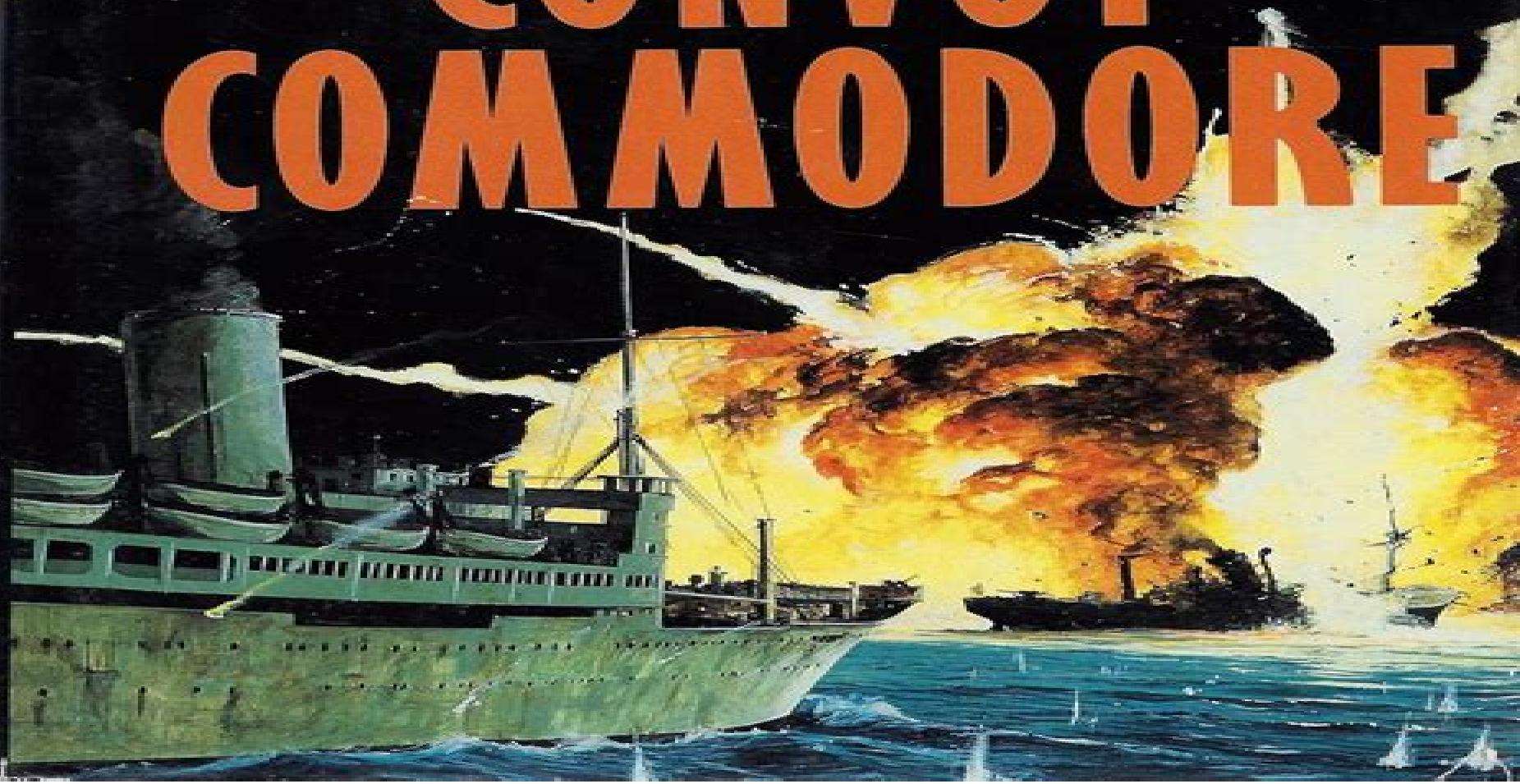


# Philip McCutchan THE CONVOY COMMODORE



# The Convoy Commodore

**Philip Mccutchan, Clifford\* Norgate**

## **The Convoy Commodore:**

The Convoy Commodore Philip McCutchan, 1987      The Fighting Commodores Alan Burn, 1996-05-23 As Britain came terrifyingly close to running out of supplies during the Second World War a group of retired senior naval officers returned to the sea in the role of convoy commanders and thereby turned the tide      **Convoy Commodore** Rear-Adm. Sir Kenelm Creighton, 2017-01-12 On September 4 1939 Admiral Creighton who had retired from the Navy five years earlier reported again to the Admiralty for service as a Commodore of Ocean Convoys In the following three years he conducted 24 convoys to various parts of the world The greater part of this time was spent on the North Atlantic route with its violent storms and the continual menace of U boat attack But there were other destinations such as Suez via the Cape of Good Hope and Casablanca where the convoy sailed to repatriate 15 000 French troops after the fall of France and found itself under arrest In 1941 Admiral Creighton narrowly escaped with his life when the ship he was in was sunk by a U boat near Gibraltar Another ship in which he was travelling as a passenger accompanied by his wife was torpedoed and sunk by German aircraft Besides a wealth of personal experiences Admiral Creighton gives us a broader picture of the work done by convoys throughout the last war From his senior position and with an intimate knowledge of the subject he is able to convey graphically the true nature of this dangerous and vital task Rear Admiral Creighton served for the three opening years of World War II as Commodore of ocean convoys mainly in the dour North Atlantic He was twice sunk once near Gibraltar the second time when going to take up a final appointment in Egypt His narrative is enthralling The life of an ocean commodore in war has rarely been described in detail its responsibilities have never been better conveyed British Book News Twenty five convoys some fast most of them slow some to hot climates but mostly that gruelling trip across the Atlantic to Halifax Nova Scotia in the face of westerly gales snow and ice which were often worse enemies than the U boats Evening News      *The Convoy Commodore* Philip McCutchan, 2003      **Signalman 1 & C** Philip H. Berglund, 1984      Convoy Commodore... Kenelm Creighton (Rear Admiral, Sir), 1956      *Naval Control of Shipping* United States. Bureau of Naval Personnel, 1961      **Convoy Commodore** Sir Kenelm Creighton, 1956      U.S. Navy Signalman 1 & C NAVEDTRA 14243 , Your choice to become a Signalman is a very good one The Signalman rating is one of the oldest in the Navy and visual communication the first form of nautical communications continues undiminished in importance today You will find your job interesting rewarding and full of the satisfaction that comes of service to the Navy and the United States At the level of operating forces communications as you will learn is truly the voice of command in a visible way The communication organization aboard ship is under the control of the commanding officer In the transmission and reception of signals and messages communicators actively participate in the exercise of command The fleet needs capable personnel in all ratings because an effective naval force is only as good as the people who man the ships Even with the most modern equipment the force is seriously handicapped without competent personnel to operate and maintain that equipment Good people are plentiful but their capability depends on their training This manual

contains the basic knowledge you need for advancement in the Signaller rating Skills in personnel advancement requirements PARS including a performance test also are required but these can only be developed through practice and experience Personnel Qualification Standard PQS is a qualification for officers and enlisted personnel to perform certain duties The Signaller PQS booklet Visual Communication NAVEDTRA 43354B contains the fundamentals systems and watch stations recognized by CNET as the minimum qualification for Signaller supervisor aboard U S Navy ships Included are expert lookout flagbag operator semaphore operator searchlight operator boat Signaller amphibious Signaller Signaller of the watch in port duty Signaller recorder messenger signal bridge spotter and AN KAS 1 operator This PQS will assist you in becoming a more productive member of the Signaller community As a part of the Navy's training program Signaller is designed to help you meet the occupational standards for advancement in the Signaller rating To become an expert is quite a challenge and you will derive considerable satisfaction from mastering the art of signaling Through your initiative study practice and hard work the time will come when your shipmates will look upon you as an expert THE SIGNALMAN RATING LEARNING OBJECTIVES State the purpose of a Signaller aboard ship Identify five areas in which Signallers must be proficient All the planning organizing and training that go into the makeup of a signal gang are designed for one purpose to perfect the Signaller's ability to transmit and receive messages vital to the operation of the ship The Signaller mans the visual communication link with semaphore flags flaghoist and searchlights In addition to visual communications a Signaller also must be proficient in navigation Navigation duties include the reading stowing and correcting of charts being able to help pilot a ship in restricted waters and being familiar with the Rules of the Road navigational aids and using navigational equipment Navigational duties are discussed in chapter 9 In addition the Signaller must be skilled in voice radio operations and procedures be able to properly render honors and ceremonies be experienced in the principles of recognition and be quick to recognize personal flags and pennants of U S and foreign officers be able to act as expert lookouts and be able to demonstrate know how in many other related skills Naval Science for the Merchant Marine Officer United States. Naval

Education and Training Command,1981 **Convoy Commodore** Kenelm Creighton,1959 *The Convoy Commodore*, by Philip Mccutchan (6 Cassettes). Philip Mccutchan,Clifford\* Norgate, *The Convoy Commodore. Large Print* Philip Mccutchan,1987 *MacArthur's ULTRA* Edward J. Drea,1992 Cracking the enemy's radio code is a task so urgent and so difficult that it demands the military's best minds and most sophisticated technology But when the coded messages are in a language as complex as Japanese decoding problems multiply dramatically *Commerce Raiders* Edward Keble Chatterton,1943 **Automotive Transportation for the Military Service** John Taylor De Camp,Lew Myers Morton,1936

**The Soviet-Afghan War** Russia (Federation). General'nyi shtab,2002 Offers a candid view of a war that played a significant role in the ultimate demise of the Soviet Union Presents analysis absolutely vital to Western policymakers as well as to political diplomatic and military historians and anyone interested in Russian and Soviet history Provides insights

regarding current and future Russian struggles in ethnic conflicts both at and within their borders struggles that could potentially destroy the Russian Federation      Official Records of the Union and Confederate Navies on the War of the Rebellion United States. Naval War Records Office,1896      *Proceedings - United States Naval Institute* United States Naval Institute,1986-05      **Official records of the Union and Confederate navies in the war of the Rebellion, publ. by R. Rush and R.H. Woods [and others].** United States navy dept,1896

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