

# 'BRILLIANT'

HMS BRILLIANT  
Falkland Islands  
9th June, 1982

Dear David

I had a very pleasant surprise on Tuesday, 1st June, when both Jim Geddes and Bill Ulyart flew in from Andromeda. It was very nice to greet fellow 'Marconites'. Our only regret was that it was such a short visit and we couldn't 'chew the cud' over a pint. Brilliant being, by choice I hasten to add, effectively a 'dry' ship. Mind you this was put to rights the next day when I flew to Andromeda to discuss Seawolf/GWS 25 tactical use with the OPS branch. Bill had come back to Brilliant to give our 967 its '12,000 mile' service but Jim was on board Andromeda. The bar on board there was sensibly open for business and we had a good discussion over a couple of pints of CSB. Being the first beer I had drunk for many a week, it almost made me light headed. The buzz must have got back to Brilliant that Breen had had 2 pints of CSB. The welcome back was unusually 'pyrotechnic' to say the least.

Sitting in one of our Lynx, hovering off the starboard quarter, we were waiting for a Wessex to complete a mark drop on the flight deck, I was admiring the extremely tatty appearance of Brilliant and counting the cannon shell holes in our starboard side when suddenly she went to 'Action Stations'.

Nick Butler, the pilot, achieved a world record power dive for a Lynx, leaving our stomachs about 100ft up in the air. The Wessex beetled off in one hell of a hurry and we did what can only be described as a controlled crash on the flight deck, such was the speed Nick put us down.

In the event, it was a false alarm caused by a 'greenhorn' ship

We are pleased to include a letter from one of our people who was actually present during action in the South Atlantic. The letter was sent to David Harrison, Admin Controller, Field Services.

## A very special message from the Falklands

mistaking one of the ships' radar for that of an Etendard (usually followed by Exocet a few minutes later) ... Us 'vets' wouldn't have made the same mistake but we find it takes a couple of days for a new ship to get the routine right and to be honest I would rather have the false alarms than nothing at all from a newcomer.

The damage caused by the cannon shells has almost all been repaired. Our emergency cabling has been replaced by more substantial cabling and all tested. We are happy that all systems are now operational ... Just as well, since the air activity is stepping up again. The ships in the Landing Zone took a pounding yesterday but at a high cost to the Argenti-

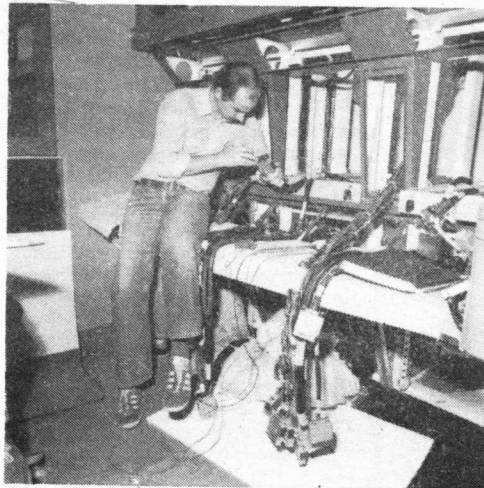
nian Air Force. Anyway you will have read all about that before this reaches you.

Have enclosed a ships brochure to decorate your office wall. Not much I agree but all I can lay my hands on at the moment.

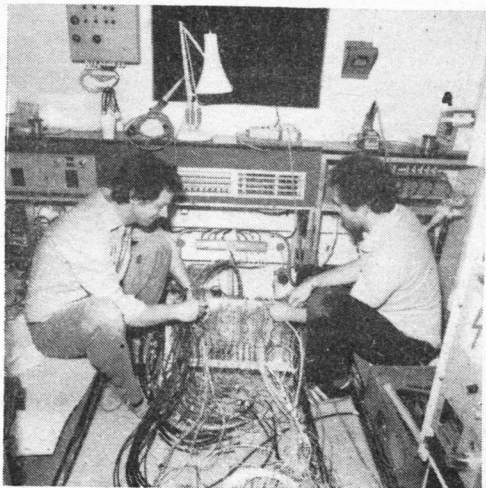
Well dawn is breaking on another day and I have a new patch to try. I must admit the software/system people are doing us proud with all the improvements. Hope they keep it up, it's really encouraging to feel that so much effort is going on back home (and in the spares delivery side too).

Keep smiling  
Regards to all

David  
(D. L. Breen)



● Les Turner and Dave Watts of Test in the Anvil Cabin.



● Dick Baldwin and Paul Barnes of Wiring Assembly in one of the transmitter cabins.