

1999
DAILY
B

HILARY SALMON

Producer of ^{Info} **BOMBER CREW**
BBC Programme.Name NEALE Mr Mrs
NUMBERS FOR BRIGGS & STRATTON

Name _____

Office _____

Address _____

Telephone _____

Date _____

If the book is found, please contact the person mentioned above

1 FRIDAY
JANUARY

2000 DECEMBER							2000 JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4	5	6	7	8	9	10	11
6	7	8	9	10	11	12	12	13	14	15	16	17	18
13	14	15	16	17	18	19	19	20	21	22	23	24	25
20	21	22	23	24	25	26	26	27	28	29	30	31	
27	28	29	30	31									

last day I did the same

0.000	0.000
0.000	0.000

May 1991's Data

ACA SECRETARY RAY TAGLI
HON SEC Beppe will bring ACA

10.000

James Hoene

陸奥
1.10
1.20
1.30

2000

400
410
420
430

北京
天津
上海
香港

11

1999

Lower

Figure 1

1

SATURDAY
Capitol, JANUARY 2

1946

Just along I.M.H. to cinema

五二〇

五二五

11:00
12:00
13:00
14:00
15:00

12-90

1-90

1-90

2-90

2.20
3.00
2.20
4.00

430

6.20
7.00
4.8

①
 ②
 ③
 ④

5

It was the sound of the
bells that started it
all off. I had left the
Woodward Polytechnic
in SE London to take
up an apprenticeship as
a tool maker in the
Arsenal. Prior to starting the
apprenticeship I spent a few
weeks at the New Fore
factory, a large factory employed
in producing every kind of
furniture, using small delicate
automatic machines, the
massive heavy weights for the
large table tops. The whole
factory reeked of the cutting
tools used - the machines
and the oil was everywhere.
It was almost 8 o'clock
on Saturday 7th September 1945,
we were all lining up ready
to knock off, but we had a
bad gas attack. We had heard it
all before, since we had heard it
on night shift previously and
being made to evacuate the factory,
we climbed up onto the roof for
about 10 minutes and waited for
the gas to pass and watched

3 SUNDAY JANUARY

1944							1945						
DECEMBER							JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

1st day / 362 to come

8:00 the searchlights waving about,
 8:30 sometimes they caught an
 9:00 aircraft, probably enemy. Ever
 9:30 they started firing the guns
 10:00 at it but seemed always to
 10:30 be well off target and the
 11:00 plane would go serenely on its
 11:30 way to the accompaniment
 12:00 of loud cheers. This time was
 12:30 a lot different. Always just
 1:00 before 5 o'clock one official
 1:30 time, someone would produce
 2:00 an illicit bag, open the clock
 2:30 dept & advance the hands
 3:00 a few minutes & off we would
 3:30 go, since the Waltham Arsenal
 4:00 employed tens of thousands
 4:30 of people, all coming out of
 5:00 the four gates & to the
 5:30 Pleistead Road at the same
 6:00 time, this would give us a
 6:30 advantage if it quick probably
 7:00 that all the others had the
 8:00 same idea. But then we heard
 this succession of loud camp
 noises coming over nearest,
 someone, more "know edge" only
 shouted "bombs" and a rush
 was made to the nearest

Weather Temp Barom

MONDAY JANUARY 4

1944							1945						
DECEMBER							JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

4th day / 362 to come

8:00 surface shatter, resulting
 8:30 in about a dozen bodies
 9:00 jammed in the entrance,
 9:30 the tanks marched on
 10:00 passing us by on the other
 10:30 side of the road, the
 11:00 last one hitting a car
 11:30 and shattering, killing the
 12:00 all, including my cousin
 12:30 husband, a small fox
 1:00 was hit scattering burning
 1:30 coals all over the car park,
 2:00 setting one alight. We were
 2:30 told to get away. I had
 3:00 about a half mile bicycle
 3:30 ride to my home, at 4
 4:00 cycled along the bombs
 4:30 were dropping, guns were
 5:00 firing, Raphael was
 5:30 whizzing down, fighter planes
 6:00 were zooming & firing their
 6:30 guns, paratroopers were
 7:00 coming down, it was hectic.
 8:00 I was passing the Royal
 Artillery barracks, where
 some soldiers called to me
 to take shelter from the
 shrapnel which was raining
 down, as well as the clips

Weather Temp Barom

5 TUESDAY
JANUARY

JANUARY							FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

10th day / 100th to come

8:00 from the fighter ammunition,
8:30 these soldiers had been
8:30 evacuated from DUNKIRK
9:00 so they were war wise, we
10:00 stood in the doorway of
10:30 the barracks for a while,
11:00 watching events, until it
11:30 closed down, but the S
12:00 got on my bike and pedalled
12:30 off home, passing the old
1:00 sick quads on the Woodmill
1:30 compound. All the way from
2:00 the road was full of
2:30 ambulances and civilian
3:00 cars and trucks coming
3:30 auxiliary fire ~~tanks~~ ^{engines}
4:00 all headed for the scene.
4:30 Reported back to work
5:00 the next day, they was no
6:00 New Year for them, it was just
6:30 time again living of bread
7:00 and muckings. On the next
7:30 day I went to visit ^{my} ~~my~~
8:00 for Auntie's Doves.

Working on the Woodmill
Animal, I was in a reserved
occupation and they wouldn't
release me. In early 1942

Weather Temp Rain

WEDNESDAY
JANUARY 6

JANUARY							FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

10th day / 100th to come

8:00 I got my ^{release} ~~release~~, the
8:30 form said released for
8:30 Photos DATES only. I was
9:00 inducted into No 1 ACR
10:00 at Eads Court, measured
10:30 for my two uniforms, had
11:00 a couple of waxes of eye
11:30 cream, dropped home a
12:00 few times, shot far away by
12:30 the air train, then on to
1:00 Tintin train was at
1:30 SCARBOROUGH, staying in the
2:00 Grand Hotel, days of hell,
2:30 polishing the line, block
3:00 leading the line, marching
3:30 drill session on the parade
4:00 curiously watched by holiday
4:30 makers, it was AUGUST BOMBS
5:00 HOLIDAY TIME, up to the
5:30 CASTLE for CLAY PIGEON SHOOTING.
6:00 after a couple of months was
6:30 moved on to KINGSTON
7:00 AIRFIELD at CARLISLE for
7:30 GRADING COURSE ON TIGER MOTHS
8:00 I had made friends with a chap
called ~~Almas~~ ^{Almas}. We used a saddle
field at KIRKHAMPTON & SCOTLAND.
The planes flew daily from
Carlisle with a couple of passengers
the other cadets ~~the other~~ ^{the other}

Weather Temp Rain

7 THURSDAY JANUARY

OCTOBER							NOVEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

7th day / 152 to come

8:00 road. One day one of the Tiger didn't arrive, it was surprised
8:30 that the wings had fallen
9:00 off the Tiger. REBBONS and his
9:30 instructor both bought it. Some
10:00 of the mother had notices on
10:30 the instrument panel warning
11:00 that it should not be used for
11:30 aerobatics, whether that was
12:00 the cause we never found out.
12:30 A group of ex cadets were
1:00 waiting our turn to fly when
1:30 we saw the Tiger coming in
2:00 to land, we then saw another
2:30 Tiger almost on top of it, as
3:00 the lower one landed the top
3:30 one landed on top of it, flipped
4:00 over on its back and the
4:30 lower one dug in and finished
5:00 up vertically. The pilot of one
5:30 was the chief flying instructor,
6:00 the ~~other~~ other was the deputy
6:30 flight commander. I thought
7:00 that I was quite competent
7:30 and scared at 4:30 with no
8:00 problem, although I sustained
8:30 quite a few that were in
9:00 by tried to land at 8:30, the
9:30 Tiger didn't seem to
10:00 suffer too much damage

FRIDAY JANUARY 8

FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

8th day / 157 to come

8:00 as all the occupants seemed
8:30 to walk away, we were
9:00 under the control of the
9:30 Scottish Aviation company,
10:00 the members who were concerned
10:30 with the catering arrangement
11:00 were obviously on the fiddle
11:30 because the food was vile.
12:00 The caterers were the Saxon
12:30 Grey company who had a
1:00 restaurant in the main street
1:30 a pal of mine GEORGE WARREN
2:00 took a Scotty Pie that he
2:30 had been served with and
3:00 clapped it on the table of the
3:30 person who was supposed to be
4:00 the C.O. (he was a civilian), opened
4:30 it and rejected that it was
5:00 green with mould. Their idea
5:30 of a meal was to give you
6:00 one sardine on a piece of bread
6:30 cut four to the side. It was
7:00 so bad that we were reduced
7:30 to creating a connection at the
8:00 head of the queue while those
8:30 toward the back reached round
9:00 under the counter and grabbed
9:30 what we could. George & I stayed
10:00 together for over a year, going
10:30 on and on together, sharing together

9 SATURDAY JANUARY

1990 DECEMBER							1991 JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	1	2	3	4	5	6	7
11	12	13	14	15	16	17	8	9	10	11	12	13	14
18	19	20	21	22	23	24	15	16	17	18	19	20	21

8th day / 231 to come

8:00 then parting when he came
 8:30 back to England and on
 9:00 to HARFAX aircraft, he went
 9:30 down on the TROOPS, it was
 10:00 reported to me that he was
 10:30 last seen trying to get
 11:00 his wounded parachute operator
 11:30 out of the aircraft while
 12:00 others baled out, he didn't
 12:30 survive. From Carlisle we
 1:00 were posted to HEATON ROAD
 1:30 in MANCHESTER where we
 2:00 were joined thousands of
 2:30 others, we were assembled at
 3:00 a BOMB STAND and lists were
 3:30 read out as to our future,
 4:00 etc. LUN B had just been
 4:30 put into operation (NAV, NAV, NAV, NAV)
 5:00 since the airforce was gearing
 5:30 up for the big offensive against
 6:00 GERMANY. I was read out as
 6:30 being a NAVIGATOR and could
 7:00 have obtained my release
 7:30 from the RAF FORTH to go
 8:00 back to my Reserved Occupation
 8:30 since I had been released for
 9:00 PILOT duties only, however
 9:30 apart from the rotten food
 I had made some good
 10:00 notes, I decided to stay

SUNDAY JANUARY 10

1990 DECEMBER							1991 JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14

10th day / 231 to come

8:00 one of the lectures at Heaton
 8:30 Park were conducted by
 9:00 some real old sweets, one
 9:30 I really remember would go to
 10:00 the head of the class and say
 10:30 "What's it today, armaments or
 11:00 Baking News, you could be
 11:30 stupid if you didn't want
 12:00 able to produce the outcome,
 12:30 I didn't count but the version
 1:00 that he told had about forty
 1:30 five losses, I remember the gist
 2:00 of the story, but just about
 2:30 remember about a
 3:00 great wheel, then it was
 3:30 TEAN SKAVINSKY SKAVAR,
 4:00 and so many others. Whilst
 4:30 there we went out a side
 5:00 gate to a pub called the
 5:30 POST OFFICE, it was on the
 6:00 PRESTON RD, we were engaged
 6:30 during contacts with the
 7:00 women who congregated there,

8:00	①	②
Weather	Temp	Barom

13 WEDNESDAY
JANUARY

DECEMBER							JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

CDB day / 100 to come

8:00 starboard, mole over and
 8:30 drop the hanks, not a lot
 9:00 to see, then turn for home,
 9:30 driving on for a couple of
 10:00 hours, feeling fairly secure
 10:30 it was one usual practice
 11:00 for the rear gunner to
 11:30 be relieved in the turret by
 12:00 the wireless operator and
 12:30 come forward to stand in
 1:00 the Astro dome beside my
 1:30 position, placing himself
 2:00 with his arms to warm
 2:30 himself, and the old
 3:00 Wip, would fill with the
 3:30 smoke of the Wop's fog as
 4:00 he lit up, in spite of the
 4:30 old kite being full of holes.
 5:00 But this was so different,
 5:30 I saw beside me this
 6:00 lovely young bird, same age
 6:30 as me, about 21, and it
 7:00 wasn't cigarette smoke it
 7:30 was CHAPERON'S which
 8:00 should pick up in CARO
 8:30 on the way up from E.T.O.
 9:00 I gave her a black top
 9:30 of lukewarm coffee and
 10:00 it seemed quite natural

Weather

Temp

Barom

100

THURSDAY
JANUARY 14

FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

CDB day / 100 to come

8:00 3. make for the bed,
 8:30 which the Vickers
 9:00 company + BARNEY WALLIS
 9:30 in particular had provided,
 10:00 the TUBONIC AMPHIBIA of
 10:30 MORPHIA became an
 11:00 aphrodisiac, and then,
 11:30 an awful WHUMP!! the
 12:00 old Wip went all over
 12:30 the sky, it appears that
 1:00 it was by kind permission
 1:30 of the HERMAN GERZING
 2:00 PANTHER GREENADERS that
 2:30 latterly, we had unloaded
 3:00 our loads, on GRAL, the
 3:30 old Wip, dived on as
 4:00 though she was used to this
 4:30 on a regular basis. What
 5:00 did the bird do, what
 5:30 would we have done, we
 6:00 had more than 100 holes,
 6:30 some quite big.
 7:00 You may ask what provided
 7:30 this, today I showed a
 8:00 letter from a JAN MANN of
 8:30 HUSOVA, MIROSLAV is the
 9:00 CZECH REPUBLIC requesting
 9:30 information about the crew's
 10:00 members who I saw go to
 10:30 their deaths that Day

Weather

100

25-55

15 FRIDAY
JANUARY

15th day / 150 to come

1990 JANUARY							1990 JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

8:00 in 1946 and who lay
8:30 forgotten by their own
8:50 country, among others
9:20 until a excavation took
9:50 place in 1990-1991. By a
10:20 CZECH team, six bodies
10:50 were taken out to the crash
11:20 site and attended the burial
11:50 of their heroes military
12:20 funeral, another war
1:00 crust here, Lillcrap was
1:30 the regular navigator on that
2:00 crew, but missed that "up"
2:30 through illness, he came
3:00 up with another crew member
3:30 but got the drop a fortnight
4:00 later. We had got together
4:30 in England 1942, went to
5:00 South Africa together, trained
5:30 in S.A together to Polakine
6:00 together for O.F.U. up to
6:30 Italy joined the squadron
7:00 together, a then!

8:00	8:30	8:50
Week	Temp	Bar

SATURDAY
JANUARY 16

written in 2002.

16th day / 149 to come

1990 JANUARY							1990 JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

8:00 Will someone in about
8:30 50 years, review the case
9:00 of 2nd W.U. aircor and their
9:30 treatment in particular, the
10:00 litigious lawyers have
10:30 got the "shot" at your affair
11:00 linked up, to whose advantage
11:30 can post traumatic stress be
12:00 involved, in the case of those
12:30 that fired the rifles. Horror
1:00 & cruelty in war come to
1:30 be accepted, but when it comes
2:00 from your own side it must be
2:30 condemned. My father came out
3:00 of the 1st W.U. aged 20 had
3:30 been employed in the R.A.S.C.
4:00 driving and distributing to
4:30 the trenches (how damn) on
5:00 supply routes targeted by the
5:30 enemy, he was badly gassed
6:00 and on becoming a curvy
6:30 he was unemployed &
7:00 unemployed for many years
7:30 from the gassing. He received
8:00 no benefits from the government
8:30 who had proclaimed R.A.S.C.
9:00 FIT FOR HEROES. and succumbed
9:30 to his illness at the age of

8:00	8:30	8:50
Week	Temp	Bar

17 SUNDAY JANUARY

17th day / 347 to come

1990 DECEMBER												1991 JANUARY																
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10
29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

8:00 53 years, it took him a
long time to die slowly.
8:30 Coming up to the 2nd W
and beyond, perhaps my
experience may shed a
little light, shot at dawn
10:00 didn't figure I was aircrew,
11:00 and an almost effective
detonant was used against us
12:00 I almost said cowardice,
12:30 but it wasn't that, the
1:00 detonant was L.M.F. or lack of
1:30 Moral fibre in which the
2:00 poor fellow was stripped of
2:30 pants (own lowest was Sgt)
3:00 given the lowest job S.D. and
3:30 his pay book stamped large
4:00 L.M.F. so wherever he went
4:30 they knew, the army one
5:00 knew. So perhaps a little
5:30 personal experience may
6:00 help. Arriving in the back of
6:30 a lorry at a vineyard &
7:00 white grille just outside
8:00 Foggia, nothing idyllic in
the fact we had a collection
of old broken up ridgely tents
wherein we later found to
have been all through the

Weather

Temp

Rain

100

1990 FEBRUARY												1991 JANUARY																
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10
27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

20th day / 347 to come

8:00 Martin Luther King Jr. (U.S.A.)
8:30 desert warfare for years,
9:00 they showed their age,
9:30 underneath the tent had
10:00 been dug out about 2 foot
10:30 so that we could just about
11:00 stand up in the middle. We
11:30 were told to find empty one
12:00 and it was three to a
12:30 tent. The empty ones were
1:00 the ones where the crew's
1:30 had got the chop, very
2:00 seldom did any one finish
2:30 a tent (40 ops us not 30 as the
3:00 highly boys). We were 205 GAF
3:30 heavy bomber squadron,
4:00 consisting of nine Wellington
4:30 squadrons, one British Liberator
5:00 with 2 SAAF five squadron and
5:30 one Hawker Siddeley as p.f.f.
6:00 I was in 37 sqdn and with
6:30 our sister squadron 20
7:00 were on a single strip P.S.P
7:30 runway at Portorella which
we shared with the flying
7:30 fortress of the 99 Bomber Group
15 A Force (USAAF) situated on the
far side of the runway.

Weather

Temp

Rain

100

19 TUESDAY
JANUARY

1900 DECEMBER							1900 JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

25th day / 24 to come

8:00 It was within a day or so
8:30 of arriving that my pilot
9:00 ALEC HARRIS (QUEENSLAND
9:30 AUSTRALIA) went off to MILAN
10:00 on his second diary trip to
10:30 get a taste of hostile activity
11:00 and learn a few ropes, he
11:30 was with a SAAF crew in a
12:00 MAX Wipac the trip being
12:30 either their ultimate or pen
1:00 ultimate trip (39" or 40").
1:30 the fact that he later
2:00 came back was because of a
2:30 collision over the target.
3:00 He is buried near MILAN!
3:30 The very next day I was
4:00 listed to fly with a crew
4:30 that had arrived with us
5:00 on the squadron, since their
5:30 NAVIGATOR had gone sick. The
6:00 pilot of this aircraft was a
6:30 Canadian ART SCHLOTT who
7:00 had trained in Canada with
8:00 my pilot but who had
8:30 come back safely from his
9:00 experience trip. This trip
9:30 proved quite hairy when the
photo flash started to set
its own fuse & had to be

Weather

Temp

Barom

200

WEDNESDAY 20
JANUARY

1900 JANUARY							1900 JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

26th day / 25 to come

8:00 jettisoned with resultant
8:30 fuselage down, no picture
9:00 any a poor start shortly
9:30 I was back with my gun
10:00 crew, piloted by a SAAF who
10:30 had come down over wrong
11:00 territory & had walked back
11:30 with quite a story to tell. Over
12:00 the time of my tour I was used
12:30 as an odd bird, flying with
1:00 new crews (very awkward) but
1:30 being accepted to the SAAF
2:00 who became Flight Commander
2:30 and was only allowed to fly
3:00 once a fortnight. I was
3:30 given the job of collecting
4:00 loads from a holding centre
4:30 out of side of NAPLES while
5:00 awaiting court martial on
5:30 summary of evidence, they
6:00 having gone absent without
6:30 leave & then captured in NAPLES.
7:00 A call would be made to
8:00 the Control Tower to
8:30 enquire the time of the next
9:00 Foggia ferry on Old Flying
9:30 Fortress which had been
deactivated and used as a
mail plane & transport all

Weather

Temp

Barom

200

21 THURSDAY
JANUARY

1946							1945						
MONDAY							TUESDAY						
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

21st day / 144 to copy

8:00 (4) around Foggia area, my
 8:30 pilot would take me in his
 9:00 old V8 Woody Ford to the
 9:30 taxi track, along would roll
 10:00 the old fortress, a squeal of
 10:30 brakes, door open and off
 11:00 we would go to Panigione
 11:30 airport. I think a ride down
 12:00 the AUTOSTRADA to PORTICI,
 12:30 present a piece of paper to the
 1:00 guard house & collect my
 1:30 prisoner and back roads to
 2:00 Foggia, sometimes all the
 2:30 farmers had gone so we had
 3:00 to sleep on the floor of the
 3:30 NAPPI until morning, then
 4:00 off. I was given a revolver
 4:30 but I couldn't use bullets, but
 5:00 they caused no trouble. The
 5:30 first prisoner was a flight
 6:00 wireless operator who had
 6:30 done a tour in the desert
 7:00 & was half way through his
 8:00 second tour when he became
 an odd ball, had a couple
 of shaky days, and was
 doing I believe he became
 lost. The next one had
 a rather sad tale to tell,

Weather Temp Rain

FRIDAY 22
JANUARY

1946							1945						
THURSDAY							FRIDAY						
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

22nd day / 143 to copy

8:00 (5) he had been ground
 8:30 staff in the desert and
 9:00 along with 3 friends decide
 9:30 to volunteer as air gunners,
 10:00 expecting to be posted back
 10:30 to Brighton for training, but
 11:00 training grounds had been
 11:30 opened & the middle east
 12:00 so they didn't get home,
 12:30 in fact they came to our group,
 1:00 and one by one they got the
 1:30 chop, until just this one
 2:00 was left so away he went &
 2:30 was captured again in Naples.
 3:00 Another rear gunner bled
 3:30 out & the middle of the
 4:00 Atlantic, look, but another
 4:30 saga took a bit longer to
 5:00 unfold, I was signed to
 5:30 fly with a full old bod
 6:00 but, ~~he was very old~~ ~~he was very old~~
 6:30 until the rear gunner
 7:00 reported flames from the port
 8:00 engine during part of a
 8:30 flight, this was followed
 9:00 by the shut down of the
 9:30 engine & the wind feathering
 10:00 wings upon the old ship
 10:30 started to sink, bank down

Weather Temp Rain

23 SATURDAY
JANUARY

1940							1941						
DECEMBER							JANUARY						
	S	M	T	W	T	F	S	M	T	W	T	F	S
1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16	17	18	19	20	21	22	23	24	25	26	27	28
29	30	31						1	2	3	4	5	6

23rd day / 342 to come

6:00 ⑥ open, jetstream engine operated,
and then gently back to
base, land surface falling
back at base, not moving
we were called as a crew to
report to GEORGE when he
gave us a terrific dressing
down, we should be court
martialled if we had the
chance to ask, we should
carry on with no bombs,
but he insisted that we
should have carried on even
without bombs, perhaps we
should have checked the plan
at that but we didn't dare
suggest that, Subsequent
events shed a little light
on this episode. Flying
with this pilot once again
we were approaching the
target PHOTON, reckoned to
be second only to BRUNN
in defence since it was
Hercules only natural oil.
Due to go forward to stand
by the pilot to record
the following observations,
light & make observations

Weather	Temp	Barom	88
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SUNDAY 24
JANUARY

1940							1941						
DECEMBER							JANUARY						
	S	M	T	W	T	F	S	M	T	W	T	F	S
1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16	17	18	19	20	21	22	23	24	25	26	27	28
29	30	31						1	2	3	4	5	6

24th day / 343 to come

6:00 ⑦ regarding the target &
engine's also reporting, later
I found I couldn't open
the door, it was only on a
ball catch, but I pulled so
hard I broke the Walker loop
which acted as the handle.
I reported this in GEORGE &
asked the Bomb officer to
come & look the door open
at the same time the pilot
reported that he had the
control right over but
still couldn't get the
port wing up to fly straight
& level, this indicated the
Geodetic frame to twist &
look the door, since I was
standing beside the gauges
that monitored the state
of the petrol tanker I asked
the bottom to read & saw
that the port tanks were full
& the starboard tanks were
well down. I shot back to the
main beam to turn on the
petrol balance cocks. He
told the pilot to ensure that
the balance cocks beside his

Weather	Temp	Barom	88
---------	------	-------	----

25 MONDAY
JANUARY

DECEMBER							JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	1	2	3	4	5	6	2	3	4	5	6	7	8
11	8	9	10	11	12	13	9	10	11	12	13	14	15
18	15	16	17	18	19	20	16	17	18	19	20	21	22
25	22	23	24	25	26	27	23	24	25	26	27	28	29

25th day / 260 to come

8:00 (S) Seat was on, by now the
8:30 B/A had packed the door
9:00 open came back up our
9:30 positions, then we were over
10:00 the target and then we were
10:30 cornered, I never believed in
11:00 jumping or altering height
11:30 to lose searchlights, they
12:00 were faster than we were &
12:30 were radar controlled so the
1:00 pilot who agreed with me
1:30 just put the nose down
2:00 for maximum speed out
2:30 up to about 300 mph and
2:00 finished up just above
2:30 the tops of the refinery
4:00 towers, somewhere in the
4:30 way we had dropped our
8:00 bombs but we didn't get a
5:30 photo. I later learned that this
8:00 pilot had alerted on another
6:30 raid - on another occasion had
7:00 not appeared for take off & had
6:00 been found hiding in a field.
The wing commander of our
detailed by Gp on page to take
the aircraft over, which he did,
but the wing finished up in a
ditch, that trip had left the
ground near by the next morning.

FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	1	2	3	4	5	6	12	1	2	3	4	5	6
12	9	10	11	12	13	14	19	16	17	18	19	20	21
19	16	17	18	19	20	21	26	23	24	25	26	27	28

26th day / 230 to come

QASTINA
7 THURSDAY
JANUARY 26
Palestine

8:00 This episode started on
8:30 a concrete apron at
9:00 TT O.T.U at Qastina just
9:30 a short distance from Jerusalem
10:00 in Palestine, it was mid April
10:30 1944. Qastina was a hellion
11:00 D.F. using I.C. models. A
11:30 mixed crowd of aircrew were
12:00 assembled on a concrete apron
12:30 and ordered to sort ourselves
1:00 into rows, this apparently being
1:30 standard R.A.F. procedure.
2:00 We had segregated ourselves
2:30 into our various trades
3:00 since in many cases we had
3:30 trained in our various trades
4:00 & knew one another. As it
4:30 turned out, in the main
5:00 it was left to the navigators
5:30 to do the picking. My first
6:00 choice was a short chubby
6:30 bomb aimer, who never also
7:00 managed to get his front
6:00 cap on straight, this was
the reason that I picked
him. Well, was because we
had been at the same air
schools in South Africa and
he was a wonderful piano
player and had picked up

27 WEDNESDAY JANUARY

2000							2000						
JANUARY							JANUARY						
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

27th day / 336 to come

8:00 ② all our parties with
8:30 his playing, he came from
9:00 Kingston CK and had
9:30 started a career in his
10:00 local newspaper before
10:30 volunteering. I noted a
11:00 rather skinny looking
11:30 Australian, standing alone,
12:00 & made an approach, he
12:30 agreed to join us, it turned
1:00 out that ^{he} came from a family
1:30 of pineapple growers in
2:00 Pakenham. That made three
2:30 of five & next was the
3:00 Air general who came from
3:30 Wallington in Surrey and had
4:00 started in a family, he had
4:30 trained in Rhodesia, he
5:00 resembled a bloodhound in
5:30 looks, his name was
6:00 appropriately enough 'CAPTAIN'.
6:30 That but not that was the
7:00 W/Operator who had trained
7:30 in England, and had been
8:00 from in Down Castle where his
8:30 father who was a soldier
9:00 had been stationed, he was
9:30 always known as Mac &
10:00 had started out as a boy

Weather

Temp

Rain

100

THURSDAY 28 JANUARY

2000							2000						
JANUARY							JANUARY						
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

28th day / 337 to come

8:00 ③ soldier & had transferred
8:30 to the R.A.F. he had
9:00 made his home in Stratton
9:30 in S.E. London. We soon
10:00 settled in to a good routine
10:30 flying around the Eastern
11:00 Med, where we were informed
11:30 that all radio aid were to be
12:00 treated as suspect, evidence
12:30 of this came when we
1:00 took a bearing on a beacon
1:30 at Cairo which we could see
2:00 away beyond our port wing
2:30 tip, but the beep, bearing
3:00 from the W/op was miles
3:30 out. We had a pretty good
4:00 two months at O.T.V., and
4:30 unlike the stories that we
5:00 had heard about Dredger's
5:30 at O.T.V. in England, we
6:00 suffered no losses from our
6:30 taller crews, it came close
7:00 when one of the pilots
7:30 who always displayed the
8:00 fact that he wanted to be
8:30 a fighter pilot, did bomb
9:00 the Authority Center in Cairo
9:30 which we had been given
10:00 as a simulated target, he

Weather

Temp

Rain

100

29 FRIDAY
JANUARY

1944 JANUARY							1944 FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

29th day (131) to come

8:00 (6) died so violently that
8:30 on pull out he stripped
9:00 a lot of fabric from the
9:30 wings and had to make
10:00 an emergency landing for
10:30 repair. Talker who we
11:00 loaded the squadron he
11:30 was our first casualty.
12:00 failing to return from his
12:30 first op. From OTU we were
1:00 sent on board the Alexandria,
1:30 which we quite enjoyed then on
2:00 to CAMO awaiting posting, we
2:30 were picked up by a USNR
3:00 Destroyer & after a stop at Bermuda
3:30 for fuel we landed up at
4:00 Portici, a dirty old multi-story
4:30 warehouse. Nothing what we could
5:00 see the bay of NAPLES, (didn't see
5:30 all that romantic) to the east
6:00 was Vesuvius due to the NORTH (about
6:30 100 yds) was a military prison
7:00 otherwise known as a classroom
7:30 in military parlance, which I
made acquaintance later on, &
to the South was Sorrento which
was our rest camp. The only
advantage that we had
over the slightly better, although
they had the drawbacks of

SATURDAY 30
JANUARY

1944 JANUARY							1944 FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

30th day (132) to come

8:00 London for compensation.
8:30 The local population were
9:00 in a sorry state, they appeared
9:30 to be almost peasant, and
10:00 the war had made their
10:30 situation much worse. The
11:00 children lined up all day
11:30 to share out our swill bins
12:00 they were so hungry, they
12:30 were welcome to it since
1:00 once again the RAF food
1:30 was terrible, in those &
2:00 a half years overseas I
2:30 never once had food went
3:00 except when in South Africa
3:30 where the South Africa airforce
4:00 did one catering on any of
4:30 the times when we was
5:00 able to eat in mess halls
5:30 run by the Americans.
6:00 Whilst waiting posting my
6:30 pal that he had framed with
7:00 in CANADA decided to head
north for a look at ROME.
I decided to tag along. So
the Antioch quill near
thanks at the ready we were
soon picked up by an officer
who asked how my whist G.H.C.

March 1940

First day of 1940 to come

8:00 truck courtesy of the U.S. Army
8:30 introduced ourselves to this
8:30 large black fellow sitting
8:30 there, who introduced himself
10:00 as ~~JOHN~~ OWEN, the Olympic
10:30 athlete who had won 3rd his
11:00 gold medals at the Berlin
11:30 Olympics which had so upset
12:00 Hitler that he refused to
12:30 shake hands with him at
1:00 the medal ceremony. Drive
1:30 on NORTH we passed through
2:00 CASINO which had been
2:30 totally obliterated, covered
3:00 in contiguous holes made by
3:30 bombed shells, arriving in
4:00 the center of Rome we looked
4:30 around at all the sights, and
5:00 also got our sights on some food.
6:00 we got thrown off various
6:30 chair lifts, we went in the
7:00 night one force, we eventually
8:00 made it to a big command
8:30 hall, filled out with
9:00 several ranks of beds, fully
9:30 loaded with blankets & pillows,
10:00 moved on & staged a very unsteady
10:30 night in a big wooden hotel,
11:00 scrounged more food & bottled
11:30 water. Back to Portici
12:00 see 516 station

September 7th 1940
Saturday
MEMORANDA

When it was there I was. I
was a rising eighteen year old
student from the engineering courses
at the Woolwich Polytechnic, and
there was the Woolwich Arsenal
waiting to wrap me into an
engineering apprenticeship in
the Gun & Ammunition test room.
The Woolwich Arsenal was a
huge munitions factory, it
extended over 3 miles along the
South Bank of the Thames &
was over a mile wide, it had
been in existence for very many
years, & had the production of
gun barrels had first taken
place there. It had its own
gas & electricity plants, its
own iron & steel & brass
foundries & produced everything
from 16 inch naval guns,
weighing in at over 130 tons,
to minute watch mechanisms &
used a cone of gears, it also had
what was known as the Vickers
Bundage which produced explosives
& casting factories producing
over two million pounds a week.
In fact you could call this
a prime target for bombing
which the Germans were
demonstrating their remarkable

5th FRIDAY
MARCH

1940 Day / 200 to come

8:00 we hadn't been missed. Then
8:30 on to trucks for the ride
9:00 to our squadron. Was 20500
9:30 stationed around the town
10:00 of Fossia two squadrons
10:30 were on Fossia main airfield
11:00 number 104 + 40, just out of
11:30 town was a single ship PSP
12:00 (Pierced Steel Plate) running
12:30 which held 37 + 705000
1:00 at REGINA after miles away
1:30 was 142 + 150. Our destination
2:00 was to be 375000.
2:30
3:00
3:30
4:00
4:30
5:00
5:30
6:00
6:30
7:00

100	①	②
Number	Drop	Area

September 7th to 14th 1940
MEMORANDA
Saturday

Then it was there I was. I
was a young eighteen year old
student from the engineering course
at the Bedford Polytechnic, and
there was the Woolwich Arsenal
waiting to wrap me into an
engineering apprenticeship in
the Gun & Carriage department.
The Woolwich Arsenal was a
huge munitions factory, it
extended over 3 miles along the
South Bank of the Thames &
was over a mile wide. I had
been in existence for very many
years, indeed the production of
gun barrels had first taken
place there. It had its own
gas & electricity plants, its
own iron & steel & brass
foundries produced everything
from 16 inch naval guns,
weighing in at over 130 tons,
to minute watch mechanisms &
used in some fuses, it also had
what was known as the Benson
Boudry which produced explosives
& cartridge factories producing
over two million bullets a week.
In fact you could call this
a prime target for bombing
which the Germans went
down straight to their remarkable

1 MONDAY
FEBRUARY

FEBRUARY 1940

MONDAY

F M T W T F S

1 2 3 4 5 6 7

8 9 10 11 12 13 14

15 16 17 18 19 20 21

22 23 24 25 26 27 28

Wind day / 111 to come

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

1940	1940
JANUARY	FEBRUARY
1 2 3 4 5 6 7	1 2 3 4 5 6 7
8 9 10 11 12 13 14	8 9 10 11 12 13 14
15 16 17 18 19 20 21	15 16 17 18 19 20 21
22 23 24 25 26 27 28	22 23 24 25 26 27 28

efficiency at so doing, as the continent of Europe - of course we were at war with Germany. In mid 1940 I joined the Woolwich Arsenal, working in the NEW FUSE factory whilst awaiting transfer to a tool-room to start my apprenticeship. This as the name implies was a factory producing machined components for assembly elsewhere - machine tools, jigs, etc. machines ranged from master bar & chucking automatic ACME-GUIDEWAYS, through man operated capstan & other machines down to small automatic machines not much bigger than sewing machines, set on tables working quietly away. The place was liberally coated in various cutting fluids, including special cutting oil - the smell was decidedly odd. The factory employed a few hundred people, and thus being a Saturday, we finished work early at 12:30. We worked week about alternating day & night shift, we were finishing at the clocking station

TUESDAY
FEBRUARY 2

Wind day / 112 to come

1940	1940
JANUARY	FEBRUARY
1 2 3 4 5 6 7	1 2 3 4 5 6 7
8 9 10 11 12 13 14	8 9 10 11 12 13 14
15 16 17 18 19 20 21	15 16 17 18 19 20 21
22 23 24 25 26 27 28	22 23 24 25 26 27 28

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

to put our cards into the time clock, stamp it by passing down a handle & replacing the card in the 'out' rack. We weren't all that perturbed by the morning air said since since withstood the many times, in fact on the night shift you were made to leave the factory & go to your designated air raid shelter, in my case it was known as a surface shelter, a brick built affair with a thick concrete top & a baffled blast wall at the entrance. At night it was our usual practice to climb on the top of the shelter, lay down & cover up with a waterproof sheet & watch the searchlight search out the intruders, we would chat like mad with the little caught the planes & guess the day, but they we also saw the anti-aircraft shell bursts which always seemed to well off target. Shortly after the siren started up, we hoped this land - explosion followed

3 WEDNESDAY
FEBRUARY

JANUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

30th day / 131 to come

8:00 in sequence by others, getting
 8:30 louder, we also were hearing
 8:50 aircraft engines dropping away,
 9:30 someone then shouted 'bombs',
 10:00 when a mad rush started
 10:30 for the nearest shelter, we
 11:00 all leapt up, jammed in
 11:30 the doorway as the bombs
 12:00 continued on, the 'stitch' of
 12:30 bombs continued along
 1:00 the road beside the factory
 1:30 where the surface shelters
 2:00 were lined up, one bomb
 2:30 went over our head, it blew up
 3:00 a small forage which scattered
 3:30 red hot coals over the car
 4:00 park, the coals burnt through
 4:30 the cloth tops of the cars &
 5:00 set them on fire, whilst the
 5:30 last bomb hit in underground
 6:00 shelter, killing all the
 6:30 occupants, including my
 7:00 cousin's husband's twin

8:00 were running all around, people
 with wounds around, covered
 in blood mostly from shards
 of glass which had come
 from the windows of multi
 storied buildings. There was no
 panic but chaos was

Weather: Day: Night:

THURSDAY
FEBRUARY 4

JANUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

31st day / 130 to come

8:00 immediate relief, we were
 8:30 totally unprepared for this
 9:00 Someone took the authority
 9:30 to tell us to get away
 10:00 home so I got on my bike
 10:30 and pedalled like mad
 11:00 along the dashed road to
 11:30 Wootton, the town centre where
 12:00 I turned left onto the road
 12:30 to Eltham my home. All the
 1:00 time the bombs were dropping,
 1:30 our fighters were attacking
 2:00 the bombers, shrapnel from
 2:30 the anti-air was raining
 3:00 down, cartridge clips were
 3:30 bouncing on the road, aircraft
 4:00 were coming down & I began
 4:30 to see parachutes everywhere
 5:00 I looked. I was pedalling
 5:30 past the military barracks
 6:00 when I was called in to the
 6:30 shelter by the soldiers, it
 7:00 appeared that they were

8:00 surprised to find me there, I
 had seen it all before.
 During a lull I pressed on
 towards home, the roads
 were full of emergency
 vehicles, ambulances, fire
 appliances, buses, etc.

Weather: Day: Night:

5 FRIDAY
FEBRUARY

1990							1990						
JANUARY							FEBRUARY						
	S	M	T	W	T	F	S	M	T	W	T	F	S
1	4	5	6	7	8	9	1	1	2	3	4	5	6
10	11	12	13	14	15	16	7	8	9	10	11	12	13
17	18	19	20	21	22	23	14	15	16	17	18	19	20
24	25	26	27	28	29	30	21	22	23	24	25	26	27
31							28	29	30				

26th day / 129 to come

8:00 in this vehicle, four
8:25 engines, all in a constant
8:40 stream heading toward
9:30 Woodstock. Arriving home, went
10:00 to the family relief, we could
10:30 see the fire & all the smoke.
11:00 it appeared that this raid
11:30 signalled the start of the blitz.
12:00 I went back to the hospital
12:30 arrival to see what was
1:00 going on, and what my
1:30 instruction would be. I
2:00 found the New Forge factory
2:30 completely burnt out, a
3:00 stand was being made to
3:30 remove all the machinery
4:00 for renovation, all the skilled
4:30 adult workers were being
5:00 recruited to join the shadow
5:30 munitions factories which
6:00 had been set up around the
6:30 country and in what was
7:00 known as the Flying Column.

8:00 to go to places around the
country to impart their skills
to those people recruited
to man these factories. I was
told to report to the Gun
Carrage tool room. I had

Weather: _____ Temp: _____ Bar: _____

SATURDAY
FEBRUARY 6

27th day / 129 to come

1990							1990						
JANUARY							FEBRUARY						
	S	M	T	W	T	F	S	M	T	W	T	F	S
1	4	5	6	7	8	9	1	1	2	3	4	5	6
10	11	12	13	14	15	16	7	8	9	10	11	12	13
17	18	19	20	21	22	23	14	15	16	17	18	19	20
24	25	26	27	28	29	30	21	22	23	24	25	26	27
31							28	29	30				

8:00 a look around the relics
8:30 of my destroyed works
9:00 place I was happy that
9:30 I hadn't made it to
10:00 my particular shelter on
10:30 the warning given, I was
11:00 fairly convinced that that
11:30 type of shelter was not
12:00 all that clever, since a
12:30 near miss high bomb would
1:00 collapse the brick walls &
1:30 the concrete roof would come
2:00 down in one massive chunk
2:30 and flatten anyone who was
3:00 inside. This unfortunately
3:30 happened in this event.
4:00 After a few days I got a
4:30 start in the Gun Carriage
5:00 toolroom, manufacturing for
5:30 fixtures, big heavy stamping
6:00 & forging. This paid a lot
6:30 was good for the multitude
7:00 of factories comprising the
8:00 solution. Arsenal with the
capacity to manufacture every
thing from 16" Naval guns
weighing about 130 tons all
the way down to minute
components for timing fuses.

Weather: _____ Temp: _____ Bar: _____

7 SUNDAY FEBRUARY

1940 January							1941 February						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

1940 day 1 121 to come

8:00 In the interim I had
8:30 been to the local recruiting
9:00 office & volunteered to be
9:30 trained as a pilot. I was
10:00 told that my job was considered
10:30 a reserve occupation and I
11:00 would have to apply to be released,
11:30 over time & not being called. I
12:00 wrote letters to the Air Minister
12:30 complaining that I hadn't been
1:00 called, and I was writing some
1:30 quite excellent letters. I left
2:00 it to my mother to post the
2:30 letters, she told me much later
2:00 that she hadn't posted the
2:30 letters ~~was~~ reading them. She
4:00 felt that they would result
4:30 in my being shot. Just over
5:00 a year later I was called to
5:30 report to N°1 BCR at LU20'S
6:00 CRICKET GROUND, at S^t John's Wood
6:30 NORTH LONDON. This was in
7:00 February 1942.

12°	①	②	
Weather	Temp.	Barom.	88

MONDAY FEBRUARY 8

1940 January							1941 February						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

1940 day 1 121 to come

8:00			
8:30			
9:00			
9:30			
10:00			
10:30			
11:00			
11:30			
12:00			
12:30			
1:00			
1:30			
2:00			
2:30			
3:00			
3:30			
4:00			
4:30			
5:00			
5:30			
6:00			
6:30			
7:00			
8:00	①	②	③
Weather	Temp.	Barom.	88

9 TUESDAY
FEBRUARY

40th Ave. / 13th St. to 14th St.

2000 COMBINED							2000 TECHNOLOGY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	0	0	0	0	0	0	7	0	0	0	0	0	0
10	19	17	10	14	23	16	7	0	10	11	12	14	14
17	18	19	20	21	22	23	14	15	16	17	18	19	19
24	25	26	27	28	29	30	21	22	23	24	25	26	27

8:00	8:00
8:30	8:30
9:00	9:00
9:30	9:30
10:00	10:00
10:30	10:30
11:00	11:00
11:30	11:30
12:00	12:00
12:30	12:30
1:00	1:00
1:30	1:30
2:00	2:00
2:30	2:30
3:00	3:00
3:30	3:30
4:00	4:00
4:30	4:30
5:00	5:00
5:30	5:30
6:00	6:00
6:30	6:30
7:00	7:00

Weather	Temp	Rain

WEDNESDAY 10
FEBRUARY

Soundness
of the proof

8:00 Bombs, they're Bombs. The
8:00 land bangs continued &
8:00 got louder as about 50
8:00 people made a dash for
10:00 the air-raid shelter, just
10:00 ten yards away, we just
10:00 jammed together in the door
10:00 way while the march of the
12:00 bombs continued & matched
12:00 close by, the nearest one
12:00 landed exploded on a small building
1:00 housing a small forge which
2:00 scattered hot coals over the
2:00 car park setting the cars
3:00 alight, the last bomb landing
3:00 on another air raid shelter,
3:00 killing all those inside
4:00 including the husband of
4:00 my cousin. We had been
5:00 lining up on "THE COCK"
5:00 waiting to clock off of our
5:00 shift in the NEW BOLT factory
5:00 a large factory machining
6:00 components for engines from
6:00 large shells down to water
6:00 line mechanisms & components
6:00 for torpedoes. The factory was
6:00 inside the fourth gate of the
6:00 Woolwich Arsenal a massively
6:00 complex armaments factory

11 THURSDAY
FEBRUARY

1990				1991			
J	M	T	W	T	F	S	S
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	

Start day / 105 to come

0:00			
0:30			
0:00			
0:30			
10:00			
10:30			
11:00			
11:30			
12:00			
12:30			
1:00			
1:30			
2:00			
2:30			
3:00			
3:30			
4:00			
4:30			
5:00			
5:30			
6:00			
6:30			
7:00			

6:00	①	②
Director	Temp.	Room

FRIDAY 12
FEBRUARY

1990				1991			
M	T	W	T	F	S	S	
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	

Southwicks for work

8:00	with three miles of Thames
8:30	river waterfront & over a
9:00	mile wide, it had four
9:30	large gates spaced out
10:00	along the Plumstead Road,
10:30	and had employed over
11:00	70,000 people at one time
11:30	I was employed as a
12:00	machine hand while waiting
12:30	to start an apprenticeship
1:00	& toolmaking at the Gun
1:30	Carriage toolroom situated
2:00	up near the Main Gate (A1)
2:30	The main gun factory
3:00	was situated in front
3:30	inside the main gate.
4:00	It was two minutes to
4:30	five, just about time to open
5:00	the door of the clock & advance
5:30	the hands to 5 o'clock & then
6:00	punch our cards & off, this
6:30	being a fairly regular practice.
7:00	We worked week about day
8:00	& night shifts & when the
	seven went wrong we were
	on night shift, we were ordered
	to our air raid shelters. Over
	time, since nothing happened
	we climbed on the top of the

Director	Temp.	Room
----------	-------	------

15 MONDAY
FEBRUARY

TABLE 1							
CUMULATIVE PERCENTAGE OF PLANTS							
1970		1971		1972		1973	
1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8
10	15	20	25	30	35	40	45
50	55	60	65	70	75	80	85
90	95	98	99	100	100	100	100

click here to view

Time	Activity	Notes
8:00	Prayer	
8:30	Worship	
9:00	Worship	
9:30	Worship	
10:00	Worship	
10:30	Worship	
11:00	Worship	
11:30	Worship	
12:00	Worship	
12:30	Worship	
1:00	Worship	
1:30	Worship	
2:00	Worship	
2:30	Worship	
3:00	Worship	
3:30	Worship	
4:00	Worship	
4:30	Worship	
5:00	Worship	
5:30	Worship	
6:00	Worship	
6:30	Worship	
7:00	Worship	

[illegible]

TUESDAY 16 FEBRUARY

Data January						Data February					
S	M	T	W	T	F	S	M	T	W	T	F
7	0	0	0	0	0	0	0	0	0	0	0
14	10	14	17	18	19	10	12	17	18	19	20
21	22	24	25	26	27	16	19	18	19	20	21
28	29	30	31			23	24	27	28	29	30

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bombs were falling, shrapnel from A.A. shells was raining down or were bullet cases & clips. As I reached the artillery barracks in Mill Hill I was shooed out by soldiers to join them in the doorway of a barracks block. It transpired that they had returned from Dunkirk. After a while there was a lull & I got on my bike and made my way home. In this time the road was nose to tail with emergency vehicles heading down to Woolwich. Ambulances, fire engines, Air raid precaution vehicles, mobile water pumps manned by civvies & covered by large cars, the effort was tremendous. It reported back by word the next day that the

the tiny factory was no more
it was ^{supposed} to be ^{filled} ^{up} ^{with}
twisted gears & ^{driven} ^{out}
machines made evidence of
what had been a very highly
productive factory. Within a few
days I was called to start my

17 WEDNESDAY FEBRUARY

1944							1945						
JANUARY							FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

4th day / 157 to come

8:00	7:00	Feb Wednesday
8:30		
9:00		
9:30		
10:00		
10:30		
11:00		
11:30		
12:00		
12:30		
1:00		
1:30		
2:00		
2:30		
3:00		
3:30		
4:00		
4:30		
5:00		
5:30		
6:00		
6:30		
7:00		

EST	①	②
Weather	Temp.	Barom.

THURSDAY 18 FEBRUARY

1944							1945						
MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

4th day / 158 to come

8:00 apprenticeship, and shortly after
8:30 volunteered to join the R.A.F.
9:00 as aircrew.

9:30 I am prompted to write
10:00 this letter by the article
10:30 which mentioned the bombing
11:00 of the Arsenal on page 6, the
11:30 letters page of your APRIL 14th
12:00 publication. wondered

12:30 I have often ~~wondered~~ whether
1:00 the bombs that fell that day
1:30 at 5 o'clock on 7th September 1940
2:00 were the first of the daily
2:30 blitzes on London as no other
2:50 explosions were heard and I
3:30 think that the air-raid
4:00 sirens hadn't sounded.

Yours

EST	①	②
Weather	Temp.	Barom.

19

FRIDAY
FEBRUARY

JANUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

5th day / 185 to come

8:00
8:30
9:00
9:30
10:00
10:30
11:00
11:30
12:00
12:30
1:00
1:30
2:00
2:30
3:00
3:30
4:00
4:30
5:00
5:30
6:00
6:30
7:00

Wet	①	②
Wet	Temp.	Bar

SATURDAY

20

FEBRUARY

JANUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

3rd day / 134 to come

8:00 Left Blackpool (Thank God)
8:30 on a dark & damp winter
9:00 day, arrived at a dark
9:30 and damp dockside,
10:00 comforted by this month
10:30 of iron and steel, named
11:00 SS. Strathmore, without any
11:30 ceremony we filed up the
12:00 gang plank, to be met by
12:30 a flight sergeant who was
1:00 giving out orders, as we
1:30 boarded, he looked me in
2:00 the eye and shouted, you
2:30 you are to guard the water
3:00 tight down on "H" deck, I
3:30 didn't know whether I was
4:00 to stop anyone from
4:30 pinching them, or report
5:00 whether they were there, or
5:30 should they be open or shut
6:00 or should I take any action
6:30 in the event of an emergency
7:00 He motioned to a doorman
7:30 and said, down there,
proceeding down the stairways,
which were littered by
the alphabet, I got well
down, thinking if I dare
to go any farther, I will
be outside the ship.

At NAV School in S.A. flying in the Anson, wind up unescort 48 wide up or down. One day an episode occurred that would seem to be almost impossible with few aircraft (after all it wasn't a thousand bomber raid) one Anson settled itself briefly on top of another Anson, both flying on the same heading, they parted and returned to base with little damage. This precipitated an all round safety review of everything including parachutes. On opening the batta down flap on the chute it was found that the 2 release wires, attached to the "D" handle, used to deploy the chute, which were threaded through two steel pillars which were used to hold the four flaps covering

② the canopy & its lines, had been bent right round, making it impossible to release the chute, obviously, we had a MALANTRES an organization run by a D^r MALAN who were sympathisers of HUNGER and anti British, they were the "Osewa Bravday", on the camp.

The other occasion that I had a brush with them when we going by train from PORT ELIZABETH to Durban, we were on a single track and on reaching BLOMFONTAIN we had to wait for 8 hours for a train coming down the line to reach us where double track had been laid for us to pass. All our course of about 30 bods made our way into town, it being the beer brewing capital of S.A, with many different brews on offer. I was with my mate LOFTY WINTERBOURNE

④ received a blow to my left eye, some of our mates rallied round and we went to the train & looked for some one with a ripped shirt, fortunately for them we didn't find them, by this time I had a lovely black eye, but after a few beers we went on our way. During the night, on one of our train journeys across S.A. one of the fellows walked along the corridor to the toilet, opened the wrong door - fell off the train, he finished up walking along the track following the train in only his short shirt, his name was Watson, he had been named Willey Watson after an old time Music Hall turn, Happy days, he had to walk until he came to some habitation which was far better up on the high veldt, however he eventually caught up with us.

23 TUESDAY
FEBRUARY

2010 JANUARY							2010 FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

Each day 7:00 to close

8:00			
8:30			
9:00			
9:30			
10:00			
10:30			
11:00			
11:30			
12:00			
12:30			
1:00			
1:30			
2:00			
2:30			
3:00			
3:30			
4:00			
4:30			
5:00			
5:30			
6:00			
6:30			
7:00			

8:00	①	②	
Weather	Temp.	Barom.	

WEDNESDAY 24
FEBRUARY

2010 JANUARY							2010 FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

Each day 7:00 to close

8:00	Mon 2 August 2010 10:44:13Z/90		
8:30			
9:00			
9:30			
10:00			
10:30			
11:00			
11:30			
12:00			
12:30			
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1:30			
2:00			
2:30			
3:00			
3:30			
4:00			
4:30			
5:00			
5:30			
6:00			
6:30			
7:00			

8:00	②	③	④
Weather	Temp.	Barom.	

11 SATURDAY
DECEMBER

NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
							1	2	3	4	5	6	7
8	9	10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31				

Miles day / 20 to come

8:00						
8:30						
9:00						
9:30						
10:00						
10:30						
11:00						
11:30						
12:00						
12:30						
1:00						
1:30						
2:00						
2:30						
3:00						
3:30						
4:00						
4:30						
5:00						
5:30						
6:00						
6:30						
7:00						

6:00	6:30	7:00	7:30
Weather	Temp.	Barom.	

SUNDAY 12
DECEMBER

NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
							1	2	3	4	5	6	7
8	9	10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31				

Miles day / 20 come

8:00	Turning off this track lead
8:30	typically, the track lead
9:00	into a dirt track we
9:30	arrived at the TORRECCA
10:00	the present home of 375sq.
10:30	You couldn't say that we were
11:00	expressed, it looked like a
11:30	deserted tip. If it had a
12:00	modern feature you could
12:30	say it was the olive trees
1:00	at least they looked alive, not
1:30	many signs of life otherwise,
2:00	no welcome, crowd, & no
2:30	grass lands, just chopped out
3:00	old tents, showing that ago
3:30	after 3 years in North Africa
4:00	showing & showing with the help
4:30	of battle, to say they sagged
5:00	was an understatement. They were
5:30	the standard ridge tent,
6:00	perched over a hole dug
6:30	into the ground to give
7:00	enough room to stand up.
7:30	entrance was by sliding
8:00	down the slope created by
8:30	the feet traversing the entire
9:00	coming & going. After a while
9:30	the entrance had contrived
10:00	to deeper, the slide & distribute
10:30	the light evenly over the

13 MONDAY
DECEMBER

NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
29	30	1	2	3	4	5	1	2	3	4	5	6	7
6	7	8	9	10	11	12	8	9	10	11	12	13	14
13	14	15	16	17	18	19	15	16	17	18	19	20	21
20	21	22	23	24	25	26	22	23	24	25	26	27	28
27	28	29	30				29	30	31				

147th day / 22 to come

8:00 bottom of the living space
 8:30 floor, making the makeshift
 9:00 beds look like a new
 9:30 bed & serious by realizing
 10:00 the third room on side,
 10:30 you had two options you
 11:00 either lifted the bed &
 11:30 put it on an excavate
 12:00 the floor. The tent had
 12:30 a trench dug around 3
 1:00 sides to catch the rain
 1:30 before it encroached on
 2:00 your salubrity inside.
 2:30 there were other trenches
 3:00 dug at random all over
 3:30 the site which were
 4:00 there for "STATION FORTUITO
 4:30 USE" of if anyone took
 5:00 exception & stayed the way
 5:30 going again in our area.
 6:00 These trenches contained
 6:30 water (rain) diesel oil
 7:00 which spilled from the 45

8:00 gallon drums of diesel oil
 which had been punctured &
 decanted & balanced across
 these trenches, no one was
 silly enough to attempt to
 8:30 Siphon it out. So they

Weather	Temp	Humid

TUESDAY 14
DECEMBER

NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
2	3	4	5	6	7	8	1	2	3	4	5	6	7
9	10	11	12	13	14	15	8	9	10	11	12	13	14
16	17	18	19	20	21	22	15	16	17	18	19	20	21
23	24	25	26	27	28	29	22	23	24	25	26	27	28
30	31						29	30	31				

148th day / 21 to come

8:00 were laid on their side &
 8:30 rolled back & forth to
 9:00 start or stop the flow,
 9:30 spillage obviously was unavoidable
 10:00 so all this in spite of clear
 10:30 warning as against making the
 11:00 diesel because of shortages.
 11:30 I might point out that this
 12:00 was totally in line with previous
 12:30 cold's raining forecasts. But the
 1:00 we were short of replacement clothes,
 1:30 food was vile, no tapes for the
 2:00 bling. We were assembled by
 2:30 the ADJ to be informed that
 3:00 the cupboard was bare
 3:30 and that if we wanted any of it
 4:00 at all we must make one
 4:30 our own arrangements or go without.
 5:00 We had checked the local
 5:30 farmer out of his house for
 6:00 our mess, so he had moved
 6:30 into a barn, which when you
 7:00 approached it displayed in
 8:00 common words, "I don't know if
 the goats & chickens used the
 bed but they including the
 chickens wandered around in
 the barn. Bacteria cigarettes
 on soap would get fresh eggs

Weather	Temp	Humid

17 FRIDAY DECEMBER

NOVEMBER							DECEMBER						
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

22nd day / 14 to come

8:00 reconstituted Chinese dried
 8:30 egg on two soldiers got out.
 9:00 We always went straight
 9:30 out after her dinners for
 10:00 fish & chips & peas, it
 10:30 was as well that we didn't
 11:00 stop there long, one morning
 11:30 would have run out & we
 12:00 would have starved to
 12:30 death. The day came when
 1:00 we were told to parade
 1:30 with all our kit bags, we
 2:00 had those in slinging and
 2:30 flying belt, a white coat of
 3:00 black paint & paint brushes
 3:30 & told to paint a code
 4:00 on each kit bag, I had
 4:30 been given the letter number
 5:00 AG-AG ETP in glass paint, then
 5:30 not at all sorry to leave Blackpool
 6:00 we departed, we stood here collecting
 6:30 of the time, even in bed. Off we
 7:00 went to Liverpool docks, crowded
 8:00 on its dock side, I marched
 8:30 aboard, as we stepped aboard
 9:00 we were given various duties.
 9:30 I was told to go "H" deck &
 10:00 guard the weatherlight door.
 10:30 I thought that rather odd,
 11:00 especially when I saw

SATURDAY DECEMBER 18

NOVEMBER							DECEMBER						
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

22nd day / 13 to come

8:00 then, I couldn't imagine anyone
 8:30 picking them, they were all
 9:00 lotted up, as I stood there
 9:30 pondering there was a loud
 10:00 throbber & the SS. Scrammore
 10:30 took off for South Africa. I
 11:00 didn't get the opportunity to
 11:30 stand at the rail & wave
 12:00 goodbye to England, there were
 12:30 certainly no families or brass
 1:00 bands, so I was told, just
 1:30 a few disinterested dockers,
 2:00 mucking about with kite & rope.
 2:30 I didn't see it all before.
 3:00 I eventually got up there
 3:30 and it was just sea everywhere
 4:00 & it was very green, we saw
 4:30 Rumour had it that we were
 5:00 heading south to join a
 5:30 convoy, but after a few hours
 6:00 we were heading north, nothing
 6:30 unusual, plus we always being
 7:00 altered, & so our final night
 8:00 at sea. We stood on the
 8:30 deck, I had been told we would
 9:00 have been underneath the
 9:30 deck (ship). We had a table
 10:00 strewn out, but from the side
 10:30 of the ship I felt very

19 SUNDAY
DECEMBER

1900							1901						
JANUARY							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

33rd day / 12 to come

8:00 from either side, this pattern
 8:30 was repeated about 12 times to
 9:00 from our mess deck. Over the
 9:30 top of our table were steel
 10:00 fish traps for our barnacles &
 10:30 that was it. We had 6
 11:00 large tea-pot & large trays
 11:30 which were taken up about
 12:00 a flight of steps, along a
 12:30 covered deck down into
 1:00 the galley where whoever
 1:30 was duty ate collected the
 2:00 food. We rocked our way
 2:30 along, the rocking becoming
 3:00 pronounced, we had a battleship
 3:30 warner cruise & a number
 4:00 of destroyers which kept
 4:30 churning off into the distance
 5:00 like grey clouds, getting
 5:30 larger as water as they tore
 6:00 about, the battleship all
 6:30 but disappeared at times
 7:00 as we got further south & the
 8:00 weather got really harsh.
 By this time 90% of the force
 people on board, about 6,000 although
 were violently seasick, also 90%
 had diarrhea caused by the
 glutening out on tinned fruit

Weather	Time	Area	80
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MONDAY
DECEMBER 20

1900							1901						
JANUARY							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				

34th day / 11 to come

8:00 + railroads aboard which the
 8:30 ship had picked up in Canada
 9:00 The toilets on the mess deck
 9:30 were permanently occupied with
 10:00 people who couldn't make
 10:30 up their minds both ends of
 11:00 their bodies working alternately
 11:30 We still had to go to the
 12:00 galley for grub & fetch back
 12:30 their hot trays with pre
 1:00 cooked fried eggs & crabs
 1:30 of 1/2 can, pre cooked about
 2:00 six hours before coming in
 2:30 fat ad carnal across a
 3:00 open deck these fellows feel
 3:30 brave enough to leave their
 4:00 place on the log took one
 4:30 look & returned in a
 5:00 of all this mess we were still
 5:30 amused in expecting to
 6:00 slide the tea-pot & trays
 6:30 clear & bring up other
 7:00 we watched the masses make
 8:00 patch the ship about W.
 8:30 identified our nearest com pan in
 9:00 ship as the Cape and Castle
 9:30 the biggest ship in the country
 10:00 at any one time you could
 10:30 see daylight under the hull

Weather	Time	Area	80
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21 TUESDAY
DECEMBER

2000 NOVEMBER							2000 DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30					

10th day / 28 to come

8:00 as she rode the waves. Then
 8:30 heard ~~the~~ screams again as
 8:40 they came out of the water, the
 8:50 plopped back in again, the sound
 9:00 to sail in all directions, the
 9:10 report among us, suggesting
 9:20 that we were taking submarines,
 9:30 the destroyer sailed & & out &
 9:40 danger were heard, depth charges
 9:50 were suggested as the cause.
 10:00 Some wreckage thought the boat
 10:10 saw the lights on the New York
 10:20 skyscrapers, but that was not
 10:30 believed. We got a message that
 10:40 Donna Dupont the film star
 10:50 had been killed on one of the
 11:00 London underground escalators
 11:10 but that proved false. As the
 11:20 days passed all fresh food ran
 11:30 out & we were given hardtack
 11:40 biscuits. These almost walked
 11:50 off the table they were so full
 12:00 of weevils. We held the biscuit
 12:10 over a candle with the weevil
 12:20 would retreat to the other side,
 12:30 a quick flip over & the weevil
 12:40 were incinerated, a quick look
 12:50 on the dark end of the candle,
 13:00 I can't remember what we

Weather	Temp	Barom
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WEDNESDAY 22
DECEMBER

2000 WEDNESDAY							2000 THURSDAY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30						29	30					

10th day / 9 to come

8:00 like this it was one way of
 8:30 passing the time. Suddenly the
 8:40 weather improved & the sun
 8:50 started to shine & it got hotter
 9:00 & better. Tomorrow's day beer
 9:10 was practically available & off course
 9:20 some were inebriated & collapsed
 9:30 in the deck when the sun
 9:40 burnt them as they lay
 9:50 I saw the consequences, the
 10:00 blister entered the hole of
 10:10 their back, they twitched up
 10:20 under arrest, still inebriated
 10:30 in way is clearly punished. It
 10:40 was rumored that some had
 10:50 died of sun stroke & been
 11:00 buried at sea during the
 11:10 night & so we loaded up
 11:20 three more hardhat, wasn't
 11:30 in a locked harbor which
 11:40 took all our ships & many
 11:50 others. The sun-baked, the
 12:00 and canvas can also catch
 12:10 flying & sell fast & great but
 12:20 they were about 30 ft down &
 12:30 we had been lucky to deal
 12:40 with the. The local fishermen
 12:50 came out in their circle & a
 13:00 dug out canvas, they appeared
 13:10 to push off from the beach

Weather	Temp	Barom
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23 THURSDAY
DECEMBER

NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
		1	2	3	4	5	1	2	3	4	5	6	7
6	7	8	9	10	11	12	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

107th day / 9 to come

8:00 & let the tide take them out
8:30 & come back in with the tide
8:00 when it turned, these is the
9:30 house on the bank were tossing
10:00 silver coins over & the fishermen
10:30 watched them until they hit
11:00 the water, they would roll out
11:30 of their canvas, and drive after
12:00 them, we could see the coins
12:30 turn & collecting, they never
1:00 failed to collect them, they had
1:30 this remarkable ability to pull
2:00 back into their canvas so
2:30 effortlessly, of course some a
3:00 board were coming furthering
3:30 & half pennies with silver &
4:00 paper from their cigarette
4:30 packets, which these fellows
5:00 still dished for, coming up
5:30 from the docks & shouting, you
6:00 bastard, Glasgow Tanner, that
6:30 was one of the fishermen who
7:00 led in a flat topped tanker
7:30 painted red, who only liked
8:00 best the ship loudly giving
8:30 a noisy dither at the top
9:00 of his voice as he daffled
9:30 along between the submerged
10:00 comedy. He knew all the

Weather	Temp	Barom	Wind
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JANUARY							FEBRUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
							1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28

FRIDAY
DECEMBER 24

108th day / 17 to come

8:00 woods, particularly of Bless-
8:30 en-all-Bless-en-all
9:00 except that for substituted
9:30 the 'F' word for Bless, much
10:00 to the embarrassment of the
10:30 officers & third ladies & nurse
11:00 doctor who were leaving
11:30 the open upper decks while
12:00 we were not allowed near
12:30 We were soon on our
1:00 way again we had a
1:30 cross - the line ceremony
2:00 (Eurovision) with Father Nipke
2:30 and all received their crossing
3:00 the line certificate.
3:30 Even today we rounded
4:00 Cape Horn while we
4:30 saw it the distance, many
5:00 make George took a picture
5:30 of Table Mountain far away &
6:00 the we were positioned
6:30 the cabin in the afternoon to
7:00 veteran Dr. Donald H. G. Boyd
7:30 which had extensive which
8:00 back-gates, all the time
8:30 distance of the table
9:00 voice of a lady, standing
9:30 on the deck, looking
10:00 through a mega phone, all

Weather	Temp	Barom	Wind
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25 SATURDAY
DECEMBER

2000							2001						
NORTH KANSAS							SOUTH KANSAS						
1	2	3	4	5	6	7	1	2	3	4	5	6	7
7	1	1	1	1	1	1	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1	1	1	1	1	1	1
10	10	10	10	10	10	10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11	11	11	11	11	11	11
10	10	10	10	10	10	10	10	10	10	10	10	10	10

It is not clear why the authors did not consider the possibility that the observed effects could be due to the fact that the two groups were not matched on age or sex.

0:00 popular singing of the day.
 0:20 She was the TRAYESS or
 0:40 DISCO who was given secure
 1:00 information of the arrival
 1:20 of ships, also of their departure.
 1:40 It was all very impressive. She
 2:00 was born in Woolwich where her
 2:20 parents find at one time owned
 2:40 the KENTISH TIDEWATER the
 3:00 local newspaper. We also heard
 3:20 very soon & were greeted by
 3:40 ladies of the Women's Voluntary
 4:00 Services who played us with
 4:20 all kinds of goodies including
 4:40 fruit & of very discretion
 5:00 which we hadn't had for years.
 5:20 So we came to CHAREWOOD
 5:40 RACECOURSE in DURBAN, massive
 6:00 transit camp, reached by a short
 6:20 railway journey, full of soldiers
 6:40 sailors & airmen all in transit
 7:00 to all directions. After a week
 7:20 or so which we spent swimming
 7:40 in the Indian Ocean with
 8:00 shoals of Duplex swimming around
 8:20 us or taking the train along
 8:40 the coast to Isipingo or on
 9:00 to Ardenburg where we took
 9:20 a pony boat up a small
 9:40 river, we moved into the base

quicker, it moved until the boat

SUNDAY 26
DECEMBER

JANUARY								FEBRUARY							
S	M	T	W	T	F	S		S	M	T	W	T	F	S	
1	2	3	4	5	6	7	8								
9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	
17	18	19	20	21	22	23	24	8	9	10	11	12	13	14	
25	26	27	28	29	30	31	32	15	16	17	18	19	20	21	

2004-05-01 11:46:00

8:00	Seating Day (Cont.)	9:00
8:20		9:20
8:40		9:40
9:00		10:00
9:20		10:20
9:40		10:40
10:00		11:00
10:20		11:20
10:40		11:40
11:00		12:00
11:20		12:20
11:40		12:40
12:00		1:00
12:20		1:20
1:00		1:40
1:20		2:00
1:40		2:20
2:00		2:40
2:20		3:00
2:40		3:20
3:00		3:40
3:20		4:00
3:40		4:20
4:00		4:40
4:20		5:00
4:40		5:20
5:00		5:40
5:20		6:00
5:40		6:20
6:00		6:40
6:20		7:00
6:40		7:20

WSP	Q	Q	Q	Q
WSP	Q	Q	Q	Q