

salt water and burning sun she sped hither (launching) and thither (recovering) her aircraft and always searching for a way past the Gates of Gan. Meanwhile she repeated the Rite of the Water Wash and did change the pistons on both her catapults, she renewed many steam joints, changed her main reeves and condenued her evaporators. Her stokers continued to give thanks to the good Saint Herbert for his beer and his cakes and prayed that he might lead them past the Gates of Gan into the Green Pastures of Singapore where rumour had it, someone else could clean the . . . boilers!

Finally their prayers were answered and, after 83 days and 83 nights since the Malta S.M.P. the ship settled down alongside the wall in S.N.B. Here, the stokers drank Tiger Beer and Chinese and Malaysian men demonstrated the Great Singapore Wire Rope Trick on No. 2 main reeve. This was a great mystery and took a fortnight to unravel.

By now, however, her Owners had realised that the ship had stopped for over three weeks so they sent her post haste to Hong Kong where jelly-fish choked her strainers and fuel leaked from holes in her tanks. The holes were plugged, the inlets were cleaned and thence she sped to Subic where a great Lethargy settled slowly over her port catapult. This caused many things to be undone to show they had been done and that there was some health left in her, but the Lethargy stayed until the Goddess of Instrumentation came from Lee and all the Dead Loads were ejected into the sea at Middleslip.

Meanwhile, at Fremantle the good Saint Herbert ran out of cakes and ale and the ship lifted one leg and paddled



The great Singapore rope trick

back to the inns of Portsmouth. On the way her boilers were cleaned, many steam leaks were repaired, superheater tubes were plugged and much was done so that some of her engineers could wander at leisure over the fair city of Pompey and others go thankfully back to Guzz.

But her Owners did not let her rest for long and in 30 days she reappeared upon the waters, mending her feed-heaters, cleaning her boilers and repairing all the pumps on which the Men of Pompey had chalked up so much overtime. She rounded the Cape and reached Mombasa where the Most Important Engineer came on board again and immediately all the lights went out, the air conditioning failed and nostalgia descended on the M.C.R.

A few days later, a big ship with a lop-sided funnel and a flat top, painted grey with rusty streaks down her sides left Mombasa for a destination unknown and, so the story goes, is still steaming somewhere near the Gates of Gan.

The Shipwrights Department

Until seeing the Shipwrights Department photograph, it was not realised that we had so many members. All of the M.(E)s and two E.M.s on the front row belong to our Ventilation Section, headed by Shipt. Sub-Lt. John Taylor and Ch. Shipt. Bert Warn, which can claim to have some of the youngest M.(E)s in the ship, and two of the most senior P.O.M.(E)s, namely Frank Sutton and Jim Woodward. Frank Sutton however left the Royal Navy in October 1967, after completing 24 years service.

The Shipt. Officer, Lt. Frank Brockington, joined us at Singapore in July 1967, a month late as a result of *Hermes'* programme changes which were too rapid for him to keep up with during the Arab-Israeli crisis. A very relieved Lt. Yabsley eventually proceeded to his new appointment with the Royal Malaysian Navy.

The Department, although small, has done very well in the ship's sports, where we are in the top four, in both soccer and deck hockey. To prove that shipwrights are not 'all brawn and no brain', they won the Interdepartmental Knockout Quicky-Quiz during the long passage home from

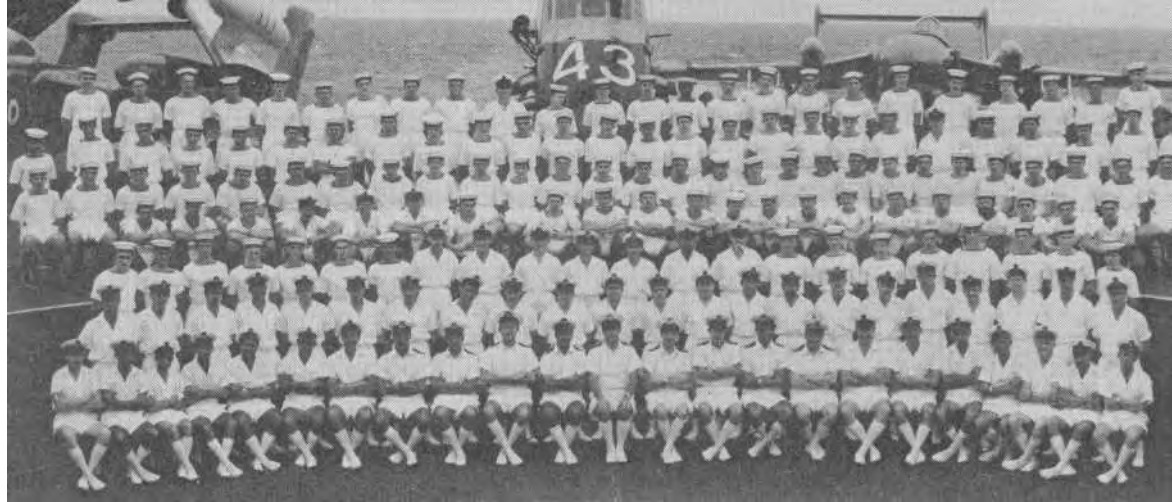
Fremantle.

Six marriages have taken place since the ship was Commissioned. Our famous twins Shipt. A/2 David and Derek Rainer, Shipt. 3 David Ball were married towards the end of 1966, whilst Shipts. A/2 John Brooks, Jerry Holder and Shipt. 3 David Temple Mogg were married in October 1967. Congratulations to Sub-Lt. John Taylor, Ch. Shipt. 'Wiggy' Bennett, Shipts. Ernie Barnes, 'Boggy' Marsh, for the renewal of their membership of the Father's Club and its newest member David Ball! Wiggy Bennett had an anxious fortnight's wait, during which time he was busily 'practising' wetting the baby's head.

October 1967 brought numerous changes: we lost Sub-Lt. John Taylor, Shipt. A/2 Jerry Holder, Shipt. A/2 John Read and the identical twins, Dave Rainer to H.M.S. *Maidstone* and Derek to H.M.S. *Arctusa*, the first time they have been separated during their service in the R.N. To replace them came an equally handsome team of characters. These are the nucleus of the next Commission, and we wish them well.



Weapons and Electrical Department



'Where do we go for training next week John?'

'Hang on a sec Jack, I've got some bumf about it somewhere. Ah, here it is: "Midshipmen's Training Programme with the Weapons and Electrical Department. 0830: Meet Cdr. L.; Introduction by D.L.O." Now who on earth are they? Ah, here it is: Cdr. Wishart; Lt.-Cdr. Norris; and LI I see is Lt. Matthews who is down to take us for "Basic Revision of Electrics and Electronics

'The effect of paralleling two generators out of phase is analogous to two trains colliding head-on at 100 m.p.h. Something's got to give . . .' Lt. Matthews was the speaker and the two Mids., needless to say, were nodding off. L.O.E.M. Corby, the switchboard watchkeeper, was chuckling quietly to himself behind his boss's back. He'd heard it all before. 'Of course we've had some tense moments down here in the last two years. Like the Monday morning alongside in Pompey when we lost every amp in the ship except for the battery lanterns. Then the same thing happened in Singapore . . . I was on leave at the time ...'

Next on the Midshipmen's programme was listed 'Flying Services: Start at Flying Stations' and Flying Stations just happened to be sounded off at 0530 that morning. However Petty Officer Holmes' cheerful smile quickly woke them up and soon they were absorbed in a world of Anemometers, End Speed Recorders, Light Shots and Deck Landing Projector Sights. At a more respectable hour L2-Sub-Lt. Hughes-appeared on the scene and chivvied them off to breakfast ...

'Fuse panels just ain't made to go wrong' the rich Cornish voice of Chief Bobe exclaimed. 'Gave us 10 days flat out-whole Department plus Dockyard Mateys-in Rosyth last Autumn when we stripped down and rebuilt the whole lot. What you've got to realise is that one of them small screws loose can lead to overheating, followed by a burn out, which could, if it happened at the wrong moment, mean the loss of an aircraft and two lives.' The Mids. looked duly impressed and began to feel that perhaps their morning in the Heavy Shed wasn't going to be a waste of time after all ...

'The 984 is the most advanced shipborne air direction radar in the world.' This time it was R1-Lt. Wason-who was speaking. 'Works pretty well on the whole, though we're pretty good at burning out modulator valves at £1000 a time! We had to renew the sliprings again the other day too. Chief Walker's favourite job.'

On their way back to the wardroom for tea our two young heroes tripped down a ladder which was in darkness, stumbled over a portable pump starter lead, noticed that the anteroom fans weren't working, and finally discovered the tea to be cold because the hot plate wasn't working either. Reverently they began to understand how the

electricians fitted into the scheme of things, especially L3-Lt. Webster-and his 'all-mod-cons-and-home-comforts' section. 'Spend the whole of my time sorting out these petty defects' L3 muttered from the depths of *The Times*. 'You remember all the table lights going off during the Taranto Night Dinner? Wretched lead was burning through. Soon fixed that one though ...'

'What on earth does "RADHAZ, MAN ALOFT, UHF, ICS, EW, 957, 963, 978, 993 and DISPLAYS" mean?' said John as he suddenly clued up to the fact that it was Monday morning again. They were soon to discover: 'ICS is the most advanced shipborne communication system in the world' R2-Sub-Lt. Clements-started by saying. 'It's very sophisticated but it does occasionally let us down. We once had a Shackleton exercising with us and, do you know, the only equipment we could hear him talking on was the gear the Hermite's Beat Group were using to deafen their audience with. The mike was acting as an aerial, and the amplifier as a wideband receiver ...'

'If we can't think of anything else to tune, we revert to Seacat Missile Testing.' Thus spake W1-Lt. Quinn-the following morning. 'Or at least we did until someone latched on to the reason for my far too healthy suntan.' ...



Seacat maintenance and control teams

In the Weapons Section the two Mids. were nearing the climax of their seaborne 'acquaint' with electrics, yet still their minds boggled and reeled at talk of guided missiles and gating pulses, sonar sets and synchros ...

A final morning's brush with Divisional work scared them even more when it was revealed that Branch Re-categorisation in February 1967 meant that there were now 45 separate species of electrical rating in the Navy.

'This fortnight certainly has been an eye-opener, John. There's so much to ship's electrics these days that one hardly knows where to begin or to end.'



Naval Store Department



Cooks (0) and Stewards

The Supply and Secretariat Department

Hermes' Labourers of Love

Ask any pusser in any department who is the hardest worked branch in the ship and he will look you straight in the eyes and with deep feeling and obvious honesty confirm your own somewhat more uncertain opinion. He may then with what seems equal conviction curse all the other departments for making his work so burdensome. He will disparage the air world for their high consumption of air stores and the resulting increased accounting. He will moan at the appetites of the ship's company which seem to grow daily (this he will begrudgingly admit is because the food produced on board rivals the Savoy for its excellence) and one can't blame the men for cashing in on a 'cuisine par excellence'.

He will tell you of the constant accusations and queries with which the Pay Staff are faced. How with nigh on 100 accuracy they patiently answer and action details of 'lonely hearts' allowance, marriage allowance, local overseas allowance and whether sweat money is payable to a mess-deck dodger on compassionate leave in Fremantle. He may be sad enough to tell you what it's like being a Wardroom Steward-surrounded by numerous stripes and overwhelming authority he cheerfully waits with menu poised while an officer discusses his most triumphant achievement to the mess at large; how he squints at bar chits and serves drinks in the wardroom with a constant, and he assures you never satisfied, aching thirst. Once in his stride, the listener, sympathetic or by now openly hostile, may be unable to stop him and in full cry he will continue with his experiences at the rum bar. There for over two hours he will issue 'two in one' to thirst-maddened men who nearly break his fingers in their eagerness to miss not another second before pouring the fierce brown liquid down a parched throat without even a pause for breath or taste. He will not forget to mention the encyclopaedic brain of the Captain's office, the very nerve centre of the bumf pushers, where he will deny all responsibility for creating paperwork and claim that his main job is one of continually 'precising' and saying in a few words what an essay hitherto had failed to show succinctly in a thousand. This vigorous and, perhaps to the listener, unfair harangue may seem to be going to continue for ever but just as he sees that he has pushed you to the limit of your self-control, and when only violence can ensue he may smile and with a twinkle in his eye and a knowing expression, which all good pussers wear in their attempt to put those around in awe of their knowledge and self-confidence, tell you what he really feels ...

There has long been a saying that when two or more pussers are gathered together someone is being seen off! Be this true or not it is not without foundation and this

may be the reason for the twinkle in his eye. For in every branch of the Department there are the perks that can be and normally are exploited to the full. One seldom sees a skinny cook in *Hermes*, indeed as the commission has progressed the Chinese tailors have been inundated with requests for trousers to be let out. Wives on the jetty in Portsmouth hardly recognise their husbands bounding ashore two stone the better for *Hermes* food and are only appeased by the sight of a turkey slung over either shoulder. Cooks', Caterers', and Victuallers' perks is the cry but because it's illegal it can't really be true can it? Anyway with a Patron Saint called Ceres the Goddess of Plenty and having been so well provided for during *Hermes'* long spells at sea who could deny them a little something?

The cash world endeavours never to go short, the consequences are too terrible to bear and so visits to ports are arranged-apparently it seems by the writers for they always seem first with fresh buzzes. Visits mean money changing and it is the widespread belief of the ship's company that the moment they enter the cash office they must clutch their money tightly or some evil man behind a cage will magically conjure it away and give them some dirty foreign money the value of which appears to bear little resemblance to that exchanged. Still after almost 20 money changes on board it is small wonder that the Cash Officer wears a frown only really concealing a satisfied thought that the P.P.F. (the Poor Pussers Fund) is once again solvent! In fact for those who may take this seriously money is exchanged at a better rate on board than even in the banks and we all know how honest they are!

The Butchers and S.A.'s who play a major role in the issue of rum are not really as dejected about Jack's' thirst as one might think. The spirit room deep in the ship is intoxicating enough with its rum-laden air and alcoholic atmosphere. One can literally drink in the air down there and after the initial issue is complete one leaves a little light headed and ready to perform the more strenuous part of the issue: 'light headed' on the air effects only of course.

But the good pusser who would willingly continue to expound the virtues of being one of his department must draw to a close, he being as ever mindful of the comfort of his fellow men realises that to go on for much longer would tend to bore and perhaps more important still, lead to too many trade secrets being allowed to slip out. And so he cuts short his exposition hoping that all his work was to good avail during the commission. Hopeful too that his attempt at explanation was not too short for he knows it would take many more hours to expound all that he does. Thus with a feeling of peace of mind the pusser turns back to his office to think about the next meal, or perhaps, if he is a glutton for punishment, the next commission.



The Meteorological and Education Department

Who Can Tell Weather

It would be interesting to record that we have been in the centres of three typhoons, rammed a waterspout and entered Singapore dockyard during a blizzard, but like most buzzes in the ship, it would be untrue.

Certainly during the latter end of 1966 we did encounter a 'pint-pot shattering drop of roughers' as we steamed south from the Hebrides towards the Irish Sea, but even the Bay of Biscay has been reasonably affable during our five crossings to date. Not that anybody has complained, but the lack of unusual weather phenomena has caused our talents to turn in other directions. Our first 'whale' was spotted during early days in the Channel, and was observed to be following us at a fixed distance, spouting continuously, especially during flying stations. Since then numerous sightings have been made of the 'Evans' shark', more commonly known as the porpoise.

In the Met Office, which incidentally is set right on top of the Island thus discouraging visitors but resulting in a fit breed of men (with one or two exceptions), our chief concern is to provide the most up-to-date weather information for flying. This entails a forecaster being present at all briefings armed with all the latest reasons why flying should be abandoned for the day. These are gleaned from various sources of information, received on Ratt machines, in the form of a code which one or two of us understand and transform into spider marks on a green chart. The forecaster draws isobars, fronts and things all over it and then tries to figure out what it all means.

The aircrew are also provided with the latest information on upper winds and temperatures, required for fuel loads, navigation purposes, etc. This involves a trio of unfortunates having to extract themselves from their bunks, don anti-flash gear and proceed over the vast wind-swept wastes of the flight deck to the after end of the ship where the balloon-filling shelter is situated. The shelter is a large cavern, surrounded by numerous six-foot tall hydrogen cylinders, wherein is filled an equally large white balloon. Below this is attached a radar reflector and a radiosonde, an instrument which continuously measures and transmits in an illegitimate morse code, information on humidity, temperature and pressure in the atmosphere.

After checking that no aircraft are around and likely to be victims of a 'balloon strike', the whole lot is released into the atmosphere with the 'sonde bleeping merrily as it is carried upwards at a rate of 1200 feet per minute.

In the Met Office Petty Officer 'Everton-for-ever' Lonsdale feverishly tries to 'disentangle' the bleeps from Radio Caroline, Sputnik XXXVIII, a thunderstorm and a frigate bird pecking the aerial and finally emerges hot and flustered a couple of hours later with a pressure/temperature graph known as a Temp.

Meanwhile down in the Operations Room the balloon is tracked by the ship's radars and wind speeds and direc-

tions at various heights calculated. One of our 'sondes' reached 101,121 feet but most burst somewhere around 70,000 feet, contaminating the upper atmosphere with a cloud of french chalk and any stray arab who happens to be wandering about below unwittingly becomes dependent for survival on a paper parachute which is intended to slow the rate of descent of the rig. Even so, on contact with Mother Earth the 'sonde' is usually so badly damaged that it is of no further use. We seldom get them back anyway, but many have been reported as cigar shaped objects which on landing have given forth little green men.

HERMES ~~EDUKASEN~~ ~~EDUCASTON~~ TEACH-IN QUESTIONNAIRE

ARE YOU SITTING COMFORTABLY? THEN WE'LL BEGIN-

- Q.1 Do you want to be an M(E) for life?
Ans. Yes of course you do - What's that? No! That means more work for our little fat friend Lt. Moxon who will teach you NAMET.
- Q.2 Do you want to be able to chat the birds proper and what's more rite romantic Sonnets later?
Ans. Here's our little fat friend again with *all* the answers in 'O' level ENGLISH.
- Q.3 Kontiki made it but could you?
Ans. You could if you saw our Principle (or is it Principal ?)-Cdr. (Nomad) Blacker at his 'O' level Navigation class.
- Q.4 Are you seen off at pay day?
Ans. Here's our tubby Moxon again who reckons he can add.
- Q.5 Would you like to know about every Couple's Moment?
Ans. Then our family planning adviser Lt. Newing will come to your A.I.D. in 'O' level Mechanics.
- Q.6 Do you know where ATLAM is?
Ans. Very versatile this fellow Moxon - he's going backwards this time and reckons he can teach 'O' level Geography too.
- Q.7 Is the Physical side of your life satisfactory?
Ans. You have guessed-yes it's our man of the moment 'Seaweed Sid' Sidford teacher of 'O' level Physics.
- 0.8 Do you want to be ~~an interlectual~~ ~~interllechual~~ clever?
Ans. Yes Einstein couldn't spell either so there's hope for you yet, especially if you go to 'A' level Maths now taken by 'Robin' Sidford previously taken by 'Batman' Statters.
- Q.9 Do you really want to become a Sagger maker's bottom knocker's mate?
Ans. That's unusual but our little fat friend is only too willing to help in his EVT and Resettlement seances.
- Q.10 Would you like to swear fluently in Cantonese and/or read Mao's thoughts?
Ans. Yes we knew you would-that's why we have 654 easy introductory lessons on a linguaphone course just for you.
- Q.11 Are you a 'Meddleomaniac' ?
Ans. Then have a 'think-in' on our latest all-singing, all-dancing teaching machines.
- Q.12 What were the AEO, Major Cathcart, the PMO and many more highly ambitious Officers doing between Fremantle and Portsmouth?
Ans. Being 'Astrocised' by SIO.

Q.13 Do you want to paint curvaceous models in oils?

Ans. Then come to Commander (Pablo) Clarke's exclusive nouveau art classes which were well supplemented by former Patron Schoolie Slinky Sullivan's practical demonstrations in Malta.

Q.14 Who edited this commissioning book anyway?

Ans. Could it be - No - but yes - think again - it is, your very own SIO (and, could you believe it, our little fat friend is in the act again!)

Q.15 Where on earth do you find our little fat friend?

Ans. If not at one of his many coffee boats throughout the ship or at his Action/Shelter/Consultation stations/Psychiatrist's couch/his Pit in 5T 184, then it's just worth stepping over the 'Watch on Deck' to try the Schoolroom.

Finally, if you find that you are taking your 'O' level examination at the same time as the Seamen department Fleet Board, the M(E) department is taking its final exam in Boiler watchkeeping, the PO's (Elec) qualifying examination and S/Lt. Donaldson's musical appreciation hour, sitting on a wet oil painting on the trunking next to the SRE in the schoolroom-then just contact 5T 184 again-it will be locked !

Carrier Borne Ground Liaison Section

67 Carrier Borne Ground Liaison Section joined H.M.S. *Hermes* when she commissioned in May 1966. The Officer Commanding was Maj. Gordon Cathcart of the Royal Corps of Signals. CBGLO 2 was Capt. John Pickard of the Prince of Wales's Own Regiment of Yorkshire. Sgt. Tony Williams, Royal Army Ordnance Corps, Priv. Ron Gilder, Royal Army Ordnance Corps and Driver Robert Birkett, Royal Corps of Transport, completed the team. Though it was new to the rest of us this 'life on the ocean wave' was nothing new to Sgt. Williams for he had served as 'Private Williams' in 67 Section for 21 years in H.M.S. *Centaur*.

During the sea trials and work-up we carried out several close Air Support Communication Exercises and also did some Forward Air Controlling with 809 and 892 Squadrons. During this period we also embarked the hundreds of thousands of maps for which we are responsible.

It was not long after sailing on our Foreign leg that Capt. Pickard forsook the Old Soldier's adage, 'Never Volunteer for anything', and offered to take over editorship of the ship's daily newspaper 'The *Hermes Herald*'. He immediately co-opted those members of the section junior to him into forming a production staff, and together with the worthy assistance of the printers-and of course the contributors-the paper has gone from strength to strength. Capt. Pickard was never short of copy as his provocative editorials tended to produce vitriolic correspondence from among his two thousand readers. Some of this was good material for publication on subsequent days. However, the day he chose to suggest that grog should be either stopped in the Royal Navy or given to the Army as well, none of the resulting correspondence was printable.

Undoubtedly the most memorable day of the third commission for us was the day we went ashore to a place called Wild Horse Creek in the Philippines. The aim was to



control the ship's aircraft during five days as they attacked targets on the range nearby. The area was only accessible by helicopter, and the Section, together with the camping equipment, food, water, rations, batteries and other gear required three trips to get it ashore. The first two lifts were uneventful and Priv. Gilder and the bulk of the stores comprised the last lift. The aircraft was not long airborne when it ditched. Fortunately, there were no casualties as the aircrew and Gilder escaped without difficulty and were winched out of the sea, but the helicopter sank taking with it everything that was vital to the success of the exercise, in the form of both radios, all the food and cooking equipment, and the OC's 'click-click' bed! The exercise was subsequently abandoned and the rest of the Section lifted back to the ship. This was Priv. Gilder's first trip in a helicopter, and when his feet touched the deck after his rescue he is alleged to have exercised in true military fashion to the CO of 826 Squadron that he wished it to be his last!

During the third commission of *Hermes* we of 67 CBGL Section have seen new places from Hong Kong to Ascension, and we have done new things from bridge watchkeeping to painting ship. We have made new friends as we enjoyed the privilege that too few soldiers enjoy - that of serving with the Senior Service. It has been an experience none of us would have missed.

The Medical Department

For those of you who want to know what the Medical Department got up to during the commission these are a few of the facts we are prepared to reveal.

The work-up gave us a lot of minor injuries because people were not used to the ship. 'Who moved the ladder?' or 'That hatch was open the last time I came through it'. If they got hurt on the flight deck Bungy Williams would bring them down by the after lift, to be treated by M.A. Hewlett in the treatment room or X-rayed by Chief (James Osborne, D.S.M., B.E.M., S.R.N., M.S.R.) to see if they had broken anything. If it was a bad break, into the Operating Theatre, where glamour boy Lewis would sooth them until Dr Day put them to sleep. Once asleep the PMO, in the early days, and later, after Aden, Dr Scanlan 'The Knife', would sort things out. Then our bold sailor would be put to bed, to be nursed by the rest of the team.



Hamburg and the German beer and hospitality gave MT.1 Singleton a splendid opportunity to practise the art of curing hangovers. He was in great form (thank good-

ness) when we got to Rosyth, as Alex Hewlett decided to get married. Had we not sailed when we did, we would have had acute whisky poisoning.

1967 saw us in the Mediterranean with visits to Gibraltar, Malta (where some of the wives found us), Naples and Athens. At this stage Dr Day and L.M.A. Cayley set up a Travel Agency and the Sick Bay looked more like Cooks at times.

On then to Aden, where we arrived, just in time to prevent Surg. Lt.-Cdr. Scanlan from flying back to Cyprus. He soon saw action, as he was sent in H.M.S. *Brighton* to Makalla to quell (or was it start?) a riot.

The secrets of Singapore and Hong Kong, those flesh pots of the Orient, are best left untold. Suffice to say that the Hong Kong Red Cross finished up 520 pints of blood to the good, due to the enthusiasm of our sailors.

In Perth the PMO and Dr Scanlan missed the Staff run ashore largely because they didn't catch up with the main party lead by Dr Day, who were being thrown out of night clubs faster than it takes to tell.

Home then to Portsmouth, where we said farewell to Chief Matthews and were joined by M.A. Saul. South to Ascension and high drama with a near drowning, who recovered and is now back at work.

Mombasa gave us an opportunity to study wild and other forms of life. It also gave Paddy South practice in staining Malaria Parasites-he almost went cross-eyed.

Christmas on the Arabian Riviera-and nearly as cold as back home. That briefly is our story.

A Word from the Padre ...

Probably one of the main events of this commission was the B.B.C. Sunday Half-Hour programme of Community Hymn-singing which went over the air on Sunday, 6th August 1967. We were in Hong Kong at that time and the actual recording was made in Singapore in July. There was a time when we thought that we would have to cancel all arrangements for the broadcast because of our flitting to and fro around Aden where there were no facilities for producing and recording our efforts. However, the programme was a success and we received lots of letters of appreciation from all over the world.

On the Sunday following our commissioning in May 1966, five children were baptised on board and on the following day pictures appeared in the national press and on television. Men serving in the ship may have their

children baptised onboard and this is done after the parents have received instruction about the Sacrament. The parents are also required to obtain the consent of their parish priest at home. During the commission 56 children were baptised in *Hermes*. Thirty-five sets of Banns were called onboard in preparation for marriages ashore - most of these marriages took place whilst the ship was home in October 1967.

In Fremantle, Western Australia on Sunday, 3rd September 1967, Bishop Brian Macdonald of Perth, confirmed some members of the ship's company at Parish Communion in the Chapel. We had missed the local Bishop in Gibraltar, Singapore and Hong Kong, so we were relieved to find Bishop Macdonald ready and willing to come aboard.

Towards the end of our commission, in December 1967, we had a short stay in Mombasa, Kenya. From there a party, which include the Royal Marine Band of H.M.S. *Hermes*, visited St. Luke's Missionary Hospital at Kaloleni - about 40 miles north of Mombasa. The Band gave an open-air concert for the patients and people of the local African village. We were all given the opportunity to see the work of the hospital where the Revd. Dr David Milton-Thompson is in charge - he once served as a surgeon in the Royal Navy and so the hospital has many links with ships that have visited Mombasa.

Our Christmas was spent away from home but we kept the festival with all reverence and tradition with a Midnight Service and, on Christmas Day, a great Service of Nine Lessons and Carols - the singing was well up to the standard of 'Sunday Half-Hour'!

Arthur Nunnerley.



Capt. Lewin and Arthur Nunnerley discuss a point during the rehearsal for the 'Sunday Half-Hour' recording in Singapore

Radio Hermes

Otherwise known as 'Ship's Radio Entertainment'



The SRE operators:

Phil Price,

Dodger Long, Jock Steel,

George Ewens, Mick Needham,

Pete Stewart, Tony Fisher

Hiding above are six of the eight operators (Jan Armitage and Taff Fletcher were unable to make the photograph) who make up the team on the SRE

During the commission the team kept two programmes going for an average of 10 hours a day. This usually involved tuning Channel A into the BBC World Service, and at times this proved a real headache as we usually found that the times when news was really required (off Malta, Cyprus, Aden and Hong Kong) reception was bad, we did however have the assistance of the Comms branch at times by plugging their receivers through to the SRE.

The other Channel provided the 'pops' and to this end we had over 170 LPs and 200 singles of which the LPs will be held over till next commission to provide a basic source of music.

As we are summing up the last commission, I must mention those who have helped out with the entertainment. Firstly, Lt.-Cdr. Stovold, who religiously provided us with a daily round-up of events in *Hermes Happenings*. The Padre, Arthur Nunnerley, rounded off each evening at sea with his Epilogue and did a splendid record programme on Thursdays. Various programmes were done by individuals, such as L.R.E.M. Taylor's folk music, Stwd. Mooney, L.Sea. Dodd and A.B. Morris and many others who all did their own shows. The maintainers also kept things going under the direction of P.O. Hillier.

The operators changed during the commission but settled down in July to the team shown in the photograph.

Pete Stewart and George Ewens along with Mick Needham considered themselves 'with it' D.J's and towards the end achieved a pretty smooth routine. The two pussers, Dodger (Flower Power) Long and Phil Price, kept us supplied with a good cross-section of records and really helped out in getting hold of the Naval Stores required in the SRE. The others, Taff, Jock and Jan, all had their own distinctive way of entertaining, each providing for the tastes that varied from the serious classics to the 'grooviest pop'. Lastly, the chap in charge-Tony Fisher doing the paper work and chasing up the ops at all hours of the day. During the last months of the commission, Derek Allen took over when T.F. went on draft.

A few last facts and figures of interest to families, is that up until the end of 1967 we had played some 750 requests from friends and relatives to those serving on-board. About 100 requests were sent from the bachelors onboard to the girls of Perth and Fremantle, whilst 50 return requests were received.

And finally, the most requested record was without doubt, the one in the photo-Mama's and Papa's-'Dedicated to the One I Love.'

The Music Appreciation Hour

People who live together always have wide tastes when it comes to listening to music. Although the majority like music in the popular style and would find it tiresome to sit through a 50-minute Symphony, there are nevertheless a large number who welcome the chance to listen to a more 'highbrow' variety than is normally available on the ship's SRE. So after Aden, when the ship started to hum with newly-purchased record players and tape recorders, it was decided to start a Music Appreciation Hour. Initially, this was held once a week in the Schoolroom, so that Leading Rates and below could get out of their messdecks and listen uninterrupted to classical music which was usually preceded by a few words of interest about the composer and the music.

Popularity grew, and after a few weeks, a second weekly music appreciation hour was arranged for Senior Rates. Mono recordings were gradually replaced by Stereo, despite the difficulty in achieving really good reproduction. A very wide selection of music has been played, from Beethoven and Brahms to Jarre and 'Lawrence of Arabia'.

What a way to run a Bus Company

It all started when they said 'What about running bus tours for the ship's company?' Surg. Lt.-Cdr. Day, being a glutton for punishment, agreed, but rapidly realising his mistake, invoked the aid of Sub-Lt. Davies for the Hamburg trip. In spite of overwhelming hospitality we were not able to overcome the elements, and our flights to Berlin were fog-bound. After this Sub-Lt. Davies left the ship and the assistance of L.M.A. G. Caley was somewhat forcibly acquired.

We were told that Naples was the next stop and that the Italian Navy would supply free bus tours to Pompeii. Full of gloom and despondency (who wants to visit ruins?), we put up lists and were met with an overwhelming response. Many grey hairs were cultivated in trying to fit 50 bodies into 30-seater buses.

Learning fast from experience we next discovered that we were going to Athens. We had no trouble filling several buses on day tours to Delphi, Corinth, Mycenae and the Acropolis, also sight-seeing tours of night life in Piraeus.

Flushed with success we then offered to do bus tours round Aden, but this met with lack of support.

By the time we reached Mombasa we had become a high-powered organisation with a trade name 'Hermtrav' and our own psychedelic illustrated tickets. New disaster threatened however, in the shape of devaluation and we had to lean heavily on Supply Officer (Cash). At this stage a certain insubordinate member of the Agency had

tendered his resignation three times, muttering that the only travelling he would do in future would be on the 8.40 to Waterloo. However, the tours to Tsavo National Park went off without a hitch and we understand that the animals were in no way molested.

We had very little support (one only) for our Christmas Camel tours of Arabia, and at the time of writing, expect even less for our views of Pompey by Night. We would like to thank all our patrons for their support and also all those who have helped us and have always responded to our many unreasonable demands.

Sports Round-up

SOCCER



1st XI Football team, 1967

Though our 'Won and Lost' list is not too impressive it has to be understood that only three Service teams managed to beat us. All our other defeats came from 'prestige' games, events that found us faced by opposition far too superior. Greece was perhaps the worst example of this, when we lost heavily in three matches. To take on a Greek team that regularly plays in the Inter-Cities Fairs Cup against the might of Italy and Liverpool is asking just a bit too much of *Hermes Celtic*!

The three defeats suffered against teams of our own strength came from *Victorious*, losing 3-2 at Aden but gaining revenge at Portsmouth some months later. Still basking in the glow of glory gained from winning the Big Ships Cup at Singapore against *Forth*, we suffered a setback when facing *Fearless*. We lost 2-0 that night and sadly missed the skill of Stacey our Captain who had just departed for U.K. Another upset awaited us at Mombasa when we squared up to a well seasoned *Triumph* team. A combination of *Triumph's* skill and Tusker tasting took its toll and we went down 5-2. We wiped the *Victorious*

slate clean but had no chance of doing the same to *Fearless* or *Triumph*. A pity!

RAF Akrotiri will remember us well. We dealt them two defeats during our time anchored off that spot. Our first victory was greeted with remarks about their 'best' team being away in Germany, on a tour. Well that 'best' team returned before we left and their best still wasn't good enough, even though one of those regular *Hermes* defensive slips gave them a goal start.

The Army Signals Corps at Singapore readily accepted our challenge, no doubt feeling that their recent success in the Malaysia Forces Cup would scare us off. Not a bit of it. Things did look shaky as they led at half-time 0-2 but *Hermes* rallied and the Army goalkeeper had to put his net in order 4 times! Our long spells at sea cut down on football plans, but *Hermes* always played the game as it was meant to be played, cleanly, skilfully and with power. We pay tribute to Lt. Rowland as team manager, and his successor, Sub-Lt. Harley; also to C.P.O. Agnew who organised and encouraged the teams.



1st XV Rugby team, 1967

BACK ROW:	<i>E.R.A. [O.S. Old</i>	<i>A.A. Mackenzie</i>	<i>A.A. Valentine</i>	<i>P.O. Goodwin</i>	<i>Sub-Lt. Hallet</i>	<i>Lt. Madge</i>	<i>O.S. Martin</i>	<i>E.R.A. Bundy</i>	<i>Mech. Williams</i>	<i>L.R.E.M. Thomas</i>
FRONT ROW:]	<i>Lt.-Cdr. Isard</i>	<i>Sub-Lt. Hughes</i>	<i>E.A. Wynn</i>	<i>Captain Lewin</i>	<i>Ch. Shipt Warn</i>	<i>Navigating Officer</i>	<i>A.B. Distin</i>	<i>Lt. Ainslie</i>	<i>Ch.M.E. Tytherleigh</i>	
	<i>(Sports Officer)</i>	<i>P.O.S.A. Payne</i>				<i>(Manager)</i>		<i>Mech. Watson</i>		

RUGBY SAGA

During the last winter of H.M.S. *Hermes'* refit at Devonport, the seeds were sown of an outstanding ship's Rugby XV, which during the 1966/67 season has won 27 matches and lost only 1. The record of the 1965/66 season's side led by CH.M.(E) Jones was almost as commendable-won 16, lost 6. About half of that team have been playing regularly for the 1st XV during the last year.

The Captain of the ship's team has been CH.SHIPT. Bert Warn, a Navy cap in 1965. In the opening match at Portsmouth in September 1966, he led the side to victory against H.M.S. *Fife*. Warn's reliability and steadiness at full back have been a great asset throughout the season. Mention must be made here of P.O. Brian 'Odd Job' Goodwin, who joined at the latter end of last season. Many are the opposition who have become terrorised by the awesome sight of 'Odd Job' in full cry for the enemy line. The ship was without his services during most of the Autumn of 1966 and occasionally in 1967 whilst he was in quest of higher honours and the signal ' "Odd Job" required' caused his hurried departure for Twickenham.

At Hamburg in October two victories were gained over the two best teams in the city-The Hamburg Police and the S. Pauli Sports Club. Representatives of the ship's air group joined the 1st XV for the first time at Hamburg and Lt. Jerry Ainslie, a Navy cap in 1966 and E.A. Wynn have been regular members ever since. At Rosyth the ship achieved five more victories, the most notable being against H.M.S. *Condor* at Arbroath who were beaten 17-0.

A visit to the Royal Corps of Signals at Catterick saw us victorious by 19-3 and back in Portsmouth, *Hermes* had another six victories, amongst those defeated being *Victory*, R.M.B. *Eastney* and *Daedalus*.

In the first match of 1967 at Malta, the ship suffered her first defeat in a thrilling game against Combined Services Malta. The lead changed hands several times, but the whistle went at the right time for the Services who won 12-11. The Overseas Club at Malta was defeated 6-0. Malta saw the last appearance of the ship's first batch of Midshipmen, of whom Merrick and Ross have been

prominent members of the 1st XV pack; it also brought Chief A.A. Alec Valentine, the Scottish and Navy forward, into the team. The game against Portenope in Naples sticks in everyone's mind. Having agreed to play two 35's at the start of the game the first half went on for 50 minutes. Half time was spent explaining to the Italian referee just what 35 minutes was in French, German and English plus a few Naval terms. He finally understood and the second half lasted 48 minutes. The final score was 21-19 to us, and the referee explained it was an international !

At Cyprus in April we won two exciting matches against R.A.F. Akrotiri. The resulting win was expected in the first as 10 of the RAF XV were away on tour in Germany, but despite a full muster in the second game it ended 11-3 to *Hermes*.

Our first game in the Far East was at Gan where we beat the RAF team 10-3, before arriving at Singapore and floodlit matches. With a few days to recover our land legs and get acclimatised we played our first game against a Naval Base side selected by H.M.S. *Forth* and drew 3-3. We knew we would have to improve a lot if we were going to take the Big Ships Shield away from H.M.S. *Fearless*. Our game against them was very hard fought from start to finish with *Hermes* running out eventual winners 17-8.

This left only *Bulwark*, whom we played the day before we left. This time we were playing as holders of the Big Ships Shield. The pundits said this game was the best ever seen on the *Terror* pitch with play going first one way and then the other. The score at half-time was 8-6. The second half was an exhibition of open Rugby. With *Bulwark* tiring and *Hermes* going from strength to strength, we finished with a flourish, worthy holders of the Big Ships Shield, by 30-9.

The final game of the season was played at Fremantle against the Associates R.F.C., members of the Perth 'A' League. We managed, even without our kicking boots, to defeat them 12-3, providing a successful conclusion to season 1966-67 for an outstanding ship's Rugby XV.

ATHLETICS



The ship's Athletic team

Hermes' 3rd Commission athletics began with the normal pulled muscles and moans 'But Chief I've never run the mile before'. However, thanks to the excellent amenities available in Plymouth, the ship's interdepartmental meeting, held on 27th April, was a resounding success. A wealth of talent which hit the tape first, became the basis of our team for the rest of the season.

Next on the agenda was an evening visit to Culdrose for a 'Quadrangular' meeting between ourselves, Culdrose, West Cornwall and Camborne College. The opposition proved a little harder in Cornwall but the hospitality which followed soon made up for the disappointments.

Our biggest achievement by far was the Plymouth Command Championships which resulted in *Hermes* being crowned 1966 Plymouth Command Champions. The most notable successes were by A.B. Newton, 1st 3000 metres steeplechase, Stwd. Whitehouse, 1st 3 miles, N.A.M. Gobbett, 1st Mile, Ch.Shipt. Taylor, 1st discus, Lt. Dugan, 1st 100 yards, 220 yards and long jump, all

ably supported by N.A.M. Lea, N.A. Carter, Stwd. Burr, L.M.E. Hoggarth, M.E. Podmore, L.A.M. Wishart, L.A. Hartley and Lt. Hopker.

The last meetings of 1966 were all representative for Plymouth Command and the Navy, where *Hermes'* name was carried with pride. Once again we came to the fore in the Navy Championships helping Plymouth Command win the team event.

So to sea and a wait of 10 months for our next meeting which was a 'Triangular' match. Despite our long stagnation *Hermes* triumphed again holding off the challenge of H.M. ships *Forth* and *Terror* with C.P.O. Valentine and the Loveday twins providing the backbone.

Our last meeting was the ship's athletics championships held 7th July on the Fleet Ground, Singapore. To conclude, I must mention our stalwart performer Capt. Lewin who, despite giving away a large handicap, was unbeaten in our veteran race.

CRICKET

Throughout the season, on paper, the batting looked stronger than the bowling. However, the bowling usually did what was asked of it whereas the batting crumbled twice, each time against RAF teams, resulting in our only two defeats after leaving England.

Henry Farmer had a field day in Gibraltar when he scored the only 'Ton' of the season, but he was ably backed up by others who between them managed six scores of better than 50. The major bowling achievement was John Young's nine wickets in the first ship's game, but when he left the ship his place was adequately filled by Peter Spencer and AI Gamley, who between them got through many tiring overs in the hot Cyprus and Aden sun.

Cricket is not all statistics, nor even results (unless you happen to come from Yorkshire) and memories of distant

games spring to mind. Eric Mann, our umpire, being left locked in the lavatory after tea in Cyprus, possibly because he had given the skipper out L.B.W. but more likely because he had fallen asleep; Peter Ridley playing another massive forward stroke, for all the world like a bearded Cowdrey; the Greek footballers who insisted on practising scoring goals where the sightscreen should have been, and of course that match in Aden when everybody would have felt safer if there had been a platoon of soldiers in attendance. These are the extraneous details of what the whole team will consider a happy but curtailed season.

The final scoreboard showed 5 wins, 5 losses and one draw, and in these games no fewer than 46 people represented the ship.

HOCKEY

The ship's hockey teams have had a mixed bag of results this commission. There have not been many experienced players, especially sharp shooting forwards, to choose from and numerous volunteers have been blooded in conditions as adverse as a red shale quagmire at Athens to the concrete frying pan at Gan.



Most success was enjoyed during the work-up period; when we drew with *Bulwark*, beat *Ark Royal*, and whilst in Rosyth, hammered all opposition including Arbroath. It was in the Med. and Far East, with teams containing stick players that our inexperience was exposed; we were severely mauled by RAF Akrotiri, Civilian XI's in Gib., and the evergreen Bhajan Singh's Dockyard settlement team in Singapore. Between times, wins were recorded over *Rooke*, RAF Gan and *Forth* in Singapore. By the time Fremantle was reached and after much 'deck hockey' substitute for training, we were beaten in our initial engagement with H.M.A.S. *Leeuwin*, but had a fine win over a league YMCA XI.

The link with the Royal Signals has been maintained wherever possible. Although we drew with the Malta garrison, our mercurial opposition at Catterick and Singapore defeated us. Team members, however, consider that the 'third half' celebrations ended in our favour.

At Gibraltar in an Inter Part Competition final, the blue tilers from the Wardroom were defeated by a goal scored in the final minutes of the game by the heavy bombers of 809 Squadron.

◁ 1st XI Hockey team

SAILING

The *Hermes'* sailing fleet, consisting of four Bosun dinghies, five Piccolos and two Whalers, has been out racing or cruising at most ports of call. The Host clubs have also often given the use of their boats, enabling *Hermes'* crews to have a taste of 20 different classes of dinghies.

The first serious racing was in the October 1966 Bosun Championships at Portsmouth, where Lt. Matthews did well to come 11th out of over 60 entries. On our foreign leg the first racing was at Malta where the RAF Sailing Club at Marsaxlokk, lent their Albacores in a series of races where the *Hermes'* crews acquitted themselves well.

At Naples sailing in Finns and Stars was enjoyed, whilst at Athens the Hellenic Yacht Club challenged us to the Navarino Cup race in their Lightning class yachts. In an exciting race in variable winds the *Hermes'* team comfortably beat the Greek Navy, and lost narrowly to the Hellenic Club, with Cdr. D. C. Blacker doing particularly well in beating some European ex-champions.

The RAF Club at Akrotiri, Cyprus, organised several races for us in their Albacores and Fireflies, where consistent winners were Lt. Newing and Lt. Loat (Albacores), with Sub-Lt. Jarrett and Sub-Lt. Waters (Fireflies). A team race held at Episkopi in heavy winds was lost however to the locals though ex-Navy helm Lt.-Cdr. K. Statters found his form to have a brilliant day's racing.

The consistent fresh winds at Aden and a very sociable club were a welcome relief for the *Hermes'* yachtsmen, but at Singapore the team got down to serious team racing and succeeded in decisively beating teams from H.M.A.S. *Melbourne*, H.M.S. *Fearless*, and H.M.S. *Bulwark* with Lt.-Cdr. Ouvre doing particularly well.

At Hong Kong, C.P.O. Bravery and R.E.A. Garlick, in their first ever sail in a Flying Fifteen, startled the locals by gaining second place in the Saturday Club race. At Fremantle, it was winter and there was no racing though the Whaler was out regularly in the attractive Swan river.

Finally Mombasa and a series of successes for the *Hermes'* yachtsmen, particularly Lt. Newing and Sub-Lt. Milne. In a day's team racing in Whalers, Bosuns and Coots, *Hermes* beat H.M.S. *Triumph* by over 100 points but lost to the local team by a narrow 7 points. Lt. Newing achieved particular success on the social side after the final day's races, receiving birthday congratulations from all the club's female members and a bottle of champagne for maintaining his chastity.



Cdr. D. C. Blacker fights it out with the leaders at the Navarino Cup race whilst Lt. Townsend navigates and Lt. Nicholls growls at the opposition

BOXING



The Boxing team

Uncertainty of the ship's programme east of Suez precluded any planned boxing fixtures after May 1967.

The first opportunity our boxers had to demonstrate their ability came at Rosyth, in November 1966, when they put up a very good show in the Scottish Command Novice Championships.

Later in December *Hermes'* boxers were again to the front in the Portsmouth Command Novice competition and came away with some very good wins.

M.(E) Jock Caldwell was selected to represent the Command as a result of his very fine performance.

The only other event in which we participated was an inter-service contest in Malta.

In this contest Royal Navy boxers swept the board, and from *Hermes*, N.A.M. Bainbridge and E.M.(A) Stoneham deserve mention.

The highlights of our performance were K.O. specialist Mech. Finnegan who 'put away' three of his opponents inside the distance to win the light welterweight title, and Marshall who disposed of another two opponents inside the distance. N.A.M. 'Sam' Weller, put up one of his better performances to win the light heavyweight division while 'Butch' Lansdell, always fit and strong, met his match in the form of a fitter and whirlwind style Nigerian, representing the Army.

Throughout C.P.T.I. Vaughan has been the tower of strength, coaching, training and encouraging, which has resulted in the satisfactory performance of his team in all three of their outings.

WATER POLO AND SWIMMING

Generally throughout the commission the opportunities for organised Water Polo and inter-departmental swimming competitions have not been great. However, we have been lucky to have had water polo matches at many ports of call and the ship's team has acquitted itself well despite limited opportunities for training.

The first of two Inter-Departmental Swimming and Water Polo Knockout Competitions was held at the Royal Naval Barracks Swimming Pool, Devonport. Enthusiasm within the ship was very high, and an exciting afternoon was predicted for the final heats, the eventual winners of both competitions being the Marine Engineering Juniors' Team.

The second of the competitions was started at Singapore in the pool at H.M.S. *Terror*, and completed at H.M.S. *Tamar* when the ship finally arrived in Hong Kong. Again the Marine Engineering Juniors won both competitions but with 892 Squadron not far behind.

BASKETBALL



The Basketball team

At first glance our results this commission have not been inspiring. Of 17 games we have won only 4. Scoring 476 points with 847 recorded against us.

Our Navy player and Captain was Mick Cockeram who with our coach, Jock Steel, taught us a lot.

'Titch' Titchen must be our most improved player member, he has a lot of natural ability and has developed to become one of our best players. These were supported by the stalwarts of the team, whose keenness was outstanding: Dave Wise (R.E.A.2), Dave Wyse (N.A.M.), Keith Horseley, Pat Stagg, Tony Newborn and Alan Welton.

SQUASH RACKETS

Although enjoying themselves in all ports from Hamburg to Hong Kong where opposition could be found, the squash team has not won many victories but has used up a great deal of energy proving that it is the taking part and not the result that matters.

The first match against a team of British emigrants in a converted garage in Hamburg should have set the pattern for future triumphs, as once we had got used to the peculiar size of court and had learnt to avoid the holes in the front part of the floor, the laurels were ours. However, we had to wait until after defeat in Rosyth, and a thrashing by the Navy in Malta, before our next victory. This time it was the Army in Gibraltar who were the perfect hosts. Thereafter the results deteriorated as we discovered the delights of first Gibraltar, then Malta again, Athens, Hong Kong and Fremantle.

For those interested the final score was won 2, lost 9, but these bare numbers do not tell the full story of the toil and endeavour, the blisters and the sweat, and of course the enjoyable social evenings that really made the season.

SHOOTING

Hermes teams have shot in competitions in Gibraltar, Athens, Hong Kong, Fremantle, Perth and Nairobi and we have always given the opposition a good run for their money.

The most impressive thing that the teams will remember is the overwhelming hospitality that resident clubs have offered us. This is best illustrated by the Team's week-end visit to Nairobi in early December 1967, as guests of the Kenya Rifle Association, to take part in a two-day competition involving small and full bore pistol, small and full bore rifle. The ship's team was accommodated in Association members' homes, and a full programme of social and shooting events was arranged.

Thanks are due to everyone who has shot for the ship, and also to the Gunner's party who provided us with ammunition and weapons without stint.

To all *Hermes* team members this commission, may all your sighters be fivers and may the group tighteners be strong ones.

THE CYCLING CLUB

Cycling, as an organised sport, commenced at the beginning of June 1967, before our arrival in Singapore. L.M.(E) Dunn, who was Captain of the ship's team last commission, provided the necessary drive and the ship entered two riders for the three major races in that period, with remarkable results:

The Navy 25 mile Time Trial saw Dunn break the Navy record on a blistering hot day, under most unsuitable conditions.



The Cycling Team;

Over 10 miles, both L.M.(E) Dunn and A.B. Guntrip broke the Navy record-Dunn missing a Standard Award by 0.8 of a second and Guntrip having entered with little recent training.

The 120 mile Course was a hard one and the race a selection for the Malaysian Games-it proved to be our downfall. At the half-way mark, both were doing well, until Dunn crashed into an Army rider and buckled his front wheel and smashed his gears. The temperature continued to soar, reaching 120 deg F, and was beginning to take a definite toll of the field, when Guntrip pulled a knee muscle and was forced to retire.

The rest of our visits were fairly short but we used them for training purposes, and a cheap way of seeing behind the facade of the waterfronts. Sub-Lt. Hulme joined the club just before Hong Kong and was there seen gamely attacking the 1892 feet hill behind the others, but was never more than three-quarters successful. The foothills, however, were very useful for sprint training with the fast-moving traffic keeping one continually aware of the surroundings.

At Subic Bay Dunn and Guntrip made a 40-mile ride into the mountains. The roads were very dangerous in places, and it rained most of the time, but they both enjoyed it. In Australia-Dunn covered some 220 miles and Guntrip 110, on the very good roads, under perfect conditions, and both received great hospitality everywhere.

Perhaps the finale of the first leg of our cruise would have been a photograph of Dunn riding through Fremantle with a live Koala Bear tied to his back, and a boomerang peeping out of his jersey, but alas, no one had a camera at the time !

In Portsmouth we will embark 'rollers' for training on board and hope to gain a few more recruits amongst those who may have bikes at home.

GOLF

The standard of golf onboard has been quite good throughout the commission and the number of recognised handicaps has increased. As is always the problem, lack of practice has prevented the members of the ship's team from showing their true worth in representative matches. The opportunities for golf in the Far East have not been as frequent as hoped, but every opportunity was taken in each port we visited to play the local clubs. As always we are indebted to the host clubs, for their hospitality and thus affording everyone a chance to preserve some resemblance to a golf swing.

Results:

v. B.R.N.C.	Lost 2z-1?
v. Hamburg G.C.	Lost 7-5
v. 3rd S/M Sqdn.	Lost 5-2
v. 11th Sig. Regt.	Lost 4-1
v. H.M.A.S. <i>Leeuwin</i>	Lost 21-11
v. Nyali G.C.	Drawn 2--2+

GO					
TO START THROW DOUBLE SIX	<u>GIBRALTAR</u> COLLECT L.O.A	GO TO MALTA	TAKE A CHANGE OF PROGRAMME	GO BACK THREE SPACES	REMAIN AT SEA MISS TWO THROWS
<u>PORTSMOUTH</u> ADVANCE TO ADEN LOSE 2A AND CHRISTMAS LEAVE					<h1>HERMO</h1> <p>A novel game for</p> <p>OR</p> <p>"I KNOW WHI</p>
NO FLYING LOSE L.O.A					
<u>FREMANTLE</u> FORGETSHIP MISS THREE THROWS					
GO BACK TO ADEN OR PAY TREBLE L.O.A. FOR CHANGE OF PROGRAMME					
DONATE BLOOD MISS ONE THROW					
<u>HONGKONG</u> PAY £200 FOR RABBITS	<u>TROPICAL STORM</u> GO BACK TWO SPACES	<u>PHILLIPINES</u> DISCOVER NEW 'ROSE' RETIRE FROM THE GAME	<u>SINGAPORE</u> COLLECT BONUS TREBLE L.O.A.	GO BACK TO ADEN	

CHANGE
OF
PROGRAMME

TAKE A CHANGE OF PROGRAMME	<u>MALTA</u> DOG HUNT COLLECT L.O.A.	GO TO GIBRALTAR DO NOT PASS GO DO NOT COLLECT L.O.A.	NO DIVERSION FORK LIFT TRUCK FLYING ONLY. MOVE ON ONE SPACE	<u>NAPLES</u> GO SICK MISS TWO THROWS	NATO EXERCISE GO BACK FOUR SPACES
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POLÆ

mariners!

WE'RE GOING"

L.O.A.

TO GET OUT OF ADEN
THROW TWO DOUBLE SIXES
THERE IS NO "GET OUT OF ADEN FREE" CARD

ATHENS
VISIT ORACLE
AT DELPHI
TAKE
CHANGE OF
PROGRAMME

CYPRUS
OVERTHROW
GREEK
GOVERNMENT
MISS THREE
THROWS

GO BACK
TO
CYPRUS

SUEZ CANAL
LOSE
LOA
MISS ONE
THROW

ADVANCE
CLOCKS
GO TO
ADEN

<u>GAN</u> TAKE A CHANGE OF PROGRAMME	THREATENED BY NASSER ADVANCE ONE SPACE	SELF MAINTAIN AT SEA MISS TWO THROWS AND LOSE L.O.A.	<u>NEAR GAN</u> GO BACK TWO SPACES	ADVANCE TO SINGAPORE	<u>ADEN</u> MISS FOUR THROWS LOSE DOUBLE LOA
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