

MUSHROOM MIDWINTER 1970

JUNE 21ST 1970.

SEVENTEENTH EDITION.

THE 27 COPIES PRODUCED OF THIS EDITION HAS MEANT A GREAT DEAL OF TIME SPENT AT THE TYPEWRITER, ~~C~~ IN FACT IT NEARLY DROVE ME MAD> HOWEVER THE MAGAZINE IS HERE AT LAST AND I CAN DO NO MORE THAN INVITE YOU TO READ ON.

MY THANKS TO ALL CONTRIBUTORS AND WILLING HELPERS, THE WRITERS AND THE WRITTEN ABOUT, THE TEAM OF MAGNIFICENT MANUSCRIPT TYPERS.

HOOT

THE UNKNOWN FID



IN LIEU OF A BASE PHOTO THIS MIDWINTER AND IN VIEW OF THE SIMILARITIES IN APPEARANCE OF BASE MEMBERS WHEN DRESSED FOR THE BONDGOO IT WAS DECIDED THAT THE FID PICTURED ABOVE WOULD IN FACT BE REPRESENTATIVE OF ANY ONE OF THE FOLLOWING:-

J GLOVE GAUNTLETT

TONIE GANNON

GROTESQUE GRAHAM SOAR

HOOF JONES

BEAVER BOB WELLS

FIN SMITH

PIE CORNOCK

DRAC LEITH

D P PEEL

GENERAL RON GILL

GONKER HOY

STEVIE BEAN

NIK TAYLOR

D D DEVETT

AL CLAYTON

HUFF VARDEN

PABLO BURTON

GRAHAM FRISBY WRIGHT

BLOKE GUYAT

MAGNIFICENT MARK VALLANCE

D SHACK CLARK

SNOOPY PONDER PINDER

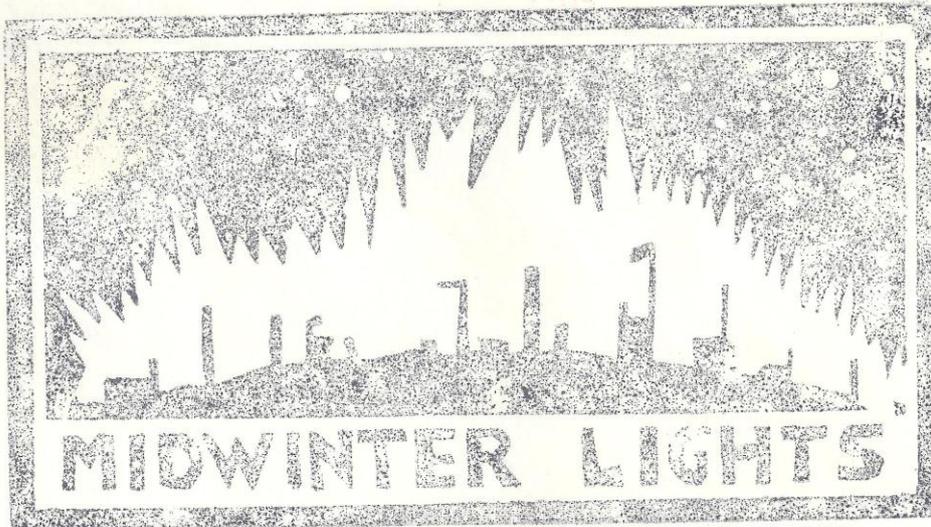
JOHN KNOCK NOCKLES

CHARLIE WHISKEY WELLS

BLAMELESS BILL JARVIS

K GRAUNCHER CHAPPEL

MIDWINTER PRINT 1970



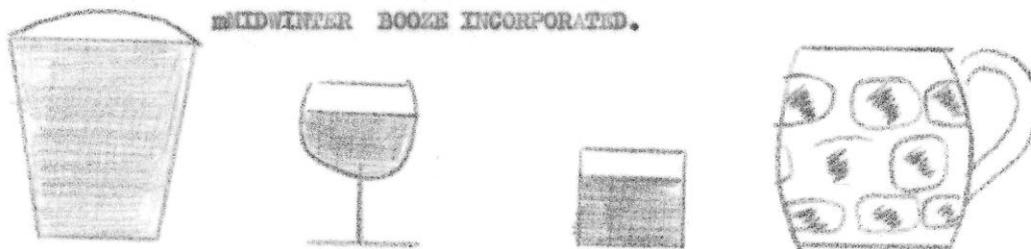
TO CELEBRATE MIDWINTER 1970 AT HALLEY BAY, A LIMITED NUMBER OF SPECIAL ENVELOPES WERE PRINTED ON BASE. THE ABOVE IS AN EXAMPLE OF THE PRINT. IT IS A SILHOUETTE OF THE BASE ILLUSTRATING THE VARIETY OF SHAFTS AND TOWERS THAT ARE THE ONLY VISIBLE SIGNS OF THE DWELLINGS BENEATH THE ICE.

THE PRINT IS INSCRIBED WITH THE WORDS- 'MIDWINTER LIGHTS' :- AURORA, STARS AND THE LIGHTS OF THE BASE BEING ONE OF THE PARTICULARLY CHARACTERISTIC FEATURES OF THE MIDWINTER SCENE.

DUE TO THE TIME INVOLVED IN PRINTING, ONLY 160 ~~XXXXXXXX~~ ENVELOPES WERE PRINTED.

HWFA

MIDWINTER BOOZE INCORPORATED.



THIS IS AN ADVERTISEMENT FOR BEER, SPIRITS, OR ANY ALCOHOLIC BEVERAGE

WE ARE NOT TRYING TO SELL OR EVEN GIVE IT AWAY, IN FACT WE ARE ON THE SCROUNGE, SEEKING OUT ALL THOSE PRIVATE SUPPLIES...

WITH THE UNITED KINGDOM AVERAGE STANDING AT *166.8 PINTS PER PERSON PER YEAR, IT LOOKS LIKE WE HAVE ALOT OF CATCHING UP TO DO. LETS BASE ISSUE STANDS AT 2CANS OF BEER PER MAN PER WEEK (BEING RATHER ON THE GENEROUS SIDE). NOW THIS IS ABOUT 1 PINT, MAKING 52 PINTS PER PERSON PER YEAR. ALLOWING FOR THE FACT THAT PRIVATE SUPPLIES HAVE BEEN CONSUMED AT RESPECTABLE RATE. WE MIGHT JUST HAVE KEPT UP WITH THE U.K. AVERAGE.

WELL NOT WANTING TO BOAST, BUT I DO THINK WE ARE A SUPERIOR DRINKING CLASS. IN FACT WE COULD EVEN BE THE WORLD BEST. TO DO THIS WE HAVE TO COMPETE AGAINST THE CZECHOSLOVAKIANS, WHO PUT AWAY 227.2 PINTS PER PERSON PER YEAR. MAYBE THIS IS ALITTLE BIT UNFAIR NOT HAVING THE SAME KIND OF POPULATION. SO LETS COMPETE AGAINST A SMALLER AREA, WELL NORTHERN TERRITORY IN AUSTRALIA HAS BEEN ESTIMATED TO BE THE HIGHEST CONSUMER, AT A RATE OF 4.16 PINTS PER PERSON PER YEAR.

IF AFTER MIDWINTER WE CARRY ON AT THE U.K. RATE, IT MEANS THAT IN THESE 5 DAYS OF CELEBRATION EACH FID MUST POUR 250 PINTS OF BEER DOWN HIS GULLET. IT MIGHT BE THOUGHT BY SOME THAT THIS IS IMPOSSIBLE. BUT A SINGLE MAN HAS BEEN REPORTED TO HAVE DRUNK 54 PINTS IN AN HOUR. EVEN ALLOWING FOR THIS AS BEING AN EXACGERATION, THE OFFICIAL WORLD RECORD IS 30.79 PINTS IN AN HOUR. OF COURSE WE DON T EXPECT ALL OF USEX AT HIS STANDARD, BUT ALL WE HAVE TO DO IS DOWN 2 PINTS PER PERSON PER HOUR OVER THE MIDWINTER PERIOD.

SEEING IT ONLY TAKES 2.34 SECONDS TO DOWN APINT, AND ALLOWING FOR A REST PERIOD, 6.4 SECONDS TO DRINK 2. THIS LEAVES PLENTY OF TIME FOR SPIRIT DRINKING. THE RECORD TO BEAT ON THIS ACCOUNT IS CURRENTLY HELD BY THE WHITE SOUTH AFRICANS, AT 1.71 GALLONS PER PERSON PER YEAR. BASE ISSUE IS ABOUT 1.5 GALLONS PER PERSON PER YEAR.

CONTD

BUT PRIVATE STOCKS DRUNK ARE NOT SO HIGH. SO NEGLECTING PRIVATE STOCKS CONSUMED, WE HAVE TO DRINK $1\frac{1}{2}$ BOTTLES OF SPIRIT EACH.

NOW IF WE ARE LOOKING FOR THE MOST ALCOHOL CONSUMED THIS IS QUIET A FEAT. THE ONLY REAL TEST FOR THIS, IS BY TAKING A BLOOD SAMPLE. THE U.K. LEGAL LIMIT FOR MOTORIST IS 80 MILLIGRAMS OF ALCOHOL PER 100 MILLILITRES OF BLOOD. THE HITHERTO RECORDED HIGHEST FIGURE IN MEDICAL HISTORY IS 490 MG. PER 100 ML., FROM A 68 YEAR OLD MAN. THIS PERSON WAS DEAD AT THE TIME OF THE TEST. TO BETTER THIS RECORD ONE CAN ONLY ASSUME THAT ONE NEEDS TO DRINK A HELL OF A LOT OF BOOZE.

THE MOST EFFECTIVE DRINK TO DO THIS WOULD BE EITHER A RAW RUM OR A POLISH VODKA. THESE CAN GET UPTO AS MUCH AS 97% ALCOHOL. THE MOST EFFECTIVE DRINK ON BASE IS THE NAVY RUM, IF YOUR LUCKY THERE MIGHT BE A BATCH OF 1948 VINTAGE WHICH IS 79.884% ALCOHOL. AFTER THIS TIME THE PERCENTAGE ALCOHOL WAS CONSIDERABLE LOWERED.

IF YOUR NOT SOLD ON THE SPIRIT SCENE AND WANT TO TRY IT ON BEER WELL, NOT MUCH HOPE, BUT EBU KULMINATOR URTP HELL FROM WEST GERMANY HAS THE HIGHEST PERCENTAGE ALCOHOL. SORRY BUT NO BEER ON BASE , APPROACHES THIS KIND OF STRENGTH, NOT EVEN STRONG ALE.

ANY ROAD UP, WHICH EVER WAY YOU DECIDE TO TRY, REMEMBER THAT OF ALL THE MALES BETWEEN 20 AND 55 YEARS IN FRANCE 13% ARE SUFFERING FROM ALCOHOLISM (AND THEY MAINLY DRINK WINE).

MERRY MIDWINTER.....HIC.....HIC.....

CAMERA SURVEY INC PRESENTS

CAMERA GEAR AT HALLEY BAY 1970

ONCE AGAIN THE CAMERA SURVEY AT HALLEY BAY SHOWS THAT A FID AND HIS FORTUNE ARE SOON PARTED, AND THE EVER POPULAR FID PASTIME, PHOTOGRAPHY, CONTINUES TO BACK UP THE JAPANESE CAMERA INDUSTRY. OF ALL THE SINGLE LENS REFLEX CAMERAS ON BASE THIS YEAR THERE IS ONLY ONE THAT DOES NOT HAIL FROM JAPAN.

THE LARGE FORMAT CAMERAS HAVE NOW BEEN COMPLETELY OUSTED BY 35MM, GONE ARE THE DAYS WHEN THE MOST POPULAR FID CAMERA WAS A TWIN LENS REFLEX CAMERA SUCH AS A ROLLEIFLEX. THIS YEARS MOST POPULAR SLR MANUFACTURER IS ONCE AGAIN MINOLTA. ALTHOUGH THIS CLAIM TO FAME BY THE MAKE IS PROBABLY MUCH INFLUENCED BY DEALER STOCKS IN STANLEY WHEN THE PERLA ARRIVES. IT IS INDEED A GREAT DRAWBACK TO ALL THE FIDS ON BOARD THE PERLA THAT IT IS THE LAST OF THE FID SHIPS TO ARRIVE IN STANLEY.

THE TREND TOWARDS THE PURCHASING OF COMPLETE CAMERA SYSTEMS IS NOW VERY OBVIOUS, AFTER A QUICK GLANCE AT THE VAST SELECTION OF SUPPLEMENTARY LENSES AND ACCESSORIES OWNED BY BASE MEMBERS THIS YEAR, AS COMPARED WITH THE PREVIOUS ANNUAL SEASON, THE POPULARITY OF THE MORE SOPHISTICATED CAMERAS IS ALSO ON THE INCREASE AS EVIDENCED BY THE DRAMATIC RISE IN THE OWNERSHIP OF CAMERAS WITH THROUGH THE LENS METERING SYSTEMS, 17 THIS YEAR COMPARED WITH 4 LAST YEAR. ON THE OTHER HAND HOWEVER, A 200 PERCENT RISE IN PRE BAS OWNERSHIP OF INSTANATICS, ALSO SUGGES SOMETHING QUITE THE OPPOSITE ABOUT CURRENT PHOTO TRENDS IN THE UK.

ONE CANNOT HELP NOTICING THE THE METEORIC RISE IN POPULARITY OF THE HALF FRAME SLR CAMERAS AND THEIR ASSOCIATED ATTACHMENTS AND WHILST IT IS CLAIMED THAT ONE OF THE ATTRIBUTES OF THESE SYSTEMS IS THEIR ECONOMY, IT MUST BE NOTED THAT THE VALUE OF THE EQUIPMENT OWNED BY JUST THE FOUR PEOPLE ON BASE IN POSSESSION OF THESE MICROCOSMS OF MACHINERY, IS MORE THAN ANY OTHER FOUR COLLECTIONS OF PERSONAL CAMERA EQUIPMENT ON BASE.

IN THE FIELD OF ELECTRONIC FLASHGUNS MECABLITZ AGAIN SEEM ONCE AGAIN TO HAVE THE MONOPOLY BUT I BELIEVE THERE HAVE BEEN A FEW RATHER DISSATISFIED CUSTOMERS THIS YEAR.

WELL NOW ON TO THE CURRENT HALLEY BAY PHOTO ARMOURY, AND VERY IMPRESSIVE IT IS TOO.

SUB MINITURE CAMERAS

MINOLTA 16EE 1

HALF FRAME CAMERAS

OLYMPUS PEN FT 4

OLYMPUS PEN D 2

OLYMPUS PEN EED 1

AND THE ACCESSORIES FOR PEN FT CAMERAS INCLUDE

BELLOWS UNITS 2

SLIDE COPY UNITS 2

EXTENSION TUBES 1 SET

X TELE CONVERTORS 2

LENSES 20MM 4

40M 1

50-90MM ZOOM 2

100-200MM ZOOM 3

800MM 1

35MM REFLEX CAMERAS

CANON PELLIX 1

ASAHI PENTAX S1A 1

ASAHI PENTAX SV 2

ASAHI PENTAX SPOTMATIC 1

MINOLTA SRT 101 5

MINOLTA SR7 1

NIKON PHOTOMIC FTN 1

NIKKOMAT FTN 2

PENTINA 1

RICOH SINGLEX 1

YASHICA TL ELECTRO X 2

ACCESSORIES FOR 35MM REFLEX

LENSES= FISHEYE 2

28MM 1

35MM 3

135MM 4

200MM 2

90-190MM ZOOM 1

WARRIOR SAY

FIDS. -childish lies (promoted by BAS.)
BAS. -organisation of confidence tricksters.
LONDON OFFICE -Maffia H.Q. in U.K. (officers living to tell
the tale receive a small pay off).
STANLEY OFFICE -sidekick of L.O. specialising in smuggling
watches, cameras, booze etc and disposing
of unreliable agents.
MONTE VIDEO -(said by J.C.) "I came, I mounted".
STANLEY -first jump off point on return.
SOUTH GEE -concentration camp, place of slaughter, ruled
by Iron Hand.
GRAHAM LAND -somewhere in S. Atlantic; a tropical paradise, so
different to H.B. (where it's Hell)
HALLEY BAY -popular south coast tourist resort.
R.R.S. JOHN BISCOE -ice yacht powered by Coal.
M.V. PERLA DAN -cargo vessel carrying bullshit.
INTERNATIONAL ecrevasse probe.
MUSKEG -fid home brew, immature.
SKIDOO -for the heoligan fringe.
MANHAUL -one way ticket.
DOG SLEDGE -return ticket.
GREAT SCOTT -sarcasm is the lowest form of wit.
JUNIOR EXPLORER -young man found on bondu or down crevasse, often
dead; a potential Polar Medalist.
AMUNDSEN'S WAY -the wright way.
SCIENTIST -term of inducement to attract more technical student
s.
BEASTIE MAN -gungey f...er banished to a quarantine hut.
COOK -tin opener. Charcoal burner.
WOP -person who tells woppers.
DIESEL MECHANIC -now redundant - modernised to Avtur.
ELECTRICIAN -miniturised to follow the cables(small size
compensated by vociferousness.)
MET MAN -4th division personnel
SENIOR MET -person demoted from 3rd. division.

N

WARRIOR SAY (contd.)

GLACIOLOGIST	-ice cream vendor.
DOCTOR	-penicilin and vit. pill dispenser.
SURVEYOR	-talent spotter (sometimes gets lumbered).
CHIPPY	-errects....sh afts.
MECHANICS	-lubricates shafts.
RADAR TECHNICIAN	-person renounced for his sensitive fingering.
G.A.	-Gone away (Ha,Ha,Ha.)
B.L.	-accentuation of present climate.
DEPUTY B.L.	-hat air.
PISS UP	-braggart's competition, a type of High Jump.
RUM NIGHT	-poor evening, 1 fl.oz. consumed.
A CASE	-deportation on the grounds of insufficient evidence.
PHANTOM CRAPPER	±dissembowelling pyjama.
GILBERT	-here all blame lies.
TURDICLE	-rising sensation (when fully extended sends a shivers up the spine).
SCRADGE	-derived from Latin "Credio Sage"; literally translated means unbelievably wise. It was said by an emperor to his cook when he discovered that the feast his guests had just finished off with relish was in fact a heap of manure.
GASH	-a deep rift often causing pain.
ARMCO	-Army Construction Corps.
FUEL RUN	-impossibility (have you seen fuel running?)
DUMP RAISING	-optical illusion.
TUNNEL	-dark mysterious passage.
SHAFT	-vertical tunnel; to be erected.
CINTEL	-air letter from girlfriend.
RADIO SHACK	-place for intercourse, long and frequent.
BALLOON	-kid's toy.
RELIEF	-figment of the imagination.

TA. TA.

muff

WHAT'S IN THE NAME

Although we had the excitement of observing "Cornoock's" comet this autumn, surely a larger one named after one Edmond Halley is better known. Perhaps it isn't generally realised that this base derives its name from the same gentle man. To me this seemed obscure especially as such bases as Amundsen-Scott, Shackleton and Mawson were opened during the same period and named after polar explorers, but I have discovered the name to be extremely apt.

The base was established by the Royal Society as a geophysical observatory in 1956 - the tercentenary of Mr Halley's birth. The learned society understandably thought the occasion worthy of celebration and named their new Antarctic base accordingly. It was Halley who persuaded Issac Newton to write about apples falling on heads and encouraged and paid for the publication of his "Principia". But not only was he good at picking winners he was also a scientist and personality of distinction in his own right.

Halley combined two of the main qualifications for pioneering. He was by temperament a hustler - almost a go-getter and he had friends in the right circles to help him. While still an Oxford undergraduate he decided he wanted to look at the southern skies. Not only did he manage to get himself to St Helena he also managed to get his degree on his return without taking any examinations. (What a man). He always operated at the highest levels : it was the king who wrote to the university that he be given his degree. He was elected Fellow of the Royal Society the same year, at the tender age of 22.

For a year he went hob-nobbing round Europe showing eminent astronomers the errors of their ways then, on his return he got married and observed the comet that bears his name. Encouraged by young Issac he collected observations which had been made on 24 comets from 1537 onwards and calculated their orbits (A difficult task). He found that three of these orbits - those of 1531, 1607 and 1682 were

From this he concluded they were the same
practically the same comet and predicted that it would return again about 1758. He was right, of course, and the comet reappears at approximately 76 year intervals (1986 is the next).

It was probably during the voyages to St Helena and back that he became interested in the magnetism of the earth. His two papers on the subject were revolutionary and are still highly regarded. In particular he supposed that the earth possessed a core which rotated slightly less rapidly than the ~~same~~ crust and estimated the order of this difference correctly: it amounts to a fraction of a degree a year.

The variation of compass needles with position on the earth's surface was then important for navigation, and in 1698 Eddy was ~~com~~^mmissioned by the Admiralty to sail as far south as possible to make measurements of magnetic declination (variation) and longitude. For this purpose he was made captain of a ship called the Paramour.

His first start was abortive. He had trouble both with the ship, which leaked, and his officers, one of whom he caused to be court-martialled for insolence. He set out again in 1699 and penetrated to 52° S to fall in with "great islands of ice" whose height he described as incredible. He brought back 115 observations of magnetic declination and from these he constructed the first chart of lines of equal declination - a method of presentation now standard but at the time highly original.

Through his own forcefulness, he made himself the bitter enemy of the First Astronomer Royal, Flamsteed. His quarrel with Flamsteed arose out of the need felt by both Halley and Newton for access to the best celestial observations. Flamsteed had them but would not publish, wanting perfection in his life's work. Halley, - unforgivably from Flamsteed's point of view - published for him: and ~~whether~~^{whether} the ends justified the means can still be argued. When appointed Astronomer Royal in 1720, on Flamsteed's death, Halley was already Savilian Professor of Geometry at Oxford. He also had a further advantage - the

right invoked on his behalf by Queen Anne, to add to his salary as university professor and Astronomer Royal that of a naval captain on half pay, a legacy from his voyages in the Paramour.

Thus he passed ~~his~~ the remaining 22 years of his life in luxury to die at the age of 85 - erudite scientist, master manipulator, explorer and founder of geophysics.

A name full of significance.

A Fin Fotie



"Cornock's Comet" as seen from Halley Bay on 12th March, 1970.

AN HONOURABLE COMPANY

BACK IN THE DAYS WHEN THE MUSK OXEN ROAMED THE TUNDRA IN HUGE HERDS, WHEN THE FORESTS WERE FULL OF TIMBER WOLVES, THE LAKES WITH BEAVER AND THE SEA WITH FUR SEAL, WINSTON CHURCHILL'S GREAT GREAT GRANDFATHER ROUNDED UP A FEW FRIENDS IN LONDON TO FORM A COMPANY. THE NAME? THE MOST HONORABLE COMPANY OF ADVENTURERS TRADING INTO THE HUDSON BAY - KIND OF LONG WINDED BUT DESCRIPTIVE. THREE YEARS LATER, IN 1646, THEY WERE GRANTED A CHARTER TO EXPLOIT ALL THE GOODIES OF THE AREA - ABOUT FOUR OR FIVE TIMES THE SIZE OF EUROPE

THE FIRST EXPEDITIONS SHIP ESTABLISHED THEIR BASE ON A SMALL PENINSULAR STICKING OUT IN THE BAY, ON THE NORTH SIDE OF A RIVER - WHICH THEY PROMPTLY NAMED THE CHURCHILL RIVER.

TO PROTECT THEMSELVES FROM THE SAVAGE INDIANS AND ESKIMOS - AND TO PROTECT THE SAVAGE INDIANS FROM THE SAVAGE ESKIMOS - THEY BUILT A WOODEN FORT. THIS WAS PROBABLY THE STANDARD US CALVARY BOONDOCK MODEL SEEN IN DANIEL BOONE TYPE WESTERNS. A WEEK LATER IT BURNT DOWN AND A STONE FORT WAS DECIDED ON.

THE STONE FORT OF IMMENSE CONSTRUCTION WAS COMPLETED AND, TRADE FLOURISHING, GAVE PROTECTION TO ESKIMOS WHEN THEY CAME TO TRADE AND TO THE INDIANS WHEN THEY CAME TO TRADE. THE REASON FOR THIS WAS THE CHIPEWYAN AND KEEVATIN ESKIMOS WERE NOT ON THE BEST OF TERMS.

FOR A NUMBER OF YEARS THE HONORABLE COMPANY DID VERY WELL. THEN CAME A SETBACK. FRANCE AND BRITAIN WENT TO WAR - AGAIN. THE FORT - SO SUPER STRONG AND RUGGED - WAS SUCCESSFULLY CAPTURED BY A FRENCHMAN IN A ROWING BOAT. WHEN PEACE BROKE OUT, THE HON. COMPANY GOT THE FORT BACK AND TRADE FLOURISHED - AND CONTINUES TO DO SO.

NOWADAYS, THE HONORABLE COMPANY OF ADVENTURES TRADING INTO HUDSONS BAY IS RATHER A LONG NAME SO THEY CALL THEMSELVES THE HUDSON BAY COMPANY. THEIR CUSTOMERS HOWEVER, WHO SHOP IN THE MARKS AND SPARKS TYPE STORES SCATERED ALL OVER, SIMPLY REFER TO THEM AS 'THE BAY'.

SWEENEY UNDERGROUND

a merry midwinter to all my verbose friends

polymathperfidious
he flaunts a brow of bold distain
and with his pen, duplicitly
promotes his own sagacity

his knowledge is ubiquitous
his subtlety omnipotent
an intellect perspicuous
his apherisms thaumaturgate

maybe he's indiscriminate
a dogmatist invuln'nable
a pietist nugatory
a valetudinarian

SEEN 'EM ALL

It is fitting as this Midwinter passes by that one member of our isolated community should have a mention. We have now entered a new decade leaving the sixties behind. The last ten years being the hey-day of Halley Bay field work and will most likely never be repeated on the same scale.

BOO BOO (8002/61)

1961

Born at Halley Bay being the first successful litter born at this base. Arduus/Johnson visit the Tottans.

1962

Ran 409 miles on the ice shelf and made a journey to the inland ice.

1963

Ran 765 miles to the Tottan Mountains.

1964

Ran 1900 to and from the Tottans together with much work in these mountains.

1965

Ran 2000 miles as previous season.

1966

Ran 1260 miles to and from the Theron Mountains and work in these Mountains.

1967

Ran 1800 miles to the Theron Mountains and recon part of route to Shackleton Mountains.

1968

Ran 1290 miles on the ice shelf and the Shackleton Mountains Survey.

1969

Ran 490 miles on and around the ice shelf.

1970

Ran 560 miles on and around the ice shelf.

Looking through various reports it appears that Boo Boo has been through the Bob Pi crossing on at least 14 different occasions.

TOTAL MILEAGE to date 10,474 miles.

EDWARD BRANSFIELD AND ANTARCTIC

The new Royal Research Ship is to be named after Edward Bransfield, Master RN, who is entitled to the honour of having been the first explorer to sight any portion of the Antarctic Continent. He was by birth an Irishman and had joined the Navy in 1803. A few notes explaining the circumstances of this discovery in 1820 may be of interest.

Just over 150 years ago an English sealer William Smith sighted new land southward of Cape Horn and reported this fact to Capt. Shirreff RN, the senior naval officer on the west coast of South America. Shirreff decided to charter Smith's brig the 'Williams' and have the new discovery examined by a competent surveyor. He selected Bransfield for this duty, who, along with four companion officers, sailed from Valparaiso on 19 December 1819. Smith remained in actual command of the ship (subject to Bransfield's directions) and also acted as pilot since he had made attempts to chart a considerable portion of his discovery, the South Shetlands.

The 'Williams', after an uneventful run southward, sighted Livingston Island on 16 January 1820, and coasted the northern side of the South Shetlands as far as King George Island. Several days were spent in the vicinity of 'George Bay', named after King George IV, where landings were made and the Union Jack hoisted.

Charting the south side of the South Shetlands was seriously hampered by almost continuous fog.

On January 29th Bransfield, in consequence of the weather, turned southward and was rewarded by falling in with the mainland of the long-sought Southern Continent. Land was undoubtedly seen in Latitude 64 degrees and named Trinity Land.

The 'Williams' then steered eastward following the coastline, sighting and charting Mount Bransfield on the mainland, D'Urville Island, Elephant Island, Clarence Island and the Seal Islands, where Smith describes the seals as being 'stowed in bulk'.

Towards the end of February Bransfield struck southward into the, as yet, unnamed Weddell Sea, being turned back by the pack after reaching 64 50 South. The name 'Bransfield Strait' is due to Weddell who paid him this compliment when drawing his own chart of the South Shetlands a few years later.

Foiled in his attempt to reach the Antarctic Circle, Bransfield returned to the vicinity of his original landfall in the South Shetlands after which he made sail for Valparaiso where the 'Williams' was paid off.

Bransfield published his work in the form of an Admiralty chart. He offered his services to finish off the exploration during the following season"being of the opinion that there is a great deal more to be done, and as to its utility to Great Britain my log will best explain".

For some reason he never did return south, and we are still 'finishing off' the exploration!

Topicus

And for those who aspire to continue the good work,

Know, if thou grudge not to prolong thy rest,
That on the summit whither thou art bound,
A geographic labourer pitched his tent,
With books supplied and instruments of art,
To measure heights and distances; lonely task,
Week after week pursued! - To him was given
Full many a glimpse (but sparingly bestowed
On timid man) of Nature's processes.

William Wordsworth

IN PRAISE OF FELLOW FIDS: PINCHED FROM JOSEPH ADDISON.

In all thy humours, whether grave or mellow,
Thou'rt such a touchy, testy, pleasant fellow;
Hast so much wit, and mirth, and spleen about thee,
There is no living with thee, nor without thee.

The Spectator. No. 68.

A THOUGHT.

See the happy moron,
He doesn't give a damn,
I wish I were a moron
My God! perhaps I am.

Eugenics Review, July 1929.

IN HOPE OF REDUCING THE SATURDAY QUEUES FOR WASHBOWLS.

They that wash on Monday
Have all week to dry;
They that wash on Tuesday
Are not so much awry;
They that wash on Wednesday
Are not so much to blame;
They that wash on Thursday
Wash for shame;
They that wash on Friday
Wash in need;
They that wash on Saturday,
Oh! they're sluts indeed.

Popular Romances of the West of England,
1865.

THE POLAR EXPLORER

A true story, only the names have been changed to protect the innocent.

Amongst the team of experts on the grey ship Fenola, as she made her way into the Weddell Sea, was a young man whose clean looks fitted that of his role as 'Pioneer Pete'. Shifting and easing her way through the pack, the seemingly flimsy vessel made headway from Cape Mc Norvegia down through the pack towards the Caird Coast. The icy bastions of Antarctica occasionally came into view; towers of ice in an endless wall, defying both man and machine.

This was the first vessel to enter those waters since the R.R.S. Bransfield made that fateful journey in 1973. Seventy years have now gone by with still very little known of the area. Pioneer Pete had spent years in research into this land at A.P.R.I. His only success was a chart of the vast glaciers in the region, made by China Clayton in 1969. Captain Farrow and Pete scrutinised the map, then ~~gt~~ gazed through the port light, scanning to the south and west for such landmarks listed as, 'Goodies Box Hill', 'Trim Bay', and of course the famous 'Empty Glenfiddich Bottle', which had been seen before 1956. In fact the well known Argentine explorer Dalbleisch made a sighting as early as 1954.

The Fenola was now at Lat. 75° 30''S, and sailing down a wide lead to the ~~xxxx~~ S.S.W. Pioneer Pete's eyes were glued to his powerful binoculars. Suddenly he hailed Captain Farrow; and there, rising on the horizon, was an enormous ice shelf with cliffs rising to a hundred ~~xx~~ feet, and there, just to the north was a huge glacier, ten miles across and with a disturbance level of nine. (9). The whole of the young team of men ~~xxx~~ were in high spirits that evening. Argument and conjecture developed in the ward ~~f~~ room as to whether this was the famous 'Empty Glenfiddich Bottle', or was it the MacDonald Ice Shelf, as shown on early Argentine charts. The question gnawed at Pioneer Pete all night as he lay in his cabin, listening to the creaking and lurching of the ship as she slowly approached the northern end of this vast spit of ice. The sponsors of Pioneer ~~E~~ Pete's expedition was the famous firm of table tennis ball manufacturers, Halex, after whom Pete named the constructed base. He also took the liberty of crediting the Argentine explorers by naming the great ice shelf that they now rested upon as the 'President Peron Ice Shelf'.

The young team of experts struggled during their first year at the new Halex Base. As the months progressed, they began to realise that they were the victims of political circumstances. Pioneer Pete spent the whole year in his office writing a book on sledging technique and the suitability of various materials and methods for sledging. He obviously had come down to Coats Land without reading anything of Amudsen, Shackleton, B.N.G.E., or taken any notice of the experience of an organisation called F.I.D.S., who had considerable polar travel knowledge in store. Pioneer Pete became even more disgruntled when he at last turned to literary advice, only to find himself going home to write an even bigger book; this illustrated, with photos of sastrugi, ~~xxxxxx~~ interspersed with.....ad infinitum.

A happy Mid?winter to all who have just read this.

~~60/76~~

~~60/76~~

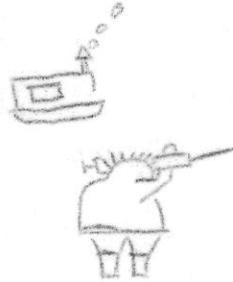
MEET R A P F I D D Y



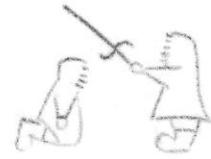
FIDSICISIST



FIDSIOLOGIST



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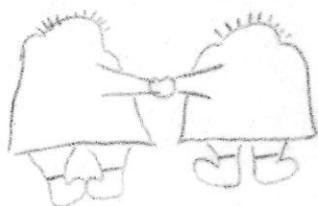
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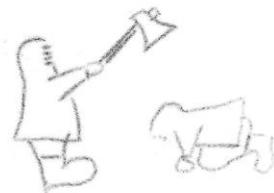
FIDELITY



FIDGET



PERFIDIOUS



HEAD SCRATCHER

The object of this puzzle is confusion, but if your'e brilliant like me, folks, you can try and identify each of the Fids from the following ditties.

There was a man who launched a can and then he ssaw it dropping.
It was picked up and launched again and so all hell was popping.

There was a man who had a pipe. It bended in the middle.
And if you listened to what he said, it was a load of drivel.

There was a young fellow from Brum to the cold Anturattic did come.
After braving the weather, he looked fresh as ever. Whatever
d'ya make of the bum?

A youth who came from Liverpool wasn't struck for ideas as a rule;
but if you read his mag. you'd think it a drag. Why am I typing You fool?

An old man I know in the force told jokes exceedingly coarse.
he seldom was known to drink beer on his own, but he ded so while
learing his morse.

A clever young chap we all know slept outside one night in the snow.
Thought it was nip, and gave us this tip. "Don't sleep out there in a blow.

A Fid with a brain, he fell down a drain because he was so blocky thin.
the splash that he made caused a huge tidal wave which was caused
by his camera, not 'im.

A cyclist from near London town once said to me with a worried frown,
y mag. survey shows we're floating away. Do you think we are going
to drown?"

There was a man who sucked out blood from pengies and from people.
And the gigantic syringe that he used looked just like our church steeple.

A scientist of great renown thought he'd leave his native town.
To Antarctica's waste he went. Don't you think his brain was bent?

"Join up. Join up" the man did cry, "to fight for England and to die"
But then I looked him in the eye. Do you think I'm a stupid guy?

A super young man from Salop to Antarctica did come with a Gallop.
He turned out so handsome and witty. An explorer born naturally....

(Guess who wrote this. But he Didn't type it)

HEAD SCRATCHER CONTD.

A PLUMBER ONCE WAS HEARD TO SAY
WORK ALWAYS SEEMS TO COME MY WAY
BUT I LIKE IT I'N PLEASD TO SAY. MIMMMM TUIT

THERE WAS A LITTLE MAN AND HE FLEW STRAIGHT IN OUR DOOR
HE PUT SHIT ON THE BENCH HE PUT SHIT ON THE FLO OR
HE PUT SHIT ON THE DRILL HE PUT SHIT IN OUR PAN
AND IF HE DOESN'T STOP WE'LL SHIT ON THAT MAN.

THERE WAS AGANTRY IN OUR TOWN, IN OUR TOWN
AND THERE A FELLER PULLED IT DOWN, PULLED IT DOWN
THEY BUILT A NEW ONE RIGHT AWAY
HE'LL TRY AGAIN ANOTHER DAY.

A SERGEANT I KNEW IN THE RAF
WENT EVERY WEEK FOR A BAFF* *PRONOUNCED BATH
AND ONCE HE HAD GONE TO PUT THE SOAP ON
HE THOUGHT IT WAS TERRIBLY BON.

IN THE LAND OF MINUS FIFTY
NEATH THE SIGN OF DAN MAGREE
THERE LIVED A WELL KNOWN FID
AND I BET YOU KNOW HIM TOO HARD LUCK

I ONCE KNEW A RATHER STRANGE BLOKE
WHO PLAYED WITH HIS BEARD AS HE SPOKE
WHEN ASKED WHY HE DID SO
HE REPLIED 'N I DON'T KNOW'
'BUT I QUITE ENJOY HAVING A STROKE'

TECHNICAL JARGON IS THE THING
TO MAKE YOUR CONVERSATION ZING
BUT PLEASE TAKE CARE WHERE ERE YOU SPOUT IT
FOR KNOWING CHAPS ARE SURE TO DOUBT IT

A MODEL SHIP THAT'S WHAT I'LL MAKE
AND LOVING CARE O'ER IT I'LL TAKE
HUSN'T RUSH THAT WOULD BE WRONG
BUT ISN'T TWO YEARS A LITTLE LONG ?

More head scratchers.

I love to care for animals.
Of sheep & Cows & Pigs & Bulls.
At cutting Seal up I am best.
I've even got blood on my vest.
(CHO)

Toplow & now etc.

An actor I did want to be
Until I sailed across the sea
To teach in India's sunny clime
Because these coons are kin of mine.

Where have all the Penguins gone long time passing.
" " " " " " " " ago.
" " " " " " he's missed the heads off every one.
Where did he learn to film, where did he learn to film.

Rub a dub dub, a man with a tub,
He was Butcher & Baker & dirty pan maker.

I knew a man who collected things.
Like Valves & Bolts & bits of string.
Lumps of wood & metal blocks.
You try to lift his goodies box.

We like to get drunk that's not new.
But tell us why it's always you.

WENLOCK.

NYON.....SUISSE

NO ATTEMPT TO EXPLAIN, NO PROPER INTRODUCTION, NO TOPOGRAPHICAL DESCRIPTIVE MOOD SETTING, JUST THE WAY I REMEMBER NOW, AS IT WAS THEN, FOR AFTER ALL NOW IS THE TIME FOR REMEMBERANCES.

THE ROOM CLEAN, QUIET, HYGENIC, SIMPLE PLAIN BED, WALLS WINDOW, SO PALE, SO INSIPID. UP IN THE MORNING, SHOWER, COLD HARD TILES, COLD, HARD, WATER REFRESHING. OUT INTO CRISP MORNING SUN, RENDERED SOFT BY COOL BREEZED TREES, OVER GREEN SPONGE GRASS TO LAKESIDE, PEOPLE SUN JETTY WATER SKIING BOATS, AND LAZY SUMMER. OILY WET WARM WATER, WEEDS GROPING FINGERS UP, SWIMMING ROUND AND OUT HIGH AND DRY. TAPE RECORDER PLAYS MEMORY MUSIC OF HOME PLACES TIMES AND FRIENDS. LIE BACK WASHED BY SUNNY MUSIC, NOSTALGIC, SUN SOFT NOW WARM.

SAIL FLAPPED BOATS DRIFT SLOW SO SLOW OVER SLEEPY MIRRORRED GLEAM OF LAKE. GIRLISH GIGGLING, EXHUBERANCE AND FRAGRENCE OF YOUTH. YOUNG SPRIGHTLY FAMILY, ARISTOCRATIC HOTELIER AND HIS, DESCEND ON LAKESIDE WITH A MILITARY BRISKNESS AND PRECISE, YET INFORMAL, ONLY SEEMS POSSIBLE WITH THE SWISS, LIKE THEIR CHEESES, HARD BUT LOTS OF HOLES IN THEM.

SUDDENLY DAY DREAM OF IMAGINATIVE RICH, IDLE, RELAXATION BROKEN, AND CONSCIOUSNESS OF WORKING FOR THESE WEALTHY AND WISE PEOPLE RETURN. A POSSIBLE PRIDE IN DAYDREAM, AND YET MEMORY QUICKLY FADES. MONSIEUR ET MADAME LOUIS DE TSCHARNER ET FAMILLE, ONE GIRL, ONE BOY, ONE SNOB LADY, AND ONE YOUNG SNOB MAN, OH YES, AND ONE DELIGHTFUL COCKER SPANIEL SANS HOUSE TRAINING REFINEMENTS. ALL SAIL OR SKI, ME? WELL I TOO ON OCCASIONS, GREAT FUN, BUT THEN VERY SERIOUSLY. DISCUSS MUSIC POPULAR AND CLASSIC WITH YOUNGER DAUGHTER OUT OF MY DEPTH HERE THOUGH SO LEND AND BORROW RECORDS BORROW MOPED. FIND OUT HOW MACHINE WORKS, POLITE AU VOIRS ALL ROUND, TIPTOE AWAY, REV UP AND OFF.

UP TWISTY NARROW WINDY TARMAC SMELL ROAD, OVERGROWN, WILD STRAWBERRIES, BUTTERCUPS COWSLIPS DAISY BANKS, CORNERS ON THE ROAD TO THE MENTAL HOSPITAL. SMALL VILLAGE, HANZEL AND GRETEL TYPE CAFE OR HOTEL. GREAT POCKMARKED PUDGY FACED LOCALS TALKING VOLUBLY. SILENCE, ETRANGER, ETRANGER, WHISPERS, BUT NO CONTEMPT FELT OR FEAR OF BEING AN OUTSIDER FELT, ALTHOUGH BEING ONE DIFFICULT TO GIVE AN IMPARTIAL JUDGEMENT. NEVER MIND ONCE OUT OF THE WORLD IS MY OYSTER ON A MOPED, WITHIN A RADIUS OF THIRTY KILOMETERS THAT IS. AN

APERITIF, A GALLOISE, RED THE CONTINENTAL TELEGRAPH, THURSDAY
THE ONLY DAY WITH FREE COLOUR PICTURES. AN APRES APERITIF,
AND GONE, OUT DIM DARK WOODEN SMOKE FILLED CAFE. DOWN STEEP SIDE
TWISTY HILL, AND QUICKLY ONTO LIGHT FILLED MAIN ROAD INTO NYON.
FUNNY TO BE RIDING RIGHTLY ON WRONG SIDE OF ROAD.

BACK ALONG TARNAC WRONG SIDE OF ROAD DON'T RELLY KNOW,
WHOOPS WRONG SIDE NEVER MIND. HOPED BACK MNNER OWNER HOTEL,
WALK TO MY ROOM, A PINE SCENTED NIGHT SMELL PERVADES, LOOK UP
AND ACROSS LAKE WAY PAST THE DIM FOOTHILLS TO MKXXX WHITE
TOWERED NOW ROSE TIPPED GLOWING MONT BLANC

ITS ALL IN THE GAME.

ITS BEEN ONE HELL OF A WEEK. WHAT A LIFE. IT ALL STARTED WITH 'THAT' TELEPHONE CALL DISTURBING MY QUIET SUNDAY AFTERNOON SIESTA PRIOR TO MEETING MY EVENING DATE. 'GRAB YOUR BAG YOUR OFF TO NAPLES IN TWO HOURS TIME.' WHAT, WHERE, HOW, WHY,..... NO ANSWER, JUST THE GENTLE BIRRING SOUND OF THE TELEPHONE IN MY EAR. NOT AT ALL BON. JUST MY LUCK, ESPECIALLY AS I WAS LOOKING FORWARD TO MY DATE WITH THAT SWEDISH FEMALE THIS EVENING. AH WELL, THERE'S ALWAYS GAY NAPOLI AS A SUBSTIUTE.

SIX HOURS THIRTY MINUTES LATER, ONCE MORE BACK IN MY BUNKROOM HAVING SHOWERED AND CHANGED, WITH NOTHING TO SHOW FOR THE TRIP TO NAPLES BUT ANOTHER FIVE HOURS FLYING TIME IN MY LOGBOOK, A PACK OF HALF EMPTY ITALIAN CIGARETTES, THE STAMP IN MY PASSPORT AND ONE MORE BROKEN DATE NOTCHED UP. EVEN THE WEATHER WAS LOUSY. AH WELL, THERE'S ALWAYS TOMORROW. TOMORROW, AH YES..... OFF TO CYPRUS FOR FIVE DAYS. CYPRUS AT THIS TIME OF YEAR, DAYTIME WITH IT'S HOT AZURE SKY, IT'S WARM LUXURIOUS SANDY BEACHES CROWDED WITH BIKINI CLAD FRENCH, SWEDISH, GERMAN AND ENGLISH HOLIDAY MAKERS AND IN THE EVENING, THE SCENT OF HONEYSUCKLE HANGING HEAVILY IN THE EVENING AIR COMBINING WITH THE SCENT OF CHANNEL NR. 5. WINE FESTIVAL TIME AS WELL, WHAT MORE COULD A PERSON ASK AS AN APERITIF TO THE WEEK. SOUNDS PROMISING.....

THOUGHTS OF FANATASY AGAIN, FOR THE WEEK PROVED TO BE NO MORE REWARDING THAN THE NAPLES TRIP. FROM THE TIME OF LEAVING MALTA TO THE FINAL DEPARTURE FROM CYPRUS LATE FRIDAY EVENING WE WERE EITHER FLYING, SLEEPING, OR ON STANDEY WITH NOT EVEN TIME TO VISIT THE FRUIT FARM. THIS TIME, FIFTY HOURS IN MY LOGBOOK AND TWICE THAT IN SHILLINGS OUT OF MY POCKET HAVING SPENT TOO MUCH TIME ON STANDEY IN THE BAR. THE ONLY CONSOLATION BEING THE TEN LITRES OF BRANDY TUCKED DOWN THE BACK OF THE AIRCRAFT, BUT THEN I WAS BARGAINING WITHOUT THE MALTESE CUSTOMS BEFORE WE LANDED.

THANK GOODNESS THE WEEK HAS COME TO IT'S END AT LAST AND NOTHING ELSE IS PLANNED UNTIL MONDAY. TWO DAYS OF SUN, SAND, WINE WOMEN AND PARTIES. PARADISE....

IT'S ALL GOING FAR TOO WELL TO LAST. MET THAT CHARMING BLONDE MINISCULE FEMALE THIS MORNING, HAVING INITIALLY PRACTICALLY RUN

HER OVER. MY FAULT REALLY, I SUPPOSE I SHOULD REALLY HAVE KEPT MY EYES ON THE ROAD, BUT WITH ALL THOSE SUNBRONZED, MINI-SKIRTED, ANGELIC NYMPHS IN SO SMALL AN AREA, AND ALL TOGETHER, IT'S NOT GOOD FOR A FELLOWS CONSTITUTION. VERY CHARMING TOO, AFTER THE INITIAL SHOCK AND INDIGNATION OF NEARLY HAVING TO SPEND THE REMAINDER OF HER HOLIDAY IN HOSPITAL, BUT SHE RAPIDLY COOLED DOWN OVER A COOL DRINK WHICH LATER PROVED A WORTHWHILE INVESTMENT. SPLENDID PAIR OF LEGS, A PETITE BUT FIRM FIGURE, FROM WHAT I COULD GATHER FINISHED OFF WITH A PERT, SLIGHTLY TURNED UP, NOSE AND LAUGHTER LINES AROUND HER EYES. HMMMM, SHOULD PROVE AN INTERESTING EVENING. PLAN OF CAMPAIGN,...PICK HER UP FROM HER HOTEL, CALL IN AT THE MESS FOR A COUPLE OF QUICKIES, SEE WHAT THE REMAINDER OF THE GANG ARE UP TO, THEN PUSH OFF TO THE WHISPER CLUB FOR DINNER, A QUICK ROUND OF THE NIGHT CLUBS THEN ON TO THE CASINO FOR AN HOUR, MAYBE A MIDNIGHT SWIM AT PARADISE BAY THEN FINALLY FINISHING UP AT THE HILTON FOR BREAKFAST. SOUNDS EXCELLENT.... GOOD LORD IS THAT THE TIME, MUST BE GOING OTHERWISE I SHALL BE LATE.

ALL TO PLAN ARRIVING AT THE MESS TO FIND THE PLACE IN FULL SWING, WITH THE MODERNAIRES REALLY LETTING THEMSELVES GO, THE FLOOR OSCILLATING DUE TO THE NUMBER OF PEOPLE DANCING WITH CIGARETTE SMOKE AND LAUGHTER ADDING A CLOAK OF WARMTH TO THE CAREFREE ATMOSPHERE. SOMEWHAT BEHIND SCHEDULE, MY DATE NOT WANTING TO DEPART IMMEDIATELY, BOTH FULLY ENJOYING OURSELVES, THE BUZZ OF CONVERSATION WAS SUDDENLY LULLED AS THE INTERCOM SYSTEM BROKE THROUGH THE ATMOSPHERE. 'DINGHY, DINGHY, DINGHY, THE SEARCH AND RESCUE CREW TO IMMEDIATE READINESS. DINGHY, DINGHY, DINGHY.'

NO TIME FOR ADIEUS, DURING THE MOMENTARY SILENCE BEFORE THE CHATTER BROKE OUT AGAIN, A HASTY EXPLANATION WITH MONEY FOR A TAXI BACK TO HER HOTEL, AND AWAY OUT OF THE MESS TO OPERATIONS AND THE SQUADRON. CHAOS IN THE CAR PARK, AS SOME OF THE CREW FIND THEIR CARS INACCESSABLE AND, JUST AS I START TO PULL AWAY MY CAR DOORS ARE THROWN WIDE AND IN SCRAMBLE TWO MORE BODIES HURLING THEMSELVES IN AS I ACCELERATE TO FOLLOW THE RAPIDLY DISAPPEARING TAIL-LIGHTS OF THE OTHER TWO CARS WHICH HAVE MANAGED TO GET AWAY. DROPPING THEM AT THE SQUADRON I CARRY ON TO OPERATIONS TO COLLECT THE SIGNALS BRIEF AND WHERE I UNDERSTAND THE CAPTAIN AND NAVIGATOR ARE ALREADY COLLECTING THE SORTIE AND MET. BRIEF.

ARRIVING AT THE AIRCRAFT, I DISCOVER THE CO-PILOT, ENGINEER, AND THE REMAINDER OF THE CREW HAVE ALREADY GONE THROUGH THE PRE-FLIGHT CHECKS, AND, LEAVING MY CAR IN THE HANDS OF THE GROUND CREW I HASTILY CLAMBER ABOARD, AS THE STUTTER OF AN ENGINE STARTING BREAKS THE AIR. WITHIN FIVE MINUTES, ALL CHECKS ARE COMPLETED, ALL ENGINES RUNNING AND WE ARE ALL SET TO TAXI AS THE CAPTAIN AND NAVIGATOR FINALLY SCRAMBLE ABOARD. ON TAXI THE CAPTAIN BRIEFS THE REMAINDER OF THE CREW ON THE SITUATION, IT BEING THAT A STEADY SARBE (SEARCH AND RESCUE BEACON EQUIPMENT) SIGNAL IS BEING PICKED UP BY THE CONTROL TOWER, SO ALL EQUIPMENT IS PREPARED FOR INSTANTANEOUS USE ON TAKE-OFF.

SIMULTANEOUSLY AS THE ROAR OF THE FOUR GRIFFON AND TWO VIPER ENGINES REACH THEIR ZENITH COMES THE CO-PILOTS WARNING OF 'ROLLING, NOW, NOW, NOW', AND AS THE GREAT AIRCRAFT STARTS ITS LUMBERING ROLL FORWARD SO THE SARBE SIGNALS ARE QUITE CLEARLY HEARD BREAKING THROUGH THE PILOTS INTERCOM VISUAL INDICATIONS BEING SLIGHTLY TO STARBOARD OF TRACK.

'30 KNOTS, 40 KNOTS, 50, 60, 70', COMES THE CAPTAIN'S VOICE QUIETLY OVER THE INTERCOM AS HE MONITORS THE TAKE-OFF. '80, 85, 90, 95.....ABORT, ABORT', IN THE SAME BREATH, BUT IN THE SAME QUIETLY CONTROLLED EVEN TONE. ALL POWER IS PULLED OFF THE ENGINES, AND AFTER ROLLING FORWARD FOR ANOTHER TWO OR THREE HUNDRED FEET THE BRAKES ARE SLOWLY APPLIED AND THE AIRCRAFT COMES TO A HALT TWENTY YARDS OR SO FROM THE END OF THE RUNWAY. SILENCE, APART FROM THE BREATHING OF THE CO-PILOT, THE ACKNOWLEDGING GRUNT OF THE CAPTAIN AS HE REACHES FOR THE RADIO CONTROLS AND THE STEADY NOTE OF THE SARBE SIGNAL STILL BREAKING THROUGH THE INTERCOM.

'TOWER FROM PLAYMATE ONE ONE, REQUEST PERMISSION TO BACKTRACK AND TO SPEAK TO THE S.A. CONTROLLER', 'GRANTED AND STANDBY', THE REPLY FROM THE GREEN MARTIAN LOOKING BUILDING, OVERLOOKING THE RUNWAY. AS THE AIRCRAFT STARTS ITS RETURN UP THE RUNWAY, THE CAPTAIN QUIETLY ASKS THE REMAINDER OF THE CREW TO MONITOR THE TRANSMISSIONS OF THE SARBE SIGNAL EITHER BY EAR OR VISUALLY AND LET HIM KNOW WHEN THEY REACH A PEAK AND THEN START TO FALL OFF AGAIN. HALFWAY UP THE RUNWAY A GENERAL ACKNOWLEDGEMENT LETS HIM KNOW HIS SUSPICIONS WERE WELL FOUNDED AND CORRECT AS JUST THEN THE S.A.

CONTROLLERS VOICE COMES OVER THE RADIO ASKING WHAT IS WRONG. 'NOTHING WRONG, REQUEST PERMISSION TO RETURN TO DISPERSAL AND CLOSE DOWN MISSION ACCOMPLISHED', IS THE REPLY SOMEWHAT DRILY FROM OUR AIRCRAFT. SOME-WHAT BEWILDERED THE CONTROLLERS VOICE COMES BACK REQUESTING FURTHER INFORMATION FOLLOWED BY THE VERY CAREFULLY CONTROLLED VOICE OF THE CAPTAIN AS HE STATES 'SURVIVOR LOCATED IN THAT VISITING AIRCRAFT, PARKED ON THE PAN, SUGGEST A LANDROVER IS OF MORE USE THAN A DINGHY FOR RESCUE'.

PREGNANT PAUSE THEN OVER THE AIR FROM THE TOWER COME THE WORDS 'PERMISSION GRANTED, OUT'.

BY THE TIME WE HAVE RETURNED TO DISPERSAL, CLOSED OUR ENGINES AND ARE PREPARING TO DEPART OUR VARIOUS WAYS, THERE APPEARS A VERY SHEEPISHLY LOOKING YOUNG NAVIGATOR, APPARANTLY FROM THE VISITING AIRCRAFT, STUMELING OVER WORDS OF APOLOGY AND THE TWO CRATES OF BEER HE IS CARRYING, BURBLING ABOUT HAVING ACCIDENTLY KNOCKED HIS EMERGENCY BEACON ON IN HIS HASTE TO DEPART FROM HIS AIRCRAFT AND GET DOWN TO VALETTA BEFORE THE SHOPS CLOSED.

HIS EMBARRASSMENT WAS EQUALLY AS GREAT AS OUR RELIEF AT THE TIME IT WAS CONFIRMED THERE WAS NO-ONE IN TROUBLE AND WE WERE THEN FREE TO CARRY ON WITH OUR SATURDAY EVENING. THE REMAINDER OF THE BEERS WERE LEFT FOR THE GROUNDCREWS CONSUMPTION, BUT INFINITELY GREATER WAS MY RELIEF WHEN ON RETURNING TO THE MESS, I FOUND MY DATE, THOUGH HAVING BEEN ROYALLY ENTERTAINED DURING MY ABSENCE, WELCOME ME WARMLY OBVIOUSLY VERY PLEASED TO SEE MY RETURN IN SO SHORT A SPACE OF TIME.

THE MIDNIGHT SWIM FOLLOWED BY BREAKFAST AS DAWN WAS BREAKING OVER THE MEDITERRANEAN WAS AN EXCELLENT TONIC AND REWARD FOR WHAT HAD BEEN, AND PROMISED TO BE... 'ONE HELL OF A WEEK'.

A DOUBLE-DIAMOND WORKS WONDERS.....

THE GASH BIRD

ALTHOUGH AN UNPLEASANT WORD AT THIS TIME OF YEAR A FEW USEFUL POINTERS MAY BE GLEANED FROM THIS ARTICLE FOR USE ON FUTURE GASH DAYS.
SO READ ON.....

APPROACH TO GASH DAY CAN BE LOOSELY CLASSIFIED INTO THREE TYPES: THE EARLY BIRD, THE LATE BIRD AND THE CONSCIENTIOUS BIRD. WHICHEVER BIRD YOU ARE, A FEW TIPS ON GASH AVOIDANCE WILL NOT GO AMISS AND THEN YOU WILL BE ABLE TO GIVE THE IMPRESSION THAT YOU HAVE DONE SOMETHING THAT YOU HAVE NOT.

THE EARLY BIRD: IS HE WHO GETS UP EARLY AND WHILST COMPLAINING TO THE MIGHTY NIGHT MET ABOUT HIS LAZY LIE IN BED GASH PARTNER, LIGHTLY SWISHES THE MOP AROUND THE DINING ROOM FLOOR (TO GIVE THE IMPRESSION OF AUTHENTIC LOOKING DAMP PATCHES) AND WANDERS OFF ALLEGEDLY TO DO THE BOG AND THE DORMS (REALLY HE GOES BACK TO BED FOR HALF AN HOUR). THE NIGHTMET IS JUST CASUALLY ASKED IF HE WOULDN'T MIND LAYING OUT A FEW BREAKFAST THINGS. HAVING MADE SURE THAT HIS GASH PARTNER DOESN'T GET A MORNING CALL AND CONSEQUENTLY DOES NOT APPEAR UNTILL WELL INTO THE MORNING, HE POINTS OUT, WHEN HIS MAN DOES GET UP, THAT HE HAS DONE ALL THE WORK SO FAR (THIS MAKES THE CHAP FEEL GUILTY) AND IT IS ONLY FAIR THAT HE SHOULD GO FOR A QUICK GONK WHILE THE OTHER CHAP CARRIES ON. TO KEEP THE GUILT COMPLEX GOING IT IS NECESSARY HE SHOULD TELL ALL AND SUNDRY IN AS LOUD A VOICE AS POSSIBLE HOW EARLY HE HAD TO GET UP AND HOW MUCH WORK YOU HAD TO DO TO COVER FOR YOUR MAN. THE ONLY OTHER POINTS TO WATCH FOR WITH THIS SYSTEM ARE THAT YOU DO IN FACT GET UP EARLY ENOUGH, THAT YOU HAVE A CHAP ON WITH YOU WHO DOES NOT SHOUT BACK, AND THAT YOU KEEP THE DORMS VERY QUIET, OTHERWISE YOU WILL END UP WITH HALF THE BASE UP FOR BREAKFAST AND WORSE STILL YOUR MAN MAY GET UP AND RUIN THE WHOLE PLAN.

THE LATE BIRD: IS HE WHO PERSUADES HIS GASH PARTNER TO GET UP AND DO BREAKFAST WHILST HE SAYS HE WILL DO THE FLOOR WASHES AND TIDYING ETC BEFORE HE GOES TO BED. BEFORE GOING TO BED HE MUMBLES AN INDISTINGUISHABLE TIME FOR A CALL AND IS THEN ABLE TO LIE IN BED ALMOST TILL LUNCHTIME. ONE DOES HOWEVER HAVE TO BE SEEN AROUND IN THE WEB SMALL HOURS, BUT WITH A CASE OR TWO OF ALE TO HELP WHILE AWAY THE TIME THIS IS NO PROBLEM. ~~HAVING HAD~~

OF USE IN CARRYING ON THE ILLUSION WITH THIS SYSTEM IS TO REMARK HOW DIRTY ALL THE NIGHT NIGHT BRIGADE HAVE MADE THE FLOOR SINCE YOU DID IT LAST NIGHT.

THE CONSCIENTIOUS BIRD: IS HE WHO DOES ALL THE JOBS AND DOES THEM THOROUGHLY. SINCE THIS TYPE REQUIRES 'HARD WORK' (SORRY MORE UNPLEASANT WORDS). THIS BRANCH OF THE SPECIES IS NON-EXISTANT AT HALLEY BAY SO THIS PARAGRAPH ENDS HERE.

SOLITARY BIRD: I.E. SINGLE HANDED GASH. THIS IS TO BE AVOIDED IF POSSIBLE BUT SOMETIMES IT IS INEVITABLE. SO ARRANGE A TRIP SOMEWHERE THEN NOBODY WILL NEED FEEDING, HENCE NO WASHING UP. IF NOBODY IS ON BASE WHO WILL KNOW IF YOU WASHED THE FLOOR OR NOT? IN FACT AN IDEAL DAY FOR SUNBATHING.

..... A FEW DO'S AND DONT'S AVOID GASH AFTER PARTY NIGHTS. TO FACE THE LOUNGE IN ITS USUAL POST PARTY NIGHT CONDITION IS ALMOST UNBEARABLE. STILL WITH PROPER ORGANISATION FROM THE B.L. THIS SHOULD COME ROUND ONCE A YEAR, AND ITS A POOR FID FID WHO CAN'T ARRANGE TO BE ILL FOR JUST ONE DAY.

AVOID GASH ON SATURDAYS: ALTHOUGH THERE'S NOT SO MUCH TO DO THE SCOPE FOR GASH AVOIDANCE IS REDUCED AND THEREFORE REMOVES A GOOD PROPORTION OF THE SPORT. PERHAPS MORE IMPORTANT IS THAT YOU LOSE A GOOD HOURS DRINKING TIME ON THE PISS HEADS HAVING TO WAIT FOR THE DINNER DAWDLERS BEFORE YOU CAN CLEAR AWAY. AVOID GASH ON SUNDAYS ESPECIALLY IN SUMMER AS THIS IS AN EXCELLENT 'JOLLY' DAY. IN WINTER IT'S NOT SO BAD; JUST DEPENDS HOW ONE SPENDS SATURDAY NIGHT. AVOID GASH WHEN SHAG'S ON COOK; NO COMMENT. AVOID GASH WHEN THE B.L.'S TOO KEEN AND EXPECTS YOU TO WORK.

..... HELPFUL POINTERS TO GET OVER THE BARE MINIMUM THAT HAS TO BE DONE: HAVE MENUS PLANNED SO THE COOK PRODUCES ONE POT SCADGES. FIND AS MUCH AS POSSIBLE AFTER THE MEAL THAT CAN BE SAVED UNTIL TOMORROW. 'SOMEBODY MIGHT LIKE COLD LATER ON' CAN BE TAKEN OVER TO THE DOGS. ITS SURPRISING HOW MANY POTS ARE LEFT FOR NEXT DAY'S GASH.

GET THE COOK TO SERVE PEOPLE AS SOON AS THEY GET INTO THE DINING ROOM EVEN IF ITS HALF AN HOUR BEFORE TIME. GET PEOPLE TO HELP THEMSELVES. DON'T MAKE THE TEA OR COFFEE UNTIL LATE THEN REMOVE IT EARLY. ITS AMAZING HOW LONG PEOPLE WILL SIT AND NATIER IF THERE'S A CUP OF TEA OR COFFEE IN FRONT OF THEM. PROMPT REMOVAL

OF DIRTY DISHES AND FREQUENT WIPES OF THE TABLE WILL GIVE PEOPLE
THE IMPRESSION THAT THEY ARE IN THE WAY. IF POSSIBLE DO IT
UNOBSERVED MOVE THE CLOCK ON TEN OR FIFTEEN MINUTES AND THEN
POINT OUT HOW LATE IT IS GETTING. USE VERY HOT WATER FOR THE
WASHING UP AND THEN THE CROCKERY WILL DRY ITSELF, ALWAYS A GREAT
HELP AND WHAT IF THERE ARE A FEW STREAKS WHEN IT'S DONE

.....

.....

WELL THAT'S IT FOLKS, HAPPY CASH DAYS, SEE YOU NEXT TIME I'M
ON.

MELROF

A ROUTINE TRIP.

'BALLYKELLY TOWER THIS IS BRAVO ALFA JULIET FIVE ONE, REQUEST TAXI FOR RUNWAY ZERO SIX WITH TEN SOULS ON BOARD'.

WITH THE GOAHEAD FROM THE CONTROL TOWER ACCOMPANIED BY CURRENT WEATHER INFORMATION A FINAL WARNING TO THE REMAINDER OF THE CREW, THE PILOT OF OUR SHACKLETON OPENED UP HIS ENGINES, AND, WITH A FINAL WAVE TO THE GROUND CREW THE AIRCRAFT SLOWLY MADE ITS WAY TO THE TAKE-OFF POINT TEN MINUTES LATER, WITH FULL GROUND CHECKS OF ENGINES, FLAPS, CONTROLS, INSTRUMENTS AND ALL OTHER EQUIPMENT HAVING BEEN SATISFACTORILY CHECKED OUT, WE WERE CLAWING OUR WAY UP INTO THE BLACK OVERCAST SKY HEADING TOWARDS INNISHOWEN, A SANDY SPIT OF LAND JUTTING OUT INTO THE RIVER FOYLE ESTUARY, BEFORE SETTING COURSE FOR THE START OF OUR PATROL WHICH WOULD CARRY US WELL WITHIN THE ARCTIC CIRCLE.

IT WAS 0435 AM AND THE START OF YET ANOTHER MARITIME SURVEILLANCE SORTIE ONE OF THE LONG RANGE PATROLS WITH WHICH R.A.F. COASTAL COMMAND KEEP REGULAR WATCH ON THE NORTHERN APPROACHES TO THE ATLANTIC. OF ALL THE JOBS DONE AROUND BRITAIN'S SHORES BY THE R.A.F. THIS ONE IS THE LEAST PUBLICISED THE SHACKLETON'S SEARCH AND RESCUE ROLE BEING MUCH BETTER KNOWN AS IS THAT OF LIGHTNING FIGHTER AIRCRAFT INTERCEPTING RUSSIAN BOMBERS OVER THE EAST COAST OF ENGLAND TOGETHER WITH THAT OF AIR SUPPORT COMMAND WHO ARE RESPONSIBLE FOR FERRYING SERVICEMEN AND THEIR FAMILIES TOGETHER WITH FREIGHT ALL OVER THE WORLD, SIMILARLY OPERATING AS A CIVILIAN AIRLINE. YET THESE LONG RANGE PATROLS ARE OF JUST AS GREAT IMPORTANCE, FOR WITH THE HELP OF OUR NATO ALLIES, FLYING FROM BASES IN NORWAY, ICELAND, CANADA AND THE STATES, AN EARLY WARNING SYSTEM MAINTAINS A CONTINUAL CHECK ON ALL SHIPPING COMING DOWN FROM THE NORTH.

WE HAD BEEN CALLED AT 0200, HAD HAD BREAKFAST AND WERE ALL ASSEMBLED IN THE BRIEFING ROOM BY 0245. A MIXED BUNCH OF PEOPLE, AGES RANGING FROM 23 TO 35, SOME MARRIED WITH FAMILIES, THE OTHERS BACHELORS, YET EACH OF US A SPECIALIST IN OUR OWN FIELD, EACH ABLE TO DO SOMEONE ELSE'S JOB IN THE EVENT OF AN EMERGENCY AND EACH COMBINING TO MAKE AN EFFICIENT TEAM, THE MET. MAN GREETED US WITH

A BENEVOLENT, HALF WHIMSICAL SMILE, 'GOODMORNING GENTLEMEN, WELL, AHEN, PERHAPS IT'S NOT SO GOOD AFTER ALL AS IT LOOKS PRETTY HAIRY THIS MORNING'. SURROUNDED BY A FEW DIRTY COFFEE CUPS , AND WITH A SHRUG OF SOMEWHAT RELUCTANCE HE CONTINUED, 'THERES A COLD FRONT COMING IN FROM ICELAND, GALE FORCE WINDS, TURBULENCE, SNOW , HAIL, SLEET, RAIN AND LOW CLOUD ARE ALL EXPECTED IN YOUR AREA DURING THE TIME YOU ARE ON PATROL'. AT 0300THE MAIN BRIEFING, OUR AREA WAS 100,000 SQ MILE BLOCK OF OCEAN CARRYING US NORTH OF THE ARCTIC CIRCLE. OUR INSTRUCTIONS WERE TO INVESTIGATE EVERYTHING WE SAW AND PHOTOGRAPH ANYTHING INTERESTING.

TAKE-OFF HAD BEEN SCHEDULED FOR 0445 BUT AWAY EARLY, WE FLEW FOR THE FIRST THREE AND AHALF HOURS IN DARKNESS WITH NOTHING VISIBLE OUTSIDE THE AIRCRAFT EXCEPT THE NAVIGATION LIGHTS WINKING ALTERNATELY AND THE FOUR EXHAUST MANIFOLDS GLOWING RED-HOT IN THE DARKNESS THEN ALMOST IMPERCEPTABLY THE SKY BEGAN TO LIGHTEN IN THE EAST AND THE WHITE HORSES WERE VISIBLE PLUNGING WILDLY 1,000 FEET BELOW APART FROM ONE PILOT, A NAVIGATOR , THE ENGINEER AND THE RADIO OPERATOR THE REMAINDER OF THE CREW WERE EITHER CHECKING AND PREPARING THE MASS OF ELECTRONIC EQUIPMENT USED FOR THE HUNTING OF SURFACE SHIPS AND SUBMARINES OR NOW QUIETLY CAT-NAPPING WE CAME 'ON TASK'

SHORTLY BEFORE CROSSING THE ARCTIC CIRCLE AND AS WE FLEW STILL FURTHER NORTH, DAYBREAK SEEMED TO BE EVEN FURTHER ARRESSTED, EVEN AT MID DAY WITH A MURKY HUE HOVERING ABOVE THE LEADEN SEA. THE WEATHER WOULD HAVE MADE THE MET. MANS HEART SING OUT AS THE WIND ROSE TO OVER 70 KTS AND THE SEA CARRIED A REGULAR 40 FOOT SWELL, WITH INTERMITTANT ROLLERS WELL OVER 60 FOOT.

SURELY NOONE COULD BE AT SEA IN THIS WEATHER WAS THE GENERAL FEELING, AND SO IT PROVED FOR HOUR AFTER HOUR WE SAW NOTHING APART FROM THE MONOTONOUS UNDULATION OF LEADEN SEA BROKEN BY FEROCIOUS WHITE CAPS AT INFREQUENT INTERVALS. SUDDENLY FROM THE RADAR TENT THE SILENCE WAS BROKEN, 'CAPTAIN FROM RADAR, CONTACT BEARING 076 RANGE 34 MILES, AND, INSTANTANEOUSLY WITH THE CAPTAINS REPLY OF 'ROGER TURNING ON' ALL WERE INSTANTLY AWAKE PREPARED FOR WHATEVER THE CONTACT MAY TURN OUT TO BE. 'STEADY, STEADY, CONTACT NOW ON TRACK AND VERY INTERMITTANT', CAME THE NOW REGULARISED VOICE FROM THE RADAR TENT '28 MILES'. 'CREW FROM CAPTAIN, PREPARE FOR ACTION

STATIONS'. ALL POSITIONS REPORTED IN AS THE RANGE CONTINUED TO CLOSE WHEN ALL EQUIPMENT WAS SET UP IN READINESS. IN THE EVENT THAT THE CONTACT SHOULD TURN OUT TO BE A SUBMARINE, EACH OF THE CREW INTERGRATING AND ENDEAVOURING TO MAKE THE HOURS OF TRAINING PAY OFF SHOULD THE OCCASION ARISE

'CONTACT DISSAPPEARED, LAST KNOWN FIX 074 DEGREES 13 MILES'. 'ROGER', WAS THE REPLY THE ONLY SOUND NOW BEING THE ROAR OF THE FOUR ENGINES AS THE RPM AND BOOST WAS INCREASED, THE AIRCRAFT NOW BEGINNING TO LOSE HEIGHT, AND THE SMOOTH ROLLERS NOW BECOMING MOUNTAINS OF DESTRUCTION SHOULD THE HEIGHT BE MISJUDGED THE AIRCRAFT PASSED THROUGH 500 FEET STILL DESCENDING, THE PILOT MONITORING SPEED AND HEIGHT CONTINUOUSLY. 'CONTACT RE-APPEARED, STILL VERY INTERMITTANT, ON TRACK FIVE MILES'. 'ACTION STATIONS, ACTION STATIONS,' CAME THE CAPTAINS VOICE BREAKING IN, THEN FROM THE NOSE OF THE AIRCRAFT CAME A STACCATTO RAPID ACKNOWLEDGEMENT FROM EVERY CREWMEMBER IN ORDER OF POSITION DOWN TO THE TAIL. AS WE RAN IN AT 100 FEET WITH BOMB DOORS OPEN, THE WAVES NOW HAD BECOME MOUNTAINS OF WATER HURLING THEMSELVES AT US AS FIVE PAIRS OF EYES EAGERLY SCANNED THE SEA AHEAD FOR OUR INTERMITTANT CONTACT. 'ONE MILE, ONE DEGREE PORT', CAME THE RADARS QUIETLY CONTROLLED VOICE AS HE CONTINUED TO TRACK HIS CONTACT, FOLLOWED BY 'STEADY, STEADY, ON TRACK 3/4 MILE, 1/2 MILE, 1/4 MILE....' 'VISUAL CONTACT NON SUBMARINE ON TOP NOW NOW,..NOW', FROM THE GUNNERS COMPARTMENT IN THE NOSE. 'MARK-MARK, CAME THE GENERAL CRY AND TWO SMOKE/FLAME MARKERS DROPPED FROM BENEATH THE BELLY OF THE AIRCRAFT, MARKING AND AIDING THE VISUAL POSITION OF THE TARGET. THE BOMB DOORS SLOWLY CLOSED AS THE AIRCRAFT SLOWLY CLAWED ITS WAY TO HEIGHT AGAIN, THEN, HAVING FIRMLY ESTABLISHED THAT THE CONTACT WE HAD PICKED UP WAS IN FACT AN EMPTY 45 GALLON OIL DRUM AND NOT THE SAIL OF A SUBMARINE THE OCCASION WAS UTILISED BY CARRYING OUT SOME PRACTISE BOMBING. FOR THE NEXT TWENTY MINUTES OR SO THE GREAT AIRCRAFT CORKSCREWED AROUND THE POSITION OF THE OIL DRUM, BOMBING IT AS IF IT HAD BEEN AN ACTUAL TARGET DURING HOSTILITIES.

RESUMING PATROL TWENTY MINUTES LATER WITH A SATISFIED FEELING OF ACCOMPLISHMENT, AND A WELCOME CUP OF COFFEE OUR THOUGHTS REMAINED UNINTERRUPTED, UNTIL APPROXIMATELY FORTY MINUTES LATER, WHEN THE VOICE FROM WITHIN THE RADAR TENT ONCE MORE BROKE THROUGH

OUR THOUGHTS, INFORMING OF ANOTHER CONTACT AHEAD. WITH THE SAME ROUTINE PRECISION THE AIRCRAFT WAS GUIDED ON BY RADAR UNTIL HALF A MILE FROM THE TARGET A 'GENUINE RUSSIAN FISHING TRAWLER CAME INTO SIGHT BEING LIFTED HIGH ON THE CREST OF A WAVE ONLY TO BE HURLED DOWN DISAPPEARING INTO TROUGHS AGAIN A FEW SECONDS LATER. A QUICK LOOK FOR EXCESSIVE AERIAL ARRAYS, FINDING NONE WE WERE PROCEEDED IN OUR WAY WITH A CHEERY WAVE FROM ONE OF THE SHIPS CREWMEMBERS WHO HAD POKED HIS HEAD OUT OF THE BRIDGE AS WE PASSED.

WE HAD BEEN ON TASK FOR SIX HOURS AND WITH OUR TRANSIT TIME FROM BASE AND RETURN OUR ENDURANCE HAD BEEN REACHED, SO WE SET COURSE FOR HOME. WE LANDED AT 1704 IN A BLINDING SNOWSTORM, HAVING BEEN GUIDED IN THE LAST FEW MILES BY GROUND CONTROLLED RADAR HAVING FLOWN FOR TWELVE HOURS THIRTY MINS AND HAVING SEEN NOTHING BUT AN EMPTY OIL DRUM AND ONE FISHING TRAWLER, BUT WITH THE CONSOLING THOUGHT THAT IF ANYTHING HAD BEEN THERE WE WOULD HAVE FOUND IT AND ITS PRESENCE WOULD HAVE BEEN KNOWN TO US AND OUR ALLIES WITHIN A FEW MINUTES OF OUR FINDING IT.

WE ALSO DISCOVERED THAT ANOTHER OF THE SQUADRONS AIRCRAFT HAD SHORTLY TAKEN OFF ON A SEARCH AND RESCUE MISSION THAT OUR AIRCRAFT WAS REQUIRED AS A STANDBY AIRCRAFT WHILST WE, HAVING JUST COMPLETED ONE LONG RIP WERE TO BE ON FOUR HOURS STANDBY IN CASE REQUIRED. ITS NOT EASY AND WE DIDN'T EXPECT IT TO BE EASY FOR ITS ALL IN A DAYS WORK, AND AS THE SAYING GOES, IF YOU CAN'T TAKE A JOKE THEN.....

A DOUBLE DIAMOND WORKS WONDERS.....

HAPPY MIDWINTER

FROM

FINDUS



HOPE YOU
ENJOY YOURSELF!