

### *Do you know what's been going on among the Jet Set?*

3N Mess - home of those internationally known playboys of the world "The Jet Set." They have never once failed to foster relations with the natives, and have always found them to be very friendly. Even in the far north at Scapa Flow the 'Nature Ramblers' of 3N after miles of tramping through bogs and thick heather, hit the scene at the only club on the island; not quite up to 'bunny' standards, but the ale flowed freely.

Friends were made too in Capri when 6 mess members took the whaler there while the ship was in Naples; although on arrival the local police were rather dubious when they saw the motley crew sail into the harbour. After a hectic week-end and a very uncomfortable night spent in the whaler the weather deteriorated, and when they were due to return the mist was coming down and it was blowing a gale. However despite pleas from the locals not to return, the fearless sailors of 3N set off for Naples, in a sea that would make even dabtoes green. Six drowned rats eventually returned onboard 432 hours later, very relieved and lucky to be alive.

We discovered there was one reluctant member of the 'Jet Set' when a resident of Swanage found a bottle on the beach with a note inside that read 'I am being held against my will'. The ship was sailing for South America at the time and it is believed that the writer wished to return to Portsmouth to see a well-known barmaid. Two of our members didn't bother about bottles when we were in Malmo, and the ship unfortunately sailed without them, another case of Anglo-Swedish relations.

There was one unfortunate incident in Malta when a well-known footballer incurred the wrath of a dghaisaman. On boarding the craft it just happened to turn over, giving some people an unexpected swim in Grand Harbour.

There is also the story of one of the mess members, who, for some unaccountable reason, jumped off a 15 foot wall in Malta. Whether he had just seen 'Those Magnificent Men in Their Flying Machines' and wanted to emulate them is not known, but for his efforts he spent two very painful weeks hobbling around the ship with a walking stick and a pair of well bandaged feet.

3N were triumphant failures at deck hockey and Top Mess Quiz even had a cockie in training for the Derby until it escaped. Anyway will always consider ourselves 'It's a Knock-Out' champions, as it is a well known fact that the judges were nobbled.

During the commission 3N produced 9 babies, 5 members opted out of the 'Jet Set' by getting married, and numerous hearts were broken between Fishguard and Buenos Aires.

### *The Engineering Department*

Hampshire has had its fair share of engineering problems for which we are remembered in most of the ports we have visited. Put another way, it could be said that we remember the visits by the problems, not by the taste of the beer.

In the course of the commission we have gained the ribbon for, the altitude record for DLG's on the visit to Canada, the longest distance run on Gas Turbines - nearly circumnavigating the continent of South America, the largest consumption of coffee - perhaps we've been watchkeeping longer than the others! We also have the claim of the only DLG that was brought to a 'standstill' by a PTA - when the parachute disappeared somewhere where it shouldn't.

At the time of going to press the ship has travelled over 56,000 miles this commission on some 25,000 tons of Dieso. On the present price of price of petrol that means a cost of £40 a mile, a little expensive for private transport! So far during the first two years of the commission we have used

30,646 Tons of Fresh Water.  
11,754 Tons of Boiler Feed Water.  
44,222 Gallons of Lub. Oil.  
13,000 Hours of Boiler Steaming.

### *The Marine Engineering Department Saga*

Once known as the 'Purple Empire' because of the colour between an Engineer Officer's rings on his arm, now known as 'Scungies' because of the state of their overalls. Have you ever read the advertisements in the national dailies, with the nicely tanned matelots leering at the camera, or up to their nice clean elbows in a piece of spotless equipment? What a load of old codswallop! 'Be a Mechanical Engineer', they say, and run and maintain oil fired machinery, 'Be an Artificer and have 60,000 horse power at your finger tips'! Oh yes, but who looks after it and makes sure that you've got that horse power? Scungies to the fore, the men who keep the ship at sea, and once or twice have prevented it going.

The officers in the dept. are: the Commander (E), the Senior (E), the Assistant Marine Engineering Officer and the Shipwright officer, plus assorted bodies that keep appearing at odd times for a few weeks then disappear. They say it's for training, we say that they crack up after a few weeks (who doesn't!) and go to Netley.

On the working side, we have at the moment, five Chief ERA's, (they are glorified shop stewards), ten Senior ERA's and Mechs, and eight baby ERA's and Mechs, two Chief M(E)'s eight Petty Officer Mechanical Engineers (POM(E)'s), one of which is a sea going typist, and fifty five M(E)'s, known to all and sundry as the Black Gang, then we have one Chief and six shipwrights.

The department, runs 'and maintains the following 'oil fired' machinery, two main boilers, two steam turbine main engines, four gas turbine main engines, two steam and three gas turbine alternators, two sets of evaporators for fresh water, assorted pumps the aforementioned for the running of, two 'donkey' boilers, four air conditioning sets, five motor boats, two sets of refrigerating machinery, the galley, the laundry, steering gear, stabilisers, all hydraulic winches davits and lifts, sea water and fresh water pumps and systems, fuel for the aforegoing, in addition the shipwrights maintain the hull and do any picture framing, ladder making etc. that comes along; not bad for a vastly underpaid, overworked set of 'Unapproachables'! !

For the normal jobs around the dept. we seem to be of reasonable size and shape (except for one or two who will remain nameless!), but for the 'usual' jobs my Lords Commissioners of the Admiralty require an unusual being; he must be a two feet high midget with an instant jack arrangement to hoist him up to ten feet, he must have three arms with five universal joints along them, he must have a chisel for a nose like a woodpecker, suckers on his elbows and knees for clinging to bulkheads, a head like a sledgehammer (most of us have!), fingers with the strength of a lobster's claws, hot breath for quick welding and big feet for jumping on baby Tiffs and stiff hand wheels, otherwise we couldn't break the spindles.

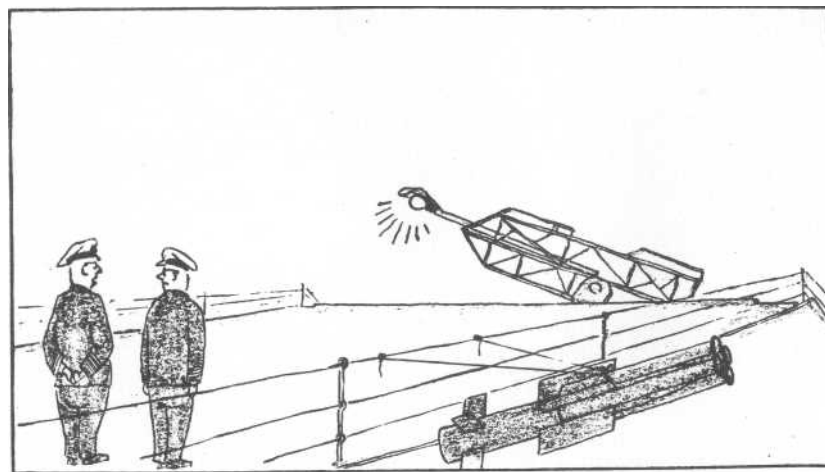
His 'assistant' the Stoker, will be a funny looking animal with four arms and two prehensile feet, all for holding the tools of his trade, a pencil for the readings, a torch to see the readings, a wheel spanner to alter the readings, a scrubber, a bucket and a rag, in his teeth he carries an oil can and behind his ear a thermometer.

When the ship finally gets to sea, most of the dept. can be, found below, watchkeeping, to go watchkeeping requires a Watchbill, this is made out by the Chief ERA and the Chief M(E), to get a complete Watchbill they work out a man's rank, age, seniority, experience, number of days in the year he was born, name of his maternal grandmother, weeks since Pompey's last home win and whether Mars or Venus is in the ascendant. The final article, reads something like the family tree of the Dalai Lama.

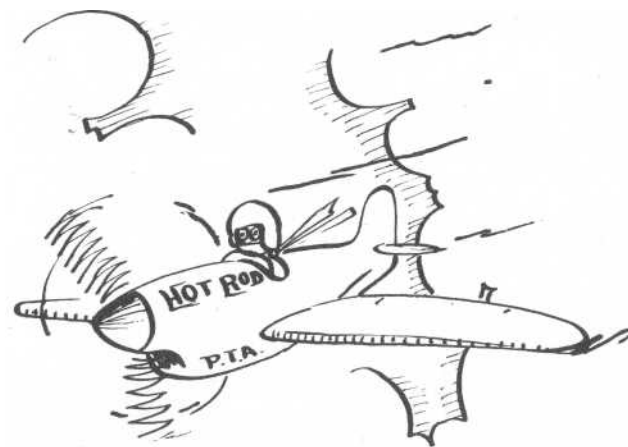
At the same time as working and watchkeeping we have to take part in various exercises, such as, 'Please Chief my shoes are at the Snobs' (DIVISIONS) 'Last one out is a sissy (LIFE RAFT STATIONS) and 'Ohmigawd theresanole' (DAMAGE CONTROL).

On top of this we still manage to get ashore in the various flesh-pots of the world., and give a good account of ourselves at the Commander's table next day.

*Smokey Stoker*



I CAN'T HELP FEELING THERE'S SOMETHING WRONG SOMEWHERE...



14 (3)A. THERE WILL, OF COURSE, BE SCALED  
DOWN FLYING PAY FOR TAPERED NAVAL OFFICERS.

## SPORT



**'The Cock'**

### *Soccer*

On the 25th August, 1967 30 ratings from Hampshire arrived at Governor's Green for what was to be the first soccer trial for the new commission. With the exception of a few known players, they were the normal sort of material that turns up for a ship's first trial, keen, and enthusiastic but also very limited.

The ship at that time had just started her four month refit, which enabled us to enter the three major cup competitions, also the United Services League Div. 2. This meant that to complete our league pro-

gramme by Christmas, a lot of hard work was required from the players, and even more important, a lot of co-operation from the ships departmental sections to enable us to field our strongest side.

With those two things achieved we needed one more player to complete the team, that being the support of the ships company. This was up to the team, they worked hard, they won their games and with it the much needed support.

It is interesting to note that from the three cup games played at Victory Stadium, the gate money received exceeded the accumulated total received from navy matches over the past five seasons. The attendance for the navy cup final was the largest since 1953 when Portsmouth Command played the Russian Fleet.

### **THE NAVY CUP ROAD**

1st Round	v	Dolphin	Won 3-1	Home
2nd Round	v	RM Deal	Won 2-0	Away
3rd Round	v	Excellent	Won 2-1	Away
4th Round	v	DPRORM	Won 1-0	Home
Semi-Final	v	RNAS Culdrose	Won 5-2	Home
Final	v	Collingwood	Lost 1-2 after extra time.	Victory Stadium

### **THE CHARITY CUP ROAD**

1st Round	v	Excellent	Won 7-0	Away
2nd Round	v	Dolphin	Won 8-0	Away
Semi-Final	v	Royal Yacht	Won 3-1	Away
Final	v	Collingwood	Won 4-2	Victory Stadium

### **UNITED SERVICES LEAGUE DIVISION II**

HAMPSHIRE WINNERS	P	W	L	D	F	A	Pts.
	12	10	1	1	44	23	21

This was a wonderful season for Hampshire and a good start to the new commission. We made the big print in the local press many times and once in the Nationals, to quote :

"FIRST SHIP TO REACH NAVY CUP FINAL FOR 30 YEARS"

"HMS HAMPSHIRE TAKE CUP IN NAVY FINAL WARM UP"

"HECTIC TIME FOR CUP MINNOWS"

"FIERCE NAVY CUP BATTLE IS BREWING"

"PENALTY PUTS HAMPSHIRE STEP NEARER TO NAVY CUP"

"GOOD BIG-UN; BEATS A GOOD LITTLE-UN"

With the completion of the refit came the end of regular match football, but the experience gained by the players in those four months enabled the team to go on winning their matches. All the ships heard of Hampshire's success and naturally wanted to have a go at us. It wasn't long before they would all have their chance.

The Western fleet gathering for FORTHEX brought together no less than 48 ships, all keen to compete in the various competitions, one being the KINGS CUP. They got their chance to knock us off the top rung, and in the games leading up to the final Hampshire scored no less than eight goals in each game, stamping their authority all over the park, earning the right to meet Bulwark in the final. The toll of playing every day in the competition was apparent in both teams, but once again Hampshire's hard running paid off, coming from behind three times to win 3 - 2. Winning this game also meant that Hampshire won the over-all Forthex trophy which was resting on the result.



**Barnett, Molloy, Blaycock, Cupit, Lyons, Mitchell  
Quick, Yandall, Burns, Blandford, Murphy**

We were unable to enter the Navy Cup that year, but it is once again interesting to note that the cup finalists that year were : Bulwark and Lochinvar, Hampshire having beat both that season.

In September we sailed for the Med. with other members of the Western Fleet, and it was during this trip that we learnt that the gravel pitches in Malta could be a big leveller of the game. Nine ships took part in the four sport Olympiad which was run over the four days.

Once again the King's Cup was played for and once again Hampshire had no trouble reaching the final. The great Stan Mathews happened to be on holiday in Malta at the time and accepted the invitation to come along to the final and present the cup to the winning team. He had a tremendous welcome from the spectators as he stepped on to the pitch to be introduced to both teams before the start.

Our opposition in this final was the Malta based mine sweeping squadron, who had proved in the semi-final how well equipped they were for the hard pitches, by beating Kent 9 - 3. From the start Hampshire did all the attacking, and after ten minutes had what seemed a good goal disallowed. In the second half with a strong wind behind them, the Sweepers proved a bigger threat, and in the closing minutes of the game were awarded a penalty from which they made no mistake. This lead inspired them even more and in the closing seconds of the game had the ball in our net again, making the final score 2 - 0. Our defeat was slightly watered down when the Hockey team revenged the defeat by beating them in the hockey final. Hampshire also won the squash, so once again we retained the Olympiad Trophy.



**'Navy Cup Final. Blaycock, Cupit, Barnett**

January, 69 and we were on our way to the land where they eat footballs for every meal, South America. At our first stop Barbados we warmed up with games against two of their top teams which we won quite comfortably. When we arrived at Peru seven players from Hampshire represented the Squadron team for the two games played, winning and losing one game. By the time we reached Chile a combination of seven from Hampshire and four from Juno proved to be the best team, and that's the way it stayed for the remainder of the tour. Although the Chilean Navy were good ball players, they were no match for our hard tackling game, leaving the park with a 2 - 0 victory for the squadron. It was at Buenos Aires that I think we recorded our best win, playing the Argentine Navy Base. They were very fit and alert side with ball control at its best so we had to do a lot of running to contain them. With no score at half time we started the second half with more confidence, and in the last 15 minutes scored twice and really silenced the home team supporters.

Our next venue was Brazil, the Mecca of football. The British sporting club were our first opposition, but their side consisted of 10 Brazilians and 1 English. We started this game with bags of confidence and never looked like losing, scoring two goals each half, thus winning 4-2.

It couldn't last; our next game was against the Brazilian Combined Services, and when arranging this game the Liaison Officer had mentioned our past successes, so it was a very different story when we went out on that first division pitch. Everyone of their team played for a professional club so we were clearly out of our class. The only thing we could do was to try and keep the score down and to lose 4-0 to this team was nothing to be ashamed of, even though we were hardly out of our own penalty area. So ended our task, playing seven games, winning five, losing two, a fine achievement.

It is now nearly two years since that first trial and half our players are now leaving the ship, in the past two years we have played over 50 ship matches, and not once have any of Hampshires players been cautioned or sent off. As captain of the team I would like to say thank you.

Players who have represented HMS Hampshire 1st XI.

PO REL Smith  
Mid. Revell  
PO REL Barnett  
EM McNeil  
App. Young  
RO Mitchell  
OA Lyons  
Shpt. Blaylock  
Ck. Quick

ERA Molloy  
ME Burns  
PO EL Murphy  
RO Welstead  
AB Inglis  
App. Corby  
Mech. Mault  
PO PTI Blandford  
AB Yandal  
CEA Mitchell

### *Hockey*

Early in the commission the team, reached the quarter-final of the Navy Cup and lost to DRYAD in the replay with two of our better players unavailable. Dryad reached the final that year. Since then hockey has been played regularly and the ship has won most of its games. Perhaps the most notable occasion came during the Olympiad in Malta in October, 1968. We played one of our best games against the MCM Squadron and beat them in the semi-final. In the final we had a much easier task against HMS CAVALIER winning 5 - 0. The winning of this game gave us the Olympiad Trophy as our soccer team had suffered one of its rare defeats in their final.

During the tour of South America we played games in Lima, Valparaiso, Buenos Aires and Rio de Janeiro, winning all but the game in Lima which was drawn.

The teams was drawn from :

Arnold, Coward, Penford, O'Leary, Marshall, Warburton, Macdonald, Antcliffe, John, Scott, Pepperill, Rowe, Ainslie, Price, Bates, Broom.

### *Water Polo*

Serious water polo began in the ship about ten days before FORTHTEX when PO Allison gathered around him some keen players and went into hard training. In this competition we lost in the final to HMS KENT in extra time. Since that time the team has won most of the games including games in Barbados, Lima, Valparaiso, Buenos Aires and Rio de Janeiro. It suffered one of its rare defeats in Copenhagen when it lost to a professional team rather heavily. The following have represented the ship

PO Allison, Mech. 2 Mault, LS Wright, LS Tutt, OEM Bailey, REM Rogers, ERA Drummond, AB Jones, ME Leftly and PO Blandford, with added support from LS Medley, LS Fleetwood, LS Wyatt, PO Pitts, AB Yates and CEA Young.

### *Tennis*

In this commission, little competitive tennis has been played, not through lack of enthusiasm - rather lack of opposition.

"Forthex" provided a good stimulus for many to "get their eye in" for the season, but generally, the results were disappointing. In the singles only Lt. Hulme progressed beyond the first round, and he reached the semi-final, by playing consistently, before being beaten. In the doubles, the tale was much the same, but here Lt.-Cdr. Marshall and Lt. Hulme progressed easily to the final where they were narrowly beaten 2 sets to 1.

During the South America Cruise, a good deal of social tennis was played and no "off season" experienced due to our "following the sun".

The Ships Internal Knockout, played in the summer of 1969, showed a much greater interest in the game. There were 16 Singles entrants, and 9 Doubles pairs, and the standard was suprisingly high. Although the result was a reflection of Forthex (Lt. Hulme winning the singles, and Lt.-Cdr. Marshall and Lt. Hulme the doubles) a lot of new talent was "unearthed" which we hope to put to good use during our last 3 months.

### *Squash*

Squash onboard has been mainly a Wardroom interest, and a good deal of talent was available for our first competition at Malta v other units of the Western Fleet. This we won convincingly due to a strength in depth, and our No. 1 player was never definitely established, as the final of the Ships K.O. between Cdr. Bushnell and Lt.-Cdr. Marshall was never played.

The Fleet team at Lima consisted mainly of Hampshire players, and we were narrowly beaten by the Sports Club there. The Fleet team at Torbay was captained by Cdr. Bushnell but the Medical team won convincingly.

Although the standard of Squash is still quite high a lot of our stalwarts have now left and the next few months don't look very promising.

The team that represented the Ship at Malta was as follows

Cdr. Bushnell, Lt.-Cdr. Marshall, Lt.-Cdr. Mitchell, Lt. Hulme, Lt. Miles, S/Lt. Hudson and PTI Blandford.

### *Rugby Reflections*

At the start of the commission a very young and inexperienced team was set what looked to be a rather formidable task. For a ship complemented with 450 men our rugby was not, and is not good, but the enthusiasm shown at all our fixtures has always been very much in our favour and often gave us victory.

When the team first formed, a fairly successful spell was enjoyed by all, against the small sea-going ships but we usually came unstuck against other 'counties' and the 'carriers'. Unfortunately a considerable amount of the rugby playing seasons was spent at sea, thus it became even more difficult to get into a routine since there was no continuity, but there was always a very good spirit sometimes coming in the liquid form. Some of our better moments were often played in the 'third half' when copious quantities of booze eased the tongue and lightly oiled the vocal chords to give some bar-shattering renderings of favourite songs and ditties.

The South American cruise gave birth to a better standard of rugby but unfortunately the fixtures were always at the end of the visits which meant a quick 'kip' in the transport to try and recover from the previous few nights' jaunts; the intense heat had very sobering effects and brought the standard of rugby to a high level despite lack of experience.

Eight players from the ship made the squadron side on various occasions, the most memorable being the fixture in B.A. Despite a large score against us it was good to see the team playing hard and fast and giving their very best.

After the game an extremely enjoyable evening was had by all in which all the usual and unusual songs were resurrected. Everybody was so engrossed in the singing that the 20 GIRLS, WHO WERE INVITED TO A DANCE DECIDED TO LEAVE SINCE THE EVENING HAD TURNED decidedly 'stag'. So much for experience.

As the commission draws to a close we will only play a few more games before disbanding, so thanks and well done to all of those concerned and lets all try and really master the first and second halves of the game, the third comes naturally.

## **HMS HAMPSHIRE: 3rd COMMISSION**

### **LIST OF OFFICERS**

#### **Executive Department**

Cdr. D. Cooper  
Cdr. G. Tottenham  
  
Lt.-Cdr. P. Coward  
Lt.-Cdr. G. Marshall  
Lt.-Cdr. D. Gell  
Lt.-Cdr. G. Stephens  
Lt.-Cdr. J. P. de H. Saumerez  
Lt.-Cdr. R. K. Dibble  
Lt.-Cdr. J. J. Watson  
Lt.-Cdr. B. Horton  
Lt.-Cdr. C. L. MacGregor  
Lt.-Cdr. T. Haigh  
Inst. Lt.-Cdr. P. Rowe  
  
Lt. G. Holmes  
Lt. D. B. Thompson  
Lt. R. C. Beck  
Lt. N. Burridge  
Lt. R. Francis  
Lt. J. H. Yorke  
Lt. G. B. Webb  
Lt. L. Hulme  
Lt. C. A. George  
Lt. A. S. Battison  
Lt. D. T. Watson  
Lt. A. J. Stevens  
Lt. J. Ainslie  
Lt. R. Wykes-Sneyd  
Lt. R. W. Ellis  
Lt. J. E. Leonard  
  
S/Lt. J. Fenwick  
S/Lt. I. Stanley

#### **Medical Department**

Surg. Lt. D. Wise  
Surg. Lt. B. Addis  
Surg. Lt. P. Bull

#### **Weapons Electrical Department**

Cdr. K. Bradley  
Cdr. C. J. Sandle  
Cdr. P. Burfield  
  
Lt.-Cdr. E. Poynton  
Lt.-Cdr. R. C. Lees  
  
Lt. J. B. R. Warburton  
Lt. D. Harrison  
Lt. P. N. Galloway  
Lt. D. S. Rodwell  
Lt. J. Miles  
Lt. C. Jones  
Lt. J. Davey  
Lt. M. J. Plummer  
Lt. R. Stewart  
  
S/Lt. C. P. Wren  
S/Lt. G. F. Galvin

#### **Marine Engineering Department**

Cdr. E. B. Gaskin  
Cdr. A. S. George  
Lt.-Cdr. R. H. Barnes  
Lt.-Cdr. D. R. Price  
  
Lt. A. E. Trenary  
Lt. K. S. Robbins  
  
S/Lt. J. A. Sperring  
S/Lt. R. Richardson  
S/Lt. D. Thorpe

#### **Supply and Secretariat Department**

Cdr. J. P. Barker  
Cdr. R. Bushnell  
  
Lt. N. Chilcott  
Lt. G. R. G. Middleton  
Lt. M. R. Ellis  
Lt. M. G. Bates

#### **Midshipmen Borne for Training**

Mid. G. D. Titmus  
Mid. A. R. Chappell  
Mid. P. D. Broom  
Mid. R. J. Tozer  
Mid. R. H. C. Renton  
Mid. A. Revill  
Mid. J. Borthwick  
Mid. A. G. P. Pounder  
Mid. J. C. Tere  
Mid. T. S. Wills  
Mid. J. L. Ross  
Mid. G. L. White  
Mid. P. N. Ball  
Mid. D. R. Larmour  
Mid. R. J. Parker

## SHIPS COMPANY

### Seaman Department

CPO. GI. K. Buckley  
CPO. R. Jeffery  
CPO. R. Robinson  
CPO. GI. E. Savage  
CPO. R. F. Williams

PO. J. Allison  
PO. D. F. Blandford  
PO. G. J. Bunkin  
PO. P. Penfold  
PO. D. G. Plymsol  
PO. PRI. M. Reed  
PO. J. Ridley  
PO. A. E. Wakeford  
PO. GI. J. Walter

AB. G. Adams  
LS. D. Aikman  
LS. R. Allen  
LS. B. Barnett  
LS. C. E. Barret  
JS. C. Bate  
AB. D. Bennett  
AB. M. C. Boynes  
AB. G. R. Brothers  
AB. K. Brown  
LS. M. Brown  
OS. D. B. G. Burridge  
AB. R. J. Butler  
LS. S. Carmicheal  
AB. C. N. Chalmers  
AB. D. C. Chivers  
AB. P. Collins  
AB. P. Cox  
AB. C. Crutchley  
LS. R. Dennis  
AB. G. Dickinson  
AB. R. J. Dimmick  
AB. I. F. Dodds  
AB. D. Dowding  
OS. J. Early  
AB. R. Edmond  
AB. B. Ellison

AB. D. M. Evans  
LS. K. Fleetwood  
AB. P. Franklin  
LS. I. Fraser  
AB. J. Gaston  
LS. P. R. Gedge  
LS. D. Gilham  
AB. E. Gledhill  
AB. P. Gurd  
LS. J. Hall  
AB. R. Hawes  
AB. D. Higgins  
AB. A. E. Hill  
AB. T. Hughes  
AB. M. Humble  
AB. J. Hunt  
AB. J. Hunter  
AB. L. Inglis  
AB. P. Jones  
AB. P. Kane  
AB. E. Leigh  
AB. P. Long  
AB. C. K. Luya  
AB. D. Lyell  
AB. D. Mallory  
AB. D. Matched  
AB. A. Mair  
AB. B. McPhillips  
LS. G. Medley  
AB. C. Mellor  
AB. G. Morris  
AB. C. Mulholland  
AB. K. Napier  
AB. J. Nelson  
AB. J. Nesbit  
AB. J. Newbould  
OS. R. Newman  
AB. T. Nurse  
AB. E. Nutt  
AB. C. O'Callaghan  
AB. J. Orchard  
AB. P. Osler  
AB. C. O'Toole  
LS. AB. J. Parker

AB. J. Passmore  
LS. J. Patterson  
AB. W. Phillips  
AB. A. Reynolds  
LS. K. A. Richards  
AB. T. Robinson  
AB. J. Scholard  
LS. A. Shevlin  
OS. I. G. Shrimplin  
AB. D. B. Sinclair  
AB. R. Slade  
AB. W. Smith  
AB. M. Snodin  
AB. A. Springett  
AB. R. Stephen  
AB. D. Stevens  
AB. J. Stirling  
AB. J. Stothard  
AB. S. Sutton  
AB. R. Swann  
AB. P. J. Taylor  
AB. B. Thompson  
AB. C. Tolman  
AB. C. Trott  
LS. W. Tutt  
AB. J. Twyman  
AB. I. Vine  
AB. J. Walker  
AB. M. Walsh  
LS. R. A. Warren  
AB. R. Westbrook  
OS. D. Wright  
AB. j. Wright  
LS. W. A. Wright  
AB. A. Wilson  
LS. W. A. Wright  
AB. A. Wilson  
LS. M. Wyatt  
AB. R. Yandell  
AB. M. Yates

### Communications Department

CRS(G). P. L. Newton  
CRS(G). D. J. Boon  
CCY. E. Bigland  
CCY. P. K. Royal  
CCY. I. V. M. Smart  
CRS(W). T. Clarke  
CRS(W). R. C. Sanders  
RS(G). P. Bryant  
RS(W). K. Robson  
LRO. C. H. Schoning  
LRO. R. K. Erett  
LRO. J. McConnell  
LRO. G. R. Walker  
LRO. M. Buckton  
LRO. R. G. Holloway  
LRO. D. A. Harrison  
LRO. L. Newbould  
LRO. F. Wells  
LRO. H. C. I. W. Lattin  
LRO. C. V. D. Hayes  
LRO. G. P. Thompson  
LRO. P. J. Barry  
LRO. K. I. P. Aseltine  
LRO. R. P. Deane  
LRO. R. E. Lee  
LRO. T. A. Williams  
LRO. C. A. Eagles  
RO. T. E. Brimfield  
RO. R. Brown  
RO. K. Eccleston  
RO. G. F. Hardcastle  
RO. B. K. Horlick  
RO. M. H. Wellstead  
RO. B. West  
RO. G. Worrell  
RO. C. R. Wynne  
RO. R. Thompson  
RO. L. H. Norman  
RO. B. Duffy  
RO. P. Hopwood  
RO. S. A. Bolton  
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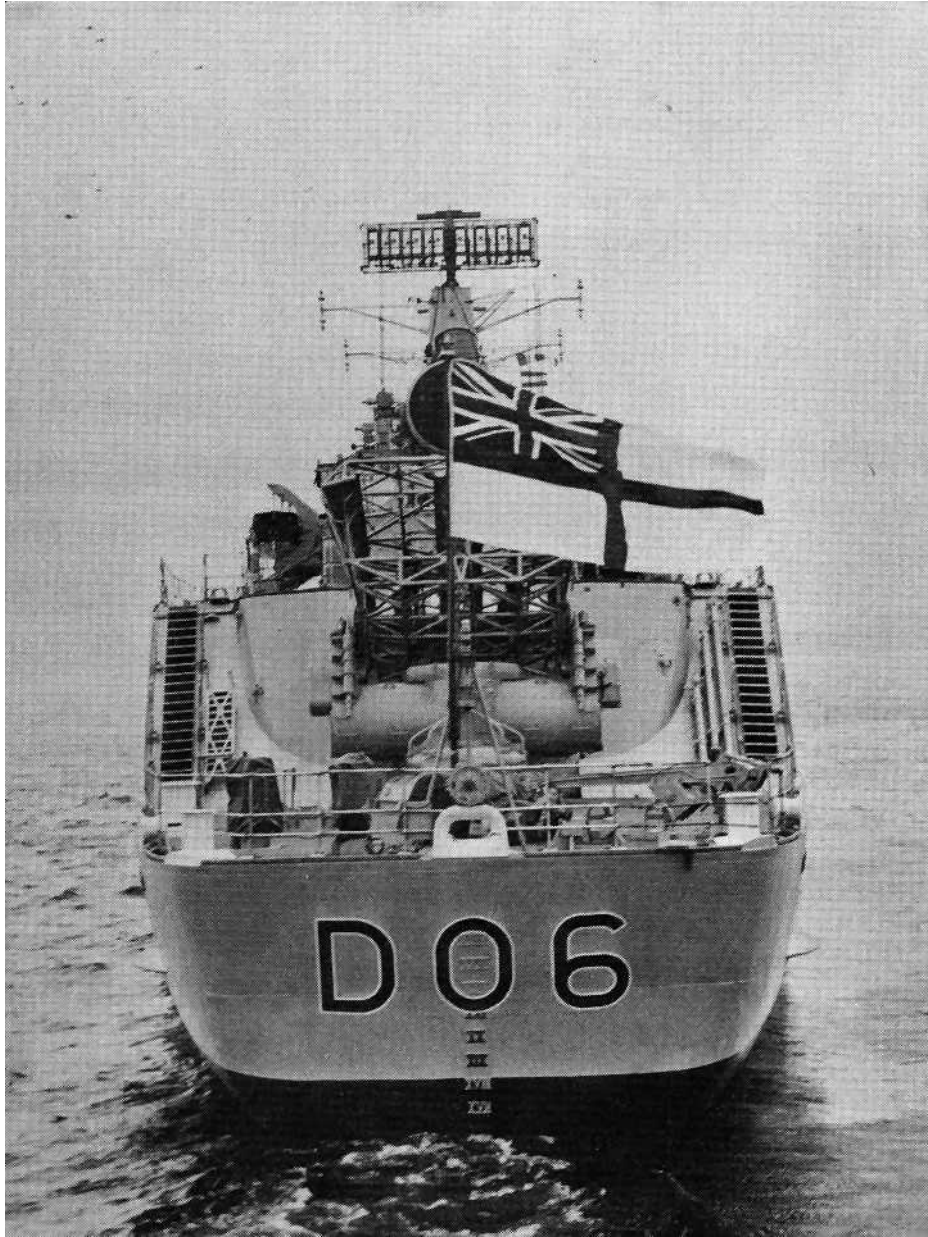
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