

Up, Up And Away

by A. B. Green

Generously, I assist in the loading of the missile. My missile, number four platform on the launcher; used to be my position at rigger that, wonder if it's a good omen? Lovingly I caress her, and say a little prayer. Expressing hope for better luck than Tony - his last one was duff.

Showing calm confidence I don't feel, and accepting a liquid wager on the result of the shot, I casually wander up to my director. I quickly run through the checks the Tifies have done a dozen times already, and all is set. 'All systems green' I report to the T.S. A terse, non-committal reply is all I get. The system is stood to and everyone waits.

'One of these days I'm going to see my films must do better than that last shot Guns' gave me a right hard time about that wish my knees would stop knocking...'

Suddenly my thoughts are interrupted with 'Port seacat, aircraft!' The director lurches sickeningly round to the indicated bearing, and the target comes into view. Grief, isn't it small! 'Aimer - target..... confirmed P.T.A.'

Locked on. Steady tracking, dead centre in my sights. Looks good. Target getting bigger all the time Not big enough' I say to myself.

Now I am not really conscious of anything except the small buzzing target Engage! I make the interrupt switch (last time I had to be prompted) and my hand flashes to the aimer's control. My mouth is dry, my heart is pounding.....

'SHOOT!' Burp, burp, burp, burp the noise injection blasts me back to reality, and is followed by a great 'whoosh'. There's the missile, bit high to the right no problem it visibly wobbles in front of my eyes where's the target bone? Ah! Down a bit, down, up, good! Slight touch up ... fool! down again!

Why doesn't it hit? Come on! More slight adjustments..... must be close by now. Then I suspect the missile has gone past the target. Silly stupid little thing anyway. I'll keep driving the thing anyway... surely! that's it.

'Missile lost' I report, meaning that control over the missile is gone, and any second now I'll lose sight of her as she falls away, seaward, down, down, down. Well, it wasn't too bad. 'Guns' is pleased enough Records will show in time. Lost that bet again too; wonder if Tony knows something? Oh well, maybe I'll get one yet!

Time Off At Aberporth

by E.R.A. N.C.F. Whales

During our many months spent off the Welsh coast we were from time to time allocated an M.F.V. which acted as go-between at Fishguard harbour. Its function was to take off and return libertymen and collect stores. On one such occasion a crew of six was sent from Devonport to travel to the Royal Naval Air Station, Brawdy. It proved to be a long and tedious journey which did not endear us to British Rail. We had to wait for hours at Bristol for the connection to Haverfordwest; refuge was sought in the Railway Inn, and, after the bar closed, the waiting room at Temple Meads station, which was mainly occupied at that hour by vagrants. At last, at half past three in the morning, we caught our train.

When we arrived at Haverfordwest station the R.N. bus was waiting for us. Soon we were hurrying along wet country lanes as dawn was breaking over the black hills. Brawdy is bleak at the best of times, but I have never known it to be as miserable as it was that morning. A terrific wind was blowing and rain was driving against the regulating office hut as we burst in and explained our purpose. During our two days at Brawdy the weather remained much the same, and it was with certain misgivings that we journeyed to Pembroke Dock to find our M.F.V. It was afternoon when we arrived; we stowed our gear, lit the stove and began cleaning. Within two hours the vessel was shipshape. The following morning dawned bright and clear and we were able to finish squaring off and checking the diesel and radio, and plotting the course.

Two of the crew sallied forth and returned from their expedition with newspapers, cigarettes, beer and other necessary commodities. In the afternoon we shifted berth, and after a short trial prepared for the coming trip. A gentleman who knew the islands well visited the boat and chatted with the skipper. After everything had been sorted out, we went on our last run ashore in Pembroke.

Early next morning we slipped and moved slowly down river, with our guest of the previous evening embarked. There was a fast tide running and it was not long before the wind was whipping the sea into grey sea horses. We passed St. Anne's Head, by which time it was quite rough, the craft a cork bobbing on the waves, the shaft spinning, the engine racing. By early afternoon the M.F.V. rounded the harbour entrance at Fishguard, but as it was too rough to remain alongside we moved to a buoy. That night we took turns to keep watch on the mooring lines.

GLAMORGAN was due to arrive on the Range soon after we got to Fishguard, but of course there were the inevitable delays before the ship could come into harbour and give leave. So Fishguard became alternately busy and quiet as the ship came and went. We stayed with the boat for a week, then handed over to another crew eager for a change. After a further week that crew was relieved, and so it went on.....

THE JOURNEY OF A LIFETIME
AN ACCOUNT OF THE TRANSCONTINENTAL EXPEDITION
FROM WASHINGTON D.C. TO SAN FRANCISCO

by ERA N.C.F. Whales

It was a misty April morning when a group of six, led by Lieutenant Commander Saunders, left Washington Navy Yard in the ship's landrover. Behind us we towed a bright orange trailer, kindly lent by "U-Haul", containing our gear for the next twenty days. We took to the highway with great enthusiasm, and covered the first sixteen hundred miles in four days, for our first leg was through relatively unexciting countryside. We found the weather to be quite unpredictable, and in the first half of our journey we encountered sun, snow, hail and icy winds. It did not become mild until we reached Minnesota.

We travelled due West from Washington D.C. to Omaha, when we turned North to visit Pipestone National Monument. This is where the Red Indians mined the soft stone for their peace pipes, and from drawings left by George Catlin it was easy to see how little it had changed. We pressed on into South Dakota to visit Badlands National Monument, a spectacular landscape which was almost lunar.

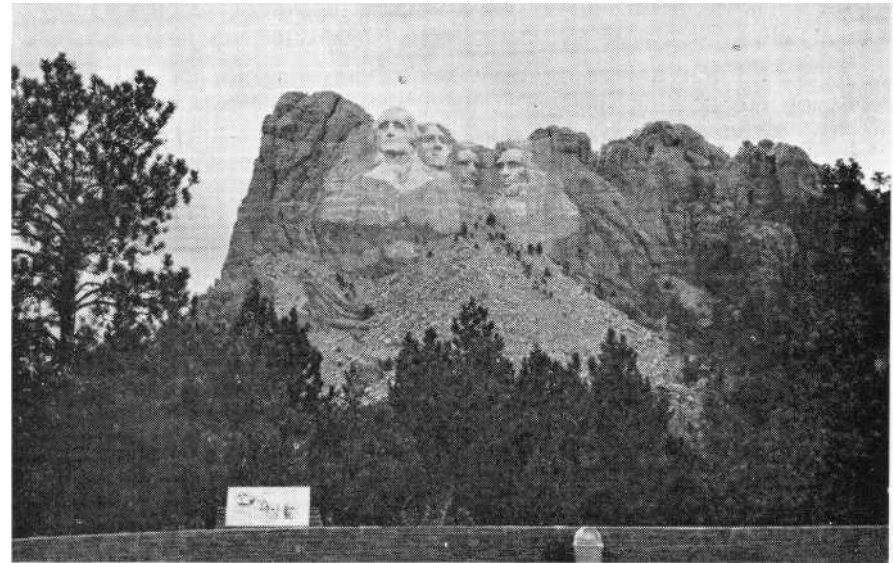
We next visited Mount Rushmore (South Dakota), which is set among pine forest. This was once an area overrun by gold diggers, and one could imagine the prospectors in bygone years searching for the valuable nuggets. The next days were spent driving through the Black Hills, Custer National Park and Wind Cave National Park, where we saw buffalo, deer, elk and prairie dogs in vast numbers.

By the ninth day we had reached Laramie. The fort consists of a few outhouses and barracks and an aptly named Officers' Mess-Bedlam! However, our stockaded conception of the fort was quite erroneous. We crossed Wyoming and made a diversion to Denver, Colorado because of a faulty engine. We lost two days, but the delay seemed trivial and unimportant when we crossed the Continental Divide and viewed the breathtaking scenery. We climbed to 12,000 feet. the snow a dazzling carpet beneath us, then dropped down, for mile after mile, until we reached the Colorado river, surging through a gorge. We followed the river through Glenwood Springs, then left its banks and turned North to visit the Colorado National Monument, which contains many hundred giant monoliths. It would be as well to explain at this stage that 'a`monument' in the United States can consist of an area or a part, and is not necessarily a pillar of stone or a statue or a building. This is strictly true in England as well, but the word is used in this sense far more in the States, which has so many `outdoor' monuments.

As we journeyed into Utah we found that, apart from the areas near the rivers it is extremely arid. We spent the night in a Mormon church, or rather a Mormon centre, then set off into the open country



WHAT A TEAM



MOUNT RUSHMORE

again. Incidentally, about seventy five per cent of the population of the State of Utah are Mormons, the highest proportion of anywhere in the world.

We spent three days in Canyonlands National Park, where we visited ancient Indian dwellings, did some rock climbing and drove over the newest and most rugged Park in the United States. Journeying through "John Wayne Country" our party arrived in Glen Canyon as the sun set beyond the mountains. As the red glow died and night fell we made camp beside the massive reservoir. The next morning we set off up the Colorado River, past the dam and towards Rainbow Bridge. We covered the fifty miles at high speed in a Park Ranger boat, then trekked to view the massive natural arch, formed by millions of years of erosion. The Rainbow Bridge stands 400 ft high and spans over 300 ft.

Looking into the tremendous Canyon everything was still. We had encountered thick snow as we climbed to the North rim, but now no snow could be seen. Geologically, the Grand Canyon reveals a vast panorama of time, for each stratum of rock marks a period of the Earth's history.

From the exhilarating North rim we drove across country, finding the motorway which took us towards the city of neon lights and extravagance - Las Vegas. We spent a varied night there, each going our own way, before setting off late next morning for Zion National Park and Death Valley. At 187 feet below sea level the temperature was 105 degrees Fahrenheit. We had a quiet stay at the oasis before the early start which was to take us well into the desert by sun-up. We covered mile upon mile of sand dunes, scrub and bleached rock, climbed 4,000 feet to Townes Pass, then down to the desert once more. Fuel consumption proved critical; we used both reserve drums in the trailer and reached the far side of this barren plain with very little fuel to spare and a slipping clutch which had developed in the open wasteland.

The weather was glorious as we turned South and began to cross the Sierra Nevada. The mountains and valleys were scenically beautiful and the going was good, until, as we descended from this range, we experienced a terrific dust storm. Trees and television aerials were bent double and visibility dropped to two hundred yards. We found that 'slipstreaming' lorries was the best method of progress.

Pushing ahead as best we could we stayed on the road until two in the morning, when we found a motel. Needless to say everyone overslept but by midday we were well on the way. We sped across the Coastal Mountains, over the Oakland Bay Bridge and into San Francisco, with its busy streets and rattling cable cars, through Chinatown and down to Fisherman's Wharf. From the landrover we could see Glamorgan as she was entering harbour, rounding Alcatraz Island. Soon the ship was berthed and as six weatherbeaten travellers scrambled aboard it was hard to believe that 5,131 miles had been covered in twenty days.

SAILING

by N.A.F

'Varied' would be a good word to describe the sailing activities during the commission. The first memory I have is of two very successful charters of RNB's yacht 'Tyrovic' during September 1967. The first with Commander Nunn as skipper cruised the Solent; the second, under Lieutenant Bradnam's command, made Alderney and there became stormbound. We were entertained royally by the locals, in particular by Kate and her accordion, and on one occasion half the crew had to swim back to Tyrovic, anchored off, the other half having grabbed the dinghy.

Washington was the venue of our first team races as a ship against local opposition but counter-attractions occupied the attentions of our best helmsmen. From Washington our three-in-one whaler made its first sortie one hundred and eighty miles down the Potomac to rejoin the ship in Norfolk, our next port of call. The crew were bedevilled by lack of wind and had to motor a great deal, but on arrival received a large amount of press coverage.

In Norfolk, FIFE and ourselves put up a combined team against the Naval Base Sailing Club to race for the Read Cup. No-one quite knew who held this cup but it was supposedly for competition between Norfolk and visiting British warships and also between Portsmouth and visiting American warships. We were soundly thrashed in glorious conditions but the chances of the cup's getting to its rightful owner are slim I would imagine.

San Francisco harbour was enlivened for our entry by literally hundreds of sailing craft out for a Sunday afternoon spin and a very spectacular sight they made. Unfortunately our visit was too short to allow us much time to get on the water. This was also the case with Vancouver, but from Esquimalt we sailed the whaler eighty miles down the Puget Sound to Seattle. This trip was really the highlight of the commission's sailing from my own point of view and I think from the crew's. A medium strength following breeze gave us a reach all the way and the steep, wooded banks of the Sound with the towering Olympic mountains in the background made a spectacular sight. We spent two nights en route and arrived at the Ship's berth in time to witness the official welcome to GLAMORGAN by King Neptune and the Welsh women of Seattle.

In Hawaii we surfed, but in Singapore our arrival coincided with the Fleet Regatta. Lieutenant Bradnam was the star, winning the Mini-sail class and a tankard as prize, in one of our two new Mini-sails obtained with the assistance of the Nuffield Trust and the Ship's Welfare Fund. The Mini-sails have come into their own since arrival on the Far East Station and have been well used during weekends at Pulau Tioman and Langkawi. At Pulau Tioman in particular, GLAMORGAN had more boats sailing in a race than the rest of the Fleet put together.

We now, look forward to some good racing in Sydney and Singapore.

Our Church on Board and Ashore

by the Abbot.

During our commission, we have held Church services on most Sundays at Sea, and at our various interesting ports of call some of us have visited the local churches.

Those of us who attended the Lutheran Church in Aarhus, Denmark, will remember the services as being a unique experience. We were joined by the Salvation Army Band who at that time were touring Denmark, and part of the service was in English and the rest in Danish. In Holland we were surprised to find that the churches only opened on Sundays, and if a visitor wanted to go into the churches during the week he had to buy a ticket. There was a great deal of repair work being carried out on Amsterdam's beautiful cathedrals while we were there. The English Church in Amsterdam is steeped in history - it was used by Rembrandt in which to paint his largest works and the organ was used by Bach. The Church contains many interesting records, dating back to the Reformation.

On our Sunday in Washington we were privileged to have the Dean of the Episcopal National Cathedral onboard to celebrate Holy Communion. At the Dean's invitation, several of us visited the Cathedral and were well rewarded, for it is very beautiful. During the remainder of our North American visit we visited some interesting churches and attended some moving services when the opportunity presented itself. Sometimes visiting Chaplains took services in Glamorgan, as in Esquimalt where a Roman Catholic and an Anglican padre from the Canadian Navy celebrated Mass and Holy Communion onboard.

The Cathedral of Hawaii, in Honolulu, is worthy of mention, as it is the only cathedral in the United States of America to have a King's endowment on it. It was built in the reign of Queen Victoria, before the islands were made a republic, and the King granted the Church of England permission to preach and teach the Gospels and declared the Anglican Church to be the State Religion. The Cathedral has had many alterations made to it but it is still very much in the French Provincial style with a well planned modern front.

Since being in the Far East we have been visited by Father Jones Frank, the wandering Roman Catholic Chaplain, who spent several weeks onboard. With the assistance of Petty Officer Ellis, Father Frank compiled a joint service, which we held during our time with Hermes off Penang. This service was very popular and meaningful and is perhaps a pointer to the future.

The Griffins

HMS GLAMORGAN CREW, DEEP SEA SCOUTS

by Leading Seaman Borrowdale

What is a Deep Sea Scout? Briefly, he is a person who has left the ordinary Scouts to go to sea. There are large numbers of Deep Sea Scouts in the Royal and Merchant Navies. These Scouts would normally have been lost to the Scout Movement had not Scout Headquarters decided to found the Deep Sea Scouts. Their main object is to act as ambassadors in the Scout Movement abroad, by starting new troops, meeting to exchange Scout ideas from different countries and, in general, carrying out their own scouting activities. So with these ideas in mind Steward Budworth, Leading Seaman Borrowdale and a number of other scouts and ex-scouts decided to form our own crew on board HMS GLAMORGAN. Officers sponsors were found, in the persons of Lieutenants Bradnam and Frank, and the crew was all set to start in January 1968. We held our first meeting on 5th February, and since then many meetings have been held and our numbers have grown.

When the ship arrived in Washington D.C. contact was made with the local Scout Headquarters, and from there we obtained some addresses of troops in the area, some of which were visited by members of our crew. A local troop was shown round the ship on our Sunday in Washington, when photographs were taken and pennants and crests exchanged. It was a fine sunny day and the local troop showed great interest in our ship.

The crew also managed to contact the local scout troops in Norfolk Virginia, San Francisco, Vancouver, Esquimalt and Pearl Harbour. Space does not permit a detailed account of each visit, but one particular occasion must be recorded. While the ship was in Esquimalt the crew were invited to attend a grand 'camporee' or Scout Camp at Camp Barnard, which most of the troop managed to attend. This was a large camp, with a considerable number of different troops present. The whole camp was attended by scouts in Indian dress, and there were prizes for the best rigs, the best totem pole (carved while in camp) and various other competitions. Our crew tried their hand at most of these activities although with little success. A great many new friends were made at this camp, and it was stimulating to exchange ideas with scouts from the Commonwealth.

Our general aim for the rest of the commission is to try to recruit new members and to contact scouts wherever we go. We also hope to be able to continue our own scouting as much as possible.

Sports Roundup

From the start GLAMORGAN has had an enthusiastic and often successful sporting ship's company. Soccer, hockey and cricket began in the early days, when the ship was building at Vickers. Conditions were often poor, and opportunities limited, but our sportsmen took their chances - as they have been doing throughout the commission. In fact GLAMORGAN earned the gratitude of many in the Newcastle area by providing footballers to play in local soccer teams and for lending the services of Chief E.R.A. Toghill, who umpired a number of hockey matches with great efficiency.

In Portsmouth, during the early months of the Commission, the soccer, and hockey teams played a large number of matches, winning more than they lost, and the ship soon came to be known as a 'sporting' one in the best sense of the word. The rugby team was formed, though its enthusiasm overmatched its skill on most occasions. During the frustrating weeks off Aberporth we managed to play a surprising number of matches against Brawdy; sport during these trials was very much on an opportunity basis, and we came to be extremely grateful to Brawdy for relieving the boredom and for providing our teams with some much needed practice. It was during this time at Aberporth that that we sent a Cross-Country team to DRYAD to compete in the Portsmouth Command Championships; our team did not distinguish themselves particularly, but it is worth noting that they were the only ship's team to finish the course.

Before we left for foreign parts we felt confident that we could hold our own, or at least produce teams, in soccer, hockey, rugby, cricket, water polo, cross-country and basket-ball. We sailed westwards to the States, looking forward eagerly to playing the Americans at any or all of these games, some in combined teams with FIFE, and some on our own. The facilities afforded us in North America could not have been better. The Rugby team in particular was challenged to games at every port of call, and received some sound thrashings from vastly superior teams. The Soccer and Hockey teams and the 'minor sports' teams had one or two matches at each stop in the States and Canada, and the Cricket team played two matches in unusual surroundings - in San Francisco and Honolulu. None of us attempted to play the strange American games of Baseball and American Football, though those who watched them found them extremely exciting and interesting, if a bit baffling.

From the sporting angle (and of course from many others!) we were very grateful for the tour of North America, as it meant that when we did arrive in Singapore we had several fully 'worked up' teams to set against the Far East Fleet. To date we have achieved remarkable success in Singapore; our Hockey team has proved to be second to none, our soccer players have taken the field against all comers and in many inter-part games, and the water polo team has found the cohesion - and the climate - that it lacked in U.K.

We are going from strength to strength and hope to win more victories in Singapore at Christmas.

ASSOCIATION FOOTBALL

Soccer has without a doubt been the most popular game on board, and probably one third of the Ship's Company have played at one time or another for the ship's teams. Two Elevens were formed early in the Commission, and competition to gain and retain places in the teams has been fierce. The First Eleven has suffered some heavy defeats, but has also won some fine victories; a game which will not easily be forgotten by those who saw it was the match against FIFE, on the floodlit pitch at TERROR in September, when we trounced our old and constant rival 7-2. Another excellent game, this time a brave defeat, was played against 40 Commando Royal Marines shortly after our arrival in Singapore in July; this was our first real chance to show the Far East Fleet what stuff Glamorgans were made of.

To sum up, the team was in no way brilliant, but always showed great spirit and to date has won more matches than it has lost. Results so far:

| | | | |
|------------|----------------|--------------------|----------|
| Played: 61 | Won: 30 | Drawn: 6 | Lost: 25 |
| | GOALS FOR: 226 | GOALS AGAINST: 192 | |

Many inter-part games have been played, particularly in Singapore. In the recent Inter-Part Soccer Competition the WE's beat the ME's 5-2.



SOCCER

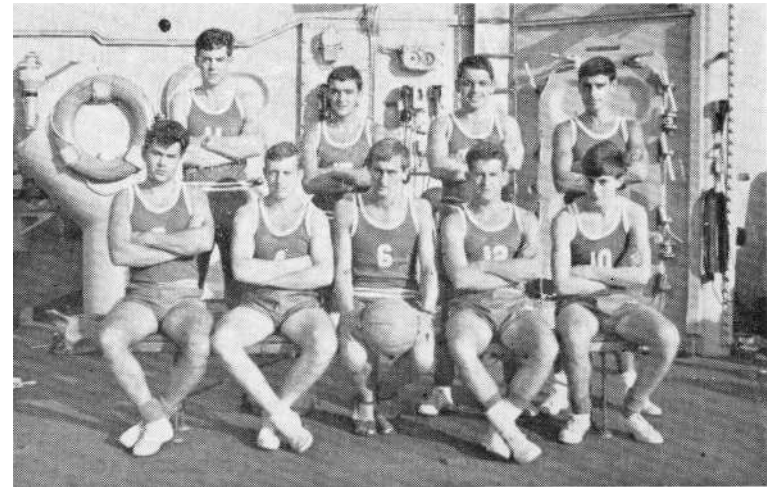


RUGBY

SPORTS



HOCKEY



BASKET-BALL

Rugby Football

It is never easy to run a Rugby team in a ship, let alone two fifteen, and it says much for the Rugby Committee on board that this has been achieved successfully. It has often been a question of hunting round for players at the last minute, but teams have always turned out on the field and given a good account of themselves. The Americans we met who played the game took it very seriously and were good at it, and heavy defeats were suffered on more than one occasion in the States. However, in games against other ships, the Rugby team has done surprisingly well. Results so far:

Played: 52 Won: 26 Drawn: 2 Lost: 24

POINTS FOR: 534 POINTS AGAINST: 469

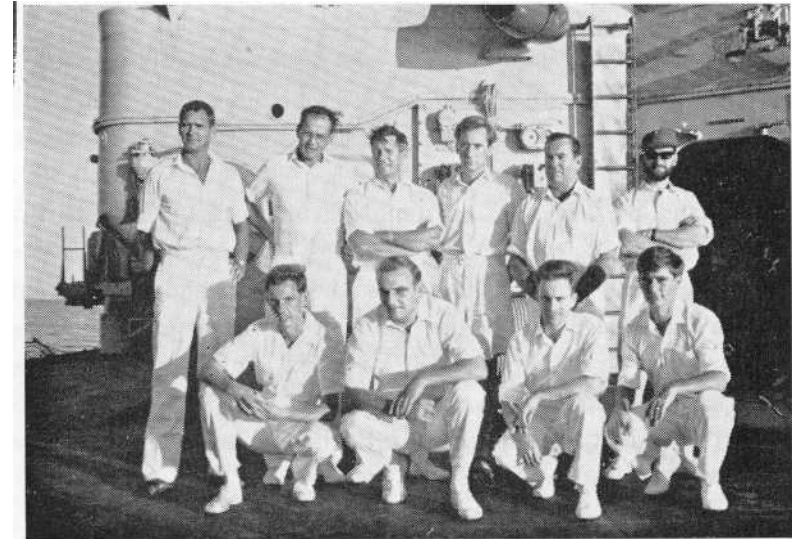
Basket - Ball

The team has done well considering it has never had more than six regular players. More people are gradually becoming interested, and it is hoped to play many more games returning to Portsmouth.

Results so far: Played 10 Won 5 Lost 5.



WATER POLO



CRICKET

Water Polo

Despite the fact that the team in the first months of the commission included Sub Lieutenant Steele, a Navy player and former Junior Olympic competitor, the game did not really become popular until the ship reached warmer climes. But the interest is there, and already fifteen games have been played. Glamorgan have lost 9, won 4 and drawn 2.

Cricket

While possessing several quite useful players, the ship has had very few opportunities for cricket matches during the Commission. It was a pleasant surprise to find that the Americans had enthusiastic cricket clubs, and two enjoyable games were played in San Francisco and Honolulu. Both games were lost, but not too disgracefully, and the players were lavishly entertained by the opposition which contained a fair proportion of exiled Britons. The five-a-side team which entered the competition in Singapore in July surprised everybody - including themselves - by being runners-up in a closely fought final.

Hockey

The Hockey team is without a doubt the strongest side onboard. After some tentative beginnings at Newcastle, the nucleus was formed during the ship's time in Portsmouth. The team won all its ships' games and narrowly lost to some Establishments, including Brawdy. In March and April, just before we left for the States, the side was fast becoming the best in the Portsmouth Command, and we did well in the hard-fought six-a-side tournament when we were runners-up in our pool. In a trial with FIFE to pick a joint team for the American trip, seven Glamorgan players were chosen, and in fact when we played our first combined game, against a British Embassy side in Washington, there were only two "Fifers" playing.

The side really got down to brass tacks on arrival in Singapore, and to date has distinguished itself in several tournaments and competitions. The facts speak for themselves:

Singapore 5-a-side Tournament - Runners-up GLAMORGAN `A'
beat
GLAMORGAN `B'
in the semi-final.

Petty Officer (PTI) Bradbury represented Portsmouth Command in U.K., and has been selected for the Royal Navy Singapore team, as has Leading Seaman Graham.

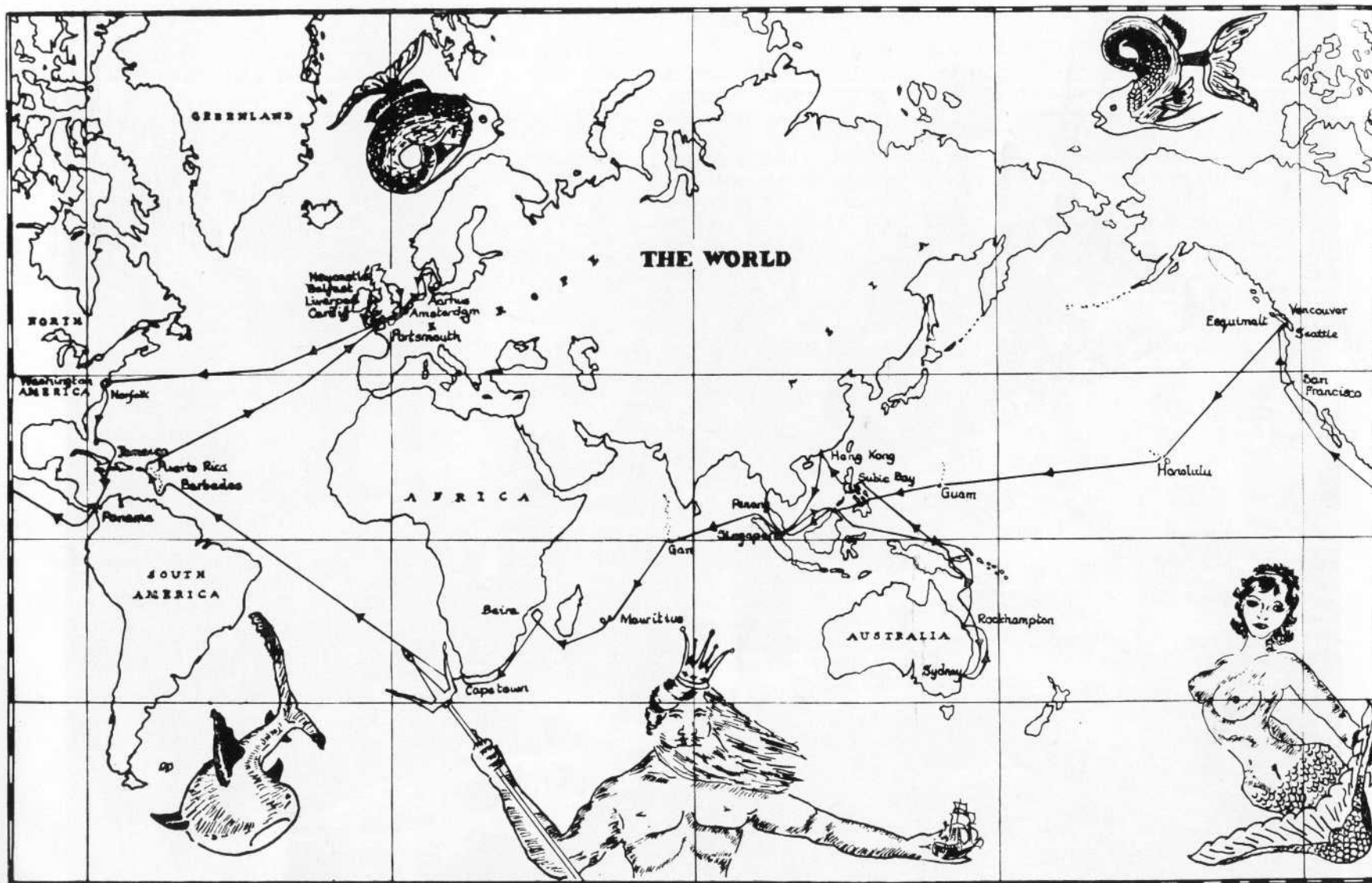
Trialists for the Singapore R.N. Team: L/S Graham, PO Bradbury, ME Richardson, ME Hough, PO Barberini, Lt Shiffner, Lt McClure, AB Turner, Mech Blythe.

Result to date: Played: 35 Won: 25 Drawn: 5 Lost: 5



5-A-SIDE RUNNERS UP, SINGAPORE
Back Row: L. Mech Blythe, PO Barberini, L/S Graham
Front Row: ME Hough, PO Bradbury

MAP OF THE COMMISSION



ROUND THE WORLD IN 355 DAYS

HOMeward BOUND



Officers and Ships Company

CAPTAIN ROE, R.E.

SEAMEN DEPARTMENT

Commander Mackenzie, J.

Lieutenant Commander Banham, A.
Lieutenant Commander Hare, M.R.
Lieutenant Commander Stewart Fitzroy, A.W.
Lieutenant Commander Dyer, A.G.
Lieutenant Commander Wells, G.N.
Lieutenant Commander Read, J.B.D.
Lieutenant Commander Carpendale, R.M.
Lieutenant Commander Grant, N.A.D.
Lieutenant Commander Redmond, W.

Commander Stigant, P.F.V.

Lieutenant Bradman, J.
Lieutenant Gregory, A.F.
Lieutenant Glanton, C.
Lieutenant Franks, N.A.
Lieutenant Paul, T.W.
Lieutenant Whittick, D.E.
Lieutenant Weston, D.D.
Sub Lieutenant Pane, T.W.
Sub Lieutenant Steel, G.H.

Midshipman Brown, J.R.
Midshipman Davey, R.H.
Midshipman Cairns, M.A.
Midshipman Vincent, R.H.
Midshipman Wynde, S.N.
Midshipman Wignall, M.B.

W.E. DEPARTMENT

Commander Greaves, T.C.C.

Lieutenant Commander Ackhurst, R.C.
Lieutenant Commander Bastow, D.R.
Lieutenant Commander Norrie, W.M.
Lieutenant Commander Stooke, J.D.

Commander Nunn, J.R.D.

Lieutenant Gale, J.D.
Lieutenant Grace, C.W.
Lieutenant Paxton, J.
Lieutenant Rossiter, R.E.
Lieutenant Ward, D.A.
Lieutenant Walmsley, M.A.
Lieutenant Day, J.
Sub Lieutenant Walton, C.M.

Midshipmen Perkins, R.P.
Midshipman Barnacle, C.A.

M.E. DEPARTMENT

Commander Drewett, M.S.

Lieutenant Commander Millican, B.H.

Commander Bartlett, L.

Lieutenant Maltby, P.J.
Lieutenant James, R.F.
Lieutenant Shiffner, J.R.
Lieutenant La Hive, C.N.
Sub Lieutenant Tibbenhnm, P.A.
Sub Lieutenant Walker, F.S.

Midshipman Dent, A.R.
Midshipman Ford, R.M.
Midshipman Jeffrey, J.

SUPPLY DEPARTMENT

Commander Erskine, T.M.

Lieutenant Forbes, C.G.
Lieutenant Thomas, D.L.

Commander Clayton, D.F.C.

Lieutenant McClure, I.A.M.
Lieutenant Chrich, T.A.

Sub Lieutenant Green, N.
Midshipman Marten, C.

AIR DEPARTMENT

Lieutenant Commander Holmes, M.J.
Lieutenant Commander Brown, C.

Lieutenant Hattam, G.R.
Lieutenant Clark, M.P.

Lieutenant Ayers, K.J.M.
Lieutenant Loughran, T.

INSTRUCTOR, MEDICAL AND DENTAL

Instructor Lieutenant Commander Saunders, L.H.
Surgeon Lieutenant Commander Pearson, R.P.

Instructor Lieutenant Commander, Norrie, W.N.

SEAMEN DEPARTMENT

Chief Petty Officers

Bray, G.T.
Carr, D.
Chapman C.

Duty Officers

Barberini, W.J.
Bradbury, E.J.
Brown, F.C.
Osborn, R.R.N.
Smith, D.J.
Titchener, M.J.
Hibling, I.R.

Junior Rates

Burgess, D.S.
Cruttwell, D.C.
Gill, J.
Gosling, R.W.
Garriques, A.S.
Horton, R.P.
Huckerby, R.E.
Rooke, M.
Whitman, T.M.
George, M.
Appleton, J.
Anderson, D.S.
Aldred, C.
Bichener, C.A.
Beck, I.
Baker, V.J.
Boyden, A.E.W.
Borrowdale, R.
Belton, A.J.
Basham, R.J.E.
Conway, J.
Camp, D.R.
Cooke, R.
Chapman, J.W.
Cordell, W.H.
Cunnel, D.R.
Davies, D.
Day, P.O.
Green, R.T.
Grey, D.W.

Gonsalves, A.W.
Hindley, A.F.
Jowsey, D.
Jackson, M.F.
Kemp,
Keenan, T.M.
Lorimer, G.W.
Lawson, T.F.
Leahy, L.D.
Moore, P.
Manson, B.C.
Middleton, W.F.
Mackey, C.
McGeachy, L.B.
Neal, J.D.
Newton, J.R.
Poller E.
Partridge, C.W.
Pratt, N.L.
Pasifull, J.J.T.
Pritchard, R.
Purdie, J.R.
Southern, P.
Scott, S.
Slatcher, R.C.
True, J.M.
Thompson, J.
Turner, D.
Thacker, G.V.
Wardle, R.W.
Whatley, G.E.
Wollington, I.A.
Wakefield, M.E.
Batten, W.
Bell, P.G.
Baker, R.F.
Ford, D.L.
Graham, E.
Gibb, J.A.
Murphy, J.
Maynard, D.J.
McGuire, R.G.
Scott, N.

Watson, K.
Calder, M.J.
Davies, G.W.
Davies, M.D.
Edwards, J.J.
Friffiths, A.J.
Glover, D.W.
Hudson, P.
Johnson, J.N.
Kendelan, G.A.
Lewis, T.T.A.
Michie, D.F.
McCarmount, D.H.
Newton, R.G.
Pope, A.T.
Price, D.M.
Revill, J.H.
Shiels, T.C.
Sadler, I.W.
Sims, D.E.
Scott, M.R.H.
Scott, S.
Thomas, B.J.
Wheeldon, N.P.
Will, E.W.

COMMUNICATIONS DEPARTMENT

Chief Petty Officers

Blackwell, D.
Houghton, T.E.
Watson, J.R.

Petty Officers

Glendinning, G.W.
Frankland
Start
Joseph

Junior Rates

Bragg, J.
Donkin, W.
Grimwood, D.A.G.

Graham, D.M.
Godden, A.D.
Kelly, M.J.
Lynn, N.F.
Luke, A.J.
Thirrouez, E.N.S.
Conway, P.J.
Bragg, J.D.W.
Arnold, P.G.
Bratell, C.D.
Baxter, A.E.
Crispin, R.
Dinning, M.J.
Everitt, K.J.
Gower, N.W.J.
Hails, D.
Harfield, D.C.
Harvey, T.G.
Hodge, A.J.
Hinks, C.J.
Ireland, A.
Junor, A.R.
Lewis, N.B.
Lloyd, R.J.
Love, I.K.W.
Millar, T.A.
McMillan, H.W.F.
Pollett, F.S.
Simmons, B.R.
Smith, D.G.
Tomkinson, G.L.
Thompson, R.
Wallington, A.
Birkett, E.
Cappello, C.R.
Matthews, J.C.
Rundle, T.
Smith, D.G.
McLeod, D.S.
Scott, J.
Slater, M.
Williams, K.
Winchester, J.J.

M. E. DEPARTMENT**Chief Petty Officers**

Kinsman, J.
 Keogh, G.R.
 Lewis, W.
 Toghill, L.O.
 Lambert, G.F.
 Delaney, D.
 Baxter, W.
 Craggs, N.
 Fever, R.W.
 Hutchinson, R.
 Dalziel, J.
 Bond, R.
 Conroy, T.
 Foord, E.A.
 Harvey, R.D.
 Proud, W.F.
 Reeves, A.C.
 Dawson, M.
 Marshall, A.T.
 Hook, R.
 Wall, D.J.
 Talbot, E.J.
 Cowan, A.
 Rudkin, A.
 Priest, A.C.
 Robinson, P.J.

Petty Officers

Brown
 Cullen, M.
 Elsom, R.
 Sampson, M.
 Swain, J.
 Morgan, J.I.N.
 Whales, N.C.F.
 Eastwood, D.R.
 Johnson, J.H.
 Long, H.P.
 Seddon, T.E.
 Wilson, K.
 Spain, H.J.
 Sutton, D.
 Skeats, J.

Williams, P.N.

Shpt. Chief Petty Officers

Cairns, L.
 Scott, L.C.
 Hutt, A.
 Madden, T.
 Allen, R.E.
 Bennetts, D.R.
 Humphreys, P.
 Mee, S.

Junior Rates

Hollis, A.
 Smith, M.
 Thisby, D.
 Akers, T.
 Barnard, R.F.
 Bonham, D.A.
 Landles, J.R.
 Lloyd, R.J.
 Thompson, B.
 Jankins, H.A.
 Neason, T.M.
 Read, D.J.
 Steadman, M.R.
 Bailey, M.
 Carr, I.G.
 Compitus, K.
 Ellis, D.M.
 Gilchrist, P.A.T.
 Hipgrave, B.R.
 Matson, D.J.
 Malson, D.J.
 Morton, D.K.
 Melton, S.W.
 Murray, R.I.
 Moore, M.V.
 MacDonald, I.J.
 McNarry, W.G.
 O'Malley, R.
 Reed, T.D.
 Robinson, J.
 Richards J.D.
 Stokes, R.A.

Thornhill, J.H.

Walker, J.J.
 Wallis, F.C.
 Wright, D.
 Hall, B.
 Allan, J.
 Burgess, L.
 Capes, P.
 Edghill, A.
 Ellis, H.
 Parker, L.D.
 Phillips, A.J.
 Scoot, G.
 Smith, R.
 Shorter, J.
 Williscroft, C.
 Bignell, C.R.
 Dobing, R.G.
 Dredge, G.P.
 Halybone, J.C.
 Hough, D.W.
 Johnson, G.L.
 Kelly, D.M.
 Laidlaw, J.
 Lawrence, B.E.
 Law, H.J.
 Porter, H.B.
 Stokes, M.A.
 Stoneman, M.
 Stockton, M.E.
 Richardson, M.E.
 Wales, T.
 Webb, J.F.

W.E. DEPARTMENT**Chief Petty Officers**

Bradley, A.H.
 Buscall, E.H.
 Carlton, J.
 Chambers, W.
 Cheetham, J.
 Ditchburn, I.M.
 Ellis, W.H.
 Farmer, A.T.

Finch, R.J.
 Hanlon, A.A.
 Hendry, J.A.
 Jeram, E.
 Landig, D.
 Littlewood, E.E.
 Martin, B.J.
 McCall, R.
 McCarthy, M.P.
 Nurrell, R.
 Owen, J.
 Patterson, J.
 Powell, L.C.
 Pearson, P.C.
 Raw, J.S.
 Redmond, P.R.
 Revill, P.
 Seagrave, J.H.
 Sidwell, G.R.
 Wadham, P.
 Walker, F.
 White, J.L.
 Barker, I.R.
 Dewhirst, A.
 Blythe, A.S.
 Scriven, A.R.
 Leys, J.B.

Petty Officers

Barron, G.
 Birks, B.
 Cravos, C.W.
 Crone, L.
 Dean, P.F.
 Gallagher, J.R.
 Horne, E.E.
 Iley, R.
 Pinfield, M.R.
 Paige, J.W.
 Stevens, R.T.A.
 Spears, R.W.
 Seyd, R.D.
 Voysey, T.P.
 Smith, K.J.
 Waywell, D.P.

Junior Rates

Allsop, J.
 Bronwn, G.P.
 Brown D.E.
 Carrington, L.E.
 Firth, N.
 Criddle, P.A.
 Holmes, M.V.R.
 Hannaford, W.C.
 Irving, D.K.
 Rowan, W.T.
 Tegart, S.
 Bushnell, J.
 Evans, J.
 Horsfield, J.M.
 Hill, M.J.
 Manners, D.M.
 Steel, T.C.
 Butcher, P.D.
 Bambury, D.W.
 Clarke, P.A.
 Doyle, P.F.
 Green, D.A.
 Favager, P.D.
 Lamb, C.M.
 Lee, S.A.
 Johnson, G.
 Maxwell, B.A.
 Peacock, L.M.
 Roberts, P.
 Robinson, K.
 Rowe, A.K.
 Thomas, A.C.
 Williams, L. G.
 Yates, M.
 Athey, M.
 Bradley, J.
 Bradley, A.
 Everard, C.J.
 Gray, T.P.
 Bell, H.C.
 Demirtges, C.J.
 Izatt, K.W.
 Jamieson, A.

Kinsella,
 Lamb, S.
 Madely, A.M.
 McClue, J.
 Morrison, D.K.
 Murphy, D.J.
 Soto, M.
 Stokle, G.J.
 Spaughton, M.C.
 Taylor, R.J.
 Williams, G.
 Wyng, W.F.
 Burnett, M.G.
 Butterworth, D.
 Dean, J.M.
 Dean, C.
 Fyfield, M.J.
 Henty, B.G.
 Matthews, R.D.M.
 Noble, P.W.
 Sowton, R.G.
 Taylor, M.B.
 Ash, T.
 Armson, E.C.
 Fiford, C.E.
 Lee, C.H.
 Huston, A.
 Nicol, A.
 Bowall, B.D.
 Phillips, D.
 Rick, S.W.
 Rogers, G.
 Sanders, M.E.
 Sharpe, T.
 Whitehead, A.P.

S. and S. DEPARTMENT.**Chief Petty Officers.**

Delaney, P.J.
 Dent, W.J.
 Hogg, A.
 Kirchen, L.J.
 Peters, J.A.

Silk, R.
 Rose, P.M.
 Tribble, C.W.G.
 Ormerod, J.

Petty Officers

Carpenter, B.J.
 Ellis, J.W.
 McDonald
 Oliver, R.
 Rowley, A.G.
 Woolston, I.J.
 Ritchie, I.

Junior Rates

Atherton, A.
 Body, J.
 Blake, R.
 Brady, H.R.
 Burrell, G. H.
 East, I.J.
 Evered, C.H.
 Fleet, K.W.
 Haywood, A.D.
 Jankins, D.C.
 Melody
 Miles, T.G.
 Wheeler, D.R.
 Wilson, T.G.H.
 Adams, W.
 Bath, B.R.
 Blanshard, T.N.
 Budworth, J.D.
 Coleman, G.E.
 Callan, J.
 Coakley, T.P.
 Dawes, B.A.
 Foster, R.L.
 Gittens, K.
 Harty, H.A.
 Hubbard, C.
 Hall, A.
 Harland, I.C.
 Haughton, D.
 Kellett, P.

Lennox, H.
 Mosley, J.S.
 Mara, R.
 Martin, D.
 McKenzie, J.
 Pashley, M.S.
 Pollard, D.J.
 Parry, D.W.
 Richards, J.
 Shea, D.P.
 Smith, K.P.
 Smith, J.M.
 Scott, D.C.
 Stephenson, M.R.
 Wise, N.
 Wilde, M.L.
 Wheeler
 Wilson, R.A.
 Spencer, J.
 Holifield, J.
 Patrick, P.R.

REGULATING DEPARTMENT

Northern, J.
 Page, A.
 Catterson, J.

AIR DEPARTMENT**Chief Petty Officers**

Green, P.J.
 Pennington, J.A.R.

Petty Officers

Dayton, J.
 Mackinnon, A.W.
 Smith, D.
 Wilson, K.

Junior Rates

Brown, D.
 Clancy, M.S.
 Grech, E.W.
 Knapp, P.D.
 Harrison, M.S.