

With the Tornado Times

SPECIAL FAMILIES EDITION

14 APRIL 1976



"Doodle"

T.W.I.T.T. WISHES
HAPPY

ITS READERS A VERY
FAMILIES RE-UNION

Happy Easter Too!!!

A WORD FROM CAPTAIN D.J. MACKENZIE R.N.

Commanding Officer H.M.S. AJAX & Captain Eighth Frigate Squadron


As we near the end of the World Deployment and approach DEVONPORT, I would like to thank all on board for all their hard work which has made the trip such a success, and to tell you at home what splendid ambassadors of Britain they have all been.

Now we are home it is not the time to slack back. After a well earned leave those that go on draft will, I hope, have new and challenging jobs to go to, and those left behind have the task of preparing the ship for whatever the Commander-in-Chief Fleet may have in store for us. The Summer programme begins with a short period of weapon training at Portland in June and after that much depends on the Iceland situation.

I hand over to my relief, name as yet unknown, in July and I will be sad to leave such a fine ship and squadron. I will also be sorry to miss the visit to AJAX CANADA in August.

Finally, a word of thanks for our Editor CRS (W) FOX who has worked many long hours to produce this ships paper. I am delighted to see that his efforts have been rewarded by a 'pot'.

A HAPPY EASTER, Goodbye, thank you and good luck to those who are leaving, and I hope everyone has a good leave.


D J MACKENZIE

Captain, Royal Navy

The following have been selected by the Flag Officer Second Flotilla for the award of an engraved tankard from the Herbert Lott Fund for having contributed greatly to the efficient running and well being of their departments and of the ship as a whole.

FOX J.J.	CRS (W)
GRIFFITHS J.E.	FCCEA
HAMMOND D.N.	PO CEL
MARTIN J.	A/LS (M)
MOORE D.R.	CPOCK
NASH B.	CMEM
STEPHENS D.M.A.	CPOSA

OFFICIAL NOTICE OF REHABILITATION

To: ~~The Next of Kin, Relatives and Friends of:-~~

NAME... S. TOMARSA RANK... AB (S) NUMBER... 247

1. Very soon the above mentioned serviceman will be once again in your midst, de-hydrated and demoralised, to take once again his place as a human being in a land of freedom and justice for all in life, liberty and the somewhat delayed pursuit of happiness. You must make allowances for the crude environment which has been his miserable lot for the past nine months. In a few words, he may be a little peculiar in his habits, suffering from a little too much sun.
2. In making your welcome you must consider the conditions to which he has been subjected, and make allowances, as follows:
 - a. Lock-up all females between the ages of 9 and 90 in their rooms for the first 14 days.
 - b. Fill up the fridge with beer. Remember, he will only drink it cold and out of a can.
 - c. Make the bed comfortable for his afternoon sleep.
3. When serving rare foods, such as fresh milk, steaks or buttered breads, do not be alarmed or disgusted if he goes at it like a beast or a madman and shouts; "Mara wahid tahaem mangeria", which could be Hawaiian for "Very good good."
4. When he arrives at the railway station, send a guide - remember he has been away for a long time. If he greets you with "Aloha" do not fret, this is Hawaiian for 'Hello'. (or goodbye, or even 'buzz' off- depending on how he says it)
5. On boarding a bus, buy his ticket for him or he will try and bargain with the ticket collector for a lower price. This also applies when he goes out shopping; try to be with him all the time, as he will get upset at not getting lower prices...
6. If, when passing the following, he appears a little surprised, or vague, explain to him in pidgen English what they are:
 - a. A European Woman
 - b. A post Box
 - c. A double decker bus
 - d. A red telephone Booth
 - e. A Chip Shop
 - f. Snow
 - g. And last but not at all Least A PUB.
7. If he owns a car, do not let him drive it for several weeks, as he is liable to drive it on the wrong side of the road.
8. If he does any of the following, remember he has been away for a very long time;
 - a. Stare in fascination at the continuous flow of water from taps
 - b. Bath all day
 - c. Walk around the house wearing nothing but a towel
 - d. Squat cross-legged on the floor
 - e. Throw his mattress on the floor, and sleep on the springs.
9. Remain calm when he pours gravy on his dessert or mixes peaches with his potatoes. Be tolerant, and do not let it shock you when he answers the telephone by saying 'Aloha'. DO NOT CALL A PHYCHIARIST.

10. For the first few months (until he becomes house-broken) be especially watchful when he is in the company of women. After watching the beautiful women wooed by handsome men in the movies, he thinks that he is a master of the art himself, and although his intentions will be sincere they will be strictly dishonourable.
11. Under no circumstances are you to mention the following;
- | | |
|-----------------------|-----------------|
| a. Palm Trees | b. Deployment |
| c. A World Cruise | d. Sun bathing |
| e. Australia | f. Hawaii |
| g. A lovely sunny day | h. Panama Canal |
| i. Djibouti | j. Work-up |
| k. Mince | l. Pineapples |
12. Never use the following phrases;
- "When are you going back?"
 - "Don't you wish you were back at sea, idling your time away, at all those foreign places."
 - and worst of all....."What, you home again?"
13. If possible, provide him with an empty drawer, so he can deposit his loose change on returning home from the 'local'.
14. He would appreciate it very much if he could have a nice pint of Best British Bitter, as soon as possible. Be warned that this may be his capacity. Do not invite him to have Schlitz, Budweiser, or Olympia.
15. Don't ever call him a TWIT as he is liable to burst into tears, in reminiscence of 'the good old days'.
16. Remember to turn the television off when the AJAX advertisement is on, especially if they are about 'White Tornados'.
17. Always remember under that tanned and rugged exterior, there is a heart of gold; treasure his as it will be the one thing of value he has left. Treat him with kindness, tolerance and the occasional quart of liquor, and you will be able to rehabilitate that which is a hollow shell of a happy boy you once knew.

J. H. [Signature]

.....
 Officer in charge Rehabilitation of Personnel from
 World Cruise 1975 - 1976

With the Ship back in Guzz, with me going on draft, I think I will
~~repeat my favourite ode.~~

ODE TO R.A.'s

I 'ates 'em, I 'ates 'em, I 'ates 'em,
I begrudge 'em the least little perks.
I 'ates 'em ashore in the evening,
I 'ates 'em by day where I works.
I'm sick of the sight of their "samies,"
And that 'orrible little brown case,
And the way they wave 'alf of a workman's,
In front of the watchkeeper's face.

I'm chuffed when I 'ears of a train strike,
Or that snow has been falling in Kent,
Or that one of 'ems fell off his moped,
And the front wheel is 'orribly bent.
I laughs when they looks at the watchbill,
And realise they're duty weekend,
And they can't get a sub outa no one,
And it's drivin' 'em slowly roun' bend.

It grieves me each day at standeasy,
When they empties the tea from the pot,
And then carry on doin' the crosswords,
'A vin' seen of the perishin' lot.
And the scene that plays 'ell with me ulcers,
And for me is the start of the leer,
Is the way that they 'angs round the table,
When the victuals is 'avin' their beer.

I laughs when the Ajax's on duty,
And Ther's gales a blowin' at sea,
And Jack Dusty is issuing bedding,
For the R.A.'s who's caught the duty,
I 'ates 'em I 'ates 'em, I 'ates 'em,
Same as Irishmen 'ates Black and Tans,
If you can't fight 'em, join 'em, says sayin',
So me Vicar is callin' the banns.

How do you make an Irishman burn his ear ?
Ring him up while he's ironing,

Why don't the Irish have ice in their drinks ?
The lady who knew the recipe died.

How is an Irish ladder different from an ordinary one ?
The Irish one has a stop sign at the top

When God was handing out the resources, why did the Irish get the
potatoes and the Arabs the oil ?
The Irish had first choice.

Did you hear about the Irishman who tried to tap dance ?
He fell in the sink and drowned.

Did you hear about the Irishman who wanted to be buried at sea ?
Six of his mates drowned digging the hole.

The following letter was written after our visit to San Juan, and it was intended that you receive it before he got back to Plymouth, but as there was no mail run I asked the Editor of T.W.I.T.T. to publish it for me!!!!!!!

Dear Mum,

I know it's a long time since I last wrote but I have only just got hold of the office writer, he's the one with the pen, and I thought I'd better let you know that I won't be home until we get to Plymouth, where this letter will be posted from, and I go on leave, so I should get home before it.

I believe the ship is going to Portland after we get back but no-one will tell me what the real programme is. My oppo knows a Waffoo (that's what they call men who are allowed to eat in their overalls) who said he heard the Admiral tell the Captain where to go.

We've had quite a trip round the place since I last wrote - we went to Gibraltar, Malta, Djibouti, Madras, Singapore, Hong Kong, Fremantle, Adelaide, Sydney, Melbourne, Wellington, Suva, Hawaii, Long Beach, Panama and San Juan.

I've had several interesting jobs since I've been onboard HMS Ajax. The first job I had was very interesting. I was in a Motor Boat. One day the Coxswain let me take it alongside the jetty. After that I worked in the bathroom and I know the Chief must have been pleased with me because he recommended me for fore-castle ring-bolt sweeper after a very short time.

You will note that I am an Ordinary Seaman, as I am a Junior no longer, because I reached the age of 17½. But as my Divisional Officer pointed out to me as he congratulated me, most of the credit must go to you and Dad.

Now that I am an Ordinary Seaman I have to take part in damage control exercises. You probably won't know what this means Mum, but everyone rushes around repairing damage which is beyond the control of an Officer. Everything is quite unrehearsed, in fact we make it up as we go along. It took me quite a time to get the hang of it, but now I know whose side I'm on.

To break the long monotony of long days at sea we often have a R.A.S. This is something else that you won't understand Mum, but I don't know much about it yet. I know that all the seamen do it and it is always done on Sundays or after secure, so how can I see what happens.

Well Mum, I must end for now, my relief will be coming up soon to take over as starboard lookout and I have to check that the navigation lights are all burning brightly. The other night the duty electrician tried to catch us all out by leaving an extra one up the mast. At least that is what he told the First Lieutenant.

Don't forget to let me know what size wire Dad wants for the back fence. I'll send it home with the next lot of cigarettes.

Love to you all,
Your boy,
Tweaky.

THE LONELY SAILOR BOY

'Twas early, early in the spring,
When my love, Willie, went to sea,
The night was dark; the winds blew high,
The night I lost my sailor boy.

"Oh, father, father, bring a boat,
Out on the waves that I may float,
To watch the ships as they pass by,
And find my lonely sailor boy."

"What is he like, your Willie, fair,
Or what the coat that he does wear?"
"He wears a coat of navy blue,
You'll know him by his heart so true."

"But every sailor wears the blue,
And every sailor's heart is true,
So tell me, maiden, sweet and kind,
More of this man that you find."

"He's tall and handsome, brave and free,
And on his chin for all to see,
A dimple deep comes with his smile,
A maiden's heart and two big eyes."

"Oh, maiden, dear, I'm sad to say,
Your Willie died on yesterday,
On you green isle as we passed by,
We gently laid your sailor boy.

Twelve captains, dressed them all in black,
Twelve seamen robed in clothed sack,
Twelve cabin boys on main-masts high -"
"To mourne me and my sailor boy."

I'll dig her grave both wide and deep,
With tombstones at her head and feet;
Sweet William on her grave I'll grow,
Because she loved "Sweet William" so.

A man was walking his rather scraggy dog down the road one day when he met a very snobbish neighbour. The dog was obviously not a thoroughbred and the snobbish neighbour looked scornfully at it and said,

"What kind of a dog is that?"

"It's a police dog."

"It doesn't look like a police dog."

"Of course not - it's in the secret service."

An old man called at the office and asked to see Tommy Ryan, a junior clerk.

"I'm his grandfather," the caller explained.

"Mr. Ryan is not here today," he was told, "He's gone to your funeral."

EVERYTHING IS FUNNY, AS LONG AS IT HAPPENS TO SOMEBODY ELSE.

MONEY CAN'T BUY FRIENDS BUT YOU CAN GET A BETTER CLASS OF ENEMY

THINK OF AJAX AND GIVE HER AN 'A'

AJAX GENERAL BROADCAST TOP TEN TUNES

1. SECURE. This is by f.r. the most popular. One is able to relax a little after listening to this catchy little tune.
2. THE NEXT LIBERTY BOAT WILL LEAVE IN FIVE MINUTES TIME. This tune has the knack of getting you in motion. A must for all Natives of Plymouth, when the Ship is anchored in the Sound.
3. MAIL IS NOW READY FOR COLLECTION. A nice bright arrangement, but this tune sometimes proves disappointing to a few listeners.
4. DO YOU HEAR THERE PTI SPEAKING. No one has ever heard the full tune, as it has the power to cause you to switch off or turn over.
5. HANDS TO DINNER. This lively little number is expected to drop drastically, now that the ship is back to normal (in Plymouth).
6. CAPTAINS DEFAULTERS MUSTER IN THE CABIN FLAT. Nice and easy number. Strikes fear and terror into a few listeners. Hated by the RO's. Commonly known as the Reg. Office Blues.
7. OUT PIPES. A much listened to pipe, but unfortunately not as high in the Charts as the Wardroom would like.
8. HANDS TO CASEX STATIONS. After being number one last week, this tune dropped drastically and is expected to leave the charts completely this week.
9. OVERALL SYSTEM CHECK TEAMS CLOSE UP. Not very popular with the Vast Green Empire, hated by the Operations Department, but never the less this tune is still very popular.
10. HANDS TO FLYING STATIONS. Very unpopular with the Fly Boys, and equally unpopular with the sunbathing team. Played a lot and it normally follows Secure. We expect it to drop out of the charts this week.

Overheard on the Flight Deck as the Officers were bringing their families onboard - "Now I know that a Lieutenant Commander is the wife of a Lieutenant."

WHAT IS A CALORIE ?

One of the most commonly used words among weight-watchers is 'Calorie'. But what is it ?

The scientific word is "Kilocalorie" and it is the amount of heat energy needed to raise one kilogram of water one degree centigrade.

Converted into another form, a kilocalorie equals the energy needed to raise 3,082 pounds weight one foot against the pull of gravity. This means that if you weigh, for example, 10 stone 10 pounds, you'll have to jump one fut high TWENTY times to use up one calorie.

To burn up the 500 calories in a good slice of apple pie you would have to jump TEN THOUSAND TIMES.

It would be much simpler to say NO to the apple pie.

Do you still want to go on a diet ?

P.S. For "fut" read "foot".

DYING PROCEDURE

It has been brought to the notice of the Ministry of Defence that some men have been dying without the previous consent of their superior Officers. This practice will cease forthwith. It must be fully understood by all rates that the manpower shortage is still acute, and any man dying without first obtaining permission commits a serious offence, to which the only answer is disciplinary action.

The attention of all rates is drawn to Q.R. (R.N.) 123, article 45

1. Dying (the control of)

The following drill will be carried out by all members of H.M. Forces:-

- a. No man below the rank of Midshipman or rate of Junior, may be given the order to die. No man above the rank of Rear Admiral will be given the order to die.
- b. The person ordered to die will in all cases be known as the 'victim'.
- c. Under no circumstances will the man be allowed to die in his own time.
- d. On receipt of orders the victim will die by numbers as follows:
 - 1) The victim will step forward a full pace of 30", followed by two other short paces of 27" and 25½" respectively, at the same time allowing his eyes to glaze over.
 - 2) He will sink slowly and smartly to his knees, counting out the correct pause of "two - three" then fall on his face, arms outstretched, thumbs in line with his ears.
 - 3) He will lower his legs, toes resting on the ground, heels at an angle of 30° and in line with his shoulder blades.
 - 4) Then in his own time, the victim will draw his last breath, (on Form S3/10/2326) which will consist of two parts of air-scented WD Mk 1 and one part of oxygen (in accordance with Naval weights and measures scales).

The death rattle will not be sounded except on ceremonial occasions.

2. General instructions.

Before dying a chart showing the route to heaven will be drawn from the Regulating Office. Any Officer passed on the way (more than likely going the opposite direction) will be paid the usual compliments. No overtaking on the route, and on arrival at his destination the victim will report to the regulating office and from there will draw the following items of kit:

- a. Harps, Brass GS Mk IV
 - b. Wings, Pair, Folding Flat
 - c. Clouds, Fleecy, Furbished Mk IV
 - d. Halo's, Ratings (Silver Mark I)
 - e. Halo's Officers, (Gold Mark II)
- i) Harps will be clean, bright and highly strung at all times.
 - ii) Wings will be blanched with flickering stardust No. 3 at all times.
 - iii) Halo's will be fitted by the angels tailor, (Halo to be worn with ten degrees of tilt, to the rear and 4½ inches above the left ear)
 - iv) Clouds will be checked for condensation and refilled with anti-freeze when necessary.

- ### 3.
- There will be a duty Angel at the Regulating Office at all times holding the appointment of "Group Regulating Pity Officer, Angelical Group, B, Class II"
- Dress: Number 3's - wings amidships, harps at the port.....

BOOK REVIEW. - FOR YOU - ROBIN HOOD

This is a glorious comedy romp through the seamier side of life in one of our large industrial cities (Nottingham). As our readers will appreciate this is the home of lace underwear, penny farthings, Sunday Mornings and Saturday Nights.

When a group of young, handsome men decide to go and live together in a wood you can be sure trouble is on the way. The first major argument was as to what rig they would wear. They voted, and decided by a majority on a brown tunic, but this was ruled out by the Humber Burners Union as it would have meant working overtime. Lincoln, a little further south, offered a job of Tunics in green and as the Humber Burners had only offered Onenics in brown, Lincoln won the contract. So all the group were suitably dressed in Lincoln Green and went to live in the woods.

The head of the organisation, an ex-pusser, was known as Robin Hood. (He was going to be known as Robin B..., but the editor censored this). He was a tall dark short blonde youth in his middle ages. His chief henchman was Little John, so called because he only visited the heads once a week. Other members of the organisation were Will Scarlett, a non-conformist, Friar Tuck, an unfrocked priest who would try anything once, Alan Airedale, a well known Yorkshire dog breeder and others too numerous to mention in such a short review.

They lived together quite happily until they were discovered by the Sharif of Nottingham, head of the local Arabian community, possessor of eighteen wives and the Chairman of the Public Morality League.

Soon the happy life of the band of men in green was to cease. The jolly games, such as shooting arrows into old dears, bashing each other across the head with heavy ash stoves, robbing coaches, and chasing Maid Marion, had to stop. Public opinion was against them, the group was broken up, and the leader, Robin Hood, died and was buried in Birmingham, which is a terrible fate.

The author has an interesting and unusual theme. He treats the band of young men with sympathy and kindness. I feel however, he overtaxes the imagination at some stages of the narrative. This book is a must for progressive bookshelves.

MINCE BEAUTIFUL MINCE

When we left U.K. on July 22nd 1975 we knew we were going to be well fed. We were. Look at these figures.

We have eaten 16,242 lbs of Beef.

Out of that lot 21% of it was used as Mince.

Work it out for yourself - The Wardroom ate $1\frac{1}{2}\%$ of that lot, the Captain is not very fond of Mince - so we had the rest.

Plea. Do not give your loved one a plate of mince the first time home.

A LETTER FROM HOME

Throughout the period of Deployment we invited people at home to write to the Ship's newspaper. Of the many that were received, we liked this one the best. We don't know who you are Matilda, but we all love you for it.

Matilda tells us what one week has been like for her.

- Monday: Came back from visiting Mum. What do you do with two small children on a train when you want to visit the toilet? Spend very uncomfortable four hours.
- Tuesday: Washing machine went beserk then poured water all over the kitchen floor.
- Wednesday: Discovered the hard way that oil doesn't go in the Cars radiator.
- Thursday: Your son was disgusted when he found out I couldn't play football.
- Friday: Broke glass top of coffee table trying to change the light bulb.
- Saturday: Hot water bottle burst in bed.
- Sunday: Why didn't you tell me the road tax has to be renewed? I've been driving without any for two months !!!
- Come home Darling - I need you.

Well Matilda we thank you for your letter, and I'm sure he's with you this minute.

DURING OUR DEPLOYMENT

The Doctor has issued out a total of 17,385 pills to the Ship's Company.

We have used 51 miles and 96 yards of Latrine paper, which means that each man has used 1,078 yards of it.

We have eaten 7,056,720 Baked beans between us. (I guess the Caterer can stop counting them now!!!!)

We like eggs too - we have eaten 76,680 since July 22nd last year.

The cost of all the food we have eaten was £44,974.

We have consumed 150,430 lbs of potatoes, which is equal to 601 lbs per man onboard. This works out at 2 and a quarter pounds of 'spuds' per man per day. (All this and Mince too)

We have digested 5,077 lbs of Pork and only 4,583 lbs of Lamb.

If we put all the sausages end to end that we've eaten it would total up to 1 mile and 1,243 yards.

AN IRISH MOTHER WRITES TO HER SON (ONBOARD AJAX ?)

Dear Son,

Just a few lines to let you know I'm still alive.

I'm writing this letter slowly because I know that you cannot read very fast. You won't know the house when you come home - we've moved. About your Father - he has a new job. He has 5,000 people working under him. He is cutting grass at the cemetery.

There was a washing machine in the new house when we moved in, but it isn't working too good. Last week I put 14 shirts into it and pulled the chain and I haven't seen the shirts since.

Your sister Mary had a baby this morning. I haven't had the chance to find out whether it's a boy or a girl so I don't know whether you are an aunt or an uncle.

Your Uncle Dick drowned last week in a vat of whiskey in the Dublin brewery. Some of his work mates dived in to save him but he fought them off bravely. We cremated his body and it took three days to put the fire out.

Your Father didn't have too much to drink at Christmas. I put a bottle of castor oil in his pint of beer, it kept him going until New Years Day.

I went to the doctor on Thursday and your Father came with me. The doctor put a small tube in my mouth and told me to close it for 10 minutes. Your Father offered to buy it from him.

It rained twice last week, first for three days, then for four days. On Monday it was so windy that one of the chickens laid the same egg four times.

We had a letter yesterday from the undertaker. If the last instalment wasn't paid on your grandmother within seven days up she comes.

Your loving Mother,

P.S. I was goin' to send you £5 but I have already sealed the envelope.

DURING DEPLOYMENT

AJAX has used a total of 1,692 torch batteries.

Since leaving U.K. we have used 4½ tons (yes tons) of rags.

We have used 521 Gallons of Washing up liquid.

We have used (to the end, of course) just over 700 paint brushes - mostly of the 2 inch variety.

On grey and white paint only - we have used 2,080 litres. (fancy your house being painted). I wonder how many times that you could get it painted with that much paint ?

IT WAS OLD WHATS' HIS-NAME ?

Some of the Ship's Company will be parting company when we arrive, so we thought you'd like to know who completed the Deployment onboard AJAX.

D. J. MACKENZIE
CAPTAIN, ROYAL NAVY

N. C. FLEMING	COMMANDER, R.N.	K. L. TOWLEY	COMMANDER, R.N.
J. H. DINNIN	LIEUTENANT COMMANDER	P. L. R. BENTLEY	LIEUTENANT COMMANDER
P. N. DRUMMOND	LIEUTENANT COMMANDER	D. M. A. HOWARD	LIEUTENANT COMMANDER
M. GREEN	LIEUTENANT	J. E. M. COLE	LIEUTENANT
J. V. CRAWFORD	LIEUTENANT	E. LOCKYER	LIEUTENANT
J. A. STRAIN	LIEUTENANT	P. R. WILSON	LIEUTENANT
S. WATKINS	LIEUTENANT	J. A. MCQUEEN	LIEUTENANT
M. R. DAVLES	SUB-LIEUTENANT		

FLEET CHIEF PETTY OFFICERS

F.C.P.O. LAUNCHBURY J. (FCMEA(P)) F.C.P.O. GRIFFITHS J.E. (FCCEA)

CHIEF PETTY OFFICERS

CEMN1 P.F. ATKINSON	COEA L.M. ALLAN	CPO(OPS)(M) M. ATKIN
OEMN (L)1 G. BENNER	CEA1 J.B. BUCHAN	CEA1 K. BROWN
CPO(OPS)(S) J. CHEWWOOD	REMN1 A.D. COTTRELL	M.A.A. A.J. COATES
ELMN (A)1 N. CRAGGS	OEMM R.A. COOK	CRS W.R. DOWNEY
CRS (W) FOX J.J.	CEA1 J.H. GRIFFITHS	REMN 1 D.J. LOWE
CPO(CK) D.R. MOORE	OEMN 1 W.B. MILLER	AMN1 W.T. MCLENNON
REMN1 R.T. MCGREGOR	C. W. B. NASH	CPO(OPS)(M) E.R.N. OBREE
MEA(P)1 P.B. OSBORNE	CCY L.R. OGIER	CEA C.J. PANTRY
CREL J.E.W. PAGE	REMN1 V.J. HOWE	COEL A.P. RAFTERY
CPO SA D.M.A. STEVENS	MEA(H)1 R.M. SIMMON	CPO(OPS)(R) R.L. SWINDELLS
MEA(P)1 W.J. STUBLEY	REMN1 R. TAYLOR	OEMN(O)1 K. SMITH-CAMPBELL
REMN1 R.T. WINTER	CEA1 P.J. WITT	CANTEEM MANAGER MR. M. CROCKER

PETTY OFFICERS

REMN2 K. ABBOTT	PO WEP M. BLACHEFORD	PO(R) R.T.T. BUTLER
PO CK A.J. BOLT	POCK1 J.D. CLEBRY	CEMN3 M.J. CLARKE
PO(PT)2 N. FOLLETT	REMN3 J.J. SYAM	POMEM T.B. HEADLAM
POCEL D.N. HAMMOND	PO () D.A. LILDRITH	PO STD M. KEENAN
PO (M) J. KAY	POAE(AB) H.A. LAUGHTON	PO ACMN S.L. MCNAUGHTON
PO CA G. MORRIS	PO (MW) L.V. MITCHELL	PO STD N.W. PICK
POMEM G.P. ROOM	PO (S) W.E. RUTHER	MEA(P)2 J.M. TYLER
RS (W) N.H. MOXHAM	CANTEEM ASSISTANT V. AMATO	
POMEM D. DEVLIN		

THE MEN

L.S. (M) T.P. ADAMS
 L.STD P. CLOW
 LSA J.E. CRONK
 AB (M) S.J. LAST
 STD D.A. OSLINGTON
 AB (M) A.W. PAIN
 STD P. TENNITT
 AB (M) J.G. WILDERS
 AB (R) J.W. BATY
 SEA (R) T. BROWN
 AB (R) K.G. COOKE
 WTR N.S. ILLSLEY
 CK R MCGOFF
 SEA (S) D.J. PLUMMER
 L.WTR D. RUBENIS
 CK B.A.K. WALKER
 AB (S) D.G. OWEN
 AB (R) D. ROBINSON
 AB (S) A.R. WALKER
 MEA(P)3 P.B. BOLT
 NA1 R. COOMBES
 MEM2 G.L. CARTER
 CEM 1 K.B. DALTON
 MEM1 J.P. FLEMMING
 MEM1 K.M. HARRAD
 REM2 G.E. MORGAN
 MEM 2 C. NAICKER
 RO1(T) O'BRIEN
 MEM1 A. RAINNEY
 MEM 2 M.J. SCULLY
 OEM1 D.S. STANDING
 CEM1 L.C. THOMAS
 REM1 S. AYLEWIN
 OEM1 D.C. BROWN
 OEM1 J. DANSKIN
 REM1 J.M. HARPER
 OEM1 H.G. MCDONOUGH
 LREM T.J. SHARP
 RO2(T) M.C. BARCLAY
 RO1(G) D. CUTLER
 RO1(T) T. GALLICHER
 RO2 P.A. JEFFERLY (G)
 RO1 (W) S. MORGAN
 LRO (T) R.G. WEEKS
 LRO(G) J.C. ROWETT
 RO2 (W) A.J. STYTH
 LS(S) G.S. ANDERSON
 AB (S) P.M. MUSK
 AB (S) J.B. CUPT
 AB (S) S.M. EVANS
 AB(S) I.T. GREEN
 AB (S) A.M. HARPER
 SEA (S) M.A. PERKINS
 LREM (A) R.T. STENTON
 SEA (S) J. SOUTHWORTH
 OEM2 B. PETERS

AB(M) A. BRASSINGTON
 AB (M) J. C. ...
 SA D.A. DULSON
 AB (M) K. MCBRIDE
 SA R. PURDHAM
 LSA W.D.R. RANSLEY
 AB(M) J.M. SOLONYNA
 AB (M) C. WATERWORTH
 AB (R) I.P.T. BELL
 CK G.S. CARTER
 L. CK M. FOX
 LS (R) H. JONES
 CK D. NEILL
 L CK K.J. PEARCE
 A/CK G. SEAGRAVE
 L. REG K.G. BAILISS
 LS (R) G.H. POOLE
 AB (R) B.J. TRICKEY
 MEM1 A.D. ALLAN
 MA D. BOWLES
 MEM1 R.G. COOK
 MEM1 M.J. COOPER
 LMEM K. DORAN
 OEM1 A. FORD
 MEM1 A.E. JOHNSTONE
 MEM1 W.J. MCCRUM
 LMEM P.J. O'NEILL
 AB (M) D. K. ROBSON
 MEA/APP M.J. ROONEY
 REM 1 E.W. SCOTT
 J. MEM B. STEPHENSON
 MEM1 J.E. TAYLOR
 REM1 D. BARBER
 LCEM D.R. CALDICOTT
 CEM1 A.L. COOPER
 R.M. R.J. MEWETT
 LREM C.L. NICOL
 CAM 1 P.D. THICKETT
 RO1(G) W.D. CARRUTHERS
 LRO (G) D.S. ELSTON
 RO1 (T) R.J. HOULTON
 RO2 (T) G. LEDDIARD
 RO2 R. (G) MCCALLUM
 RO1 (G) V. PECEKAJUS
 JRO (G) M.J. ROSE
 LRO (G) P.M. WOOD
 AB (S) I.M. ARMSTRONG
 AB (S) R. CARR
 LS (S) B.A. CREEDEY
 NAM1 R.K. EDMONDS
 AB (S) B.J. GRIFFITHS
 AB (S) I.A. HUNTER
 SEA (S) A.J. PEAK
 LEM (L) P.J. SMITH
 AB (S) S. TILDMARSH
 OEA/APP G. IGAT-DASS

SEA(M) P. AIRZEE
 STD A. CUNNINGHAM
 SEA (M) T.V. HEALY
 LS (M) J. MARTIN
 LSA A.J. PALMER
 STD C.R.A. SMITH
 LS (M) K. WEBSTER
 AB (R) C.D. ARCHER
 AB (R) M.E. BENN
 LS (R) K.E. CLAYTON
 L. CK J.R. GREGGAIN
 SEA (EW) A. LAKER
 AB (R) J. NEATE
 L. CK D.A. RICE
 AB (R) A.G. WARING
 SEA (R) R.E. HOOK
 SE (RE) A. RALPH
 AB (M) A.L. WEST
 LMEM R.P. BATES
 MEM2 J.A. BATESON
 MEM1 S.J. COOK
 MEM2 L.S. COLLIER
 MEM 1 R.W. EVANS
 MEM2 A.W. HARE
 LMEM M.J. LONG
 LMEM E.G. MOORE
 MEM2 K. PEARSON
 MEM1 M.D. ROBERTSON
 MEM 1 S.S. RAIYAT
 LMEM G.F. SHORT
 LREM THOMPSON
 SEA (S) D.R. LLOYD
 OEM1 C. BRANDRETH
 OEM1 R.L. CHAPMAN
 LOEM E.V. CARPENTER
 CEM1 P. MORELAND
 LOEM F.R. PRIDHAM
 LREM T.W. WATERWORTH
 RO2 J.A. CLARK (T)
 RO1(T) G.H. FRYER
 RO1 (G) I.P. HAMILTON
 LRO (W) J. MCGOWAN
 RO1(G) W.B. MCGUINNESS
 RO1(W) M.A. ROBSON
 RO2(G) D.J. SWEENEY
 LRO (T) G.A. WILLIAMS
 AB (S) R.J. AYLING
 SEA (S) D.J. BARNES
 AB (S) E. GADDY
 AB(S) A.E.F. GREENWOOD
 AB (S) J. GREER
 SEA (S) S.M. ORAM
 SEA (S) T.J. PEARCE
 LS (S) P.R. SEABROOK
 SEA (S) A.J. WARNER
 CAM 1 I.R. TAIT

An Ode by "Topped Up"

Mince is good, and Mince is great,
Mince with chips and Mince with Sweet,
Mince with breakfast and Mince for tea,
Oh ! What a meal Mince makes at sea.

Mince has come back with the greatest of ease,
A lovely Mince 'samy' all mixed with cheese,
Mince with Potatoes! Oh! what a treat,
But again with chips it tastes a bit weak.

Mince with garlic, what a good choice,
But mix it with jelly and you will rejoice,
So come on my boys lets have some now,
Coz I'n getting fed up wanting a spew.

The anonomince Branch are a great bunch of lads,
But their Mince morsels are driving us mad,
I'll tell one thing I've never heard since,
There's nothing like a great plate of Mince.

Paddy checking whether Mick's traffic indicators was working. "Now it's goingnow it's not.....now it's going.....now it's not.....now it's s...."

The telephone rings deep in the heart of Dublin.

"Hello Dublin two two, three three, one one here,"

"Sorry I wanted Dublin double two, double three, double one."

"Not to worry, I had to answer the phone in anyway."

Airborne between Dublin and London.

"This is your captain speaking. We are flying at 30,000 feet at a ground speed of 500 miles an hour, into a slight headwind. You will notice we have just feathered the inside port engine. This is due to a fuel blockage. Nothing to worry about, however, our arrival at Heathrow will be 15 minutes later than scheduled."

Murphy winked at Mulligan reasoning and ordered another round of whiskey. the intercom come to life again: "This is the captain. You can see we have just feathered the outside starboard engine. This is due to a minor electrical fault. Nothing to worry about, but our arrival in Londow will now be delayed half an hour. Thank you."

Mulligan shrugged at Murphy and then got back into the whiskey...."Sorry to bother you, but this is the captain again. Our inside starboard engine has an oil leak and we have been forced to feather it. Again this is nothing to worry about. However, our arrival will be delayed two hours." Murphy leaned over to Mulligan, a touch apprehensive. "Janey Mac, I hope the other engine doesn't go out, or we'll be up here all the bleeding night."

"The train for Edinburgh will leave from platform three at twenty to four," said the fella over the intercom, "The Birmingham train will leave from platform two in twenty minutes, and for those of you who are travelling to Plymouth listen closely. Keep an eye on the clock and when the big hand's pointing straight, to the top and the little hand is right at the bottom,then you go and get on your train, which is the big green one....."

What's black and blue and floats in the Irish Sea ?
People who tell anti-Irish jokes.

Editor: What has the Deployment meant to you ?

- Admiral: a. (i) Tailor made opportunity to get to know a lot of the people in the Ships comprising the Group, to judge their efficiency and to set about raising it where necessary.
(ii) To practice and improve my own capability to do my job of Commanding Ships at Sea.
b. The chance of seeing a lot of places I hadn't previously visited and of meeting a lot of interesting people
c. A lot of fun.

Editor: What have you thought of the Deployment and its ships ?

Admiral: I think it has been a unique experience that most of us are unlikely to repeat. I think the ships, especially the older frigates have done very well to keep the timetable, keep their equipment working and remain smart. Many are much smarter than when they left U.K.

Editor: As far as you were concerned - what was the highlight of the Deployment ?

Admiral: I have two highlights - professionally, VALIANT HERITAGE when I had a very busy and challenging job as O.T.C. and, for pleasure those beautiful Pacific Islands.

Editor: Do you think there will be another Deployment like this one ?

Admiral: There may never be another quite so successful but I sincerely hope many will be given the opportunity to try. You know the 1976 Defence White Paper says "Groups of H.M. Ships from the U.K. will continue to be deployed outside the NATO area."

Editor: Do you consider that the Navy has benefited from the Deployment - if so, how ?

Admiral: Certainly it has. I am in no doubt that the ships of the Group are very much more efficient than when they left U.K., we have made an excellent impression both professionally and socially wherever we have been. Indeed the U.K. has gained. So many people, especially in Australia and New Zealand have said "How nice to see something smart and efficient from the U.K. - it hardly seems possible from what we read in the papers."

Editor: Have you any "special" message for AJAX's Ship's Company and their families ?

Admiral: Enjoy your leave, you've earned it !

The Staff of T.W.I.T.T. wish to express our thanks to Rear Admiral Fieldhouse for taking time for this 'interview', and hope our readers appreciate it. It certainly has been our pleasure.

Do you realise that since leaving the United Kingdom on July 22nd last year AJAX Ship's company have 'eaten' 233,084 meals. That meant an awful lot of cooking.

AJAX, as you have read in "The World Cruise" (or will read) has operated, or been in company with a lot of ships. We thought you would like to know the names of these. (Some of these we only met - Russians/Egyptians)

<u>UNITED STATES NAVY</u>	<u>AUSTRALIAN NAVY</u>	<u>CANADIAN NAVY</u>	<u>INDIAN NAVY</u>
USS Fanning	HMAS Vendetta	HMCS Tootenay	INS Delhi
USS Turner Joy	HMAS Vampire	HMCS Gatineau	<u>FRENCH NAVY</u>
USS Taluga	HMAS Hobart	HMCS Provider	FS D'estress
USS Leonard F. Mason	HMAS Perth	HMCS Restigouche	FS Le Bordais
USS Badger	HMAS Brisbane		FS La Malouine
USS Bronstein	HMAS Diamantina		<u>SINGAPORE NAVY</u>
USS Craig	HMASM Oxley	<u>ROYAL NAVY</u>	Fast Patrol Boats
USS Cree	HMASM Otway	HMSM Otter	
USS Carpenter	HMAS Derwent	HMS Barwick	
USS Chigaco		HMS Rothesay	<u>MALAYSIAN NAVY</u>
USS Deliver	<u>NEW ZEALAND NAVY</u>	HMS Llandoff	KD Rahmat
USS Drum	HMNZS Canterbury	HMS Plymouth	
USS Enterprise	HMNZS Taranaki	HMS Glamorgan	<u>DUTCH NAVY</u>
USS Flint	HMNZS Inverrill	HMS Herakione	HMNLS Potvis
USS Gridley		HMS Chichester	
USS Guitarro	<u>MORE AUSTRALIANS</u>	RFA Tide Spring	
USS Holt	HAMS Torrens	RFA Gold Rover	<u>AIRCRAFT</u>
USS Hull	HMAS Stuart	RFA Tartaruss	RAF Nimrods
USS Haddock	HMAS Moresby	HMS Zulu	RAF Shackletons
USS Hammer	HMAS Melbourne	HMSM Sovereign	RAF Buccaneers
USS Higbee	HMAS Duchess	RFA Resurgent	PSAF Skyhawks
USS Hollister	HMAS Supply	HMS Antoin	RLAF F111's
USS Horne	HMAS Yarra	HMS Mermaid	RAAF Skyhawks
USS Lang	HMAS Swan	RFA Tidesurge	USAF Skyhawks
USS Mayer's word	<u>EGYPTIAN NAVY</u>	<u>USSR NAVY</u>	HMCAF Orions
USCGS Munro	Osa Class I	SAM Kotlin	USAF Orions
USS McKean	P.O.T.I. Class	Krivak	USAF Mirages
USS Norton Sound	<u>PANAMAIAN NAVY</u>	Don Class	USAF Phantoms
USS O'Callahan	Patrol Craft	Lama Class	USAF Corsairs
USS Pollock		Kashin	HMCAF Argus
USS Ramsey	<u>MORE ROYAL NAVY</u>	Rigs	RAN Orion
USS Reasoner	HMS Wolverton	Petya	USN Lamps Helo
USS Scamp	HMS Wasperton	'F' Submarine	PN Wessex Helo
USS Salmon	HMS Monkton	Minka	PN Wasps Helo
USS Truxton	HMS Yarmton		HMCS Seakings
USS Wabash	HMS Bearchampton		RCAF Hunters
USS Wichita			RSAF Strikemasters
USS David			RAN Piper Camache
Fast Patrol Boats			USAF Trackers
USS Roark			PAN Trackers
USS Bryce Canyon			USN Tomcats
USS Knox			JSF Intruders
USS Cochrane			USN Corsairs
			JSN Vikings
			USN Vigilantes
			R47
			Constellation
			RAF Vulcans
			Tropis Helo
			Sea Kings

Please note: This list includes ships we only met, not all that we operated only. we did not 'play around' with the U.S.S.R. Navy for instance, and we only met the Egyptian Osa on our way to the Suez Canal.

BRITANNIA RULES THE WAVES ?

A challenge was thrown out by the Americans in Pearl Harbour to our Petty Officers Mess and was duly accepted. The challenge was to a "Hawaiian War Canoe" race with a team of 6 strong, sturdy men being required to propel the canoe through the water. Six volunteers were found and decided to have a practise run the weekend before the race.

If, as the team found out, you have not handled one of these canoes before, they can be very difficult to control, especially as they can be made to go quite fast if everyone is paddling in time. Amid cheers from the American team, the British team took to the water. "Don't worry," said their leader, "you can't turn these things over," but just to prove him wrong, that is exactly what we did. It appears the Cox'n had everyone paddling on the same side and he was turning the canoe at the same time.

This was too much for the outrigger which left the water and took to the air, depositing our six intrepid heroes in the water. This caused great alarm to the Americans on the shore who called out swimmers and safety boats to the rescue, but they were not required as the canoe was turned back the right way by the men in the water. They brought the canoe back to shore and gave up for the day.

Race day dawned hot and sunny, and the two crews were raring to go. After having a couple of crates of beer, the Americans won the toss and elected to send the British team around the course first. After a short conference between the two captain's, the course was decided - around three red bouys making the course about $1\frac{1}{2}$ miles long.

So our heroes set off, amid cheers from the shore, at a fairly rapid pace with a new cox'n this time. The course was navigated quite well and completed in just over 12 minutes, which seemed a reasonably quick time.

It was then the turn of the American team who insisted they had never paddled one of these war canoes before. (no-one believed them). They started as they looked - very professional. The even changed sides with their paddles without any orders. However, though they seemed to get carried away with enthusiasm as instead of paddling around the three bouys, they went around four !!!!! This meant that British honour was maintained as the Americans time was nearly a minute longer than the British team.

Our six "Heroes" were suitably rewarded on their success (a couple of crates of beer), and the event came to a close with the American team shouting abuse at their cox'n for taking the wrong course.

The Magician

Since leaving our fair shores - we have consumed a total of 73,968 cans of beer.

On top of that we have gone through 1,084 5-gallon kegs of beer.

We drank 72,097 cans of minerals

We ate just over 55,872 bars of 'nutty' (chocolate)

In the 1,345 hours that the NAAFI opened it took in £30,618 pounds in cash, and £15,446 in credit sales.

NAAFI Rebate has been £1,131 - which is fed into the Welfare Fund.

On average NAAFI took £22.76p per hour it was opened.

DAILY ORDERS

Daily orders are wonderful things. They tell us what is going to happen tomorrow. We get them Daily - would you believe. We thought you might be interested in one or two items that have appeared on them during our Deployment.

1. "The Ship's Company are reminded that the Ship's clocks will be retarded 23 hours tonight. This in fact means that they will be advanced one hour at 2330 - those with automatic day date watches are reminded that tomorrow is the 4th again - middle watchmen closeup at 2330."

2. "Members of the Duty Watch in the Attack Group are to remain in No. 8's and are to have them close at hand when turning in."

and the next day

3. "Everyone will wear No. 10's while the ship is open to Visitors."

4. Presidents and Leading Hands of messes are to collect money changing lists from the Ship's office for change from sterling to Guzz roubles. Rate of exchange in sterling = 0.0015 Guzz roubles. This rate is much lower than during our previous visit to Guzz as the Westoes have got even tighter with their money.

FULL AND WATER

We have completed exactly 50 Fuel Replenishment-at-Sea since we left home. From all of that we have used 7,854 Tons of Diesel. That is ONLY a 2,089,164 gallons!!!!!!

If it was bought commercially in U.K. (before the Budget) it would add up to £156,687.30p (approx)

We have used an average of 27 557 Tons per day (7,330.2 Gallons)

On the Avcat side we have used 32.8 tons, which is 9,184 gallons. As this costs 33p a gallon, we have spent 3,030.72p on Avcat.

The Fresh Water figures are something like this :

Fresh water used since leaving U.K. 9,593.9 Tons

In gallons that would read 2,149,033 gallons.

Per day that would mean 7 540.5 gallons

Therefore each man has had an average of 29.2 gallons per day.

The other type of Replenishment-at-Sea is known as RAS (Solids):

In these types we have had 16 different ones, taking on stores, food etc..

In all we have 'heaved' over 150 tons of 'goodies' across the sea to AJAX from Tarbartness and Resurgent.

A FEW TONS OF MINCE AND SPUDS IN THAT LOT.

OH WHAT A BEAUTIFUL WAR

The following item appeared in the Ship's edition of T.W.I.T.T. during Tasmanex '75. We reproduce it here to give you some idea what it's like.

At 0920 on Monday morning, AJAX slipped and sailed immediately into a war situation. We were providing a screen (protection) for the Main Body - RFA's Tidespring, Tarbartness, Gold Rover and the Australian Ship Supply. First we had to pass through a minefield, and this was carried out without a bother. With Port Defence watch on AJAX is believed to have come under attack from an Australian Submarine. The 'Enemy' was to consist of Submarines, Fast Patrol Boats, lots and lots of Aircraft, and HMAS Perth (initially).

For most of the operations department, it was like a normal exercise period. The exercise demands a higher than normal number of records to be kept, and members of other departments were soon engaged in unfamiliar jobs.

During the first two days, Perth carried out several attacks against the Main Body, which was defended by AJAX, Berwick, Plymouth and Australian Ship Torrens and Swan. The Officer in Tactical Command (OTC) is COMAUSTFLT, and he is in HMAS Supply. On Tuesday we were detailed by the OTC to commence our RAS with Tarbartness at around 0800. As we all know, this was delayed until nearer 1200. The reason for this was that we were under attack from Perth again, the Submarines, and it looked as if an air attack was building up. So off we went defending the Fleet once again. Of course Starboard watch were not complaining. Instead of spending their Off Watch time RASing they got their heads down. Poor old Port Watch had to remain on watch until the completion of the RAS at around 1430. The RAS saw a lot of unfamiliar faces. Who were all those Greenie Senior Rates for example. (Didn't know we had so many - where do they all hide?) Did we see the CRS there as well?

Wednesday and Thursday were reasonably quiet, with attacks mainly from Perth, the odd air strike and missile attack from our enemy submarines. On Thursday, we went 'silent' in an effort to find the other Task Group which consisted of American and New Zealand Ships.

Thursday saw the great confrontation. We met up with our American cousins and friends from New Zealand. A great battle followed, and to be honest I'm not sure who won what. A quote heard on one of the nets from the American/New Zealand ships..."Please tell your Leader that we are pulling out to the West...." Did we scare them that much?

On one circuit some funny started singing "How much is that doggie in the window". As one ship missed it, he requested the ship say again, to which the reply was given. I guess it must have been a Senior Rate or Officer, because even I cannot remember that far back. Do you?

On Friday we all joined forces and started a full anti-submarine and aircraft phase. Friday also brought the Flag Officer Second Flotillas onboard. This is not his first visit to AJAX and we know it will not be his last. He brought the good tidings that the O.R.I. will not be during this visit, but at a later date. Who's complaining?

With FOF2 taking charge of the ships and acting as the Commander Task Group, we soon found ourselves part of a 'Hunter Killer Group'. Our job was to prevent submarine(s) attacking the Main Body. We came under several attacks, but we will have to wait until the exercise is completed to find out who 'killed' who first.

On Saturday.....

And so the exercise went on. We got a lot of 'action' and were involved in many a battle. In the end we arrived in Wellington. "see World Cruise".

THE WORLD CRUISE

THE COMPLETE STORY OF H.M.S. AJAX DURING 1975-76

We sailed out of Plymouth Sound on the morning of July the 22nd to the sound of "When will I see you again" by the "Three Degrees" playing on the Jimmy young Show. I suppose that the wife who requested that record for the Eighth Frigate Squadron was not presented with a copy of our 'Longcast'. We thank you for your kind thought.

We left in company with H.M.S. Berwick and that afternoon we were hard at work carrying out anti-submarine exercises with the Submarine H.M.S/M Otter and R.A.F. Nimrod. At 0130 the following morning, we rendezvous'd with the remainder of the Deployment Group - H.M.S.'s Glamorgan (Flying the Flag of Flag Officer Second Flotilla), Plymouth, Llandaff, Rothesay and R.F.A.'s Gold Rover, Tarbatness and Tidespring. Immediately the Group were busy working together fighting off 'attacks' by Otter.

As we headed South, Admiral Lewin, the then Commander-in-Chief Fleet, sent the following message to the Task Group:

1. "The progress of your circumnavigation will be watched with envy. You carry the reputation of the Fleet with you. I am confident that it is in good hands and that you will remind the people of many countries of the continuing professionalism and courtesy of the Royal Navy.
2. Work hard, have fun, and enjoy the comradship of your impressive Group.
3. Bon Voyage."

From the Southwest Approaches we proceeded to Cape Finisterre carrying out inter-ship exercises. Off Cape Finisterre we were joined by a R.A.F. Shackleton from Gibraltar. The next day saw us off Cape St. Vincent carrying out Air Attack exercises against Buccaneers and Shackleton's from Gibraltar. We entered Gibraltar on the 26th for a well deserved 'rest'.

During our visit to Gibraltar, a mini Olympiad was carried out which included such sports as Hockey, Football, and Squash. AJAX did extremely well, coming a very close second. Sailing two days later, we were once again caught up in the 'throes of War' with Gunnery, Communications, Replenishments at sea, Seaboat Drills, and Air Defence exercises taking their toll. We were joined by H.M.S. Hermione on the 29th, and we operated together for a day.

We arrived in Malta on the 1st of August, and once again most of the Ship's Company were able to get some sport in. Malta provides some of the best sporting facilities in the Mediterranean for Royal Navy Ships, and many of us spent our afternoon's playing football, Hockey, Squash, Horse Riding, Badminton, Cricket and Golf.

Our visit was highlighted by six brave 'warriors' (members of the Ship's Company) participating in Malta Dog Shoot Training on our Flight Deck. We had nothing to fear from the dreaded Malta Dog now, our 'protectors' were well trained!!!

We went.....

We went to sea on Monday the 4th and carried out evolutions with R.A.F. Search and Rescue Launches based in Malta. Returning to Port on the afternoon of the 6th, we were all settling down for a few days of sport and recreation, when a Ship's Recall sent us to sea on Friday. Considering that most of the Ship's Company were ashore, having a dart's match and some social 'mixing', we did very well to sail with nearly all the Ship's Company at 0200 in the morning. Returning on Saturday, after a night and day at sea, we held Divisions on the Upper Deck, the following morning in full number 6's. (That is long white trousers and jacket). Needless to say, the day was very warm and sunny, and it took a lot of effort to remain upright under the scorching sun. But AJAX's Ship's Company are a cut above most, and we were a mass of gleaming white statue's.

We sailed on Monday and headed for our Suez Canal transit. On arrival at Port Said on the 13th, we embarked a 'Gully-Gully' man - Joe Cairo. This gentleman entertained us on the Flight Deck, displaying fantastic skills on how to produce a 'clutch' of chickens from out of nowhere. His performance went down well, and it is a wonder that he is not making a fortune at home in U.K. Perhaps this can be a warning to David Nixon.

As we entered the Port Said anchorage, the rumour went around the Egyptians that we were an invading force from Israel - but fortunately no-one took it seriously! Leaving Port Said in company with Plymouth and Rothesay, we set our course through the Canal - starting at 0400. We were the first British Warships to sail through the Canal since the clearing operations, and the six-day war in 1967. Most of us were excited to see the "War Zone", which many battles were fought over the last eight years. Very surprisingly, we were waved at continuously by soldiers on both sides of the Canal, and we think they were very happy to see us.

Arriving with Rothesay and Tidespring on the 18th, at the French Foreign Legion Post of Djibouti (in French Somaliland), in the South of the Red Sea, we berthed astern of the French Frigate D'estrees. Djibouti had very little to offer us, and the exchanging of some of us to the Ship's Company with F.S. D'estrees for lunch parties, helped to make the visit more acceptable. A boat trip to the Island of Maskali, where swimming and sunbathing were 'exercised', was a brief break for forty of us.

Sailing from Djibouti on the 20th, we exercised with the French Ships' Le Bordais, and D'estrees. They also provided three other small craft. Later that day, we rendezvoused with the remainder of the Task Group, who arrived from their visits to Port Said and Port Sudan. Off we went heading East.

On the 29th we held a 'Sods Opera' on the Flight Deck, with the highlight of the evening being a Miss AJAX Contest. We had entries from each of the messes, competition was high, and although everyone deserved to win on merit - the outright winner was a Leading Seaman, with a Killick Stoker 'coming-in' a very close second.

Arriving in.....

Arriving in Madras the following morning we were all a little concerned about the water situation. While alongside in Madras, we didn't want to take any water on, as it would have to be boiled first. So with 250 strong and healthy men, it was going to be difficult to extend the fresh water in our tanks to cover the five day visit. With excellent common sense, consumption of water was kept to well under 25 tons a day, compared with our normal use of between 35 and 40 tons.

On our third day we were hosts to a children's party, with many of our sailors dressing up as pirates to give the children the time of their lives. Throughout our stay, there were sightseeing tours within Madras and to Mahabilipuram. Sport played a big part in the visit too, with AJAX taking on local opposition. Games against Llandaff and Gold Rover were also played.

Although rain is nothing new to us, it was to Madras. Our arrival was greeted with a downpour. Not very nice for us, but it was for the people of Madras. It was the first rain that they had in two years.

As we were sailing from Madras on the morning of the 4th of September, we were greeted by the Indian Naval Ship Delhi. Delhi is ex-HMS Achilles of the "Battle of the River Plate" fame. We think it was the first time since that famous incident in 1939, that AJAX and Achilles were together. Two days later we were joined by H.M.S. Glamorgan and her Group, who were returning from their visit to Bombay, and together we headed into the Sun.

Whilst in Madras there was a strong suggestion that perhaps a rat or a shrew was onboard. After several days search, and lots of false alarms, we finally "caught" the stowaway, as we happily proceeded on our way to Singapore. We arrived in the Naval Base on Wednesday the 10th of September, where we all got our first taste of "tropical routine" (This meant getting up at 0630 and working from 0730 to 1300 daily (except for Sundays)). On this short visit to Singapore, opportunity was taken for the Ship's to play sport as a combined team, taking on British Servicemen serving on the Island and local talented opposition.

We sailed from Singapore on Monday morning fully refreshed, and proceeded to Hong Kong with Berwick, Llandaff, Rothesay, Gold Rover and Tanbatness, carrying out Damage and Fire exercises. That night we met up with H.M.S. Chichester, the Hong Kong Guardship, and carried out a Night Encounter Exercise. (This is a sort of hide-and-seek).

We entered Hong Kong at 0900 on Friday the 19th, only to sail later in the afternoon. Hong Kong was threatened by Typhoon Alice, and we didn't return until early Saturday morning. We went straight into dry dock to have minor repairs to the ships' bottom. This gave us all an excellent break from routine, as we all moved into Hotels. Only the Duty Watch (25 per cent of the Ship's Company) were required onboard Saturday and Sunday. Although we were living 'ashore', we represented the ship at several sports and enjoyed the hospitality of H.M.S. Tamar, the Naval Establishment there. The Blood Transfusion Unit came onboard on Monday and AJAX contributed 105 pints to this worthy cause. A letter from them some weeks later informed us that some of this blood had already been used in saving lives.

Coming out.....

Coming out of dry dock on Sunday, we were all looking forward to a week alongside the wall at Tamar. However, Hong Kong was not to be spared the threat of Typhoon Betty. Travelling Northwest from Luzon (in the Phillipines), Betty took a sharp turn to the left, and headed towards us. Off we went to sea again, sailing late Monday night. Fortunately, Betty did another turn, and avoided Hong Kong, allowing us to return on Wednesday morning. It was while we were in Singapore that we read about Typhoon Elsie hitting the Colony, and winds were recorded of up to 128 miles per hour. Fortunately no-one lost their lives, but several were injured, so perhaps the Blood Transfusion Unit were going low on stocks again.

We sailed from Hong Kong on Sunday, and headed South to Singapore. Off Singapore we exercised with Forces of the Royal Australian Navy, the Republic Of Singapore Navy, and the Republic of Singapore Air Force. The latter provided lively 'enemy opposition.'

Arriving in Singapore on the 3rd of October, we commenced our Assisted Maintenance Period and the Ship's Company moved into H.M.S. Terror. Some members of the crew were soon joined by their wives and families, who flew out from the U.K.

One of the highlights of the A.M.P. was the Perth Cup. This Cup was presented by the Royal Australian Navy in 1962 "to be competed for by three or more Commonwealth Navies at any one time." The competition has since been expanded to include the Navies of the Signatory nations to the Five Power Agreement.

Since 1968 the Royal Navy have won it five times, the Royal Australian Navy (RAN) once, the Republic of Singapore Navy (RSN) twice, and the Royal Malaysian Navy (RMN) three times.

Each Navy opted out of one sport at no detriment to the overall scoring system. The R.N. Decided not to compete in Tennis. The overall winners ended up being the RSN with 46 points, The Royal Navy came second with 34 points, the RAN third with 30 points and the RMN ended up with 28 points.

The Perth Cup was presented to the Republic of Singapore Navy by Rear Admiral D.C. Wells, CBE, Royal Australian Navy, who commented on how well organised the whole competition went. He congratulated the winners, who have now won it three times running.

Although the Royal Navy did not win it, we certainly congratulated the RSN, and we on AJAX can honestly say that we enjoyed a good weekend of high class competition. We would like to come back again and perhaps win it.

Leaving Singapore on the 27th of October, we sailed in company with other ships of the Squadron - HMS's Rothesay, Berwick and Plymouth. Also with us we had the RFA's Tidespring and Tarbatness and the Australian ship Vendetta. No sooner had we left the Jahore Straits than we were busy at work with Communications, Gunnery exercises, Equipment Checks, and Flying our Helicopter.

Although.....

Although we had crossed the 'Line' in the early hours, King Neptune's "defaulters" were not held until the afternoon of the 28th. This traditional Naval Ceremony is carried out the first time a ship crosses the equator in a Commission. Among the many to be 'dipped' and 'shaved' were the Captain (For taking us on a World Cruise), (He suffered an ankle injury as a result of our enthusiastic 'Bears'), The Caterer (for feeding us too much 'Mince), An Australian Signaller on loan from HMAS Vendetta (for not wearing his ball and chain), and Able Seaman Owen (for trying to bully us into believing he was a baby P.T.I.). The Crossing-the-Line is a nice break from routine, but as soon as the jovialities had ended we were back at work.

Arriving in Fremantle on the 3rd of November, we were all ready for a relaxing time. With the hospitality of the Western Australians - the rest was going to be hard to come by. Within hours of berthing, invitations poured into the ship. These included a reception by the Lord Mayor of Perth, an official reception onboard for local officials, and also the Ship's Company Dance. The dance was well attended, but unfortunately they ran out of beer!!!!!!

The second day in Fremantle saw us being hosts to a children's party onboard, a tour of the Swan Brewery (they claim to have the best beer in the West), racing at Ascot (not the same as U.K. though), playing Squash, A Barbeque at the British Ex-Services Association, Cricket against a local civilian side, a reception in the local Australian Shore Establishment, H.M.A.S. Leeuwin, a games and social evening at the Royal Park Social Club, and for those with the energy, a dance was laid on at the Flying Angel Club (This club is run by a religious group for mariners.)

The third day was used playing Volleyball, Basketball and Darts. Army cadets visited the ship, as did hundreds of school children. The Perth Yacht club played hosts to us for a social evening.

The fourth day was also based on sport. A golf tournament against the Western Australian Command was the highlight, with the Royal Navy Ship's coming away the victors. Again H.M.A.S. Leeuwin were hosts for a social evening, and the Royal Australian Air Force also gave us another social evening. The ship was visited by recruits from HMAS Leeuwin and trainee Helicopter Pilots.

The fifth day of this visit saw AJAX defeat H.M.A.S. Leeuwin in Basketball, and the ship was visited by hundreds of cadets and recruits. The Flying Angel Club laid on yet another dance for the Ship's Company.

As you can see from the above, our five day visit to Fremantle was a success. We were well received, and although we have only mentioned 'official' entertainment and sport, there were other invitations including sight-seeing trips and invitations to peoples' homes' for dinner. These proved very popular and many friends were made in Western Australia that we shall never forget. So it was with a heavy heart that we sailed from Fremantle on the 8th of December.

The following day was Remembrance Sunday, and the traditional two minutes silence was observed throughout the ship. The next five days at sea saw us once again in the fury of exercising. These included R.A.S.'s with Tidespring and Tarbatness, Communications exercises, Rocket Firings Bofor Shoots, Plotting exercises, Mortar Firings and Machinery Breakdown Drills.

Arriving in Sydney.....

Arriving in Sydney on the 14th for the weekend, most of the Ship's Company were involved in preparing for a large scale multi-nation exercise which was starting the following Monday. This exercise (known as Tasmanex 75) was to occupy our minds for the next ten days. The ships in the exercise were from Australia, New Zealand and the United States. Aircraft were provided by the United States, Australia, Canada, New Zealand and of course, all our own Ship's Helicopters.

The basic idea of the exercise was for one group of ship's to sail from Eastern Australia and head East, while another group would leave New Zealand and head West. We would oppose each other, and also have 'threats' from Submarines (two Australian 'O' Class), and Aircraft. For Tasmanex 75 the whole ship went into Defence/Two watches. This meant that we did six hours on watch, six hours off watch, continuously for ten days. For the duration of the exercise we were under constant 'attack' from Submarines, F111's, Skyhawks, Ships and even ourselves.

The Wellington Evening Post said of Tasmanex 75 :- "Encouraging signs of the ability of five nations to integrate their forces was most apparent during Tasmanex 75. The smooth, virtually trouble-free operations conducted during the intensive 10-day exercise which ended last Thursday provided ample evidence that the forces of the countries could easily be integrated if the security of New Zealand or Australia were at stake....."

We were granted an easier time prior to our arrival in Wellington, and so on the Saturday afternoon we held a 'Garden Fete' to raise money for our Welfare Fund and for the Ship's adopted Charity - Trengweath Childrens' Home. With "Find the Treasure", Skittles, and Mud Throwing among the "games", we raised over £100 for charity.

The first evening in Wellington was very quiet, with the Catholic Maritime Club inviting us to a dance. The Pubs in Australia and New Zealand are closed all day Sunday, so entertainment was at a minimum. However, the days that followed were full of entertainment provided by the Navy League, the New Zealand Armed Forces and many New Zealanders. Organised night-seeing trips and sport played a big part in our enjoyment. The cricket team ended up with disastrous totals of 35 (against the New Zealand Armed Forces) and 48 (against the Police College). Golf was played against the Ministry of Defence Navy (which ended in a draw), but perhaps the "friendliest" win was in shooting. The New Zealand Army lost to us by a big margin - they forgot to bring any ammunition. We also played the Police College at Basketball (we lost) and Volleyball (we won).

The ship was opened to visitors on two days, when we were visited by thousands of New Zealanders. We also had the almost now traditional children's party, and visits from recruiting establishments, cadets and scouts.

Wellington is a "Windy city" and it was not long before some of us discovered that windburn is as painful as sunburn. We sailed from Wellington on Monday the 8th, spent four days at sea, and arrived in Melbourne on Friday the 12th.

Melbourne was not to be out-done by other Australian ports, - their hospitality was among the best you will find anywhere. The next eight days were spent among very friendly and homely people

The football.....

The football team had its first game since leaving Singapore. They won it 2-1. H.M.A.S. Longsdale is one of the Australian Naval Establishments in Melbourne, and as expected, they too entertained us during our visit. They also provided us with sport and recreation facilities.

An unusual incident occurred while the ship was in Melbourne. Two Chief Petty Officers were visiting a British merchant ship in the port when a member of the crew reported that another crew member had dropped dead. Without further ado, the two Chiefs' jumped into action and went on deck. There they found a man lying on the deck with his own messmates standing still. Someone had found a blanket and was covering him. With a glance at each other, the two Chiefs' went over and started to apply artificial resuscitation. After a short while the Ambulance men arrived and they took over and started to apply artificial resuscitation themselves. Unfortunately the man died, but it certainly showed what the Navy had taught these two men - how to react in any circumstances and emergencies.

On sailing Melbourne on the 20th, we found ourselves carrying out several R.A.A.S.'s from the R.F.A.'s. We had to stock up with stores, food and fuel - not to mention beer, for Christmas.

We arrived in Adelaide on Monday the 22nd of December, in company with HMS Plymouth, RFA's Tarbatness, Gold Rover and Resurgent. Awaiting us were hundreds of invitations for Christmas Dinner at home with the family. These were divided between the ships' and with over 300 of them, this was no easy task. The people of Adelaide were going to prove that South Australians too were as hospitable as any other State in Australia.

On our arrival in Adelaide we were given intense cover by the Press and Television. The following day we hit the headlines again. The Ship's Divers were inspecting the ships' bottom when Able Seaman Griffiths found a car at the bottom of the river. C.P.O. Benner is quoted in the local newspaper as saying: "Yesterday men working over the ships side in a small boat dropped a screw-driver. We decided to have a look for it today. Visibility was about four feet under the water. When I got to the bottom I saw the Maroon Morris 1100 sitting on its wheels. I opened the drivers door and looked in. I saw an arm with a watch on it hanging from the main part of the overgrowth on the roof. The body had been there for some time, because the main part of it was covered in weed."

The body was later identified as a man who had disappeared on the 7th of December.

Christmas is never the same away from home and family. It's a lonely time, you miss the children, Santa Claus, the noise and bustle of the new toys, the late night and the very early morning. However, Adelaide tried it's best, but without the cold, wintry weather of home, it just wasn't the same. The people of Adelaide knew this, many of them being from Britain themselves, and they understood it, and they showed it by their hospitality. How many times have you invited a complete stranger to your home for Christmas dinner?

Another Naval tradition was observed on Christmas Day. The youngest man onboard dressed up as the Captain and carried out 'rounds' of all the messes with the Captain. As expected the Television cameras were there to cover it all. Able Seaman Oram (Scouse) was delighted to see himself on Television later in the day.

The New Year.....

The New Year was greeted in the time old fashion. However, the Australians added a few variations. Several members of the crew were invited to parties, which were mainly of a barbeque type, or by an outdoor swimming pool. Not like Hogmanay in Scotland!!!

Everywhere we went the ship was opened to visitors. Adelaide responded with over 5,500 people in three days. For a nine-hour period this wasn't bad - three hours each day. We could have remained open all day long, every day, with the amount of people that came down to the jetty to see us. On the other hand, how many people you you like walking around your home every day - thousands?

On the Saturday before we left Adelaide we said goodbye to Petty Officer Follett and Petty Officer Obree (Now Chief). They made their way to Sydney on a pair of bicycles. The distance they had to cover was only 885 miles. They succeeded in doing this, in temperatures over 100°, the rain, the dust, and sand-storms, the flies, and all without a puncture. The bikes stood up to the conditions very well, and our two 'brave' warriors' returned well suntanned, and weather-worn. Between them they raised around £600 for Trengweath Children's Home.

On leaving Adelaide, HMS Plymouth and AJAX took over 200 residents down the river. This was one way of thanking them for their hospitality. We would have like to take more, but then we are a Warship and not a Liner. Many of us showed our thanks by giving our hosts a personal tour of the ship, which they enjoyed very much. Yes, Adelaide, we enjoyed you, and we shall not forget you in a hurry.

Arriving in Sydney on Friday the 9th of January we settled down to our Second and Final Assisted Maintenance Period. On Monday we were "snowed" under with Devonport FMG.

Leaving Australia for the last time, sailing down the River Parramatta, past Sydney Harbour Bridge, AJAX was indeed an excellent sight, as the Ship's Company lined the ship in Procedure Alfa. We sailed in company with HMS Plymouth, Rothesay and HMAS Derwent. We settled down to exercising among ourselves, and the Royal Australian Air Force. Soon we split and in company with Rothesay, we headed for Suva.

Arriving in Suva, the capital of Fiji, we were greeted by a military band on the Jetty. The Fijians' are among the most friendly people in the world, and as you walked among them they were forever smiling and bidding you a friendly greeting. Fiji also meant sport. Our first outing was at Rugby against the Royal Fijian Military Forces. It will be remembered for the sporting aspect, a game of thrills, exciting fast rugby, and a scoreline of 104 points to Nil. We lost!!!!!! The opposition were an exciting side, and very professional.

Cricket and Basketball were also played and lost, but fortunatly we were to win at Football by 6 goals to 1. Mind you, some of the football players on the Fijian side could kick a ball as hard a Pele, and in bare feet too!!! All the sport in Suva was a combined effort with HMS Rothesay.

We opened to visitors, and like most Pacific Islands, the Fijians came in their hundreds to have a look at us and our ship. This was particularly impressive, as we were berthed adjacent, but not alongside two Soviet Holiday Cruise Liners.

Sailing.....

Sailing from Suva on Tuesday, we anchored off Astolabe Island in the early afternoon. Among the glorious palm trees, sandy beaches, and cloudless blue skies, we had a Banyan. This is a sort of Naval Picnic. We stayed at anchor overnight and sailed the following morning, with Rothesay.

On Wednesday the 4th of February we retarded the clocks a full 23 hours. This had the effect of putting the clock back a day. We had crossed the International Dateline. Therefore we had two Wednesday's the 4th. This being Leap Year, and the month of February, meant that we had thirty days in February.

Unfortunately the second Wednesday the 4th will be remembered for another reason. We had a major fire onboard. It was in the Switchboard, which supplies the ship with it's electrical power supply. The fire started shortly after one o'clock in the afternoon and was soon under control, thanks to the fast reaction and control of our fire-fighting team. Fortunately there were no injuries. Having practiced fire-fighting daily, it was very encouraging to see that the real thing was handled with such expertise.

The following day was the start of our Inspections by Flag Officer Second Flotillas' - it was the day of Departmental Inspections. This is when members of the Admiral's Staff "invade" the ship and proceed to ensure that we are doing our jobs correctly, that the correct records are being kept, that equipment and material is in good repair and that each department is being correctly regulated.

The second day of the Inspection consisted of rounds of the ship by the Admiral - Admiral Fieldhouse. Indeed he entered every compartment onboard and ensured it was up to his standards. Overall we came out on top, as the Admiral seemed very pleased with all our hard work. Our Sea Inspection had to be cancelled because of the fire.

We travelled to Pearl Harbour in company with the Task Group, which had been joined by the New Zealand ship Canterbury. Conditions onboard were unpleasant. We had limited ventilation onboard, which meant that we were working in extremely hot temperatures. The laundry was out of action and the Ship's Galley had difficulty coping with the high temperatures. However, H.M.S. Glamorgan assisted in our laundry by taking about one hundred bundles, and they also sent over baskets of freshly baked bread. It was much appreciated.

We entered Pearl Harbour on Wednesday the 11th of February and were destined to remain there until repairs to the Switchboard could be completed. Meanwhile, some members of the Ship's Company were loaned to other ships in the Squadron, who were going to take part in a major United States exercise - Fleetex 76. This exercise lasted ten days, and had over forty ships from the United States, Canada, New Zealand and of course, Great Britain taking part.

While the ship was in Hawaii, opportunity was taken to carry out a full inter-mess sports programme at Football, Tug-of-War and a swimming gala. Games were organised against local residents and American Servicemen in Rugby, Bowling, and Cricket. Other activities included Exped, Shooting and just plain swimming. Hospitality ashore was once again extended by American Servicemen, their families and local residents.

We sailed.....

We sailed from Pearl Harbour on Tuesday the 2nd of March and made our way to the West Coast of the United States, where the remainder of the Squadron were exercising with the Americans. The ship went into Defence Watches on the 7th, and took part in the remaining four days of Fleetex 76.

We arrived in Long Beach, California on Friday the 12th, and several members of the Ship's Company had the opportunity of spending the weekend with American families. This was an ideal way to see how the average American family really lives, and not like the American Millionaire we all think they are.

On Saturday and Sunday several buses left the ship for a visit to Disneyland. It is fairly difficult to describe it on paper - suffice to say that it was fantastic. Without exception, all the married members of the Ship's Company would love to have had their children with them, as it really was a visit of a lifetime.

Other attractions at Long Beach included the Queen Mary. She is alongside and is now a hotel, museum and a tourist attraction. A visit to Universal Studios was arranged for Sunday. Although no-one saw any Superstars, they had a very entertaining day seeing how the movies are really made, watching a Stunt Show, torpedoed by a submarine, almost run over by a train and being on a bridge as it collapsed. Some fortunate members went to Knott's Berry Farm - where they saw the delights of how the West was Won. One thing is certain, Long Beach had lots to offer in the way of entertainment.

We sailed on Monday the 15th, and started our passage to the Panama Canal. As you may have read in the newspapers, there was a strike at the Canal, so it was decided to make a "fast passage" - so that we would not be delayed too long if the strike continued. Arriving two days earlier than expected we berthed alongside Rodman Naval Base with the remainder of the Task Group.

The strike in the Canal was soon over, and things began to return to normal. The remainder of the ships went through the Canal, while we stayed on the Pacific side. We paid an official visit to Panama. This was the first time ever that a British Warship had visited Panama. The Deputy Head of State inspected a Guard of Honour on our flight deck as we anchored off the Island of Toboga.

After two days at anchor, our official visit was over, and we went alongside the United States Naval Base at Rodman again. Rodman is not part of Panama - but part of the Canal Zone. We stayed there two days and played more sport against the locals. One such game was the football match against the British Community. We won the game by 4 goals to 2 and celebrated the victory with a massive cake they had made for us to mark the occasion.

We had the opportunity to donate blood here, as the Blood Transfusion Unit came onboard. They worked most of the day, and were never short of volunteers. We opened the ship to visitors and many Panamanians and Americans were soon walking around the ship.

On Sunday the 28th of March we transitted the Panama Canal. The last ship in the Task Group to do so. We were soon in the Caribbean Sea heading for Puerto Rico and our visit to San Juan.

At 0900.....

At 0900 we bade farewell to fair old San Juan and headed towards the Atlantic. In company with HMS Rothesay we rendezvoused with the remainder of the Task Group, which had been joined by HMS Zulu HMS/M Sovereign was also in the area, and we were soon carrying out a lot of anti-submarine exercises with her - in our last major exercise of the Deployment - Exercise Last Chance III

On the 10th we had even more opposition. The Dutch Submarine HMNLS Potvis and the British Submarine HMS/M Finwhale joined as our 'enemies'. The following 36 hours were spent defending the Main Body from attack from these three submarines.

On Monday, during the early hours, the exercise ended and all the ships started heading for their respective UK Ports. Berwick and AJAX headed for Plymouth, Zulu for Rosyth, and the remainder headed towards Portsmouth

We anchored in Plymouth Sound on Tuesday night and awaited Customs clearance the following morning. Early on Wednesday the 14th (TODAY) it was all hustle and bustle as we prepared for the Customs and the Families who were going to join us on our last few yards up to the Dockyard.

So there you have it - the World Cruise has ended. We have made many new friends around the world, and on the other ship's that were with us. We are now back in Guzz and Task Group 317.3 has been deactivated.

We have received 14,837 signals (messages) since leaving home.

We have guarded for other ships on occasions, and their total was 575

We have received 132 telegrams and sent 82.

We have made 115 Radiotelephone Calls out of the ship, and received 33

61 people have joined the ship at various ports throughout the world, while we have sent 68 people back home, on leave and draft.

One person got married and three have got engaged during the Deployment

At one time we had three sets of brothers onboard - but we returned to U.K. with two - the Waterworths and the Robsons,

The most popular name onboard is Cook/Cooke. We have four of them.

Three of the Cook's are Stokers!!! There's CMEM Cook, R.G. Cook and S.J Cook, both of whom are MEM1's and there's AB (R) Cooke.

We had 416 pages of T.W.I.T.T., which does not include any Families Edition. (That's even more than was used for Daily Orders.)

The saddest occasion on Deployment was the relegation of Pompey to Division 3 of the Football League. The Editor was not there to see them, and assist them in their time of need.

If our Helicopter flew at 90 knots in nil wind conditions, it would have travelled 20,047½ miles. It flew for a total of 233 hours.

WHAT IS A MATELOT ?

In this Navy of ours, there is a mythical creature called a Matelot. He comes in many shapes and sizes, broad, slim, large and Miscellaneous. He is the truth with a large ring around his nose, beauty with grease on his trousers, and is hoped, with a chipping hammer in his hand.

He can be found (sometimes) on top of, creeping to, sliding from creeping round, dodging, running from, crawling to anything with a hook on his arm.

He detests Duty P.O.'s, Divisions, WRNS, Rounds, Officers, dhobyng, herrings-in, mince, pineapples, and paying for his own beer.

No-one is so late to rise, or so early to crash, and when detailed for a job, he will protest with noise - his major weapon. When you are trying to write he is inconsiderate, noisy and a flannel-faced sea-lawyer. Just when you want to create an impression, he sits there like a sea-gull on the boom - blushing prettily.

No one can cram so much into one packet as he can, ten fags, innumerable dog ends, three bob, a rusty seaman's knife, a tin of foot powder, AFO's, two station cards and five rubber bands.

Kids love him WRNS hate him, killicks ignore him, Bootnecks just tolerate him, OD's adore him, and his badges protect him. He's your oppo - Pride of the Navy - Britains little Ambassador, a foul-mouthed brawling, trouble making opponent of anything lawful or orderly.

Lets face it, he will pinch your kit and reputation, will draw you to breaking point, will rob you with a smile on his face, will run you in, fill you in, or break you in.

And when you crawl off shore in the early hours of the morning, having been spewed on, filled in, and finu you're cooks of the mess, on divisions, in the rattle, when all your hopes and dreams are shattered and in ruins around you, it will be he who will mend them all. With a smile of innocence on his face, he will say "Hello Oppo, come round."

The number of revolutions on our propellers since we started out has total 20,528,300 REVS.

Travelling around, and counting the turns, our Ozzie reckons that the tips of the props. have travelled a total of 207,600 miles.

The Ship's Company have been paid £406,281.89p whilst away from U.K. on this World Cruise.

Since leaving U.k. we have travelled 43,175 miles - Guzz to Guzz. and we went the short way round!!!!

By the Editor

We hope that you have enjoyed this Edition as much as we have enjoyed putting it together. To name all the people who have assisted would take another page - which means I would have to type another page to fill the back of it.

So to everyone who has helped - THANK YOU - I hope, you the readers enjoy it.

AN A B C OF ENGLAND

By
(O)

Having already published guides to Gibraltar, Malta, Djibouti, Madras, Singapore, and other ports East, we now hear that the ship is likely to visit England, in the near future. So, to refresh any memories that might have grown dim, we now present a brief alphabetical survey on the place:

- CHRISTMAS The time when all good little ships come home (not AJAX). It is never white, but is a good time for nippers - they sometimes see their Electric Trains then. (See Nippers)
- GUZZ Promised Land in AJAX Mythology. All Janners hope to die. Not in December. Centre for Oggies, Scrumpy, Janners (see Oggies, Scrumpy and Janner)
- HOME Centre of operations when on leave. Depot for Wife, Party, Nippers and Favourite Pubs (see Oggies, Nipper, Pubs) Preferred to 1) AJAX 2) Guzz (by some)
- JANNER Native of Guzz, some can speak English
- MATEY (DOCKYARD) English variety of international species. English type hibernates between eight and five daily.
- NEWSPAPERS (NATIONAL) Common in England. Imported to AJAX when T.W.I.T.T. not available. Useful for: Old News, Reports of rain in England (see rain), wrapping oggies (see Oggies), and Scandal (see Newspapers - Sunday)
-
- NEWSPAPERS (SUNDAY) As for Newspapers (National) except for old news - read "Old Scandal"
- NEWSPAPERS (LOCAL) Never read in England. Sent on in bundles to AJAX to show recipient he is not forgotten. Useful for even older news and keeping track of things at home (see Home)
- NIPPERS The excuse for buying Electric Trains in Gibraltar. Generally found at home (see Home)
- OGGIE Local fruits grown outside Plymouth Dockyard. Eaten with or without "Red Lead".
- PARTY One variety of Woman "called Seawoman" where all letters on Pink scented paper come/don't come from. Subject of photo in locker/Gronks Board/office/I.D. Card Holder.
- PUB Useful second base of operations in England. Close at ten-thirty. Recognised by 1) Instinct 2) Smell 3) Name on sign etc., Albany, Keppels Head, Ark Royal, etc..
- R.A.'s Occasional part time workers, who occasionally come onboard in England.
- RAILWAYS (BRITISH) Useful sometimes for getting home (see Home) if you're not in a hurry.
- RAIN Normal weather in England. When it's not foggy/snowing/hailing. Always stops play.
- SUMMER Generally agreed in England to last from May to September. Marked by longer days, Cricket Fixtures (not matches - see rain) and Rain (see rain)

TEA.....

TEA English beverage imitated by 1) Foreigners 2) Pusser.
Essential feature of Matey's (see Matey) and home (see Home)

TELLY Generally found at home (see Home). Useful for filling in
time between Pub (see Pub) and Party (see Party). Some try
to combine all three.

WOMEN Rare species in Eastern Mediterrean. Said to abound at
home (see Home), can be recognised by similarity to picture
in Locker/Gronks Board/Office/I.D. Card holder. One reason
for preferring home (see Home)

WILL YOU REMEMBER IT LIKE THIS ?

A SNOWDROP braves the bitter frosts,
A thrush sings in the rain,
Buds form onew on bust and tree,
Though winter grips the lane,
They cannot tell that spring will come,
So how much more must I,
Who knows the sun will shine again,
Press on with head held high.

THE END OF AN ERA - BY THE EDITOR

Well we are almost at the end of the Deployment and unfortunately
the end of T.W.I.P.T.'s for a while. On Tuesday we will be giving you
all a copy of a F MILLIES EDITION. We invite you to take it on leave
with you and give it to your families. We hope you will enjoy it.

We hope that you have enjoyed reading TWITT, because we have
enjoyed producing it. I would like to extend my thanks to the many
people who have assisted me, who have taken so much stick, etc. Particularly
I would like to thank The Caterer (good sport), the MAA, AB Cunliffe,
CPO Winter LREM Waterworth, The Ships Office and all its staff, the many
contributors and cartoonists, and The E.W. Office and all its occupants
for their constant assistance in compiling it. (Alright Klubs - you too)

The next TWITT will be produced by a new staff as I go on draft. I
am hoping that it will be LRO (w) MC Gowan, and I trust you will give him
the support you have given me. (Preferably more)

I leave the post of Football Manager to CPO Brown, and I know that
the team will go on to better things. He's a professional, which I am
not. With many Navy Competitions coming shortly, I wish the team good
luck, and success, thanks for all the hard work you put into playing.

Finally - if you have anything for the Families Edition - please
give it to me, or leave it in the TWITT Box. I must have it by Monday
morning at the very latest. Anything after that - well I'm sorry, it's
too late.

ALWAYS! REMEMBER TO GIVE US AN 'A'.