

# THE WHITE TORNADO TIMES

BETTY

SPECIAL FAMILIES EDITION

Number 2

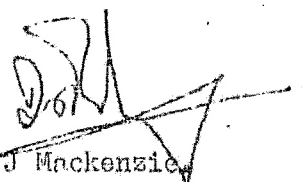
24 OCTOBER 1975

DATELINE - SINGAPORE

## A WORD FROM THE CAPTAIN

As winter sets in with you at home, we set off across the Equator for our second summer. The ship is in good heart and the Ship's Company are increasing her draught daily by the number of rabbit's (presents), being bought for you lucky people on April 14th.

May I take this opportunity of wishing you all a very merry Christmas and all good fortune and happy reunions in 1976.

  
D J Mackenzie  
Captain, Royal Navy

## THE WHITE TORNADO TIMES - SHIP'S WEEKLY EDITION

Although this is only our second 'Family' edition of T.W.I.T.T., we have had ten editions onboard since leaving U.K. We try to publish weekly at sea, and are always looking for new material. If you come across some witty or amusing article in the newspapers at home, and would like to share it with us, please put it into an envelope and address it to

The Editor (TWITT)  
H.M.S. AJAX,  
B.F.P.O. Ships

All contributions will be gratefully received.

THE SHIP'S PROGRAMME 75-76

OCTOBER

Mon 27 Singapore

Leave the Naval Base and take a Southeasterly course to 'Down-under'.

NOVEMBER

Mon 3 Freemantle

This will be the nearest we will get to Perth too. I wonder if our first Australian port will be as good as everyone tells me.

Fri 14 Sydney

This will be the first of two visits to Sydney. This visit will be a test for our return.

Wed 19 Sea

We will be taking part in a major international exercise, with ships from many nations.

Fri 28 Wellington

The only visit to New Zealand. This will give the Rugby team an opportunity to test their skills

DECEMBER

Mon 8 Sea

We leave Wellington behind and head west for the first time since leaving Plymouth last July.

Sat 13 Melbourne

After visits to Freemantle (West Coast) and Sydney (East Coast), Melbourne is our first visit to the South Coast.

Mon 22 Adelaide

The fourth Australian port this year. We will spend Christmas and bring in the New Year here.

1976

JANUARY

Mon 5 Sea

Leaving Adelaide we will get over the New Year on our way to our last Australian Port.

Thur 8 Sydney

Being our second visit to Sydney, we start our final Assisted Maintenance Period. Leaving on the 27th, we shall bid farewell to Australia for the last time.

Sat 31 Suva

This Fiji Islands capital city, I wonder if you have found it on the map?

FEBRUARY

Thur 12 Hawaii

This visit to Pearl Harbour will be our first visit to the United States. I guess we will be all suffering from hay fever when we leave.

Mon 23 San Francisco

We'll visit San Francisco without a flower in our hair (as the song puts it). No doubt we will leave under our own power, and not Flower Power.

MARCH

Fri 12 Long Beach

A short four day visit

Thur 25 Panama/Rodman

The Cruise comes to an end

APRIL 14.....PLYMOUTH

### THE WORLD 'CRUISE' TO DATE

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 the 'Longcast'. We all thank you for your kind thought.

We left in company with HMS BERWICK and that afternoon we were hard at work carrying out anti-submarine exercises with the submarine OTTER and a RAF NIMROD. At 0130 the following morning, we rendezvous'd with the remainder of the Deployment Group - HMS's GLAMORGAN (Flying the Flag of Flag Officer Second Flotilla), PLYMOUTH, LLANDAFF, ROTHESAY and RFA'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 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 comradeship 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 RAF 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 HMS HERMIONE on the 29th, and we operated together for a day.

We arrived in Malta on the First of August, and once again most of us 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 the Ship's Company spent their afternoons playing Football, Hockey, Squash, Badminton, Horse Riding, Cricket and Golf. The visit was highlighted by six brave 'warriors' (part of the Ship's Company) participating in Malta Dog Shoot Training on our Flight Deck. We have nothing to fear from the dreaded Malta Dog now, - our 'protectors' are well trained!

We went to sea on Monday the 4th, and carried out evolutions with RAF 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 extremely 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.....

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 thankfully 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", where many battles were fought over the last eight years. Very surprisingly, we were waved at continuously by soldiers on both banks of the Canal, and we think that 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 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, D'ESTREES and 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' second.

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 on any water 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 35 to 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.

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 that it was the first time since that famous incident in 1939, that AJAX and ACHILLES were together. Two days later we were joined by HMS GLAMORGAN and her Group, who were returning from their visit to Bombay, and together we headed into the Sun.

Whilst in.....

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 Sunday's). 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 TARBATNESS, carrying out Damage and Fire exercises. That night we met up with HMS 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 ship's 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 HMS 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 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 128mph. 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, with the Republic of Singapore Air Force providing lively 'enemy opposition'.

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

One of the highlights of the A.M.P. was the Perth Cup. This Cup was presented by the Royal Australian Navy to be competed for by three or four Commonwealth Navies at one time. This time the Royal Navy (represented by ship's of the Eighth Frigate Squadron - AJAX, PLYMOUTH, ROTHESAY and BERWICK), the Royal Australian Navy, The Republic of Singapore Navy, and the Royal Malaysian Navy took part. They were competing in fourteen sports, and a full report can be found elsewhere in this edition.

## SOME USEFUL INFORMATION

### WELFARE

As next-of-kin of serving members of AJAX's Ship's Company you should be aware of the organisation from whom up to date information can be obtained while we are away. If you are seeking advice or need help, you should contact your own designated welfare authority.

These are :

PORTSMOUTH - Telephone Number 0705 22351 Extn 23533  
DEVONPORT - Telephone Number 0752 53740 Extn 5041/2/3  
YEOVILTON - Telephone Number 093584 551 Extn 275

In addition there are Naval Welfare Offices at :

CHATHAM - Telephone Number 0634 44422 Extn 3195  
FASLANE - Telephone Number 0436 4321 Extn 541  
ROSYTH - Telephone Number 03834 2121 Extn 2161

### RADIO TELEPHONE CALLS TO AJAX

To make a Radiotelephone call to HMS AJAX simply contact the G.P.O. and tell them that you want to make a Radiotelephone call to HMS AJAX. Tell them that we are operating outside Home Waters.

What happens next ? Well, they contact Portishead Radio Station (in Somerset) who will contact the Ministry of Defence in London. They will 'Signal' the ship informing us that a radiotelephone call awaits us at Portishead. It then requires us to contact Portishead. Delays can occur because of bad Atmospheric conditions, or our equipment is already in use. Sometimes distance can be a problem.

### AJAX OWN BROADCASTING STATION

Have you a 'Love One' onboard AJAX ? If so, why not get a record played for him over the Ship's Radio. We will play it any night you want us to, for his birthday, your anniversary, or for no reason at all. Send your request on a postcard or letter addressed to the Manager and everything will be arranged. Ideal way to send a Christmas and New Year Greeting. Address it as follows:

LREM Sharp (SRE)  
3L Mess,  
HMS AJAX,  
B.F.P.O. Ships.

### SOMEONE - SOMEWHERE - WANTS A LETTER FROM YOU

Unlike our civilian counterparts, we do not enjoy a daily postal service, and rely upon our mail greeting us on arrival in port. Usually it is waiting for us, and everyone wants a letter. A letter from YOU will make all the difference, so make sure your husband/son/fiance/brother/boyfriend/nephew/grandad/acquaintance will not be disappointed.

Please remember :

SOMEONE (a sailor) SOMEWHERE (at sea) WANTS (needs) A LETTER FROM YOU -

PLEASE

## PERTH CUP 1975

The PERTH 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.

The present holders, the Republic of Singapore Navy, accepted a challenge by the Royal Navy, and the RAN and RMN agreed to participate.

Each Navy opted out of one sport at no detriment to the overall scoring system. The R.N. decided not to compete in Tennis. RAN in Badminton, the RMN in Water Polo, and the RSN in the Tug of War. Each sport ended as follows:

**BADMINTON.** Won outright by the RSN, with the RN coming in 3rd. As badminton is a very competitive sport in Singapore, they had no difficulty in winning this event.

**BASKETBALL.** Again the home side came in first. The RN came in last, but not without giving the teams something to fight for.

**CROSS COUNTRY.** RSN won this event with the RN coming in a close second. Although the RSN competitors came in 1st, 2nd and 3rd, competitors from AJAX representing the RN came in 5th, 6th, and 19th. The remainder of the team came in 13th, 14th, 16th, and 21 - out of a field of 32!

**GOLF.** The RN won this event with the RMN coming in 2nd. The RAN beat the RSN into 3rd place.

**HOCKEY.** The RMN, by beating all three Navies, won this event. The RN were joint 2nd, after beating the RAN and drawing with the RSN.

**SAILING.** It was just 'plain sailing' for the RSN, as they 'sailed' away with this in Home Waters. They beat the RMN into 2nd place, the RAN third, and the RN brought up the rear.

**SOCCER.** Beating the RSN and the RMN 2-1, and the RAN 6-1, the RN won this sport without losing a game. A new word for Australian Soccer players was heard echoing around the ground - the Soccer-roo's.

**SQUASH.** The RMN were the only Navy to give the RN any bother here. The RN beat them 3-2, while they beat the RMN and the RAN 5-0. Another sport without losing to any of the other Navies.

**SWIMMING.** The RSN took the honours here, putting the RN into 3rd place. The RMN came in last, and the RAN were runners-up.

**RUGBY.** With massive scores against the RSN and the RMN (54-0, 52-0, and 50-0), the game between the RN and the RAN just had to be the 'event' of the Perth Cup. It was. With hundreds of sailors from both Navies crowding around the pitch, the RAN beat the RN by 24 points to 6. The Australian team certainly gave their Rear Admiral, who was to present the Perth Cup, something to cheer about.

**TENNIS.** The RN did not compete in this event, which was won by the RAN. The RSN came in 2nd, and the RMN 3rd.

TUG OF WAR.....

TUG OF WAR. In 2 straight pulls against the RAN and the RMN, the RN came through with a clean sheet to walk away with this 'battle' of weight. The RAN came in 2nd, with the RMN last, unfortunately without winning a single tie.

VOLLEYBALL. The home side beat all 3 Navies to come in 1st, with the RMN 2nd. The RAN beat the RN into 3rd place.

WATERPOLO. By beating the RAN and the RN, the home side got the honours here. The RN were beaten into third place.

The overall Perth Cup winners was the Republic of Singapore Navy with 46 points. The Royal Navy come in 2nd with 34 points, the Royal Australian Navy had 30 and the Royal Malaysian Navy ended with 28 points.

The CUP was presented by Rear Admiral D.C. Wells, CBE, R.A.N., who commented on how well organised the whole competition went. He congratulated the winners, who have now won it three times running.

Mementoes were presented to all winning team members, and individual event winners at swimming. The officials at all the sports were given Perth Cup Key Rings.

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

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#### FACTS AND FIGURES

The following is a list of interesting facts that have 'happened' since we left U.K.

The number of people who have joined the ship was	29
The number of people that have left the ship was	27
Replenishments-at-Sea - stores, food etc (solids)	7
Total weight of 'RAS Solids' transferred to AJAX	81½ tons
Total number of Replenishments-at-Sea for fuel	17
Money paid to the Ship's Company since leaving home	£170,011
Number of 'signals' received and sent	3,416
The number of torch batteries used	484
Number of people given Vaccinations	413
Number of cans of beer consumed by the Ship's Company	69,750
The number of Baked Beans eaten by us to date	2,147,904
Number of Sausages that we have consumed	11,048
Length of Sausages if we had them end to end	1,227yds-1ft-8ins
Total number of eggs that have been used	24,481
Pounds of potatoes that we have eaten	38,376
Weight of Pinapples that we have consumed	1,040 lbs
Average amount of Mince per man since leaving UK	4lb per man
Percentage of 'Budget' spent on Mince	2½%

### ODE'S PAGE

For many people this will be the first time that they have seen The White Tornado Times as people are always being drafted to and from AJAX. Among our many losses was one Petty Officer who was 'affectionatly' known as 'Mini Pom'. The following Ode appeared in a ship's edition of T.W.I.T.T. prior to him going on draft and is reproduced here by kind permission of Sam!

### ODE TO MINI POM !

He say's he is a Diddy Man,  
And come's from Knotty Ash.  
But the Can-man won't take his pennies,  
As he get's paid in Toy Town cash.

Some call him a Cornish Pixie,  
Other's - a Devon Elf.  
His little legs they are so short,  
So he live's on the bottom shelf.

He get's his laundry done half price,  
He think's old Dhobie's sweet.  
We know the only reason is,  
He just use's half a sheet.

Very soon he goes outside,  
He say's he won't lift a finger,  
He's spending his time treking the Moors,  
In the saddle of his Jack Russel.

On Tuesday he is flying home,  
Not by Concorde or VC 10.  
He's booked a special chartered flight,  
On the back of a Bantam Hen.

May good luck be with you Little Gremlin,  
We think you have served us well.  
Give our regard's to all in Guzz,  
And our love to your wife - Tinker Bell.

### LOVING A SAILOR

Loving a sailor is not always gay,  
For with it comes the price you pay.  
It's mostly loving with nothing to hold,  
It's being young and feeling old.  
It's sending a letter with a crooked stamp,  
It's faraway love, in a faraway camp.

Being in Love with merely a dream,  
Brings thoughts of heaven with lovelights gleam.  
You wish it was possible for him to phone,  
You wish for the call that says I'm coming home.  
And when you are laughing together,  
Unconscious of people, time and weather.

## THE SHIP'S CHARITY

When AJAX commissioned, we decided to adopt two charities, and support them in our own little way. The Royal National Lifeboat Institute, and Trengweath Children's Home were chosen. You may already know a lot about the R.N.L.I., so we have devoted this article to Trengweath, and how AJAX has found ways of raising 'donations'.

Trengweath Children's Home looks after about 50 handicapped children, with most of them living continuously at the Home. Some of the more fortunate ones are able to attend school daily. These children suffer from Bone Disease's, Muscular Disorders, while some are entirely disabled, others are mentally handicapped.

They keep in contact with the ship and we often receive photographs and paintings of and by the children. In particular, we were delighted to receive several letters and hand painted cards, from the children when we set out on July the 22nd.

Since then members of the Ship's Company have tried various methods of raising funds for the Home. One such method was to guess how far the ship would actually travel in a 24 hour period. At only a few pence a go, almost everybody attempted. The prize was eventually shared by three people who guessed to within one mile! Another popular one was a punch-board, and the guessing the number of peas in a jar. (I wonder who counted them in the first place?) We even had one person who allowed us to cut his beard from his chin, at the price of 10p a snip. With a collection box on the counter in the ship's canteen, and the collection of foreign coins when leaving port, we still try to find new and different methods.

The current one is that of two Petty Officers who hope to cycle from Adelaide to Sydney - a distance of 885 miles. They are selling raffle tickets to buy the bikes, and eventually these bikes will be the prizes. It is hoped that sponsorship will be good nearer the date. No doubt you will be kept informed of their progress from your 'loved one onboard.

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### MORE FACTS AND FIGURES

Total amount of Dieso fuel used	2,739.1 Tons
or in Gallons that would be	646,427.6 Gallons
Avcat fuel used was	14.66 Tons
Or again in gallons it would be	3,577.04 Gallons
The amount of fresh water that we have used to date	2,769.2 Tons
Or in gallons	664,608 Gallons
Or how about an average per man since leaving	11.0768 Tons
Or the average per man per day (fresh water only)	28.5852 Gallons

The distance covered since leaving the  
United Kingdom on July 22nd is 15,792.6 Miles

### A PLEA

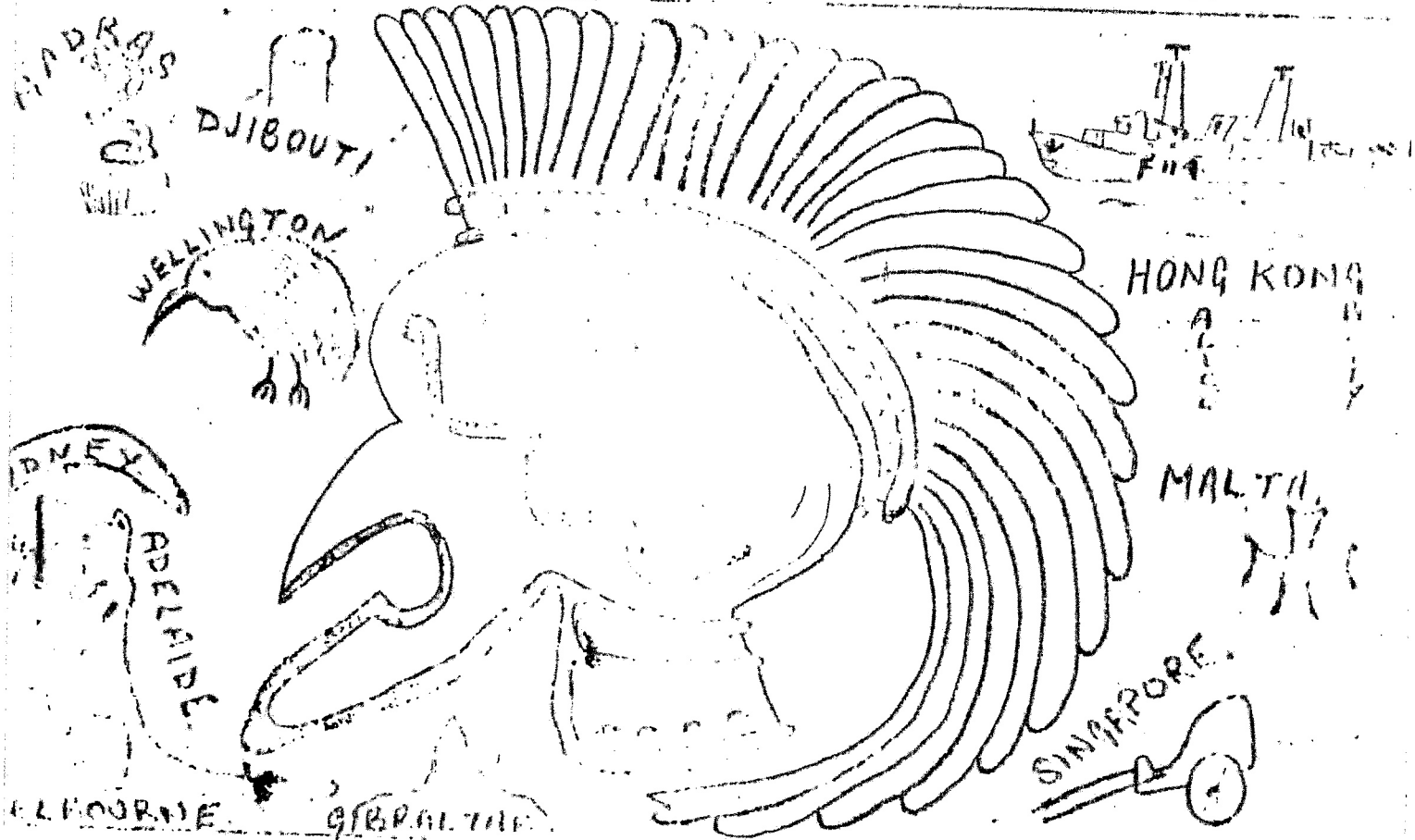
If you have found something interesting in T.W.I.T.T. and would like to know more, why not tell us, and we will put it in the next edition which we hope to publish in Sydney. If there is something you don't like, do tell us, our object is to please.

# The White Tornado Times

SYDNEY - AUSTRALIA

SPECIAL FAMILIES EDITION

JANUARY 1976




## A WORD FROM THE CAPTAIN

When you receive this edition we will be on our way back to Home Waters after what has been a most memorable trip around the world. I am honoured to have been in Command during such a voyage and I am proud to have commanded such a fine Ship's Company who wherever we have been have been hailed as excellent ambassadors of Britain.

We have had a wonderful reception and you can rest assured that there is a great deal of goodwill for the 'Old Country' left throughout the world.

We all look forward to seeing as many of you as possible on our return to Devonport on April 14th and plans are already being made to allow as many as possible to proceed on leave on that day.

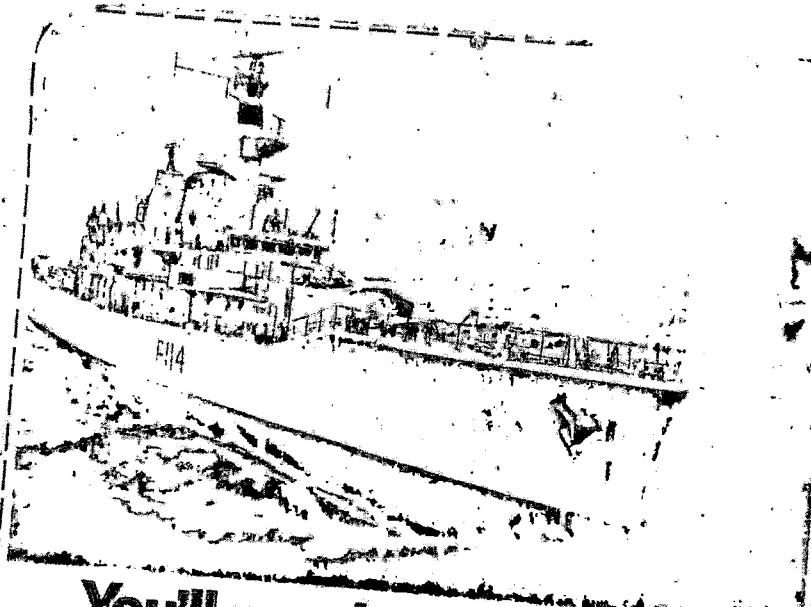
  
D. J. Mackenzie.  
Captain, Royal Navy

A genuine picture of HMS AJAX as it appeared in a recruiting advertisement.

NOW YOU KNOW WE ARE GOOD ?!!!

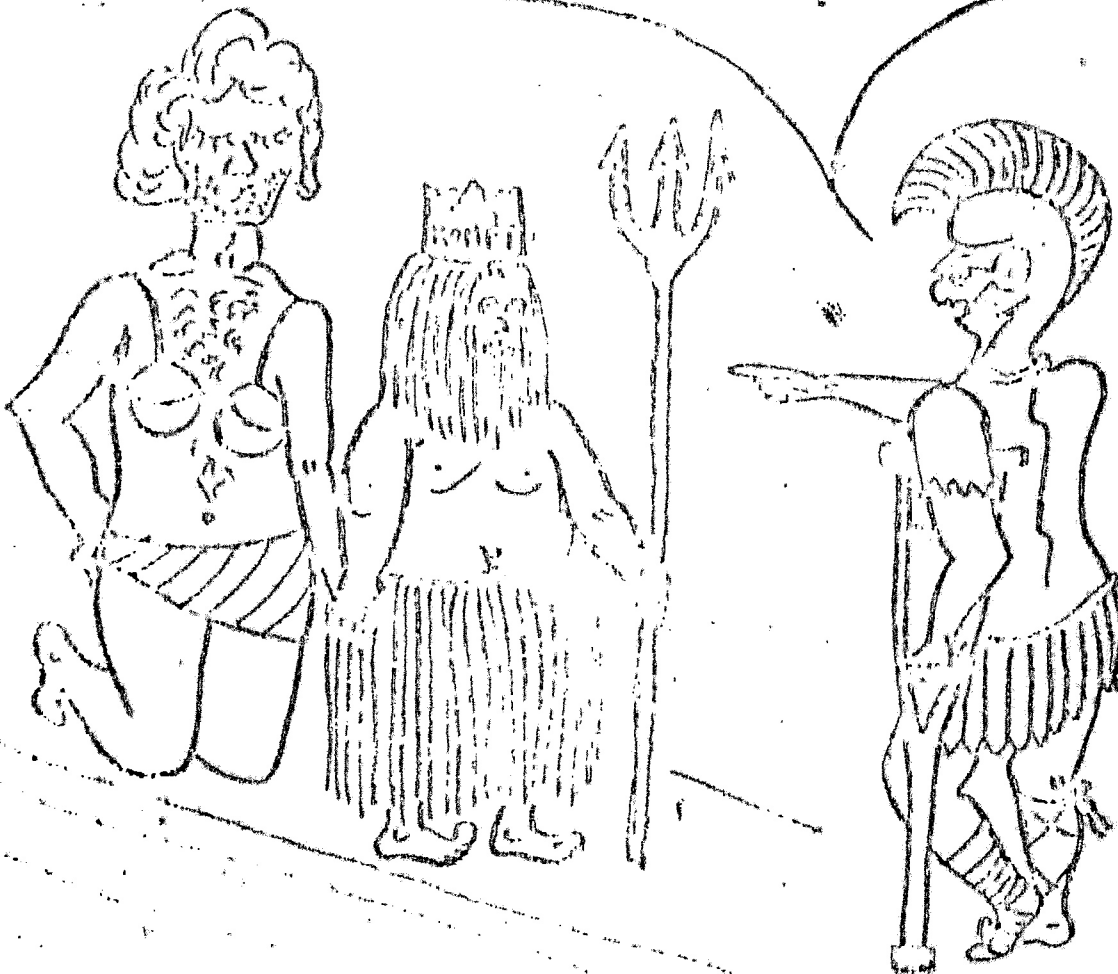
The cartoon below appeared in the Ship's Edition of TWITT following the 'Crossing the Line' ceremony.

Read all about it in 'The World Cruise to Date'



**You'll need to be good to get into the Navy.**

THE TROUBLE WITH CROSSING THE LINE IS SOME OF US DONT KNOW WHERE TO DRAW IT!



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## THE WORLD 'CRUISE' TO DATE

The Story so far.....

We left U.K. on July 22nd, 1975. We have carried out several exercises with many Navies of the World and visited the ports of Gibraltar, Malta, Djibouti, Madras, Singapore, Hong Kong, and a return visit to Singapore - where we carried out our first Assisted Maintenance Period. We continue our story from the time we left Singapore.

Leaving Singapore on the 27th of October, we sailed in company with other ships of the Eighth Frigate Squadron - HMS's Rothesay, Berwick and Plymouth. Also with us we had the R.F.A.'s Tidespring and Tarbartness 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 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 'shaven' 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 Signalmen 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 - HMAS 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 HMAS 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 HMAS 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.....

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 Replenishments-at-Sea with the Tidespring and Tarbartness, Communications exercises, Rocket Firings, Bofor Shoots, Plotting exercises, Mortar Firings and Machinery Breakdown Drills.

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 ships 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 biggest peacetime naval exercise ever held in the Tasman Sea. The smooth, virtually trouble-free operations conducted during the intensive 10-day exercise which ended last Thursday provided ample evidence that 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 Ships' 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 is 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 sight-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.....

The ship was opened to visitors on two days, when we were visited by thousands of New Zealanders. We also had the almost 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, so their hospitality was among the best you will find anywhere. The next eight days were spent among very friendly and homely people. The Football Team had its first game since leaving Singapore. They won it 2-1. HMAS Lonsdale 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 Replenishments 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 Tarbartness, 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 Australia 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 news again. The Ship's divers were inspecting the ship's bottom when Able Seaman Griffiths found a car at the bottom of the river. CPO Benner is quoted in the local newspaper as saying: "Yesterday men working over the ship's 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 driver's 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 December 7th.

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.....

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 was greeted in the time old fashion. However, the Australians added a few variations. Several members 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 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 would you like thousands of people walking around your home every day?

On the Saturday before we left Adelaide we said goodbye to Petty Officer Follett and Petty Officer Obree. They made their way to Sydney on a pair of bicycles. The distance they had to cover was only 885 miles. This they succeeded in doing in temperatures over 100<sup>o</sup>, the rain, the dust, the sandstorms, 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 liked 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. And so we leave you, with less than 100 days to go before we meet again.

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#### DEPLOYMENT SPORTS LEAGUE

At the time of going to Press, AJAX lies second overall. Competing in Soccer, Cricket, Hockey, Squash, Tug-O-War, Rugby, Golf and Tennis, we have to play all the other ship's before our return to U.K. The League itself looks like this:

GLAMORGAN	57½ points
AJAX	45 points
BERWICK	44½ points
ROTHESAY	40½ points
LLANDAFF	33½ points
PLYMOUTH	33½ points
GOLD ROVER/TARBARTNESS	21½ points
TIDESPRING	20 points

Tarbartness and Gold Rover combine for their games. AJAX has every confidence that we will be the eventual winners.

Wish us Luck and send us an 'A'

THE SHIP'S PROGRAMME FOR 1976

JANUARY

Tues 27 - Sydney

We sail from Sydney and leave all our memories of Australia behind us.

Sat 31 Suva

This capital city of Fiji will be our first visit in the Pacific Ocean.

FEBRUARY

Tues 3 Astrolabe Island

We hope to have a 'banyan' on this beautiful tropical island.

Wed 4 Sea

A special day - we cross the International Dateline and will therefore have two Wednesday the 4th's. In a Leap Year too - 367 days for us in 1976.

Thur 5

Fri 6 Sea

Wed 11

During these three busy days we will be having our Inspection by FOF2 and his Staff.

Thur 12 Hawaii

This visit to Pearl Harbour will be the start of our American port calls.

Mon 23 San Francisco

I wonder if we will see all those television characters. We leave on the 1st of March.

MARCH

Fri 12 Long Beach

A short four day visit to the home of Disneyland.

Wed 24 Panama City

A two day stop-over

Fri 26 Rodman

Also in Panama, but a little nearer home.

Mon 29 Canal

We transit the Panama Canal and start our long trek across the Atlantic.

APRIL

Wed 14 Devonport

Home (for some)

14 April to 14 June

The ship will be in Devonport granting leave and carrying out an AMP.

Mon 14 June

The ship sails for Weapon Training.

ARRANGEMENTS ON ARRIVAL IN DEVONPORT

Exact arrangements on our arrival back in Devonport cannot be made until a later date. However, it is hoped that the following outline plan will be of guidance to you.

Overnight 13/14 April

Anchor in Plymouth Sound

Wednesday 14 0800

Embark Customs Officials

0900

Families embark in Tender and come out to ship

1015

AJAX berths alongside in Devonport.

It must be pointed out that these arrangements are only provisional and when we get nearer the date, we will have more details.

The ship must be cleared by Customs before anyone is allowed ashore.

WE LOOK FORWARD TO SEEING YOU ON APRIL THE 14TH

POET'S CORNER

ODE TO OLD SUPER STEAM

His head is bald, his boots are thin,  
He tries to be Mod, to reel us in,  
It does not take long, to guess his theme,  
Of course we are talking about SUPER STEAM.

He moans like mad in the Boiler Room,  
Buff stokers ears bleed well in the afternoon,  
His Mother tells us that he is not really mean,  
But does she really understand our SUPER STEAM.

He is known as a jobber, to his mess mates,  
But to get jobbed himself, is one thing he hates,  
Deep deep down he's all heart is seems,  
Because that's our SAM - OLD SUPER STEAM.

WHAT IS A GREETING CARD ?

It's a little breath of heaven  
To make the sun shine every day  
It's a nice way to remember  
When you don't know what to say.

It's a warm and friendly greeting  
Making people's hearts feel glad  
It helps to cheer and comfort  
When someone's heart is sad.

It keeps close friends together  
Even though they're miles away  
It has the happy knack of saying  
You're being thought of every day.

It's a tender touch of romance  
For a loved one far away  
It can soothe and it can comfort  
At a time when skies are grey.

So if you want your friends to know  
That you like to keep in touch  
Just send a Greeting Card today  
It's thought can mean so much.

BIRTHDAY'S

Monday's child is fair in face,  
Tuesday's child is full of grace,  
Wednesday's child is full of woe,  
Thursdays child has far to go,  
Fridays child is loving and giving  
Saturday's child works hard for a living  
And a child that's born on Christmas Day,  
Is fair and wise, and good and gay.

THE PILOTS

These are the men who brave the sky,  
As they in the machines they fly,  
Flying low or soaring high,  
Lord protect our Pilots.

These are the men who don't ask why,  
When asked to take to the sky,  
To defend their country, and people such as I  
Lord thank you for the Pilots. I

These are the men who deaths defy,  
As throughout the world they fly,  
And Lord it almost makes me cry,  
To hear that one such man should die.

ODE TO FATHER FAMINE

From Belsen to Austwitz he's awed with renown,  
He's the best thing on two legs to keep your weight down  
There's mince in his puddings, there's mince in his pies,  
When he takes off his glasses, I'll black both his eyes.

It's kippers and baked beans, one black stewed prune,  
Complain he'll get 3.0. you'll soon change your tune,  
Fish cakes and bangers, such delicate fare,  
Ask him for more and he'll pull out his hair.

He looks in the mirror, "The Milky Bar Kid?"  
He feeds the Ship's Company on less than a quid,  
From tinned milk to pot mess, to shortage of bread,  
If he's not in his office you'll find him in bed.

Which one did you like ?

The following prove<sup>d</sup> interesting in the last edition, so we have decided to give you an up-to-date list.

Number of Replenishments-at-Sea for stores food etc.	13
Total weight of stores etc., transferred to AJAX	120 Tons
Number of Replenishments for fuel	28
Amount of Dieso Fuel used since leaving U.K.	4,979.3 Tons
Gallons of Dieso Fuel used.	1,324,493.8 Gallons
Amount of Dieso used per day on average	29.12 Tons
Gallons of Dieso Fuel used per day on average	7,745.6 Gallons
Amount of Avcat used since leaving U.K.	22.93 Tons
Gallons of Avcat used	6,420.4 Gallons
Amount of Avcat used per day on average	37.55 Gallons
Amount of Fresh water used since leaving U.K.	5,039 Tons
In gallons that amounts to	1,128,736 Gallons
Or amount of Fresh Water used per day	29.47 Tons
Amount of Fresh Water used per day in gallons	6,600.8 Gallons
The average Fresh Water used per day per man	25.5608 Gallons
Amount of 'signals' and messages sent and received	8,217
A daily average whilst we were carrying FOF2	186
Messages received for other ships	375
Distance travelled since leaving U.K.	27,812.5 Miles
Baked beans consumed by AJAX so far	4,599,936
Number of sausages eaten by the Ship's Company	19,248
Length of sausages eaten if placed end to end	1mile378yds2feet
Number of Eggs eaten to date	48,612
Total amount of Beef eaten so far	10,035 lbs
Percentage of that - that was Mince	20%
Total amount of Lamb eaten	2,898 lbs
Total amount of Port eaten	2,538 lbs
Amount of potatoes eaten so far	85,863 lbs
Total amount spent on food since leaving U.K.	£27,193.39p
Amount paid to the Ship's Company so far	£278,537.98p
Amount of canned beer consumed so far	46,344
Amount of 5-gallon Kegs of beer emptied	778
The number of people who have joined us since July	68
Number of people who have left us since July	59
The number of torch batteries used so far	1,272
Number of people who have received vaccinations	317

## SOME USEFUL INFORMATION

### WELFARE

As the next-of-kin of a serving member of AJAX's Ship's Company you should be aware of the organisation from whom you can obtain up to date information while we are away. If you are seeking advice or need help, you should contact your own designated welfare authority. These are:

PORTSMOUTH - Telephone number 0705 22351 Extn 23533  
DEVONPORT - Telephone number 0752 53740 Extn 5041/2/3  
YEOVILTON - Telephone number 093584 551 Extn 275

In addition there are Naval Welfare Offices at:

CHATHAM - Telephone number 0634 44422 Extn 3195  
FASLANE - Telephone number 0436 4321 Extn 541  
ROSYTH - Telephone number 03834 2121 Extn 2161

### AJAX'S OWN BROADCASTING REQUEST SHOW

Have you a 'love one' onboard AJAX? If so, why not get a record played for him over the Ship's Radio. We can play your request any night you would like us to. Ideal way to wish him a happy birthday, happy anniversary, or just that you still remember him.

Send your request on a postcard or letter addressed to the Manager and everything will be arranged. Ideal way to send a Christmas afterthought, not to mention Saint Valentines Day next month. If there are enough requests - a special show will be arranged, so send your request today.

LREM SHARP (SRE)  
3L Mess,  
H.M.S. AJAX,  
B.F.P.O. Ships.

### AJAX'S OWN NEWSPAPER - T.W.I.T.T.

This is published every week at sea, and we are forever short of good material. If you come across an interesting article (please remember that we only see U.K. newspapers once a week (Sunday's) and over a week later too) any interesting jokes, cartoons, or just plain writing - we would love to hear from you. Address all your letters to:-

The Editor (T.W.I.T.T.)  
H.M.S. AJAX.  
B.F.P.O. Ships.

Thank You.

### WHAT DO YOU THINK OF IT ?

What do you think of this Edition. Is there any particular article that appeals to you, one you don't like, something missing, well why don't you let us know. If there is time, paper, and your support, we will try to publish an edition before we return to U.K.

What do you think? Drop a line to the address above.