



H.M.S.
EAGLE

I^T is upon the Navy
under the good providence of God
that the Wealth, Safety and
Strength of the Kingdom
do chiefly depend
(Articles of War, 3rd Version, 1661)



H.M.S. *EAGLE*

SHIP'S BOOKLET

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PART I

A short description of the present H.M.S. Eagle

Built by	Harland and Wolff Ltd, Belfast
Laid down	24th October 1942
Launched	19th March 1946 by Princess Elizabeth
Tonnage	Standard Displacement, 50,000 tons
Speed	30 knots (approx.)
	Modernised 1959-1964
	Recommissioned May 1964

THE 15th *EAGLE* – OUR SHIP

During her life the 15th *EAGLE* has served three commissions, returning to Devonport in November 1959, for extensive modernisation costing £31 million.

Many alterations were made and a great deal of new and up-to-date equipment installed – much of it for the very first time in the Royal Navy.

EAGLE recommissioned in May 1964, and during the second foreign leg in the Far East between August 1965 and August 1966 was involved in the Rhodesian crisis. Between March and May 1966 *EAGLE* set up a peacetime record for a British aircraft carrier by spending seventy-one days at sea while on patrol in the Mozambique Channel. During that time her aircraft flew nearly 2000 sorties and searched daily an area of 200,000 square miles, more than twice the size of the British Isles.

Here are some facts about the equipment now fitted in the ship.

Machinery

EAGLE is powered by conventional propulsion equipment, having eight boilers with associated steam turbines to drive the four shafts.

It is now possible, however, to steam the ship by remote control from the Machinery Control Room.

Plants capable of dealing with the air conditioning of all living spaces, offices and operational areas have been installed.

Two new steam catapults have been provided – one on the fully angled deck – and the arrester gear, capable of dealing with the latest aircraft, is ready for any 'land-on'.

Three new electric generators have been fitted to provide A.C. power; one of these is powered by a Gas Turbine.

The steering arrangements have been brought up to date and the Quartermasters now steer by 'joystick'. This requires less effort and is more efficient than the old wheel.

A great deal of the original and well-proven machinery remains to provide all essential services but our fresh water problems have been eased considerably by the installation of four new evaporators which give a much greater output of distilled water.

Weapons

The aircraft that we shall have on board are:

Buccaneers
Sea Vixens
Wessex
Gannets

Strike
All-weather fighters
Anti-submarine & SAR helicopters
Air-borne Early warning & COD

The weapons that these aircraft carry include bombs, rockets, air-to-air and air-to-surface guided missiles. The 'self-defence' gunnery armament of the Ship consists of four twin 4.5 in. Turrets and six Seacat surface-to-air Guided Missile mountings with four missiles loaded on each.

We are also fitted with a new, 'all-round' scanning, medium range sonar, and helicopter dropped anti-submarine homing torpedoes.

Radio and Radar

In common with all other carriers we are fitted with a great variety of Radio and Radar equipment, without which it would be impossible to deploy our weapons effectively. Our main radio installation is of the most advanced design and very much more powerful than previous equipments. Our main radar set, and by far the most modern, is similar to the type fitted in *HERMES* and *VICTORIOUS*.

In *EAGLE*, however, the information from this radar is handled automatically by electronic digital computers and from these complex 'brains' can be selected the information that is required to control our aircraft and so meet any threat as soon as it develops.

Other radars include the types required to 'land on' aircraft in low visibility and those to provide better information for Gun and Missile Direction and high definition pilotage.

Domestic

There have been many changes in the accommodation and living spaces, and the ship is now fitted with bunks throughout. New galleys, with the most modern equipment, provide full cafeteria multi-choice messing and the messdecks are designed for greater privacy. The bathrooms have all been refitted and more extensively equipped. The laundry has been modernised and is fitted with facilities for washing, drying, starching and pressing.

Full NAAFI facilities exist and a well equipped 'Ship's Shop' and Barber's shop operate on board.

PART II

Orders and Information

INTRODUCTION

This section contains general information concerning your welfare and safety and includes a summary of those ship's orders that are of particular interest and importance when first coming onboard.

More detailed instructions are contained in EAGLE STANDING ORDERS (E.S.O.'s) and in your Departmental Orders, copies of which can be made available to you by your Divisional Officer or Departmental Office.

ORDERS AND INFORMATION

A copy of the Daily Orders, and all other notices and instructions that affect you will be posted on notice boards throughout the ship and in your mess. It is your responsibility to read them.

ADMINISTRATION

Divisional Officers

Your Divisional Officer will be the officer to whom you are appointed for work, irrespective of your specialist qualification. Officers in charge of communal parties act as Divisional Officers for those men in the Communal party concerned. Your Divisional Officer is always ready to advise and assist with any of your problems as well as being responsible for your work and behaviour.

Requests

All requests are to be handed through Divisional Chief Petty Officers or Petty Officers who will arrange any further action by the Divisional Officer or Departmental Regulating Office.

Ship's Routine

'Routines' are posted on the Notice Boards around the ship and in your mess. It is your responsibility to read them and to get to your place of duty on time. The Daily Orders will promulgate any changes from, or additions to, these routines. You should note particularly that:

- (a) The time laid down for any routine event or muster is the time at which the event or muster is to start and not the time at which men start 'travelling'. *Be there on time.*

- (b) All men are to be turned out by 'Guard and Steerage' (10 minutes after 'Call the Hands') and all bunks are to be made up properly and bedding stowed by 'Departments Turn To'.
- (c) Clocks are provided to know the time. Do not rely on any 'piping' to remind you of a routine event.

AMENITIES, WELFARE AND RECREATION

Beer

Beer is sold from the 4G Beer Bar during the evenings at sea and in harbour.

The rules governing its issue, and the 'bar hours' are published in ESO. It is your responsibility to read them and abide by the instructions.

Canteens and Barber's Shop

NAAFI facilities are provided from:

- | | | |
|-----|-----------------------------------|--|
| (a) | Main Canteen and
Small Canteen | 4F
5F |
| (b) | Ship's Shop (Bookstall) | 2N (Starboard) |
| (c) | Vendapacs | 4F : 5F
4P (Port)
4Q (Starboard) |
| (d) | Soda Fountain | 3D (Starboard) |
| (e) | Barber's Shop | 2N (Starboard) |

The actual times of opening and the barber's routine, are posted outside each space.

Cinema and T.V.

Film shows are arranged daily at sea – at the times published on Notice Boards. A small charge (determined by the Welfare Committee) is made, and entrance is by ticket only.

When reception is possible, T.V. is shown in the dining halls but not at sea.

Local News

A short programme called 'Eagle Roundup', which describes briefly what is going on in the ship, is broadcast nightly on the S.R.E., normally at 1900.

Library

A Ship's Library is at the forward end of the Junior Rates' Dining Hall. Books may be taken out on loan at the times posted outside the Library. A charge is levied for any books not returned within a specified period and all losses.

Laundry

The Laundry is at 7HO and operates a continuous service with days allocated to each department. Laundry chits are *sold* at the times published on Notice Boards and these should be completed in full and sent with your bundle to facilitate marking. Laundry is normally available for collection within 24 hours of delivery.

Dhobeying and Drying Space

Dhobeying may be done in the bathrooms. Special drying spaces are allocated, details of which are given in E.S.O.'s. Dhobey is not to be hung in other than allocated spaces.

Post Office

A 'Post Office' is situated at the after end of the Starboard pocket of the Junior Rates' Dining Hall. Here you may purchase Postal Orders, transact any Post Office Savings Bank business and make remittances.

The Post Office does *not* sell stamps. These may be bought at the Mail Office.

Mail

Letters and parcels may be posted, and stamps purchased, at the 4NZ2 Mail Office. Other mail boxes fitted throughout the ship are cleared regularly and warning will be given before mail boxes close on board.

Your correct address after moving on board is:

(Rate)..... (Name).....

(Official Number).....

Mess.....

H.M.S. EAGLE

B.F.P.O., Ships.

Clothing Issues

The Cash Clothing Store operates at 7J Starboard at the times posted outside the store and on Notice Boards.

Cash Office

The 7VA1 Cash Office deals with all Removal and Disturbance Allowance Claims and the payment of completed Travelling Expense Claims.

Sick Bay and Dental Surgery

The Sick Bay is at 4G and the times for attending are posted outside the door. Urgent cases will be seen at any time.

The Dental Surgery is at 3L2 and treatment is given by appointment. (Tel. 404). Urgent cases will be seen at 0845 or 1330.

Tombola

Tombola is the only gambling game allowed on board and will be played whenever opportunity permits.

Welfare Committee

Your representative on the Welfare Committee will tell you how the Committee operates and all representations should be made to him. Meetings are held regularly and subjects to be discussed published as an agenda before each meeting. If you have any suggestions or wish some particular point to be discussed, take it to your Welfare Representative. DO NOT WAIT FOR HIM TO COME TO YOU.

Chaplain

The Chaplain's Office is at 3K Starboard next to the Chapel, which is normally open for private prayer and quiet reading or writing. From time to time Chaplains of other than C. of E. denominations will be serving on board but the Ship's Chaplain will always be available to advise and assist any member of the Ship's Company irrespective of denomination. The times of church services are published on routines and in Daily Orders.

Sport

The Sports Officer is responsible for all forms of recreational sport on board and ashore, and sporting fixtures of all descriptions are arranged regularly. Your support and participation is welcomed

and Sports Notices will provide warning of any forthcoming attraction. Do not wait to be asked to play in any game – give your name to the Sports Officer or his representatives *now*.

Sailing

There are 6 dinghies carried on board. Application for their use for recreational sailing should be made to the Sailing Secretary.

Shooting

There is a small bore rifle club on board and facilities are provided for .22 shooting on the Flight Deck. Details of club membership can be obtained from the Gunnery Office.

Shotguns and clay pigeon targets are provided primarily for air crew, but are available to all, during the dog watches when flying operations and weather conditions permit.

Recreation Spaces

Certain spaces and areas in the ship are set aside for the 'recreational' use of Officers, Senior and Junior Ratings.

Officers	Quarter deck. Flight deck abaft the after lift, GDP and above FLYCO.
Chief Petty Officers	Sponsons under the round – down aft
Chief Petty Officers and Petty Officers	} P1, S1, S2 and S3 Seacat sponsons
Officers Cooks and Stewards	
Leading Hands and below	} P2 Seacat sponson
Common Ground	
	Cable Deck and Flight Deck forward of the forward lift
	Flight Deck between lifts

DISCIPLINE, LEAVE AND DRESS

Discipline

Here are some of the more important rules that are made – and which you must know:

- DO**
- (a) arrive at your duty on time;
 - (b) get on with your own work without the need for constant supervision;
 - (c) return from your leave on time;
 - (d) read your notice boards for all orders and notices affecting your leave, duty, work or welfare.

DO

- NOT**
- (a) skulk or 'dodge the column', it means that someone else has to do your work or 'cover' for you – and others suffer for your mistakes;
 - (b) expect others to think for you; stand on your own two feet and become a useful member of the Ship's Company;
 - (c) smuggle; the allowances are well known and the rules must be understood. Penalties are very severe when you are caught and you jeopardize the duty-free privileges for the entire Navy.

There are many other regulations that are made and which are essential to any disciplined community. These are well promulgated in Standing Orders and on Notice Boards and it is your duty to *know* what is required and abide by the rules.

Leave

Any leave to be granted is always published well in advance, either on the Daily Orders, Shortcasts or Temporary Memoranda. As much leave as possible will always be granted to as many of the Ship's Company as can be spared from work or duty.

This must always be determined by the state of sea-going readiness required at the time or the amount of work that it is essential should be completed or continued.

Dress

Your dress and your kit are your own responsibility. Ship's Standing Orders and 'Dress Notices' contain more detailed instructions but the following advice summarizes these orders:

- (a) Your work may be done in an appropriate working dress and this should always be as clean and as smart as normal work permits.
- (b) Overalls may be worn under certain conditions and provided you have the necessary departmental permission.

- (c) When work is finished there is an obvious need to clean and change into 'Night Clothing'. Only by being particular about your personal appearance at all times can you expect to remain well dressed, clean and smart. This you should do.
- (d) Particular attention will be paid to the state of your dress at meal times and when you go ashore.
- (e) The wearing of caps on board is optional for other than dutymen.

ACCOMMODATION

Messdecks

Each man shares the general responsibility for the state of his living quarters and it should be noted that your contribution is called for whether you are 'duty' or not.

Stow all your gear in your kit locker *and keep it locked*. Suitcases and grips of a non-service pattern are permitted, provided they can be properly stowed in the fitted racks.

Bathrooms and Heads

You have a bathroom allocated to your mess. Use only the spaces that have been allocated to you.

Air Conditioning

All messdecks, offices and operational spaces are air conditioned. The air supplied is cooled to remove moisture, heated to bring it to a comfortable living warmth and filtered to remove dirt. Each messdeck is fitted with a small black control 'knob' with which the temperature can be regulated within small limits.

Some Helpful Hints

DO (a) Make sure that doors to the space are closed to keep the cool/warm air where you want it.

(b) Report any broken or damaged filters to H.Q.1.

DO

NOT (a) Open scuttles – even in harbour.

(b) Hang up dhobeying in any air-conditioned space.

(c) Attempt to clean the filters – there is a special party whose duty it is to do this.

NEVER

- (a) Tamper with any valves on the chilled or hot water systems.
- (b) Shut off the air supply through the punkah louvres.
Deflect it, but never shut it off.

MESSING

Meals

All meals are taken in the Dining Halls at the times shown on Ship's Routines. Special times have been allocated to Wardroom and Dining Halls staff and to Watchkeepers. Stick to the times to which you are entitled and don't add to the queue problem by 'warming the bell'.

All meals are on a 'self-service' basis. Junior Ratings are to clear their plates and cutlery to the scullery on completion of each meal.

In the Senior Rates' Dining Hall the laying up and clearing away of tables is done by the Senior Rates' Dining Hall Party.

Dining Hall Rules

- (a) Smoking is not permitted during meal times.
- (b) Men are to be dressed correctly in No. 8's, or Night Clothing after 1700.
- (c) The wearing of overalls is prohibited.
- (d) With the exception of fresh fruit and Junior Ratings' personal cups, the taking away of food and mess gear is forbidden.
- (e) Complaints regarding the food or its service are to be taken direct to the C.P.O. Cook (S) in the Galley.

Mess Gear and Tea Making

Each Junior Rating is issued with a cup for which he is personally responsible and which should be taken to the Dining Hall for all meals. Mess gear, in limited quantities, is issued to individual messes for making tea in the mess.

Snack Beverage and Repayment Issues

All issues are made from the 4F Issue Room at the times posted on the door. For snack Beverage Issues, this is normally one day each week; issues on repayment are made daily from Monday to Friday.

Evening Snacks

Evening snacks, in addition to main meals taken in the Dining Halls, may be collected by messmen and Cooks of Messes from the Bakery between 2045 and 2115 daily.

Rum

All grog is mixed in the Junior Ratings' Dining Hall and issues are made on an individual basis during the dinner meal.

All grog issued is for consumption at the dinner table and is never to be taken out of the Dining Hall.

EMERGENCIES

Raising the Alarm

To raise the alarm in an emergency:

(a) Attract local attention

(b) **DIAL 999** on any exchange telephone which will connect you to H.Q.1 and the Officer of the Watch

and, if appropriate:

(c) Use a direct telephone to the Main Switchboard (MSB) or Machinery Control Room (MCR) who will pass on your alarm.

When you are connected state clearly:

Who you are—Where you are—What is the matter

When you have raised the alarm, continue to do what you can to prevent the emergency from spreading. When fuel is involved remember to stop all smoking in the area.

Broadcasting the Alarm

On receipt of your alarm H.Q.1 or the Officer of the Watch will make an EMERGENCY broadcast which is always preceded by the EMERGENCY GONG and the preliminary warning 'EMERGENCY - EMERGENCY' . . .

This is then followed by a pipe specifying the *nature* and *position* of the emergency and who is being called upon to deal with it.

During the Emergency

Those not involved:

(a) Keep clear of the Emergency area and Emergency parties.

- (b) Continue with normal work until ordered to do otherwise and listen out for further broadcasts.
- (c) NEVER attempt to open any hatch or door which, although normally open, may have been closed for emergency reasons.

Emergency Stations

For a very serious Emergency, or after precautions already taken to deal with an 'ordinary' Emergency have proved ineffective, it may be necessary to order EMERGENCY STATIONS.

This is done on the 'GENERAL ALARM' hooter (2 seconds on, 2 seconds off) followed by the pipe:

'EMERGENCY—EMERGENCY— Hands to Emergency Stations. Close all RED openings. Assume Damage Control STATE 1.'

Action Damage Control Parties close up and all other men, not otherwise required by the Damage Control State ordered, proceed to their Emergency Station keeping clear of the Emergency area and Damage Control Parties. Your Departmental Office will give you your Emergency Station.

SAFETY AND SECURITY

Smoking

SMOKING IS FORBIDDEN

- (a) in a 'NO SMOKING' area;
- (b) in FUEL DANGER areas;
- (c) in or near MAGAZINES OF DANGEROUS AREAS;
- (d) on the Flight Deck or walkways;
- (e) in a boat or M.F.V. alongside any ship, or in boats underway, without the express permission of the Coxswain or Senior Officer present;
- (f) in the Dining Halls during meal times;
- (g) when on duty in 'public places';
- (h) when moving about the ship.

Cigarette Lighters and Matches

Cigarette lighters of a type which require a fitted cover to be removed before the lighter can be used may be brought on board. No other type is permitted. Non-safety matches are *not* to be carried.

Precautions against Fire

The following precautions are always to be observed to *prevent* fire:

- (a) Matchends and cigarettes are to be extinguished in an ashtray or spitkid. NEVER throw them over the side.
- (b) When vacating a compartment switch off all electrical appliances – particularly fires.
- (c) Watch out for temporary 'NO SMOKING' notices or broadcasts.

SPECIAL DANGER exists from liquid oxygen (LOX), hydrogen, and Avpin. These substances will catch fire from the slightest spark, so obey the displayed rules strictly, especially no smoking. Listen carefully for pipes about smoking restrictions, as the vapour from LOX, hydrogen, and Avpin will also explode.

Guard rails and Hatch openings

Do *not* lean on any guard rail. *Never* leave an open hatch unattended without first providing safe, temporary guards or replacing the permanent safety chains.

Damage Control

Remember that the *opening* of any hatch or door, which is already closed and clipped, may constitute a watertight RISK. The rules are as follows:

Condition X (X-Ray) Normal condition at sea and in harbour. All openings marked 'X' are closed and clipped.

Condition Y (Yankee) Entering and leaving harbour or when replenishing alongside at sea.

All openings marked 'X' and 'Y' are closed and clipped.

Condition Z (Zulu) During Damage Control exercises or when *Emergency Stations* are ordered.

All openings marked 'X', 'Y' and 'Z' are closed and clipped.

To open any 'X' opening you must *always* get permission from H.Q.1. 'Y' and 'Z' openings, if closed, can be opened *for passage only*, provided they are again closed and reclipped. Hatches or openings which are closed by the Condition in force are never to be *left open* without permission from H.Q.1.

Radio Hazards

Dangers from Radio, Radar and other electrical equipments include

- (a) Electric shock if you touch them.
- (b) Radiation damage to you if you get too near.
- (c) Being knocked from aloft if you get in the way of a rotating aerial.

Take note of any warning notices and never attempt to go aloft without first reporting to the Officer of the Watch. The areas immediately surrounding the foremast and mainmast should always be treated with caution as they support many high voltage equipments.

Theft

Rule 1 Lock up your money and valuables. Look after your locker key. Your locker must be locked when not in use.

Rule 2 Take what you find lying about to the Regulating Office.

Rule 3 Report the loss of any property, service or private, IMMEDIATELY.

Thieving is made very much more difficult if you observe these rules and are careful of your possessions.

Private Electrical Equipment

Electric razors may be used on board in places where the authorized fittings and plugs are provided. No other 'private' electrical equipment – requiring an aerial or ship's power – is to be used on board without the permission of the Deputy Electrical Officer.

Private Firearms

These are not to be brought on board without permission from the Commander.

Photography

The Photographic Office is to be informed of all cameras brought on board, and permits for them obtained from the Photographic Officer.

Defects

If you notice a defect, wherever it is, and it is something which is obviously wrong, report it as follows:

- (a) If it is electrical – to main switchboard (Tel. 565).
- (b) All other defects – to H.Q.1 (Tel. 563).

Make sure that the officer or senior rating for whom you are working is also informed.

Keys

The main keyboards are kept in H.Q.1 (6NO) but certain 'working' keys are kept by Departments on Departmental keyboards.

Always return the keys for which you are responsible to the appropriate keyboard when they are no longer required. If fire should break out, the lack of a key to a particular compartment could have very serious consequences.

Watching Flying

Radio Hazards and other operational considerations make it impossible for any 'goofing' positions to be allocated. All sponsons and spaces adjacent to the Flight Deck are 'out of bounds' during flying operations, except to those on duty.

Private Visitors

Out of working hours, service visitors may be invited and entertained on board; permission from the Officer of the Day is to be obtained before any female or civilian guests are brought into the ship, and the Regulating Office informed.

Hangars

The hangars are 'restricted areas' and access is normally limited to those required to work there. They are not to be used as a convenient fore and aft gangway.

PART III

A short History of previous EAGLES

1st EAGLE – 894 Tons

Was a Merchant Ship bought from Hanseatic Merchants of Lubeck in 1592 and converted into an Ordnance Hulk.

1653

Made into a careening Hulk

1675

Laid up on shore in Chatham and sold in 1683

2nd EAGLE – 100 Tons, 12 Guns

Was Dunkirk Ship AIGLE, captured in 1650 and hired for service in the Commonwealth Navy.

September 1652

Battle of the Kentish Knock

February 1653

Battle of Portland

July 1653

First Battle of the Texel

Was returned to her owner in 1655.

3rd EAGLE – 299 Tons, 22 Guns

Built at Wapping 1654 as the SELBY and re-named EAGLE at the Restoration in 1660.

April 1665

Blockade of the Zuider Zee

June 1665

Battle of Lowestoft

In 1674 she was converted into a fire ship and sunk as a break-water at Sheerness in 1694.

4th EAGLE – 240 Tons, 6 Guns

Was the SPREAD EAGLE, captured from the Dutch in 1666, and renamed EAGLE.

1st–4th June 1666

Was expended in the Four Days Fight

5th EAGLE – 500 Tons, 6 Guns

Was captured from the Algerine Corsians in 1670 and made into a Fire Ship.

2nd May 1671

Was expended in a night attack on the Algerine Fleet in Bougle Bay

6th EAGLE – 208 Tons

Purchased in 1672 and fitted as a Fire Ship. Foundered in April 1673 on passage to St. Helena.

7th EAGLE – 1,074 Tons, 70 Guns

Built at Portsmouth in 1679

19th May 1692

Battle of Barfleur

24th May 1692

Battle of La Hogue (Flagship)

Rebuilt at Chatham in 1699

15th August 1702

Attack on Cadiz

24th July 1704

Capture of Gibraltar

13th August 1704

Battle of Velez Malaga

23rd September 1705

Bombardment and capture of Barcelona

22nd October 1707

Wrecked, and lost with all hands, off the Scillies

8th EAGLE – 153 Tons, 10 Guns

Built at Arundel in 1696

Wrecked off Sussex Coast in great storm of 27th November 1703.

9th EAGLE – 1,130 Tons, 60 Guns

Built at Portsmouth, launched 1st December 1744, originally named CENTURION but re-named EAGLE in 1745.

October 1746

Captured Spanish Privateer ESPERANZA (16 Guns) and French (ex British) Privateer SHOREHAM (22 Guns)

20th June 1747

Took part in capture of a French West Indies convoy of 50 ships valued at £1,000,000

July 1747

In company with EDINBURGH and NOTTINGHAM captured French Privateer BELLONE (36 Guns)

14th October 1747

Action with French convoy escort under Commodore De L'Etendriere

7th March 1748

Took part in capture of a Spanish convoy off Morocco

30th May 1757

With MEDWAY, Captured French East Indian D'ACQUITANE (50 Guns)

August 1757

Joined Admiral Holbourne's fleet at Louisburg, Cape Breton Island. Sold in June 1767

(Note: The famous explorer Captain James Cook was an Able Seaman in EAGLE from 1745 to 1748, when he was rated Master's Mate.)

10th EAGLE – 1,372 Tons, 74 Guns

Built on the River Thames, launched 12th May 1774.

1776–1778	Lord Howes' Flagship on North America Station; took part in defence at Sandy Hook against D'Estaings French Fleet in 1778
1779	Joined Admiral Hughes' Squadron in East Indies
17th February 1782	Battle of Sadras
12th April 1782	Battle of Providien
6th July 1782	Battle of Nega Patam
3rd September 1782	Battle of Trincomalee
20th June 1783	Battle of Cuddolone
1797	Was converted into a prison hulk in the Medway and was used to imprison the mutineers from the Mutiny at the Nore of 1797

Broken up in 1812.

11th EAGLE – 71 Tons, 4 Guns

Purchased in 1794 for Anti-Invasion Flotilla; sold in 1802.

12th EAGLE – 158 Tons, 12 Guns

Was LA VENTURA, captured from the French in 1803, and added to the Royal Navy as EAGLE. Renamed ECLIPSE in 1804.

13th EAGLE – 1,723 Tons, 74 Guns

Built at Northfleet. Launched on 27th February 1804.

1804	Flagship of Squadron blockading the Texel
January 1805	With Cornwallis' Fleet blockading Brest
April 1805	With Cochranes' Squadron to West Indies, in pursuit of the French Rochefort Squadron

May 1806	With Sir Sydney Smith's Squadron at capture of Capri and defence of Gaeta
1807-1808	With Collingwood in blockade of Toulon
July 1809	Walcheran Expedition
February 1810	Assisted in defence of Cadiz against Marshall Soult
27th November 1811	Captured French CORCYRE of 40 Guns
1812-1813	Operation in the Adriatic including the capture of two Gun Boats, 36 Merchantmen, destruction of Coastal Batteries at Ceste and the storming of Trieste

Cut down to a 50 Gun ship in 1832, served as Coast Guard Drill ship 1858-1862. Transferred to Mersey Division R.N.V.R. 1910 and renamed EAGLET in 1918.

14th EAGLE - 22,790 Tons

Was laid down as a Battleship ALMIRANTE COCHRANE at Armstrongs in 1913 for the Chilean Navy.

Purchased for the Royal Navy in 1917 for conversion to an Aircraft Carrier and renamed EAGLE. Launched 8th June 1918. Trials 1920. After extensive modernisation she re-commissioned in 1923.

During the 1939-1945 war she carried 824 and 813 Squadrons of Swordfish and four Gladiators.

1939	In Indian Ocean
9th July 1940	Battle of Calabria
1940-1941	East African Campaign
11th November 1941	Transferred Swordfish of 824 and 831 Squadrons to ILLUSTRIOUS for attack on Italian Fleet at Taranto
1942	Malta Convoys
11th August 1942	Sunk by torpedoes from a Submarine in Western Mediterranean.

PROMOTION OUTFITS

by **BERNARDS**

Over many years Bernards have specialized in attending to the requirements of Royal Navy Officers and provide a service that is second to none.

Thus whether as a direct entry or successful promotion candidate Bernards are best able to completely provide for your Uniform needs, and settlement may be made by cash or receipt of your grant or partly by cash and the balance by monthly allotment or Banker's Order. A five per cent discount is allowed on uniforms where cash is paid in settlement within one month of account being submitted.

Orders may be placed in the case of promotion candidates on the understanding that if unsuccessful in passing the course, there will be no obligation to accept any uniforms tailored.

After your promotion you may be assured of a continuous service for Bernards Officers' representatives regularly visit Ward-rooms to give a personal service. An appointment for a call to be made on you may be arranged through a branch manager or Head Office.



For the best in Officers' Uniforms . . .

*It's best to look to **BERNARDS***

This booklet is gifted by
THE DIRECTORS OF BERNARDS OF HARWICH
whose personal service and interest in
the Royal Navy
prompted them to have it printed
for
H.M.S. EAGLE



C. H. BERNARD & SONS LTD

Head Office: ANGLIA HOUSE, HARWICH, ESSEX

Branches: Chatham, Deal, Devonport, Dunfermline, Gibraltar, Grimsby, Harwich, Helensburgh, Londonderry, Malta-Valletta, Malta-Sliema, Portland, Portsmouth, Southampton.

Station Tailors' Shops: Arbroath, Brawdy, Corsham, Culdrose, H.M.S. *Dolphin*, Lossiemouth, Lympstone, H.M.S. *Pembroke*, Poole, Yeovilton.

Officers' Shops: 40 Commercial Road, Portsmouth, Tel: 26116; 30 Royal Parade, Plymouth, Tel: 66543.

Officers' Sections: 10-12 Kirkgate, Dunfermline, Tel: 23786; 45 Ordnance Street, Valletta, Malta, Tel: Central 24465.

A Worthy Service

That 'Advertising can introduce a product, yet cannot sell it continuously unless it proves worthy' is an axiom of the Advertising World.

And how true, too.

For if the advertising is attractive it will certainly entice people to buy, but where the product fails to satisfy that is the last sale made to that customer.

Bernards have been advertising their service for over 70 years – and such is the confidence of our customers in the Bernard Service that it continues to grow stronger and more expansive year after year.

Bernards service is available to everyone in the Royal Navy, Royal Marines and the Women's Royal Naval Service and a Credit Account may be opened for settlement by Admiralty Allotment, Banker's Order or a Post Office Savings Bank remittance. No charge is made for credit allowed and all goods are at normal cash prices.

Bernards tailor their own uniforms and such uniforms have a world-wide reputation for quality. Civilian clothes are also tailored in Bernards workrooms at Harwich and in Malta, and here again a high standard of excellence is attained.

The range of goods available through Bernards is that normally obtainable through the largest Mail Order House and Bernards provide exactly the same facilities whereby goods can be despatched to any address desired as and when required.

Should you wish to open an account with Bernards it is only necessary to visit the Ship's Office or to call on your bank and notify the amount you wish to allot monthly. Payments will then follow monthly and you will be able to make purchases from any of the Bernard branches or Head Office as desired. The account can run continuously throughout your period of service and a Statement of Account will always be sent on request.

For a service proven over the years – It will pay to call on Bernards.

For You Really Do Buy Better at Bernards