORNFORD, EA1 PENNY; *Front:* EM (A) TRACEY, LEM (A) SHACKELL, EM (A) GARDINER, EM (A) HOGG, EM (A) DUKES, REM (A) GRANT, REM (A) DONNELL.

55 CBGL Section



DRVR. WRIGHT. CAPT. MACMILLAN, MAJOR WHITE, SGT. COWELL.

IF 55 CBGL Section have little else to aspire to, their great claim to fame must surely rest in their capacity to remain at sea for what appears to be indefinite periods. We claim to be the soldiers with the longest sea time with slight apprehension, knowing full well that this statement will immediately be challenged by the crews of LCTs, DUKWs and by those intrepid men who, for reasons best known to themselves, drive Champs along the bottom of Hawley Lake.

The Section started off in September 1964 with Major Bunn (Staffords), Captain Macmillan (DERR), Sgt Hay and Ptes Wright and McCaffery (RASC). At the beginning of the second leg in August 1965, Major Bunn handed over to Major White (SCLI) and Sgt Hay to Sgt Cowell (RASC). Immediately afterwards the entire other rank staff changed their respective Corps to RAOC and RCT, an evolution that required feats of unsurpassed skill in producing the necessary Part III Orders.

We have controlled aircraft in the ground support role in Aden (four times) Asahan, Meheilla and Filfla with no apparent detriment to the aircraft concerned.

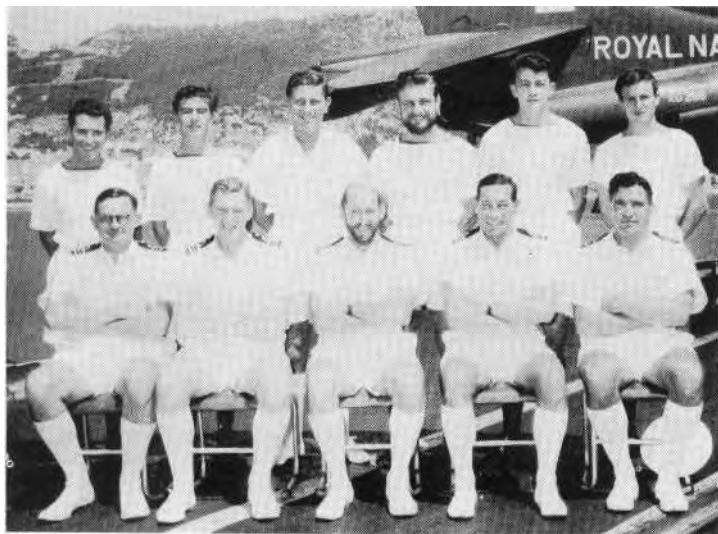
We have marked the fall of many thousands of bombs, rockets and bullets discharged at the splash target, simultaneously carrying on animated arguments with Squadron COs over the accuracy of our recordings. In fact we know our system is infallible thanks to the Macmillan/Mortlock patent widger which was to have become standard issue had it not regrettably been scrapped in the last Defence review.

Apart from this, the Section has found time to run the Wardroom stationery, help in the mail office, drive its Landrover hundreds of miles (on duty of course!), deliver a few lectures and set up new records for goofing and loafing time.



AIR ENGINEERING DEPARTMENT. HOLDERS OF THE EXETER TROPHY

EDUCATION AND METEOROLOGY



NA. I. BLAMEY, NA. I. JONES, PO. A. OUGHTON, L. A. PEGG,
NA. I. TALBOT, NA. I. GOALBY, INSTR. LT. CDR. DOWNER,
INSTR. LT. CDR. CHADWICK, INSTR. CDR. HAIR, INSTR. LT.
CDR. PHELPS, INSTR. LT. CDR. THOMAS.

numerous cups of coffee N. A. Talbot has found time to qualify for Leading Rate with a marriage star in the offing and N. A. Jones and Goalby have done a lot of preliminary skirmishing. With all this and 'x' charts plotted, 'y' balloons flown and 'z' observations recorded, time has not hung.

By keeping Glyn Thomas captive for the whole commission continuity has been achieved on the instructional side.

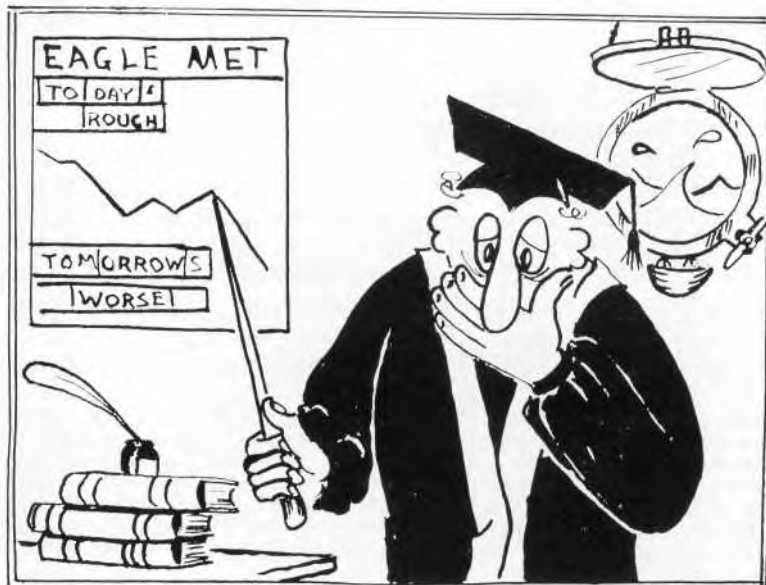
Situated discreetly on 7 deck and 'guarded' by a series of messes, the School Room proves to be a surprisingly spacious and pleasant space and a popular rendezvous for many of the ships company with no scholastic ambition whatsoever. However by treading carefully a large number of candidates have been successfully prepared for GCE/HET and NAMET. Almost as numerous have been the officers and ratings beavering away at correspondence courses in subjects ranging from Pip Farming to degree subjects in the classics.

Thanks to the enthusiasm of the class leaders, Lt. Hagger in German, Sub Lt. McClure in Russian and CEA Muirhead in French, the language groups have been most popular. The determination and zeal shown was epitomised by the pipe "The German class will be held in the Blacksmith's Shop at 2000". A late starter was the Art class but its success was such that attendance was only limited by available accommodation and materials Picasso here we come.

It will be generally admitted that this has been a busy commission. It has been encouraging therefore to see so many struggling against the handicaps of life in an operational carrier to improve their qualifications and exercise their talents - always remembering - 'Arduus ad Solem'.

THE Met office as those know who have managed to find it, is a small office stuffed with equipment and staff and surrounded on three sides by large underemployed spaces. Those who have not found it know it as a large, luxurious, incense smoking den, lined with vacuum packed tins of wind of any desired strength and staffed by a wild eye, wizard hatted forecaster armed with the magic tin opener. Neither picture is entirely true but the first one is a little closer to reality.

Those who have neither visited or wondered where it might be may have cursed at the pipe, "Hydrogen danger, No smoking ... etc." and wondered if after all we carried ballistic missiles and not just balloons. Balloons or missiles the boffins just love the job and of the original team all but the senior boffin Inst. Cdr. Hair, lasted until the start of the second leg when he was relieved by Inst. Cdr. McIntosh, and Lt. Cdr. Chadwick, and Leading Airman Garner would never have gone without the opportunity. In between two very pleasant office runs ashore and



SUPPLY & SECRETARIAT DEPARTMENT



NOW the time comes to look back on the commission and mull over past triumphs it is not easy to find any sensational incidents concerning the Supply and Secretariat Department. After all, it is our ideal that everything should run so smoothly that nothing is remarkable at all.

So far as we are concerned, it all started long ago in June 1963. C.P.O.'s Miller and Tucket and a team of stores accountants arrived to be faced with the mammoth task of fitting 50,000 different types of stores on board and distributing enough furniture to stock a large hotel. Since then the range of items carried has increased to 62,000 and even this enormous figure is only a proportion of the spares that are required from time to time. For those of you who have suffered the frustration of waiting for unstocked items we would like to say that we wish it was possible to stock everything that might be required, but it isn't and we don't. This means that a large number of urgent demands are certain to arise, and the naval stores have throughout the commission managed to keep the vital supplies coming in, despite changes of programme, lack of stocks in the 'yards' and all the other snags which plague the life of a storekeeper.

Victuals! Have you ever wondered what sort of a reaction you would get from your wife if you told her to go down to the shops and stock up for the next three months'? Yet this is precisely what is faced by the victuallers and they can't go next door to borrow a cup of sugar. Lieutenant Commander Brenton in the first leg and Lieutenant Alton in the second and their dedicated team of sea-going unlicensed victuallers, have kept our stomachs filled and our bodies clothed in all sorts of desperate situations. Did you ever wonder if we had enough beef or rum on board? You can be sure they did!

Provisions and stores immediately bring to mind the dreaded subject of the R.A.S. We are all thoroughly accustomed to the familiar shape of "Reliant" closing on the starboard bow, to load after load swinging across the jackstays and the streams of boxes hurtling down the chutes - or sticking halfway down and causing the D.S.O. to tear his hair. Just in case this article ever gets read in "Reliant" this is a good place to say what an excellent service she has given us in almost every possible variety of situation. Perhaps our all time "low" was at midnight off Singapore, in a thunderstorm, with sacks of sodden flour jamming up the chutes. All the R.A.S. parties have done very well. It is difficult to single out any for special mention but the AE Department broke all the records for striking down beer and Petty Officer Coleman and Petty Officer Matthews both became experts at organising the back breaking job of shifting the provisions between decks. And while the toil and sweat of a R.A.S. is fresh in our minds, don't forget that all those tens of provisions that you struck down were hauled up again in daily stints by the general mess party and "Hoppy" and his butchers.

Back: SA WATKINS, WTR GODDARD, L/WTR TASKER, SA WOOLMER, WTR SPICER, SA BARNARD, L/WTR ATKINS, WTR MAPLETHORPE, SA PARROCK, LSA BARKER, LSA AKESTER, SA BIRKETT, LSA STIRLING, WTR O'HARA, SA WOOD, L/WTR AYRES, WTR HARDY, L/WTR MURPHY, LSA POPE; *Centre:* POSA HOCKING, LSA FERRY, LSA TOMAN, LSA WHITE, SA MOOREY, LSA CONSTANTINE, LSA JONES, SA WILLIAMS, WTR CLEVERLY, SA VINCENT, SA THOMSON, SA ROWE, PO WTR STENNING, LSA DEVOY, CPO SA HILL, SA POTTER, PO SA SADLER, L/WTR JARDING, LSA CROUCH, SA KEENAN LSA MARTIN, LSA WILSON, SA TOMS; *Bottom:* POSA COLEMAN, POWTR FRAMPTON, POWTR PEARCE, CPOSA TUOHY, CPOSA MEREDITH, POSA HAMBLETON, CPOSA TURNER, CPOSA PARR, CPOSA BOYCE, CPO WTR BUTTON, CPOSA MILLER, CPO WTR CRILLEY, CPO WTR MCEWAN, POWTR FARROW, POSA HOBSON, POWTR BROADWAY, POSA BRYCE, POSA FRANCKEISS, POSA GOATLEY.