

RUGBY

UNITED KINGDOM

The DARING R.F.C. was formed late 1966 and was quite prominent in the early fixtures before commissioning and it was hoped it would improve more when the ship got into full swing. When in full commission the ship played two games in Plymouth and one in Portland without success, but better was surely to come. OR WERE THEY.

SOUTH AFRICA

After their great Test series and triumphs against FRANCE this country was ready for us, and we didn't disappoint them. WE LOST AS WELL.

The team were now beginning to feel a bit downhearted at such little success and were hoping for a victory when we arrived at MOMBASA. BUT ALAS! not through the lack of trying we were unsuccessful with some very close results.

DIEGO SUAREZ

This is where we represented the might of the BRITISH NAVY against the FRENCH NAVY and to everyone's surprise the ship gave them a thrashing on a very indifferent pitch. With some very delightful rugby the team showed the French how it should be played. The most outstanding feature of the match was the BRITISH NAVY colour scheme which would have put Carnaby Street to shame.



SINGAPORE

Some very good matches were played here though we would have liked more, but the weather was against us. A week's training at Frasers Hill where we were put through our paces by LOFTY PARR our local coach. After this HAZARDOUS PHYSICAL TORTURE we returned to Singapore ready for the slaughter, which we didn't have to wait long for, TROUBRIDGE being our victors. We followed this with a victory over a team from the Royal Naval Signal station. The most outstanding matches were against H.M.A.S. STUART whom we played twice and lost twice, although the results could have gone either way.

P.S. WE BEAT THEM TO THE BAR.

HONG KONG.

Here we played the best match of the whole tour against a HONG KONG Selected XV under flood lights with the HKS XV emerging the victors by Nine Points to nil. This was a real team spirited game with every one giving everything they had. It must be noted that at least five members of DARING were selected to represent the Royal Navy in a local contest. against the Army, RAF and the Police.

MOMBASA RETURN

A combined game with PUMA versus Mombasa Sports Club, and our own team versus MSC were both results that went against us. The superior fitness of our opponents was now telling (Or was it - the Tiger) With one more Port of call to go, it looked as if the end of the season was in sight.

CAPETOWN

Only one match was played here in which a combined team of DARING/ZEST played the HAMILTON SEAPOINT RFC, this being one of the oldest Rugby Clubs in the Cape (Formed in 1875) This was a very hard fought match with the result going to the Home team by nine points to six. This match we should have won but we won the Boat Race after.

THE COMMUNICATIONS BRANCH

TACTICAL DEPARTMENT

The higher echelons of the branch onboard at the time of going to print consists of Dave, Willie, Fred, Pez, Zoomey, Scouse, George and Yeo Dennis, although in the past we have had such famous personalities as Goz (the divisional nose) and Twiggy (the world's most horrible legs). All the 'junior' junior communication ratings have spent some time learning the intricacies of visual communications.

Our job onboard the fighting D05 ranges from being the eyes of the fleet to general buzz spreading, when not asleep in a corner of the bridge, or drinking coffee in the wheelhouse! We also ensure that messages are delivered to the people concerned immaterial of the day or hour - nearly always. The real work where a 'bunting' is indispensable is of course Fleetwork, this entails

stationing and manoeuvring ships in tactical situations and in consequence to the requirements surprising that 'buntings' are very good 'con men'.

The term 'Jack of all trades' applies very well to our department as we take in our stride such tasks as radio voice communications, teleprinter operating, signalling with 2" to 20" lights and flags, typing, sewing, painting, scrubbing main drainage clearance and ceremonial.

As only the truth is required it is impossible to tell how much paper has been used or how many signals have been handled, there were so many it is just not true! There is no truth in the buzz that we do a flannelling course but difficult tasks can be handled immediately, the impossible will take a little longer.

SPARKERS PLAYHOUSE.

Time: First leave period.

Place: Main Wireless Office.

Cast: Second leave party (loafing)

mm Enter S.C.O. "Has the Yeoman said any thing to you recently."

Jack "Worrabout"

S.C.O. "Ship's magazine".

Jack "%@&&%"

S.C.O. "Yes, you have two days to write one".

EXIT S.C.O.

Jack, "Ere, what's that buzz about us progressing past the apes 'n chimps 'n seamen an' that 'cos we got the ability to communicate".

Seriously though, it all began when Samual Morse transmitted the first intelligible signal over a line from Baltimore to Washington on May 24th 1865, thus the origination of morse code, although it was not used in the Royal Navy as a means of Radio communications until 1905. Up

until this time ships at sea were completely cut off from their command when outside visual range. Today the worldwide communication organisation has become so complicated that the professional handraulic sparkers of the second world war era would be in a different world from the one they knew.

The modern day sparker still learns the basic skill reading and transmitting morse but even more important is the ability to operate the complex radio-teletype equipment. These are now all basic skills taught in training, to pass for higher rate a faster and higher standard of rating is required, plus a greater knowledge of the technical equipment.

What is the navy getting for its money? As far as Daring is concerned this is what goes on behind that door (Restricted Area); apart from receiving 39,000 signals in one year which, by the way, used up 33 miles of paper, we have transmitted many naval messages and private

ship's company telegrams to such places as Vancouver, Halifax, Malta, Canberra, Awarua to name a few. All these messages have finally ended up in England usually in a matter of hours.

We have also provided the Operations Room with aircraft communications, the gunners with bombardment communications and the ship's company with radiotelephone facilities when required. You name it, we can provide. But is it worth all the millions of pounds you, the tax-payer, provide to keep men and equipment the finest in the world - we think so, don't you?

Footnote. A recent article in a popular Digest on cause of death revealed the following facts:- That coronary heart disease was commonest in light workers, the majority having light jobs in which stress was marked. Radio and telegraph operators were highest followed by Priests, Dock and harbour officials, chemists, doctors and musicians. That must be why we have no heart lazy, long haired comic singing sparkers onboard.

DARING DIVERS

Life as always started at Portland (?). Awkwards became simple, although the Chief OA said otherwise after climbing, fully laden, up a 25 ft ladder and being asked whether he would like to jump in again and do another search. The budding 'Crabbes' finished their workup one dark and windy night with a bottom search (I'm told that divers have these all the time). The Chief OA was being used as a jablex float at the time - something to do with comparative densities and volumes - when the tide swept the team away. Away went the safety boat - or would have done had the engine worked. All's not well that ends well, however, and just when our gallant team were thinking of getting a run ashore in Weymouth the boat arrived like an avenging angel and almost succeeded in drowning them.

The Far East provided warm water, a good view and sharks. Singapore, Hong Kong and the Philippines all passed uneventfully - diving

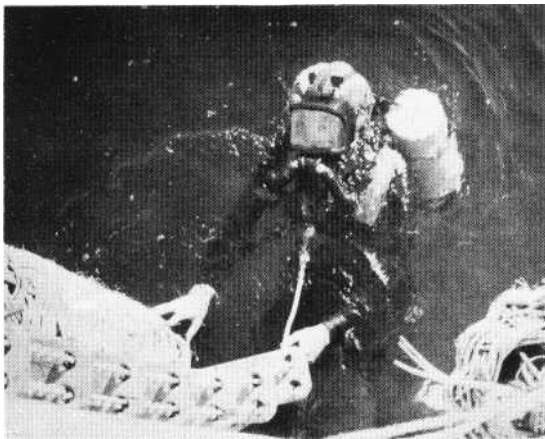
wise that is. Port Philip Bay, Melbourne, possessed sumtuous scallop beds which were duly and religiously plundered. The team also sampled the Aussie diving gear known as the 'Hookah'. The diver gets a direct (air!) supply from the pump, usually a very convenient method. No provision however is made for the diver who catches his foot in a giant clam and loses pressure on the pump all at the same time.

There followed Kenya (whispering palms and coral sands - we only just made it to the deep blue waters). Beira (notable for the large amount of sharks and sudden lack of divers). and Simon's Town (minutes, minutes, minutes!) of Cape fame. The latter visit we were taken on a crayfish hunt by the South African divers; six diminutive creatures later (but pleased as punch) we were informed that they were out of season and illegal catch - ah well, they tasted alright!

Gibraltar proved a very good run (consequen-

tly excruciating diving). Then to England, Home and (?) Beauty; thoughts of the calm summer skies and pale, warm, opalescent waters of Gib in autumn followed by polar bears (divers have funny tastes) and flaxen-haired mermaids in Stockholm.

To finish with, a sobering thought: on commissioning there were 3 diving officers and 10 divers. One diving officer joined and 2 divers were trained and qualified during the commission. On arrival in U.K. in July 1968, there were one diving officer and 8 divers left. It doesn't say much for our standard of diving does it.



DOC'S LAMENT

*Do come and see me sometime
Between the hours of eight and nine,
I have cures for many ills
For most of which I just give pills.
There are some that make you rot
For some, of these I stop a tot.
Gastric troubles, take your pick
There are some that make you sick.
Seldom do I ever see
A boy onboard with leprosy.
If you think this story's drab
Come to me for a nice sore jab.
So when you're feeling really sick
Come to me, I know the trick,
To my Bay, all serene
I'll stuff you full of codeine.*

THE SHIP'S OFFICE

Having been cajoled, bribed and forced into writing this article about the life of the Scribblers, I must enlighten you as to what goes on in our small ossice.

Between December 1966 and July 1968.

£192,215.13.1. has changed hands in pay.

£21,474.13.3. was paid in casuals.

88 men became entitled to Separation Allowance

A new pack system came into force.

Many millions of letters were typed.

The Pound was devalued - oh woe of woes.

Eleven different currencies have been used.

500 Requests were actioned.

National Insurance has gone up twice.

Pay rise, back dated to the 1st April 1968.

In all honesty we the scribes, can claim to be the only branch to have employed Wrens onboard. There were two in fact, one in Devonport and the other in Singapore. In the gallant cause of pay and correspondence we have used three Supply Officers, three Correspondence Officers, 2 P.O. Writers, two Leading Writers, four Writers and two Seamen - one stayed for one day and the other gave it a trial but decided it was not the life for him.

The present company consists of Reg Payman, Paul Hales and 'Dobie', a whole host of other names have been credited to us, but mainly unprintable. Reg Payman is the only one who has managed to survive the whole commission and the other two have been onboard for over a year, although one member did take what has been described as a long holiday in Singapore.

I signed off with the thoughts of many more pay days, even more Separation Allowance, and yet more letters to type, ringing in my ears.

A CHIEF'S DILEMMA

Food glorious food, two hundred and fifty hungry mouths to feed, three times a day, seven days a week - a housewives nightmare. It is said that the way to a man's heart is through his stomach - this ship must have the biggest, hearts in Ten navies.

The episode of the Terry Canyon will long be remembered in the galley because when we sailed from Portland in the early hours we left half of the Cooks ashore, but even so the wheel still turned, even in 'roughers'.

There was still more excitement, and experienced gained, when we had to land at the earthquake devastated island of El-Portlando and set up field kitchens to feed the multitude of homeless and injured, good to say the natives were quite friendly.

In Australia Leading Cooks Shady Lane and Slinger Wood had the honour of meeting that well known Television star Violet Carson, better known as Ena Sharples of Coronation Street.

On Beira patrol Slinger Wood caught the biggest fish, against keen opposition, a 221b 4 oz shark, after losing a lot of fishing tackle in the effort, but that was by no means our greatest effort. Some of our finest performances include; 80,600 Bread rolls, 7,000 gallons of soup, 187,600 lbs of potatoes, and 8,258 lbs of sausages. On taking the average length of sausage as being four inches, that makes 5 miles, 375 yards 1 foot 8 inches.



NAVAL STORES DEPARTMENT

Motto : "The Customer is never right".

The ironmongery business of Daring known in higher circles as the Naval Stores Department was ably controlled by CPO Beasley, lead by LSA Brown, from the thrice re-designed and built Dog Kennel in the Dining Hall and somehow functioned by SA Webber and SA Ayling.

Hardest task of all was the indoctrination of the ship's company in the meaning of such phrases as 'We aint got none' or 'You don't need it now'. Our reams of pretty coloured paper, enough to make an American ticker tape parade look most inadequate, kept the four of us fully employed, so much so that on return to U.K. we gave the appearance of looking like ghosts.



Naturally on the odd occasion the staff took part in 'outside activities', enjoying the freedom, like wild animals released from cages and eagerly assisted in taking monies for Portland Bus trips, tombola, horse and boat racing, news paper editing and printing, also attending to necessary Welfare problems and last but by no means least, getting somewhat mislaid on a Safari!

All in all we have enjoyed the fabulous world cruise, but next time you meet us or other members of the 'Nuts and Bolts' department please believe that we do endeavour to give satisfaction, although we admit at times it may take many months before our customer has a smile on his face.

For the mathematically minded, may we close by giving a few Naval Stores statistics:

C.P.O.	L.S.A.	S.A.(1)	S.A.(2)
6'3"	5'8"	6'1"	5'10"
174 Lbs	150 Lbs	170 Lbs	170 Lbs

Remember you have never had it so good, perhaps better, but not so good.

VICTUALLING DEPARTMENT

Despite the ever present demand for food of nearly three hundred Oliver-Twist-type mouths, the members of the Victualling Department have still found time to enjoy the Commission. Headed by, that great fisherman and teller of wondrous tales CPOSA(V) Dixie Dixon, the staff has coped competently and cheerfully with countless numbers of laden boats and lorries not to mention innumerable RAS's to top up emptying store-rooms. They have also successfully withstood the assaults of a great variety of 'cockies', bombay runners, weevils, banana spiders and other strange monsters of the East. The mummified body of 'Hector' in the main fridge proves just how hardy some of these wierd beasties can be.

Without doubt the most colourful member of the staff was the late A/LSA Gordon Zola. His astounding activities made headlines in the Daring News for several weeks. Although his stay was short Gordon was well known to all and his untimely death brought sorrow to many.

Despite fierce competition from a neighbouring Supermarket the staff proved that there is still a place in this atomic age for the little man with his personal touch. The constant departures of haggard and broken Supermarket managers stands as proof. In the clothing world too this was proved where the Carnaby street store of LSA Don Gaskins did a roaring trade thrice weekly in trade in ovies and steaming bats and other 'with-it' gear. With its wide range of clothing, bedding, footwear, cutlery, pots, pans crockery and various other items this store offered a world wide service. In which civvy shoe shop could one purchase size 14 shoes 'off the peg'.

The 'Ten to Twelve' bar run by mine hosts Harold and Kevin did a roaring trade, including among its clientele such distinguished and exotic persons as Baby Santiago and Lt Hooper's Tiger Orchid. AB Tanky Sullivan even claimed a column and large photo in the Melbourne daily paper when he 'called round' the Queen of the Pacific to sample his tot. He almost received a mention in the Brisbane newspapers too. The Butcher, AB Harry Hughes, a man of many interests, also ran a profitable bait business while the angling sport was enjoying popularity at Beira. All the biggest and best catches were invariably caught on Harold's meat. He also found time to play regularly in goal for the ships first eleven soccer team and entertained us all with a most accomplished Dance of the Seven Veils at the Ship's Concert.

During the first half of the Commission the Ship's Company were well entertained by the Victualling Office comedian SA Martin Ayling. His best known escapade was the pipe smoking incident! He also amazed many with his skillful display of egg juggling. Unfortunately he departed to the Naval Stores Office shortly after Christmas to learn the mysteries of 'nutting and bolting'. However he was replaced by SA Tony Pitt whose main claim to fame was the remarkable way in which he managed to cultivate his locks despite the Eagle eye of the MAA.

The Victualling story would be incomplete

without a mention of those two rival catering establishments 'Ernie's' and 'Antonio's'. Operating mainly for the senior ratings these two exclusive 'nosh houses' have been ever eager to beg, borrow or otherwise come by any odd tins of other delicacies to add flavour to their renowned pot messes.

QUARTERMASTERS AND BOSUNS MATES

I would like to remember our commission by a few of the funny instances that have taken place in the vicinity of the gangway and the wheelhouse at sea. Names, and dates have conveniently been forgotten to protect the guilty, wives and sweethearts will just have to guess if their one and only was involved.

A certain quartermaster told the Captain, as we were leaving Singapore, that he was giving far too many wheel orders, to which the Captain replies "I will steer my ship how I want L/Sea"

Another quartermaster ran amok in Cherbourg after re-arranging a bar, tables, and a plate glass window and was removed by the Gendarmes. As he only had 50 francs when he went ashore, somehow he managed to pay a 90 franc fine, returned with 30 francs, and still does not know what happened.

In harbour one evening a young seaman went into the Captain's cabin at 2 AM, shook him and said he had come to ditch the gash.

There was the night in Plymouth when the Officer of the Guard tried to get onboard, the bosuns mate stood on his fingers as they appeared over the ship's side. Also we had the saga of the pram and the bicycle, a group of watchkeepers and communicators brought them onboard one night and attempted to hoist them on the ensign staff. Then the stoker (or was he an EM) who lost his identity card in Subic, went ashore again to look for it and did not return for two days.

As you can see the gangway staff lead a fairly varied life, dealing with all kinds, which help to

pass away the hours and make us masters of the art of never turning a hair and being able to pass the buck to the duty P.O. or O.O.W.



AUSSIE.

THE DINING HALL

When I first joined Daring the First Lieutenant explained that the ship would have a Cafeteria service and that 3 mess would become a Dining hall. It was obvious that there was no place for broadside messing in this modern navy. The first problem was to get a sink unit fitted, but with the help of the foreman of the yard, Mr Randal, a unit appeared overnight.

With the problem of trying to find sleeping billets throughout the ship it became obvious that the new dining hall would also have to serve as a sleeping space. On the fifth of December 1966 we moved onboard and everyone seemed to have been bedded down fairly well, but breakfast the following was to be the big test of the system. Much to everyone's surprise everything went smoothly. I am not saying we did not have teething problems, we did, one being that everyone seemed to be going round in ever decreasing circles, bumping into each other and the food on the servery getting lower and lower, which created the major job for the P.O.O.D.

Then came the Portland work-up, a trying time for the dining hall staff, action stations, a

quick dash to lay up for dinner, knives forks and spoons beginning to disappear, which was eventually solved by a personal issue. The dining hall was now in full swing, although to an outsider chaos would appear to reign.

The next change came on leaving home waters, I knew it would not be long before the first draft chits arrived for squadrons of 'Cockies' and 'Bombay runners' so our own defence system had to be instigated. Unpopularly this meant the end of private 'wedges' making their way to mess-decks. To give the ship's company their due they played the game well, although the odd 'Sarnie' was discovered under bunks or on top of lockers, which had somehow been smuggled past the eagle eye of the POOD.

Cafeteria messing showed its advantages - hot meals straight from the range, selection of food, it has been known to have thirteen choices. It is amusing to watch the beans disappear at a fantastic rate while the spaghetti is untouched. Of course there were disadvantages as well - poor old stokes had to change out of his overalls for one thing.

As I write now the library is closing, which is also in the dining hall, and there is a reshuffle going on to arrange for a film show, so this abode is for ever in use, and wonder of wonders the air conditioning is still working. There is also a background murmur 'Where's me Niner-clockers' Problems !

A. Gaskell

SOCCER

During the one year away from home a very good season was enjoyed by all, particularly by those who represented the ship in the FIRST ELEVEN SOCCER TEAM.

I believe our best games were played in Hong Kong - never before have I seen our team produce such high standards in both individual skills and teamwork. Note that I said "our team" - to be blunt, I often wondered. Daring supporters at



matches were far too few and the team deserved much more encouragement.

However, for those who doubt my words the First Eleven results for the commission are as follows and are a great credit to any ship who dared to challenge such competition :-

Played	Won	Lost	Drawn	For	Against
31	20	7	4	128	47



A VISIT TO LANTAU ISLAND, HONG KONG

During our stay in Hong Kong, a group set out for a day's trip to Lantau Island to see the Trappist Monastery (Benedictine); we had heard that this was a beautiful trip, so intending to discover this for ourselves we packed our corned beef sandwiches and having donned our hiking rig, set out for the pier and boarded the ferry for Lantau Island.

With Hong Kong engulfed in a blue haze behind us the ferry plied its way across the island studded water. We passed various Junks and fishing vessels full of happy waving children with sombre parents. Our first stop was at a small island called Peng Chau, which we swiftly left after disembarking certain passengers.

After three quarters of an hour the ferry tied up alongside the jetty at Lantau and after walking through a small fishing village of corrugated iron shacks, stalls and a fleet of sampans of all sizes, we made our way to the beach for lunch. While walking through a farm we saw two small children carrying two large panier type water cans to the well to collect the water for the crops. On reaching the summit of the hill we looked back and saw through the cleft in the hill, the blue waters of the bay glistening in the sun-

light. To the other side of the island was a large farm with coolies working in the paddy fields, and also the Monastery, nestling peacefully on the seashore, the cross of its chapel a landmark above the grounds. We sat on the hill and took in the marvellous land and seascape spread out before us with the many islands like gems in the crystal sea.

The descent to the Monastery was quite uncomfortable as we strayed from the path and stumbled through thorn bushes. Eventually we walked through the gates of the Monastic Farm, which provides Hong Kong's best hotels with fresh milk. We then passed under the archway into the garden, bought some light refreshment and sat in this peaceful spot to finish our lunch.

As we had come to see the Monastery we first visited the modern but simple chapel. To the left of the altar was a small chapel annexed to the main one, a wrought iron gate led into the main chapel and pews spaced down each side. The altar, raised on a wooden platform, was a table-like construction with a gap behind for the Abbott to take the service, thus enabling him to face the congregation. On a landing above the entrance was the organ and what looked like choir stalls. Unfortunately we were not permitted to see the Monk's accommodation but from the bleak exterior it did not look very comfortable. After looking at a copy of the Monks Daily Orders we began to realize how lucky we were and how devoted these men must be to live this kind of life.

By the time we had had a good look at the place it was quite late in the afternoon so we set off to the ferry and the trip back, only to disembark in the bustle and turmoil of Hong Kong once more, with the memory of that peaceful island behind us.

S.A. Ayling



Another Tiring Day - Hong Kong

EPITAPH

That I am afraid is the most likely end of the very indifferent season but we did try (Three points)



THE AVERAGE MATELOT

According to the NAAFI Canteen records the average matelot, in one day
Smokes 17 Cigarettes
Eats half a bar of nutty
Drinks 2½ 12 ounce cans of beer
and half a can of soft drink.

Since we left U.K. on July the seventh 1967 until we arrived back on July the fourth 1968, the canteen has supplied the ship's company with:-

4,010 Cases of Beer or 96,240 cans

985 Gallons of Keg beer or 7,880 pints

1,754,000 Cigarettes

2,090 Cases of soft drinks or 50,160 cans.

41,112 Bars of chocolate.

Not forgetting the other 300 various items onboard necessary to keep a sailor happy.

It should be noted that out of the 4,010 cases of beer sold over the year, 1,000 cases were consumed on the last Beira patrol. No wonder the ship has gone through three Canteen Managers in a year, fortunately the one Assistant has been able to stick it out !

Messrs WESTGARTH & BOADEN.

NOTES FROM THE SHERRIFF'S OFFICE

Now that our Commission has almost ended, those of us - who have been together since May 1966 can reminisce and say it has been an enjoyable commission. We have lost quite a number of our original Ship's Company for various reasons, and gained many new members during the last 2½ years.

I am sure that during our time together in our "Metal War Canoe, DEEOHFIVE", we have all learned things from one another, especially the younger members of the crew, who, having joined us as Sproggs are now Professionals. The very few who have deviated from the 'straight and narrow' will have learned more than the others, I hope!

Amongst odd things that come to mind about my part of the ship, which still seems hard to believe, was the day a certain chap tried to change a railway warrant in Terror, that had been issued for a journey from Plymouth to Bristol, for a ticket from Singapore to Penang! Then there were our two young ratings who found out that a French Legionnaire, who befriended them ashore in Malagasy, was not really from their home town - when he started to kiss them. Finally the very short story of the one that got away. A rating joined the ship in Australia one day, did not like us, went ashore the next day and has not been seen since.

Still on the whole things have been done to the satisfaction of most, our 'Horse Racing' on



the forecandle on Saturday nights during Beira patrol were a bit of a Handicap at times, but the entertainment value evened the odds.

Now, with place names like Diego Suarez, Mombasa, Australia, Hong Kong just memories of very good runs ashore, I hope that all your next commissions will be as good as the one that is just ending, and that most of you will now think differently when you hear others mutter 'All Jaunties are Bastards'!



'Uckers' WE Seamen v EM's - Beira Patrol

DEPARTING

*A ship
Sailing
A wife and children
Left unguarded
A year
Must pass
With oceans of nothingness
To span between
Life
Time
Time and life go on
Monotonously
But yet
Tomorrow
Gives searching souls
Their rest.*

J.G.M.

THE NAVY'S 23RD PSALM

The Navy is my shepherd, I shall not work
It maketh me to lie down on the job; it leadeth
me beside still engines.

It restoreth my sleep.

Yea, though I walk through the valley of the
shadow of redundancy,

I will fear no sacking

For C.N.D. is with me; its draft chits and
merit points, they comfort me.

It prepareth a Resettlement organisation for me
in the presence of my employers.

It annointeth my hand with pay rises, and my
bank balance runneth over.

Surely R.A. and L.O.A. shall follow me all the
days of my life.

And I shall dwell in a married quarter for ever.

COMPLETE LIST OF SHIPS COMPANY

Commander: J. de Beaufort-Suchlick

Lieutenant Commander

D. Pentreath
D.V. Randall
M.V. Middleton
J. A. Trevillion
M.J. M. Brophy

Lieutenant:

G.G. Hooper
T. J. Fuller
J.B.R.L. Langdon
G.S. Pearson
I. A. Shuttleworth
C.M.C. Blount

Instructor Lieutenant:

B. Treloar
J.G. Moss

Surgeon Lieutenant:

W.M.A. Nobbs

Constructor Lieutenant:

D.A. Thurman
G. Wvatt

Sub-Lieutenant:

H.C. Howard
P.N. Moorhouse
W.E. Buckingham
B.A. Ward
J. A. Stoakes
N. J. Adams
N.E. Newby
S.E.F. Riley

Midshipmen for Training during Commission

Midshipman

J.G.S. How
R.A. Soper

Communications Branch:

Axford, D.N., R02(T)
Barlow, P.L., R03
Bartram, G. F., R03
Beacock, R., R02
Christian, R.W., R03
Davidson, G.E., LRO(T)
Davies, C.R., R02
Davis, C.G., R02
Dean, W.A., ROI(G)
Dennis, D.H., CY
Drayton, G.F., R03
Heal, C.R., R02
Jones, F., RS
Kimber, C.F., R02(G)
Mansfield, P.W., JROI
Richardson, C.R., R02
Selway, P.T., JROI
Slatter, J.S., LRO(G)
Wiles, D.A. R02(T)

Radio Weapons Electrical Branch:

Anderson A.J. LOEM
Bailey, J.E., O.El.Mech.App
Barracough, M.J., A/POREL
Berry I.L., OEA/L
Brooks, R.E.T., LCEM
Burnett, R.J., A/LREM
Carrington, G. O.E.Mech. 1.2
Cawthron, V., REM1
Channell, C.C.P., LREM
Channon, N.A., COEA/L
Clarke, M.V., R.MECH.1

Clifton, G.A., POEEL
Counter, C., OA1
Davies, D.L., OEM2
Devonport, W.T., A/POEEL
Donovan, M., A/LOEM
Douglas, B.B., COEA/0
Ellis, D.G., REA/App
Fell, D.G., REM1
Frazer, R.T., REMI
Gilbert, C.J., OEMI
Holden, A.J., O.El.Mech.App
Morton, C.E., CEA2
Hubbard, R.L., REA2
Hatching, K.J., CHOEL
Jones, D.G., REMI
Jones, E.T., OEMI
Keeley, C.M., REM1
Lyons, P.J., LOEM
Machin, M., CEA/APP
Matthews, J.A., A/CREA (LOCAL)
Moore, R.F.C., LOEM
O'Neil, B.D., OEM2
Pallett, A.K.J., OEM2
Pinnegar, A.J., OEA1/0
Proctor, I.G.S., C.EL.MECH.APP.
Rafter v. A.P. POEEL
Richmond, E.R., OEA1
Sayers, A.T., REM1
Sheridan, P.F., OEA1
Smyth, D.A.B., MECH/APP
Stanton, F., REA2
Swinbourne, M.K., OEM:
Townsend, J.R., CEA2
Twose, C.M., OEM1
Wood, T.J., OEM2
Woodgate, B., OEMI

Supply and Secretariate Branch

Ayling, M.E., SA
Bailie, L., CK(S)
Barber, P.H., L/STD
Beasley, B.A.G., CPOSA(S)
Bodie J.A., CK(S)
Bonner, R.H., CK(S)
Bowden, K.W., CK(S)
Brown, K.A., LSA(S)
Davies, G.H., POCK(O)
Dixon, A.T., CPOSA(V)
Dobinson, E.J., WTR.
Gaskins, D.W., LSA(V)
Hales, P.J., L/WTR.
Harrington, R.V., L/STD
Judson, F., MAA
Lane, G.R., L/CK(S)
Leonard, P., A/L/CK(S)
Miller, J.R., POSTD
Pearce, F., CK(O)
Perkins, S.J., STD
Peyman, R.J., POWTR.
Pitchford, C.D., CPOCK(S)
Pitt, A.E., SA
Plumb, A.F., A/STD
Saw, C.G., A/L/CK(O)
Smith-Wight, man, J.H., CK(S)
Stocks, A.E., L/CK(S)
Webber, E.J., S.A.
Whitbread, R.F., L/STD
Wilson, B.A., LMA
Wood, J.E., A/L/CK(S)

Seamen Branch:

Arnold, W.J., AB
Astbury, J.N., AB
Austin, J.F., L/SEA
Barr, A.C., L/SEA(PTD)

Bell, J.R., AB
Belli, A.J. AB
Bennett, C.P., ORD
Bevan, D.W., L/SEA
Brooks, B., AB
Bruce, D.M., J/SEA
Brushwood, K., ORD
Carr, R., AB
Case, C.J., J/SEA
Clarke, A.E., AB
Comley, P.S., ORD
Costello, J., L/SEA
Crane, E., PO
Crisp-Comotto, J.L., ORD
Crookes, A.M., A/L/SEA
Davies, M.B., AB
Davis, C.J., ORD
Douglas, M.D., ORD
Dowes, F.M., AB
Drysdale, J.M., AB
Durrant, A., A/L/SEA
Evans, D.G., AB
Evans, M.P., A/L/SEA
Evans, N., ORD
Ferris, J., AB
Fitzgibbon, P.R., ORD
Fraser, E.W.G., AB
Gage, M.A., AB
Gaskell, A., PO
Geekie, I.D., ORD
Goodhew, J.A., L/SEA
Gowing, G.R., A/L/SEA
Green, R.P., AB
Groom, B.D., PO
Hands, G.A., AB
Hannigan, F.A., AB
Henshall, D.A., AB
Hill, J.T., ORD
Hodgson, D.J., ORD
Holwell, H., ORD
Howes, D.J., AB
Hughes, H.T.J., AB
Humphreys, T.R., CPO
Hutley, M., AB
Hutton, A.A., AB
Jauncey, I.J., L/SEA
Jenkins, P.L., AB
Jones, D., AB
Kirk, A., AB
Knowles, D.G., AB
Lavender, J.W., PO
Lawrence, P., PO(GI)
Le-Neveu, P., ORD
Lewington, S.C., AB
Longman, J.R.W., AB
Maclean, K.D.A., AB
May, M.J., ORD
McAnenny, J.P., ORD
MaCreadie, D., AB
McIver, J., L/SEA
Middleton, D.K., AB
Miller, A.S., AB
Nixon, L., AB

Seaman Branch continued

Nott, M.W., ORD
 Owen, W.C., AB
 Pellow, W.A.J., AB
 Pettman, R.H.D., AB
 Pretty, F.W.G., PO
 Price, D.A., AB
 Prigmore, D.J., ORD
 Quinn, D., AB
 Ratcliffe, K.C., AB
 Rees, J.E., AB
 Reid, C., L/SEA
 Sewell, P.J., AB
 Shaw, J.S., AB
 Shreeve, M., PO
 Shipman, B.J., AB
 Shortall, P.J., AB
 Smart, J.R., AB
 Smith, G., ORD
 Smith P.J., AB
 Stone, C.S., AB
 Sullivan, K., AB
 Teague, L.C., AB
 Thomas, D.H., ORD
 Toghil, R.A., L/SEA
 Toghi
 Toynton, G.J., ORD
 Turner, R., AB
 Voisey, R., AB
 Ward, C.J., A/L/SEA
 Watson, R.K., L/SEA
 Westworth, C.I., AB
 Whiteford, J.D., AB
 Wiley, J.S., AB
 Williamson, T.W., L/SEA
 Younger, R.C., AB

C.E.R.A. K. Gordon

'A' Boiler Room

E.R.A. Nosworthy
 E.R.A. Reynard
 P.O.M.E. Vincombe
 L.M.E. Brazil
 L.M.E. Bowley.
 E.R.A.3. Perkins
 E.R.A.3. Walsh
 E.R.A.3 Breen
 M.E. Emery
 M.E. Reynolds
 M.E. Porter
 M.E. Smith
 M.E. Sumpter

'B' Boiler Room:

F.R.A. Kolberg
 P.O.M.E. Starkey
 MECH Auld
 MECH Roberts
 L.M.E. Parnell
 L.M.E. Stephen.,
 M.E. Saunders
 M.E. Asling
 M.E. Stoneman
 E.R.A.3 Bax
 J.M.E. Dixon

Ch. M.E. D. Taylor**'A' Engine Room**

MECH. Jones
 L.M.E. Hughes
 M.E. Hopkinson
 M.E. Parker
 N.I.E. Henson
 M.E. Barclay
 M.E. French
 M.E.. Forster

'B' Engine Room

E.R.A. Taylor
 L.M.S. Belhomme
 M.E. Crane
 M.E. Lightburn.
 M.E. Hancock
 M.E. Pemberton

Outside Machinery

E.R.A. Warren
 E.R.A. Cornish
 P.O.M.E. Sandercock
 P.O.M.E. Syred
 M.E. Nottingham
 M.E. Clarke
 M.E. Cox
 M.E. Howard
 M.E. Soper
 M.E. Dick
 M.E. Owen

Office & Stores

P.O.M.E. Munnings
 P.O.M.E. Rees
 L.M.E. Clingan
 L.M.E. Teal
 M.E. Russell
 M.E. Maguire
 M.E. Mountain
 M.E. Hallet
 M.E. Richards
 M.E. Stokes

Auxiliary L.M.E's

L.M.E. Court
 L.M.E. Smith
 L.M.E. Winborne
 M.E. Wilcox

Shipwright's Party

SHIP'T White
 L.M.E. Upton
 M.E. Reed