

This is Part-3 of 6 of an RFA Deck Cadet's 1<sup>st</sup> Trip Journal from 1974 ~ 1975

Part-1: start of Journal, from 24<sup>th</sup> October to 28<sup>th</sup> November 1974 can be found [here](#)

Part-2: from 28<sup>th</sup> November to 19<sup>th</sup> December 1974 can be found [here](#)

[each opens in a separate window, each filesize < 1Mb]

### Thursday December 19<sup>th</sup> 74 - Portsmouth

08:16 Check through our record books with cadet Training Officer. after which 3 cadets took clothing (ARCTIC) to the store warehouse in the Dockyard. After returning, we all immediately worked on storing the 600 kegs of beer which had arrived. This lasted throughout the morning and it wasn't until 13:00 that it was aboard. After completing storing the beer, we were stood down and remained on Standby until 14:30. In the meantime, we opened and greased the tank lid on three port after which we cleaned up and proceeded on Christmas leave until January 3<sup>rd</sup> - 75 (A welcome break).

### January 4<sup>th</sup> 75 - Portsmouth.

08:00 The regular daily routines start up again and this morning we did the soundings with the carpenter.

After, all assisted in restoring number one and number two lifeboats and securing and lashing all loose equipment in them in preparation for Tuesday's voyage. Also, I refilled a fire extinguisher as one was missing.

13:00 Went ashore for 'supplies'

Jan.5<sup>th</sup> - 75

We had an extremely interesting talk and question / answer period with the Chief Officer at 10:30. This ended at 11:45, after talking about random things from Rule of the Road to Replenishment. After lunch I continued with my correspondance course which I had begun earlier this week.

### January 6<sup>th</sup> 75 - Portsmouth.

08:00 daily routine - soundings with the carpenter and also restoring some fresh water hoses. On concluding this task some cadets continued the eyesplicing etc. for the bosing in tackles. This continued right up until 12 noon.

BOWSING-IN	etc. for the bosing in tackles. This
TACKLES	continued right up until 12 noon.

At 13:20 we went ashore to visit the Viking Marina Lifeboat manufacturers. It proved to be an extremely interesting afternoon and we were shown throughout the area. We were told and shown how the resin, fibreglass and catalyst were applied into the molds and shown the various stages of fitting, from thwarts to rudders. Also he told us about the various regulations that had to be met and also the severe tests that the prototypes have to go through. (DROP TEST)

Generally speaking it was enjoyable and well worth the time.

### January 7<sup>th</sup> 75 - Portsmouth to sea.

Calls were as normal but we started work at 07:00 (Harbour Stations). For the first time I was down aft and our main job was that of coiling in the ropes and securing the tugs etc. We were stood down at 08:15. After a quick breakfast we did the cofferdam soundings after which we continued with the "bosing-in" tackles. There was also an Emergency Drill and for the first time, lifeboat drill at 11:00. After lunch we made up some new after painters for the

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PAINTERS	for the lifeboats and at 1500 we went to

lifeboats and at 15:00 we went to Replenishment Stations for a RAS with the Ark Royal (I was on the bridge filling in the movements log for replenishment exercises). It was quite a remarkable sight to see her in operation especially all the helicopters which landed aboard.

Lookout duties from 22:00 – 00:01.

Exercised off STARK POINT

SPEED 12 KNOTS (245°)

	Lookout duties from 2200 - 0001.
	EXERCISED off <u>STARK POINT</u> SPEED 12 knots (245°). STARK POINT

### January 8<sup>th</sup> 75 - at sea.

Daily "chore" – soundings with the carpenter after which we renewed the condensed (the lifeboat stores) milk. Each case was resealed in a PVC cover and taped up so as to make them reasonably watertight. In the afternoon I continued with my correspondence course and I finally finished the NAVIGATION LESSON and then started the project.

In the evening revised all rules and international flag signals.

Over the last 24 hours, the ship has steamed at an average of 8.92 knots. We rendez-vous'd with RFA RESOURCE at 08:00 today and we have been in company with her ever since.

**January 9<sup>th</sup> 75 - Western Approaches.**

Called at 03:30 to go on lookout duties at 04:00 Not too much activity, just in company with the Ark Royal, Resource and Hampshire. I was relieved at 06:00 and I worked on my correspondence course for an hour.

After breakfast we did daily soundings with the Carpenter prior to continuing with general deck maintenance. At 11:00 I did my first hour on the wheel for my steering certificate and after lunch I worked on deck, continuing the painting etc.

At 18:30 I revised some rule of the road and at 19:00 I started my first hour of steering in darkness.

At 20:00 I was relieved and continued on my correspondence course.

**January 10<sup>th</sup> 75 - at sea.**

A RAS with both the Ark and Hampshire started at 08:45 and I was in the winch cab. The operation lasted for several hours and when we finally finished it was 11:30

The chippy decided not to sound the cofferdams as the tank deck was reasonably awash. We stopped for lunch after securing the bosuns dingy.

Immediately after lunch we had a lecture by an R.N.P.O. about fire fighting and he went over various methods used. On finishing this, RAS stations were called and I was on deck operating winches etc. There was another lecture after dinner about NBCD and general procedures involved.

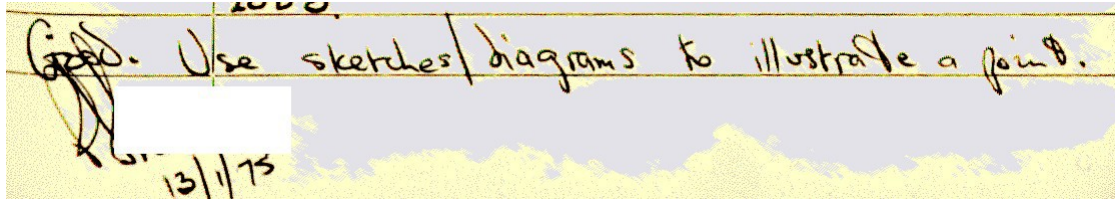
**January 11<sup>th</sup> 75 - Azores.**

Soundings with the carpenter followed by Rule of Road test etc. In the afternoon we were shown and then practised rigging bosuns chairs and staging. From 16:00 onwards I worked on my correspondence course until 22:00 Hrs. At 21:00 this evening the ship was 17 miles S.W. of the Azores (JORGE ILHA !)

January 12<sup>th</sup> – 75

Soundings of cofferdams followed by practice of knots etc. and a demonstration of wire splicing by an A.B.

In the afternoon I worked on my correspondance course until 20:00

**January 13<sup>th</sup> 75 - 1250m East of HOME !**

08:00 Went to see the Third Officer and he detailed me to work on safety checks, mainly fire equipment. We checked all Gas-Water extinguishers and replaced any deficient ones we found. In the afternoon I continued these checks, replacing wrong nozzles, old hoses and general maintenance.

At 19:00 we started the RAS with the Ark and Hampshire which lasted 2½ hours. Everything went quite well until the very end. We had retrieved the distance line and only No.8 rig was out. It was quite routine until the wire jackstay parted with a loud bang. We partly tidied up the resulting mess but it will be best to complete it during daylight hours.

**January 14<sup>th</sup> 75 - ESE of Sunny Bermuda.**

08:00 Continued repairing and replacing damaged or old fire equipment after which I started to weigh the CO<sub>2</sub> fire extinguishers to check that they were full to capacity.

11:00 Flying stations and I kept the flying book on the bridge. After an hour's steering I finished off the safety book and then went back again on the bridge for a flying exercise. This ended at 15:30 and I went to work on deck doing general maintenance.

Our evening lecture was on first-aid and it was quite interesting and will be obviously useful at some time. The doctor mainly told us about how the body works – our next lecture will concern actual first-aid.

Steering from 21:00 to 22:00

**January 15<sup>th</sup> 75 - 760' ESE of Bermuda.**

At 08:00 this morning I worked on the davits for 1½ hours, chipping. After this, myself and another cadet to disassemble the dehumidifier for the Avcat.

Being that the water content in Avcat greatly affects its combustion and use, it is necessary to remove all traces of water if possible. Thus humidity etc in the air in the tank has to be reduced as much as possible and the dehumidifier is designed to reduce any water in the air within the tank. It contains Silica Gel which is a water absorber and this is spread out in columns of trays, thus

giving great surface area. When the Silica absorbs water its colour changes thus revealing its presence. It can be used again as heat on Silica Gel removes the water as steam.

### **January 16<sup>th</sup> 75 - Mid Atlantic.**

The day started with a RAS with Ark Royal and Hampshire and I was first involved in testing Avcat that was being pumped over. This fuel was the first to complete so I then relieved two other cadets on the distance line.

For the second RAS I worked on the actual rig, clearing the hoses and passing out the appropriate lines. On completion I continued with the dehumidifiers, refilling the trays and assembling the apparatus.

In the evening we had a lecture by the doctor and he continued his First Aid lecture, showing us some of the apparatus used.

### **January 17<sup>th</sup> 75 - Caribbean.**

After an interesting QSO with the SRO, I disassembled the second dehumidifier and today things didn't go so well. Firstly the manifold would not come apart and then new fibre gaskets had to be made. When that was done the trays wouldn't come out but after gentle persuasion we won. They were refilled with silica gel and put back. Following continual difficulties lining up the gaskets etc we finally forced one bolt in place. On completion of this task, I continued with my correspondence course.

The KNOTS etc exercise was cancelled and at 19:00 we had another first-aid lecture, centring on fractures and 'diseases'.

[ AUTHOR'S NOTE 2013: I recall that the 'diseases' element of the lecture was precautionary, bearing in mind that Curacao was just over the horizon ]

### **January 18<sup>th</sup> 75 - Curacao.**

Rule of the Road, compass and signals test after which I entered some info. into my Record Book regarding the ship. After this I worked on my correspondence course until noon. After lunch I awaited the harbour stations call but due to heavy shipping traffic we were severely delayed.. Finally we came alongside at 23:00HRS. The cargo watch was necessary as we were to start filling up at 02:00 so for the first hour we opened up all ullages and sighting ports except those of the avcat tank. Then we opened some of the lids so that a check could be kept on the incoming F.F.O. The shore depot started up at 02:05 but less than 10 minutes later, shut down again. It was not until 03:00 when the fuel started coming in again.



We were relieved at 03:00 for a few hours sleep and we started again at 06:45. Now we were mainly engaged in taking final ullages as the tanks filled. Also we made an attempt at taking Specific Gravities and amazingly enough, the results were quite accurate.

The ship left Curacao at 14:30 and our next port of call is to be [     ]  
The ship is scheduled to RAS the Ark Royal on Tuesday.

### **January 20<sup>th</sup> 75 - 180' SW Puerto Rica.**

08:00 Worked on the focsle chipping and painting, but was unable to accomplish much as the pneumatic hammer wasn't functioning correctly. Also spray and salt water was coming up the hawse pipes every few minutes.

Signals / morse code with the signalman never came about so we continued working out on deck chipping and painting..

Evening lecture on compass cards etc and about basic construction of the magnetic compass. After the lecture I continued working on my correspondence course and then went and S.W.L.

### **January 21<sup>st</sup> 75 - 75' from St. Thomas.**

At 08:00 I rigged the chipping equipment and started to work on the focsle but I was interrupted by another job: that of painting the 36' workboat within 48 hours. At present I am doubtful if it can be done but I will endeavour to work at a steady pace.

In the afternoon I put on half of the first gloss coat, but engineers were working down the after end and I couldn't clean it up.

The RAS with Ark Royal lasted 3½ hours until 22:30. Fuel transferred included FFA and Avcat via 8 and 16 rigs.

I worked on deck throughout the RAS, on the messenger and working on the hose line.

### **January 22<sup>nd</sup> 75 - Leeward Islands SABA – Virgin Islands.**

Due to bad weather we worked inside today, on 05 deck in the NON-ALLOCATED STORE on the flight deck. We transferred all the NBCD equipment found and took it down to the ABCD store. The oil absorbent material was all swept up and cleared away. Finally we secured the empty AVPIN containers.

In the afternoon, Port Watch had study and I have now just about completed the outlines, with the labelling to do.

Our evening lecture was about the steering telemotor and the basic way it works. The wheel is simply a hand operated hydraulic pump and the liquid, which is either light oil or glycerine and water, activates the pumps down aft in the steering flat.

### January 23<sup>rd</sup> 75 - Martinique.

Early calls this morning and all cadets were on deck 05:30 in preparation for a RAS with HMS Fearless, scheduled at 06:00. The probe was used and 900 TONS of fuel was transferred. I worked on deck on the distance and telephone lines. Replenishment was completed by 08:30 and I then continued cleaning the classroom for the captains inspection. From 11:00 until noon was on my 5<sup>th</sup> hours steering. In the afternoon I worked in the 36' workboat, continuing painting with white flat and gloss.



In the evening learnt some of the rule of the road and then steered for an hour between 20:00 and 21:00

### January 24<sup>th</sup> 75 - West Indies.

At 08:00 I sanded down the navigation lights on the cutter and undercoated them.

RAS stations were called at 09:45 and I was up in RASCO. The first replenishment was with LYNESS using rig 4. We pumped over approx. 50 tons of Dieso and the replenishment was completed at 11:38

The afternoon RAS with Tartar and Ark royal started late but transfer of FFO, Avcat and H<sub>2</sub>O to the aircraft carrier came off well and ended at 18:00. The seas and swells were high but fuel was transferred successfully, even though she was rolling and pitching greatly.

Replenishment with Resource began at approx. 22:30 and she took FFO from rig 8 while the Hampshire took dieso on rig 3, starting at approx. midnight. We shut all the sighting ports and finally went to bed at 02:00

### January 25<sup>th</sup> and 26<sup>th</sup> 75 - Caribbean.

At 02:00 secured all sighting ports before securing for the night. In the morning I had the Rule of the Road test followed by a few hours work on my correspondance course. In the afternoon we worked down aft, bringing out the mooring ropes and coiling them on deck. We also practised stoppering them and also winch driving.

After a few hours up in the shack, I came down and continued my project before going QRT.

On Sunday, Port Watch was allowed ashore to Willemstad and it was good to step foot on solid ground after 19 days in the ship. The day ashore was quite enjoyable.

### **January 27<sup>th</sup> 75 - 250m. S. Puerto Rica.**

At 08:00 today I continued working on the 36ft. Workboat applying flat and gloss coats on the interior and sweeping and washing all of lockers.

The two day deadline passed at 13:40 this afternoon and there is still some remaining white sections to paint before the deck can be started.

A fire and boat drill came of at approx. 16:00 and everyone mustered in their appropriate stations. I acted as messenger today as the fire was in the Aft Rope Locker and Section-1 team was not required.

The evening lecture was on the explosimeter which is a piece of equipment used to detect flammable gases in contained spaces. before entering any tank, a person should go in with breathing apparatus and thoroughly check that no explosive gases are contained within the tank.

### **January 28<sup>th</sup> 75 - 6mi. S.W. Virgin Isl.**

Anchor Stations at 06:00

The CABA check today required extra attention as much of the equipment was not replaced correctly after yesterday's exercise. Many of the sets were put in upside down and with lines etc. missing. After this, I painted the 36' workboat, and continued to do so for the entire day.

Cadets with harbour stations had an early dinner and we were called to the focsle to weigh anchor. We experienced a few hitches as the chain jammed in the Spurling Pipe.

We finally were stood down at 19:20 and proceeded to the lecture on boat handling.

REMEMBER:

2 vessels head-to-head – both alter course to STBD.

1 vessel on STBD bow, it has right-away.



**January 29<sup>th</sup> 75 - Virgin Islands.**

Called an hour late but still the RAS had not started with Tartar. The hose and float were set but on two occasions the hose line parted and the replenishment was finally called off. From then onwards we continued with daily routines and I painted some more of the cutter.

We had a RAS at 06:00 with Lyness and Resource came along just after. This ended at approx. 18:45 and we were stood down until 21:30 when stations were called for RAS with the Ark and Hampshire. The Ark was taking 5 different grades on three rigs - 8 12 and 16 while the Hampshire only took Dieso on rig number 3.

Secured after shutting down sighting ports at 01:00

**January 30<sup>th</sup> 75 - St. Thomas.**

Daily CABA checks after which I went on to study and worked on Lesson 3 in the correspondence course. There was a RAS with Tartar but cadets of port watch were not involved.

In the afternoon I had to go up to the bridge for flying stations and I kept the log and also plotted the position of nearby ships on the Radar.

We had another lecture on small boat handling and various items of courtesy when using them.

**January 31<sup>st</sup> 75 - St. Thomas.**

We anchored outside Charlotte Amalie at 07:15 this morning and myself and another cadet prepared the cutter for use as a liberty boat. The weather conditions were quite rough and the swells were quite high and regular. The boat was difficult to handle, but as the day progressed we got used to its actions under the conditions and counteracted them as well as possible. We successfully transferred the officers to the party and there were no reoccurrences of the mornings' attempts when we removed the railings off the Ark's gangway much to their dismay.

We finally secured at approx. 01:00 after a few hitches with a few incapable passengers.



**February 1<sup>st</sup> and 2<sup>nd</sup> 75 - Charlotte Amalie.**

We completed the CABA checks but did not do the lifeboat engines as the engineers had moved their daily routines ahead 1 day this weekend.

I later went ashore to downtown St. Thomas.

Feb. 2<sup>nd</sup> 75

Daily CABA checks and afterwards I went ashore to mail some letters. At 13:30 I returned to OLWEN and worked on my correspondence course for a few hours.

At 20:00, we went on the Ark's boat so as to join up for 4 days. We were then shown to our "residences", and after a drink, hit the haystack.

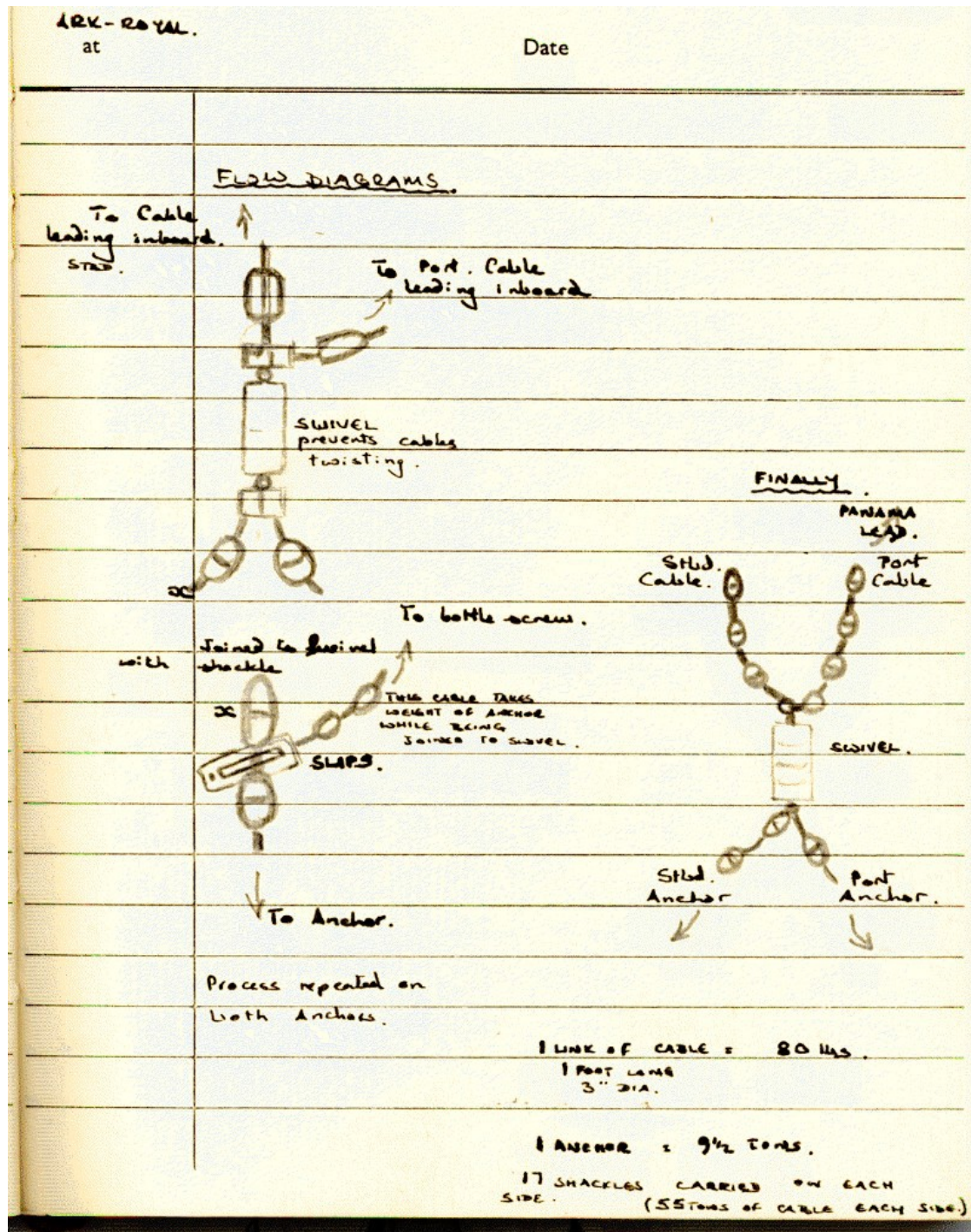
**February 3<sup>rd</sup> 75 - Ark Royal at St. Thomas.**

Calls at 07:00 and after breakfast we went to the colours ceremony on the flight deck - ( sea cadet instruction sure paid off here !) Afterwards a midshipman led us on a tour of the ship. I was quite amazed at the petit size of the bridge considering the size of the ship. We were led through the entire "island" and shown the Operations Room, H.Q.1 etc. and then went down into the hangars where the Phantoms and Buccaneers were undergoing general maintenance.

In the afternoon, the ship underwent a "moor ship" exercise in which both anchors are lowered and both cables from the ship were used. It was quite a tedious operation as the two anchors had to be initially lowered until, say, there were 4 shackles on deck on each.

At this stage, one cable was secured with a bottlescrew and slip and the shackle broken. Now a swivel was secured to each end of the cable and on the free end of the swivel, a wire was connected and passed through the foreward leads to the other cable. At this stage, the entire procedure was repeated until all was connected and then the cables veered out until the ship lay steady of the two cables.

The purpose of this is for bad weather mooring; the ships turning circle is diminished.



February 4<sup>th</sup> 75 - Ark Royal

This morning we attended the morse code class which was much shorter than our normal lessons, and far less involved. For the scheduled flight exercises, we were out on the "island".





It was remarkable to see the amount of heat generated by the Phantoms at take-off. It's now obvious why they require so much water from OLWEN - such a large amount is needed for the steam catapults.

We were given another look at the Flight Operations Room and it is extremely busy when aircraft are out.

In the afternoon we had a tour of the hangar and we had a good look inside a Buccaneer and Sea King and we were told various facts and figures.

Apparently a Buccaneer, which cruises at 600MPH burns 100 pounds of fuel each minute and has twin Rolls Royce Spey engines. It's mission is to fly below radar lobes and bomb enemy craft. We had a good look in the cockpit and at the complex instrument panels.

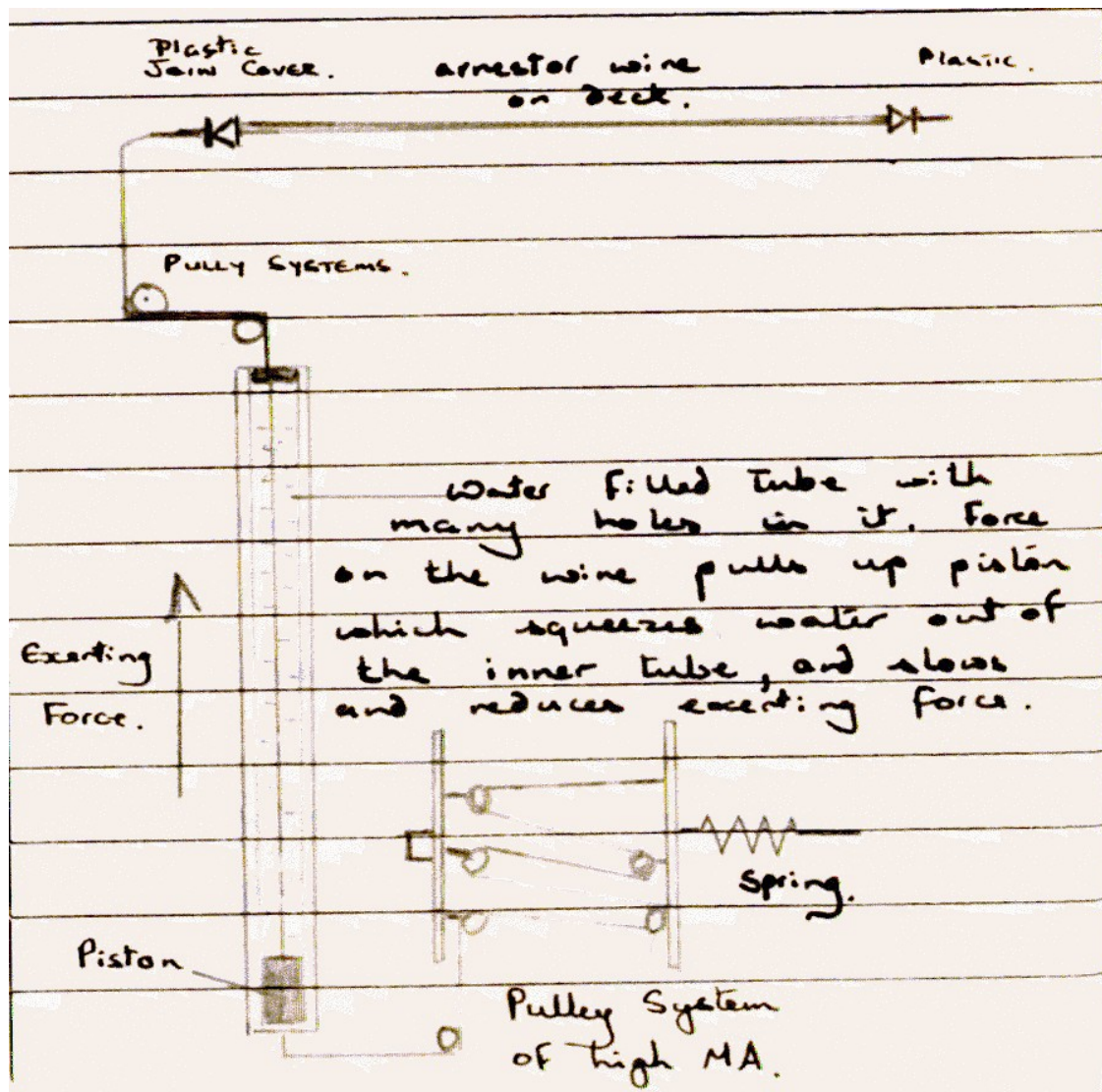
After this we looked inside the Sea King which is a twin engine anti-submarine helicopter. The two Rolls Royce Gnome engines consume about 100 pounds of fuel per hour and have a range of 500 miles. They are operated by 824 Squadron. The Sea King can also be used for rescue operations and it can be run in an automatic level and hover, and the pilot can go aft of the craft and winch up people in distress using a rapid haul winch - 200 ft. per minute @ 600 lbs.

At 16:30, Lt. Hues of 892 Squadron gave us a tour of the Phantom Jet pointing out basic operational features. The engines are identical to those in the Buccaneer but the American designed jet has a different purpose. It is designed for air-to-air combat and has "heat finding" missiles.

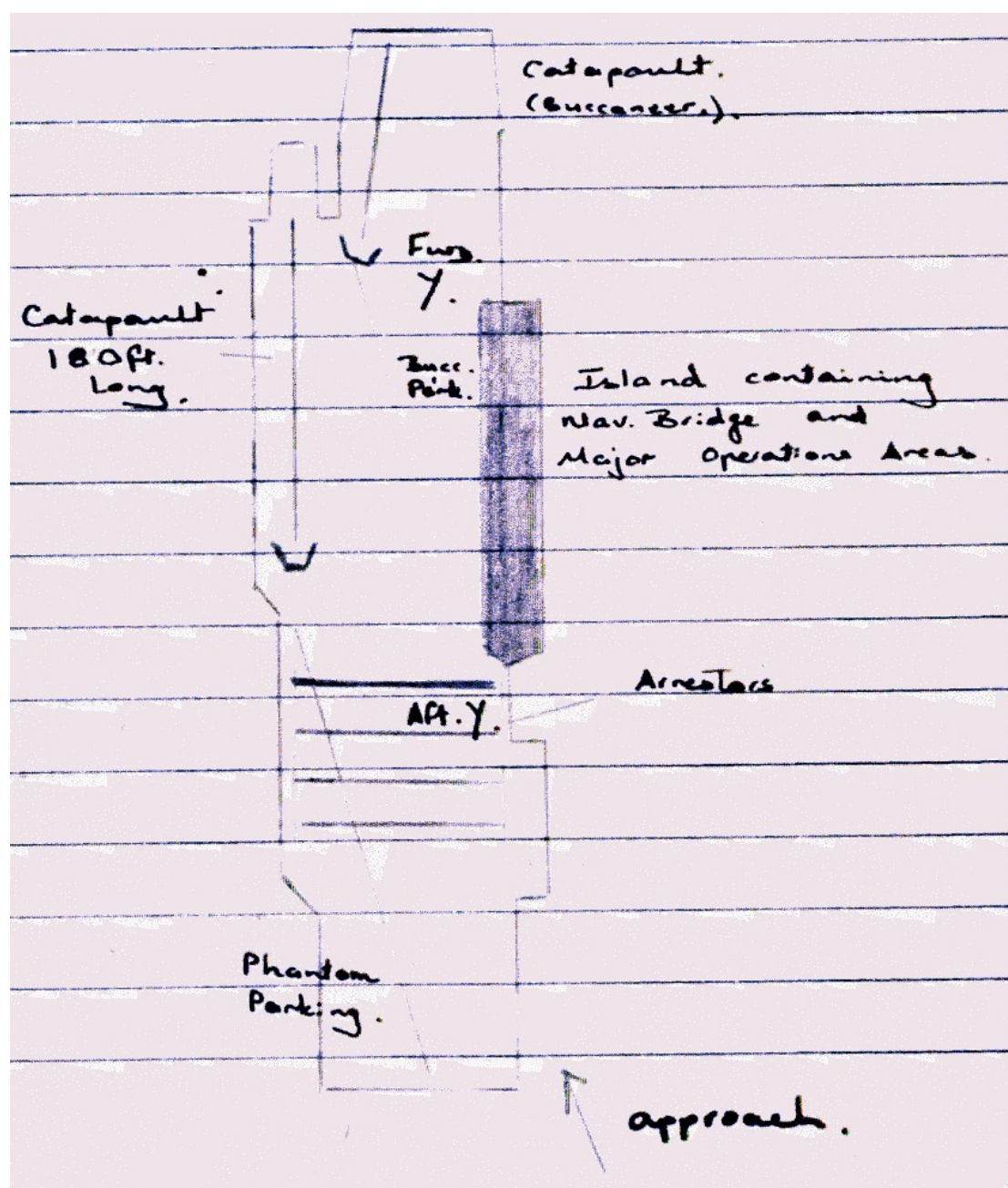
In 1 minute it uses 2000lbs fuel at take-off as it has secondary heaters. Normal consumption is 120lbs per minute. Capable of carrying 18000 lbs fuel. Max. Speed: Mach 2.1

## February 5<sup>th</sup> 75 - Ark Royal

This morning we went up onto the flight deck to watch the recovery of fixed wing aircraft. The FDO explained the procedure for the pilots who fly in squadrons of two. The 892 squad. fly parallel to the ship and when they are about 15 seconds ahead of the ship, one swerves and banks to port and approaches from astern. With it's 'hook' down it hits the deck at approx. 100mph and catches the wire which brings it to a screeching halt. The arrestor wire slows the craft down and it acts on a hydraulic basis. They are normally replaced every 70 strikes but one was damaged today and had to be replaced. The operation lasts about 10 mins. to repair.



The FDO then told us about the catapault operation and then explained the deck layout.



We left Ark Royal at 16:10 for our trip back to OLWEN. The journey across was quite smooth and just like any other normal flight.

The First Officer on RFA OLWEN gave us a safe and uneventful touchdown.



**February 6<sup>th</sup> 75 - Back on RFA OLWEN.**

I did the daily CABA check this morning and then went to help our First Officer in the clothing store. We had to sort out and stocktake the articles contained there.

At approx. 11:00 there was a fire exercise and the fire was in the Paint Locker. We acted as messengers until all gear was stowed at 11:40.

In the afternoon I continued in the clothing store until 15:00 when I had to show the Sub.Lt. from the Ark Royal around the ship. This took a few hours but we didn't see everything so I will continue tomorrow.

The evening RAS was with Ark Royal and I explained to the RN.OUT the operational procedures at this end.

**February 7<sup>th</sup> 75 - 40 mi. N. Virgin Gorda.**

This morning I had the 8 – 12 bridge watch and we spent most of the time taking bearings off the surrounding islands.

After lunch I did an hour on my correspondance course and when the Sub.Lt. was finished in the engine room, I showed him our focsle layout which is far more advanced than the Ark's. We then looked in the winch cabs and at the actual rigs in daylight. When we finished that, I showed him the Record Book and Correspondance Course which he was very interested in, especially the tasks in the Record Book.

In the evening I continued on my correspondance course, then I went off to explain the RAS to Sub Lt. O.U.T RN.

**February 8<sup>th</sup> 75 - Roosevelt Rds.**

After breakfast we stood by for harbour stations and finally at 10:04 we closed up. I was down aft and I mainly operated the capstans. We finally secured alongside @ 11:35

Feb 9<sup>th</sup> 75

Took the ullages of all tanks and 3 densities, one for each fuel. The job took about 1<sup>3</sup>/<sub>4</sub> hours and on completion we had shore leave. I worked on my correspondance course until noon.

**February 10<sup>th</sup> 75 - Virgin Islands.**

This morning we were called at 06:00 but harbour stations did not come about until 08:15. My station was on the bridge and I kept the movements log book

until we were F.A.O.P. After this we took various bearings and distances using radar and coastal navigation methods.

In the afternoon we were on the 12 – 4 watch in RASCO, for the pumpover with Pearleaf and we kept the RAS log. During this period, Avcat, FFO and Dieso were transferred on rigs 8 and 4.

At 16:00 we were relieved for the day and I then spent the evening learning Rule of the Road.

### **February 11<sup>th</sup> 75 - ANEGADA.**

We were called at 00:30 as there was a RAS with the Ark Royal and also the Tartar at 01:20. Rigs in use were 8, 12 and 16 in which FFO, Avcat, Dieso and Water were transferred. Tartar took 49 tons of dieso on rig 3. We kept the RASCO log and also opened the various tank ports so as to prevent a semi-vacuum as the liquid is being transferred. We were relieved at 04:00.

During the morning I continued on my correspondance course until noon. In the afternoon we worked on deck, greasing the sonar equipment aft and finally painting the winch on the cutter davits.

In the evening I worked on my correspondance course until 20:00.

### **February 12<sup>th</sup> 75 - Puerto Rica.**

I worked on my correspondance course and also studied some Rule of the Road. Occasionally I went outside to observe the RAS.

We had an early lunch and were standing by at noon for a RAS with Fearless but this was postponed.

In the afternoon I worked out on deck painting and also chipping the cutter davits.

### **February 13<sup>th</sup> 75 - Puerto Rica.**

We were called at 23:30 so we could relieve the other cadets on RASCO watches. A replenishment with the assault ship Fearless was already in progress. Fuel transferred was dieso via the probe. We kept the log and also worked on deck as there was a rapid breakaway. We then shut down all the tank lids and were stood down at 02:15.

At dawn, the ship anchored while Fearless went on an assault exercise.

During the afternoon we worked on deck working with the lifeboats – lowering them and bringing them back up. On completion we continued painting the davits until 17:00 when we secured for the day.

**February 14<sup>th</sup> 75 - 12.62mi. from Puerto Rica.**

At 08:05 I checked the pressures of the CABA equipment and afterwards we worked with the bosun, chipping, wire-brushing and painting.

Lunch was interrupted by RAS stations and I went to the Bridge, with a rush as the Tartar was approaching. My main job was that of keeping the books.

One of the more interesting events of the afternoon was the heavy jackstay transfer of foodstuffs from Resource. The jackstay was connected on our forward point port side and the test weight of 1 ton was passed over and returned prior to the goods being transferred.

A white object was spotted at about 14:00 and speculations arose of its being. On investigation by Hampshire, it turned out to be a parachute, floating because of air trapped beneath it.

**February 15<sup>th</sup> 75 - enroute Mayport.**

Immediately after breakfast, I was out on deck opening tank lids etc. in preparation for a pumpover from RFA Pearleaf. I was then stationed on the distance line for about an hour until it was necessary to take AVCAT samples – one per ½ hour. Between times I chipped paint.

At 11:00 I had the rule of road test, compass etc. and on completion I worked on my project until 16:00

At 21:00, I did another hours steering, thus bringing the total up to 7 hours.

February 16<sup>th</sup> 75

Daily routine – CABA followed by Emergency Engines. In the afternoon I worked on my correspondance course.

**February 17<sup>th</sup> 75 - 75mi. Bahamas.**

Up to the bridge at 07:40 for flying stations – there were exercises for SCA and DLP. Also there was a vertical replenishment with Resource, during which 14 loads were transferred. My main job while on the bridge was to keep the log and operate the landing lights.

When the exercise and vertrep were completed, I went out and worked on the focsle, chipping the bulwarks and finally wire-brushing and painting them.

During the tutorial. I studied some two-letter signals, after which I continued on my project.

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The rest of February and March 1975 will be transcribed ~mid-Nov. 2013.

In the next part: An Admiral's Inspection.

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