

THE COMMUNICATOR



VOL. 11
Nº 3

CHRISTMAS
1957

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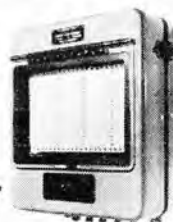
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THE COMMUNICATOR

The Magazine of the Communications Branch, Royal Navy

CHRISTMAS 1957

VOL. 11, No. 3

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THE ADORATION OF THE KINGS

Jan Gossaert de Maubse (c1500)



Reproduced by courtesy of The Trustees, The National Gallery, London.

“And all the bells on earth shall ring on Christmas Day in the morning”

EDITORIAL

"Do you spell it with a V or a W?" inquired the judge.
 "That depends upon the taste and fancy of the speller, my lord," replied Sam. "I never had occasion to spell it more than once or twice in my life, but I spell it with a V."
The Pickwick Papers.

Whisky was W—and double—but now they say we must have Whisky, or make a nasty-medicine face and swallow it. *Uisge beatha!* So it is definitely U anyway, not V for Wine. The Gaelic means "water of life"; aye, it's that alright. A few drams now, and it becomes easier to follow. Whisky, d'ye see, is the English way of writing *Uisge*, but they do exist, outwith the Celtic race, who spell it with a B, an R, or an S according to taste. An ardent spirit, indeed it is. We read, how rightly, in Tam o' Shanter "Wi' usquebae we'll face the de'il."

One Mr. Shaw, it will be recalled, tried to improve our spelling without much success, but even the most recalcitrant may well yield under the soothing influence of another wee *deoch an doris*. Benignly smiling, he hears from afar the voices of those learned in the science of articulate sound urging him to accept the intrusion of E for . . . Emma, is it? Whisky is, they say, a medium for oral communication rather than visual presentation, still less post-prandial consumption. When it dawns on him, the logic of it all may well seem Irish. But then, so was George Bernard Shaw.

Business

It has been found necessary to increase the price of THE COMMUNICATOR. We should like to stress that the magazine is in no way subsidised and that this decision is taken with the greatest reluctance. The increase in postal rates announced earlier this summer has added one more burden to the many others that have fallen upon publishers in recent years. None of us can go on losing money!

The new charges are promulgated on page 131 and are effective for the Easter, 1958, and subsequent editions. Advance subscriptions received before the date of publication of the present issue will be honoured at the old rates.

We hope you will get as much pleasure in reading this number as we had putting it together. We have left one deliberate mistake in the text and invite you to tell us what it is. A draw will be made on the Ides of March and a prize of half a guinea awarded to the successful spotter. The Editor's decision is final.

Finally may we combine your seasonal greetings to one another with ours and say:

*A Happy Christmas
 and
 Prosperous New Year
 to you all*

CHRISTMAS MESSAGE FROM THE CHAPLAIN

An author finished an article on Christmas with these words: "Humanity must be forgiven much for having invented Christmas."

Many of us will no doubt think that a bit far-fetched. "Humanity" did not invent Christmas. That was an act of God. And yet there is a sense in which "humanity" has invented much of our modern Christmas. Charles Dickens, to name but one, contributed a great deal to our celebration of Christmas. He rescued old Christmas customs, and in doing so, invented a few of his own. The result is that Christmas is now a much more happy event than once it was.

Some people have been saying during these latter years that the swing has gone too far, and that Christmas now is made an excuse for a "binge" and a money-making ramp. That may be so. And that is the part that "humanity" has invented and for which humanity must be blamed.

It may be that we could do without quite a lot of that which exploits so lovely an occasion. But there is no need for Christmas to be dull, even though we cut out the excesses.

Christmas after all is a Festival. It is an event which men and women throughout the ages have celebrated with gaiety and gladness. Woe betide the person who would turn it into a Fast! On Christmas Day above every day let us readily rejoice. Let us show how glad we are that God came into our world and shared our lot.

We can do this best of all, I think, by retaining the family-spirit of Christmas. If you take your minds back to the first Christmas, you will see that everything that took place then was in small groups. The Mother and Child with Joseph formed the little family. The first announcement of the birth of Christ was to a little group of simple shepherds. The Wise Men from the East were only three in number.

The truth as I see it is that we recapture the spirit of the first Christmas among close friends and near relatives. That is why we all long to get home for Christmas, and if we happen to be serving on a foreign station our hearts are always with the folks at home on Christmas Day.

But there must be room for Jesus Christ in all our celebrations. After all, He is the central Person on this occasion. And it is as easy for us to leave Him out as it was for the Innkeeper. He missed the greatest chance that ever came to him when he turned the expectant mother away from his door.

Yes, he could plead good and sufficient reasons. His Inn was full. That was that. But were there not many in that Inn who had no room there against the claims of Christ?

Of course the Innkeeper could plead that it was expecting a lot of him to disturb the others at that time of night, and make provision for these late-comers.

And what about his own rest anyway? He had been kept busy all day with this crowd who had come up for the Feast. Why should he be bothered further?

And so it has gone on throughout the ages. Men have failed to find room for Jesus Christ because of other claims. Or because of indifference. Or, because they will not be put out.

But we will miss the greatest blessing of this Christmas if we fail to find room at the Feast for the cause of the Festival.

Though Christ in Joseph's town
A thousand times be born
Till He is born in Thee
Thy soul is still forlorn.

It was because Jesus was born that we have a Festival at all—not because "Humanity invented Christmas."

May God Bless you all this Christmas time.

J.F.

FROM THE CAPTAIN H.M. SIGNAL SCHOOL

Since the Easter number of *THE COMMUNICATOR*, when my predecessor last discussed the state of the Branch, there has been a steady improvement in the manpower position. This is due partly to the special intake of National Service men coming to sea from *St. Budeaux* and *Mercury* and partly to a cut in the overall size of the Navy which has naturally had its effect on the authorised strength of the Branch. At the same time there has been an excellent response to our pleas for maximum advancement training effort and we look like achieving record numbers from both *Mercury* and the Signal Training Centres abroad.

The rosters for Leading Signalmen and Leading Telegraphist are still dry, but those for Yeoman of Signals and Petty Officer Telegraphist are no longer so and it looks very much as if the present artificially high rate of advancement is slowing down and we should find ourselves back in a much more stable position during 1958.

A number of important changes in standards of knowledge and examination procedures will be announced by A.F.O. shortly. These are due primarily to the need to improve considerably the standard of keyboard operating of all Communication ratings in order to make efficient use of the automatic telegraphy equipment now fitted in the Fleet. At the same time it is realised that we cannot ask the Communication Branch to accept virtually another "skill" without compensating reduction in other systems.

The aim is to train both Signalmen and Telegraphists in shipborne RATT equipment and procedures and to adopt the N.A.T.O. standard A.T. operating speeds of 40 w.p.m. and 30 w.p.m. (1st and 2nd class operator respectively) while reducing morse typing speed from 25 to 22 w.p.m., hand morse from 22 to 18 w.p.m. and semaphore from 20 to 15 w.p.m. All these new speeds are in fact the current N.A.T.O. standards.

I think most people will agree that in a modern dispersed force there are few occasions when we can use either flags or semaphore for urgent operational traffic. It is therefore the intention to make it clear that flaghoisting and semaphore must be regarded as secondary signalling systems and that we must

concentrate our energies on making flashing really effective.

I hope no one will feel that this means we consider that V/S is dead and unimportant. I am quite certain that we must maintain the highest standard of efficiency in signalling by light and this seems to be the most sensible way to achieve it. There is no doubt that in this Electronic Warfare age, if a force is to achieve complete surprise, light is the only system that can be used with safety.

We intend, at the same time as these changes are announced, to lay the onus for handling tactical signalling, whether RATT, Voice or V/S, fair and square on the Signalman's back. At the moment the Signal Branch provide the Tactical Primary operators in most small ships, but this is not always the case in larger ships. This move has been made in order to try and improve the general standard of tactical communications by concentrating experience in a smaller number of ratings. It does not in any way imply that either one Branch or the other has provided the best operators in the past.

A further point that will be made is that the work of the Signal and Telegraphist Branches must be more closely integrated. It should frequently be possible, under the new scheme of things, to find Signalmen in the Wireless Office operating the RATT broadcast and the intership RATT net.

Some of you may have heard rumours about new titles for the Branch. There has been a great deal of discussion on this question during the past six months and many different opinions have been taken from classes and instructional staff in the Signal School. I am afraid that all I can say at present is that Their Lordships now have the matter "under active consideration".

Senior ratings will no doubt be heartened by the terms of AFO 2806/57 which brings the rules for the award of Scale "A" pay closely into line with the Seaman Branch and removes one of our long standing bones of contention. I am very glad indeed that Their Lordships have been able to recognize the skill and responsibility of the Communication Branch in such a practical financial way.

I am afraid the forecast in the Summer number for the opening of Mountbatten Block was too optimistic and it looks more like January than December.

PERSONALITY PAGE



Captain R. F. T. STANNARD, O.B.E., D.S.C., Royal Navy



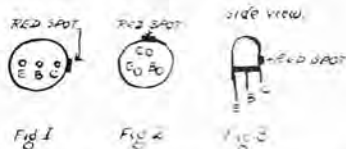
TRANSISTOR — THE VALVE OF THE FUTURE

by INSTRUCTOR LIEUTENANT K. BRIGHT, B.Sc. R.N.

The transistor has now passed the stage of a mere scientific curiosity and is being used more and more as a replacement for a thermionic valve in most electronic circuits.

The majority of transistors used today are made of germanium, which in its pure state is a non-conductor. Addition of a minute amount of impurity gives it a limited conductance and it then becomes a semi-conductor. This is an intermediate stage between an insulator and a conductor, conducting perhaps millions of times more than mica and millions of times less than copper. Conduction can occur in either of two ways according to the nature of the impurity. If arsenic or antimony is added then electrons become available for current flow and the material is described as *n* type because electrons are *negative* charges. The addition of indium however leads to the production of current carriers whose charge is *positive* and the material is known as *p* type. In normal circuitry, of course, the positive charges remain stationary and the electrons move, but in semi-conductors mobile positive charges, called "holes", can be used for conduction; this is referred to below.

Germanium is quite a difficult chemical to obtain, since it is produced from soot, and one ton of the latter only gives a fraction of an ounce of germanium. The soot is crystallised under high pressure and temperature and impurities (arsenic, indium, boron, etc.) are carefully introduced to make the substance *n* type or *p* type. This process produces a crystal up to a foot long, which is then cut up into thin slices, after removing the ends to eliminate irregularities. Each sliver is then etched with acid to smooth the surface and then washed by Ultrasonics at a frequency of 30 Mcs. This is an efficient method of washing, because it causes vibration over the whole surface of the crystal. The sliver is then cut up into small squares and an impurity (e.g., indium) is alloyed into it from both sides so that two zones of *p* material are formed, separated by a narrow zone of unaltered *n* type material (or vice versa). Three connections are made by soldering to the crystal, but since the heat from normal soldering would damage the crystal another Ultrasonic process is used in which the bit vibrates at high frequency and the heat produced by friction at the point of contact solders the joint. The crystal is mounted on a glass bead over which a can is fitted mechanically to hold the bead firmly. Before fitting the latter in the can it is covered with a non-active, white silicone grease to keep humidity and air away. The can is not necessarily airtight and the use of the grease enables the transistor to stand severe mechanical vibration without damage; this is a great improvement over a valve for use in guided missiles and similar applications. The early transistors were sealed in glass, but

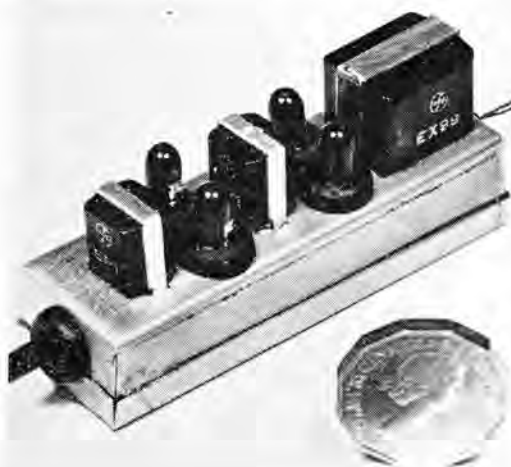


a metal cover is now used for improved heat dissipation.

The three parts of a transistor are called emitter, base and collector which correspond roughly to the cathode, control grid and anode of a thermionic valve. To identify the leads a red spot is put alongside the collector and then the other wires are as in Fig. 1 or Fig. 2.

Silicon is coming onto the market as a material for transistors, but is not yet in general use because the process for obtaining the pure substance is difficult. Silicon transistors have a big future because their temperature can rise to 100°C before they deteriorate. With ordinary transistors the efficiency begins to fall at about 50°C and thereafter decreases steadily with increase of temperature. However, by use of suitable circuitry, they can to some extent be made to operate in the tropics. To assist heat radiation the metal cover is normally blackened.

After manufacture the transistors are graded by amplification (α), and at the same time are tested for noise. Those with the least noise are used for input stages and those with the highest α are used for output; these are afterwards distinguished by different numbers, e.g., OC70, OC71, etc. Those with the same α are also paired for push pull. The power rating of a transistor may be increased by the addition of cooling fins and mounting on



aluminium blocks which aid heat dissipation. The manufacture of transistors to handle larger powers has caused considerably difficulty, but the problems are now being overcome.

The transistor can replace the valve for most applications and owing to its reliability can be wired like a resistor directly into a circuit with no special mounting. Transistors can also be wound into a cable for telephone boosters. Another application where valves cannot be used is in "throw away" radios. In these American sets the whole circuit including transistors and battery is moulded into a plastic block of araldite, which bonds to everything except grease. When the battery has run down the whole set is thrown away with the exception of the earpiece.

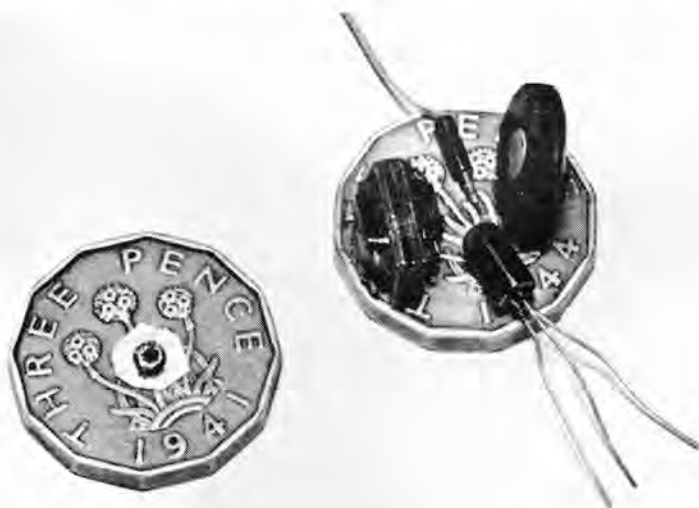
Another great advantage of a transistor is its small size, which makes it ideal for computers where 10,000 amplifiers can be built into a cubic foot. An example of size is displayed in Photo 1 which shows a $\frac{1}{4}$ -watt. A.F. amplifier. Miniature portable transistor radios are now on general sale; the smallest European set is made in England by Perdio at 22 guineas, and measures only $3\frac{1}{4}$ in. by $5\frac{1}{4}$ in. by 1 in. The transistor portable may in five years time rival the four valve receiver owing to the former's low running cost of about a farthing a day. One snag in making a small receiver is that the loudspeaker is also small and this results in a low quality output. The transistor is somewhat more noisy than a valve but can be made to produce nearly as good a quality of output by designing the circuitry to keep noise to a minimum. Hence a transistorised set which is made the same size as normal will give almost the same quality of output as a valve set. Photo 2 shows some miniaturised components which have been developed for use in transistor circuits. The hideous ear trumpets of the last century have been replaced



by modern transistorised equipment, which is small enough to be worn as a hair ornament or to be fitted into the frame of a pair of horn rimmed spectacles (Photo 3). Another application is their use in remote unmanned observation points for atomic piles where they have to be protected by a lead shield; yet another example is in a lightweight radio to transmit weather messages from a balloon (radiosonde).

One interesting development is a car radio which uses valves for all stages except the output one which uses a transistor. Whereas valves in the early stages of a receiver can be worked with a low (12 volt) supply from a normal car battery, it is not practicable to obtain sufficient power from a valve output operating with this H.T. Hence a vibrator or d.c. converter would have to be used to give a much higher voltage. The power transistor solves this problem since it requires only a low operating voltage and hence a complete receiver working directly off a car battery without step up device is now possible. Other car radios on sale use transistors throughout.

In order to develop the basic circuit for a transistor the *pn* junction will first be considered. Fig. 4 shows that this junction acts as a rectifier in a similar way to a diode valve, since it only passes current when connected one way round and not the reverse way.



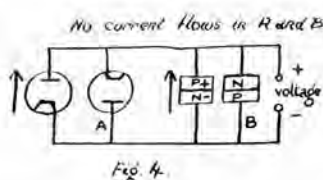


Fig. 4.

The transistor consists of a triple combination of *p* and *n* materials either *pnp* or *npn*. Most of the junction transistors obtainable in this country are of the *pnp* type, but except for a reversal of sign the *npn* type is the same in principle and will therefore be considered below because it is easier to compare with a triode valve. In Fig. 5, with the voltage applied across the transistor, no current will flow because it consists of two rectifiers connected back to back.

Current can however be made to flow by putting a small positive bias on the *p* layer (Fig. 6) which will cause electron current to flow across the lower rectifier to give a current reading in ammeter A. The reading in A is much less than if the base circuit only had been present and a relatively large current flows through the collector to give a reading in ammeter B. The comparison with a triode can now be seen with the emitter equivalent to the cathode, the base to the grid and the collector to the anode. The main difference is that the transistor is basically a current amplifier and not a voltage amplifier. The effect in Fig. 6 of the current flowing the "wrong way" through the upper rectifier is surprising at first glance. However the emitter is purposely made of high impurity *n* type material and therefore has an abundance of free electrons. Thus when the base is made positive large numbers of electrons cross into the base and then respond to the pull of the positive voltage on the collector. Some will flow into the base circuit in a similar way to the grid current of a triode, but the proportion is kept small because the base is made very thin. In a transistor the ratio of change of collector current to change in base current may be anything from 10 to more than 100, depending on type. This ratio corresponds to voltage amplification in a valve.

The *pnp* transistor can be explained in a similar fashion if negative and positive are interchanged and also the terms "holes" and "electrons". Hence for this type negative H.T. and bias voltages will be required.

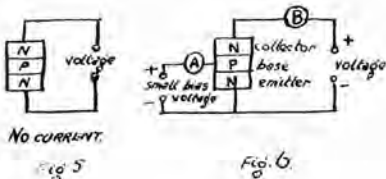


Fig. 5.

Fig. 6.

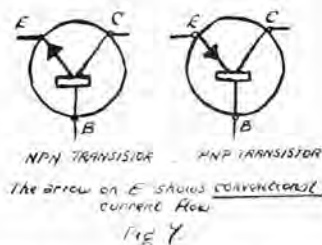


Fig. 7.

The picture of a transistor shown in Fig. 6 could be, but is not generally, used as a symbol in circuit diagrams. A large number of symbols have been suggested, but the ones shown in Fig. 7 are usually used. This does not appear to represent a transistor as described above, which is a junction transistor, but the original version used a point contact method which does resemble Fig. 7. The contact type consists of a small block of germanium usually *n* type with two fine wire points, a few thousandths of an inch apart, pressing on it. The transistor is then formed by passing pulses of current through the contacts.

The great benefit of a transistor is that linear characteristics are obtained with an H.T. of 0.2 Volts upwards, while the pentode requires of the order of 100 Volts. The H.T. used in practice is in the range 1-15 Volts and even a single dry cell of 1.4 Volts can provide efficient working since there is so little current drain.

The large capacities which exist between the sections of the transistor cause difficulties in circuit design, particularly for the higher frequencies (compares with Miller effect). This entails the use of high value electrolytic capacitors (e.g., 100 μ F.), but these components are only small in size because of the small working voltages. A simple transistor A.F. Amplifier circuit is shown in Fig. 8, in which negative base bias is applied via R. The stage is using an earthed emitter, which compares directly with a valve amplifier circuit. Other circuits have an earthed base or an earthed collector, which correspond to a grounded grid and cathode follower respectively.

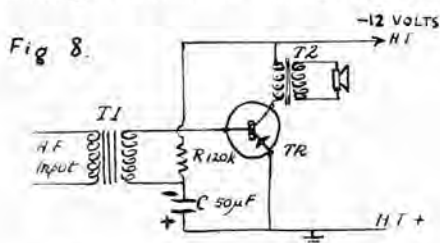


Fig. 8.

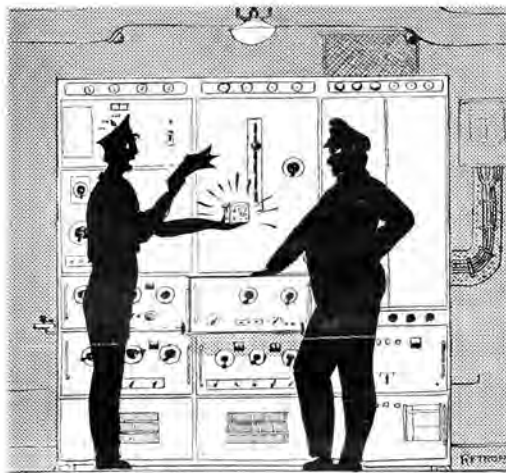
BASIC TRANSISTOR A.F. AMPLIFIER
TR — is PNP transistor
T1 & 2 — matching transformers
R — dropping resistor
C — electrolytic capacitor.

The transistor is so reliable that it can be fitted and forgotten. It will not normally become defective unless another component fails and gives rise to an excessive current through the transistor. If a transistor has failed, then a replacement should not be fitted until the associated components have been fully checked. When testing the actual transistor, care must be taken to have the correct polarity for the voltage otherwise with reverse polarity excessive currents may be produced.

Further information can be obtained from:—

1. "Transistors, Circuits and Servicing," by B. Bettridge.—Price 2/6.
2. Articles in "Wireless World" by Cathode Ray and others.
3. "Foundations of Wireless" 6th Edition, by M. G. Scroggie, B.Sc., M.I.E.E.

[The author would like to thank Sub. Lt. (SD) (C) A. E. Snellcock, R.N.V.(W.)R., Senior Methods Engineer for Fortiphone Ltd., for his help during the preparation and for the photographs included in this article.]



"Replacement for 605 it says 'ere"

PRIZE WINNING FEATURE . . .

GLORIOUS GUZZ

(To the tune of the "Hippopotamus Song")

I'm going to sing you a very short song
About sailors and ships of the sea.
This voyage already has gone on so long
I've forgotten what comforts can be.
I could do with an oggie,
Drink beer till I'm groggy,
Or then, there's that party I found
I feel that I'm missing some hugging and kissing
Just wait till next Monday comes round . . . and we
steam into

(Chorus)

Guzz, Guzz, glorious Guzz,
I just met the Buffer who gave me the buzz,
My party is waiting for her favourite rating
We'll go celebrating in glorious Guzz.

The mighty ship *Eagle* sails o'er the North Sea
With a crew that's as spick as it's span.
From Captain to O.D. they all seem to me
That they're loyal and true to a man.
I was rather surprised then to hear yesterday
A Yeoman remark to his "skin"
"To hell with this floggin' all over the oggin.
I can't wait till the day we get in . . . to my favourite

(Chorus)

Guzz, Guzz, Mike Corpen Guzz,
What interrogative my flippin' doz,
Let's turn Port to Devon and hoist Speed Two Seven
Can't we be of Heaven's Desig glorious Guzz."

I once met a sailor at Trincomalee
And his face was as long as a sack.
He'd done four years foreign, or so he told me
Only Draftie knew when he'd get back.
"My father," he added, "Is going to get married.
My wife's on her third welfare case.
Yet all that I'm wishin' is a Home Port Commission
With my feet in my own fireplace . . . and a wife to
beat in

(Chorus)

Guzz, Guzz, glorious Guzz,
The thought that will cheer me when nothing else
does,
And that is, you bet I'll be in finest fettle
The day that I settle in glorious Guzz."

Guzz, Guzz, glorious Guzz.
There's some girls that doesn't and some girls that
does.
But short, fat, or lanky,—cheerful or cranky,
They all of them "Thank-ee" in glorious Guzz.

Sooner or later it had to happen! Following
handed in by a weary S.O.(M). for transmission:—
From C-in-C. Plymouth.
To Dauntless.
Info. Berthing Authorities.
Your 101638Z. On arrival anchor as con-
venient in Jennycliff Bay.
(Join the W.R.N.S. and see the world!)

FAR EAST STATION

H.M.S. CHEVIOT

Our last contribution came from Hong Kong where our reign as duty ship was more or less continuous for three months. The exception being a seven-day trip to Okinawa (where some good roping practice for Japan was to be had), and two trips up to the New Territories, scaring ??? piratical junks, with some success so we're told and Wanchai prices have risen to prove it.



So at a time when 10 cents were a fortune we left Honkers for little old Japan via Korea.

The first port to receive the doubtful honour of the *Cheviot* with *Cockade* and *Cossack* was Sasebo. Here our American buddies proved what generous hosts they are. Okinawa practice was perfected here. (See illustration No. 1.) Then to Chinhae the R.O.K. Navy base; it was just like Inchon (dead) and nothing at all like Chats. Japan again for a charming un-Americanised township called Beppu but also called the Blackpool of Japan and complete with tower. We recommend it to would be travellers in this part of the world. Next was Yokosuka (Sasebo x 2), Nagoya, also highly recommended, Kobe and back to Sasebo for fuel, participating in a HUK with the 7th Fleet. This was cancelled however due to a typhoon and loud sighs of relief were heard in the M.W.O. and M.S.O. areas. An exercise with COMCRUDIVTHREE and a CARDIV was then arranged but we were back in harbour on the second day with a hole in a fuel tank won recovering a target. Two of our Sigs. transferred to U.S.S. *Helena* had to be left at sea eating chicken and icecream, etc. The only chicken we got were the bones thrown to us by U.S.S. *Jason* who was patching us up and extended us invitations to their "Movie Call" and provided us with liberty boats.

Down South again we sailed as escort to the C-in-C. in *Alert* on his official visit to Rangoon. This "nothing there" place turned out to be one of the best runs so far this commish due to the efforts of the British Community and the Burmese Navy who entertained us Right Royal. Our return to Singapore was by way of Lankowi, Penang and Port Dickson, this being our West Coast of Malaya cruise.

We return to Honkers in November with our new ship *Cavalier* coming as far as Sandakan in North Borneo where we call on the way.



The Comms. regatta crew is now in strict training for this event which is scheduled to take place in Junk Bay on 19th November which is not very bright as the Communications Dance in the Fleet Club on 16th leaves little time to recover from all the Migs, Tigers and JC's. Still no doubt they will achieve something as all crews are under the same penalty.

The staff sportsmen have been somewhat reduced by drafts, etc., but we still manage to represent the ship quite well in hockey and rugby and we have high hopes of winning the inter Part 6-a-side hockey.



Our staff is becoming somewhat overcrowded L/Handwise under the new advancement without draft chit scheme. To wit—C.Y.S., 2 L. Sig., 1 Sig., 2 O. Sig., Ch. Tel., 4 L. Tel., 1 Tel., 1 O. Tel., The Tel. is due to be rated at Christmas so what price the life of our O.D. after that.

The C.Y.S. celebrated his 30 years in the other week. Is this a record?

H.M.S. CARDIGAN BAY

Since our last report, we have taken part in, and successfully carried out, the Far East Fleet's contribution to JET 57. On our way back to Singapore, we showed the Flag at those far flung "Jewels" of the East Indies, called Vizagapatam and Port Blair. The

locals at these two places did their utmost to provide a little entertainment. The S.C.O. whilst on a big game safari, tried to stand up in a dug-out and ended up swimming with the alligators. The Chief Yeoman went duck shooting, but when the poor little things looked him in the eye, he lost his nerve. At Singapore, after the Admiral's annual inspection, the Communication staff spent a very enjoyable and much appreciated two weeks up at Kranji and they did their level best to earn shares in the local brewery. We are now on our way to an eagerly anticipated cruise on the New Zealand station, and if no over-heated Ruler troubles our peaceful world future movements look very pleasant.

H.M.S. COOK

July saw us back in the Fiji Islands, getting down to the survey of Natewa Bay, which we finished in record time. We were recently in Suva for the Miss Hibiscus Festival. We entered our own "Beauty" as Mrs. Hibiscus, and won the first prize for the most humorous entry. In company with us were four American destroyers. All the Ships' Companies seemed to get on very well, and two of our Staff returned on board early one morning dressed as Petty Officers 3rd Class U.S.N. Our American cousins were disappointed when our chaps went back the following morning to collect their own uniforms; it seems they had been looking forward to going ashore in San Diego dressed as "Jack".

Our Communication Staff consists of P.O. Tel. Bate, L/Tel. Rees and Tels. Hawksworth and Johnston, while on the V/S side we have L/Sig. Anderson and Sig. Trott. Communications kept are Broadcast WV and routines with the R.N.Z.A.F. in Fiji.

At the moment we are on our way back to Suva, from Tarawa Atoll in the Gilbert Islands, and after a short spell in Suva we shall be heading South again, for our four-month Winter "lie up" in Auckland.

Next season we shall be in the Gilberts for a couple of months before proceeding to Singapore to recommission by air round about July.

By the way, the ship has enough work out here for at least six years, so if any Communicators would like to taste life among the Islands of the Southern Seas, get those requests in now.

H.M.S. COSSACK

We arrived at Inchon just as the last of the Commonwealth contingent was leaving. Being near to Seoul gave the Ship's Company a chance to look round the capital. A short stay at Yon Pyong Do and Pusan and then the Japanese ports Sasebo, Yokosuka, Nagoya and Kobe were visited. At Kobe some of the Ship's Company were lucky enough to visit Takarazuka where some of the best musical shows in the world can be seen. We were glad to get back to Hong Kong to relax.

Early in October we left for Christmas Island and had 740 days at Suva in the Fijis on the way. We met

up with *Concord* to transfer the M.O. as she is on her way to U.K. At Suva the Captain had the honour of dining with Queen Salote of Tonga who was on a visit to the island.

Christmas Island is pretty deserted, but mail and fresh provisions are very good.

P.O. Tel. Rothwell is now on the Sub-Lt. (SD) course and has been relieved by Act. P.O. Tel. Carter whose B13 came through just at the right time. Tel. Simpson has been advanced to Act. L. Tel. and the V/S chaps are without L. Sig. Firstbrook who is also back in U.K.

FAR EAST STATION

We said farewell to our Commander-in-Chief, Admiral Sir Alan Scott-Moncrieff in October. As the senior Communicator on the station for the past two and a half years he has kept more than a paternal interest in the Branch.

Having recovered from the exercise season, great preparations have been made for the sporting season. The communications laid on for placing bets and giving commentaries on the maritime marathon should please the most fastidious punter, and we only hope that too much money will not be lost.

Making the most of this gathering at Hong Kong, a Communicator's Dance will be held, when it is hoped that our new Commander-in-Chief, Vice Admiral Sir Gerald Gladstone, will honour us with his presence. There will also be a more formal gathering of the Branch when the Signal Officers and senior rates will get together round a table to thrash out matters of the moment.

The Fleet Pool is now firmly established out here. It offers a great variety of jobs which so far have been successfully and willingly done. It must be remembered, however, that the men who comprise the pool lead a very unsettled life, and every effort should be made to welcome them in their new temporary homes.

HONG KONG M.S.C.

Typhoon Gloria really was something. She passed close to Hong Kong on 22nd September, leaving behind her a trail of destruction. Trees were uprooted, ships broke adrift, one freighter ended her ordeal on the rocks where she remains to this day, and windows were broken in thousands. Buses, trams and ferries were at a standstill but everyone appeared for their watch. Naturally the R.A. members were seriously considering an application for travelling expenses—they had to take taxis.

Those who were with us last year may remember that Colonel Nasser decided there was to be no regatta. This year, however, we are not to be disappointed and already the fleet is assembling. We hope to be represented but due to the weather training has been very restricted.

A welcome improvement has been recently introduced by the formation of a welfare committee. Everyone is paying a fortnightly subscription and

with the money it is proposed to carry out a programme of banyans, socials and dances for all rates. Already one successful smoker has been held. Preparations are going ahead for the Fleet Communications dance.

In the world of sport we take our hats off to L.Tel. Collins who was the first Naval competitor to complete the annual cross harbour swimming race. Basketball is still the Communication's bright spot and in cricket and rugby we are fairly well represented.

A General signal made recently contained the following address:—

From: Com. Hong Kong.

To: General.

Info: Landfor

A.D.C. to C.B.F.

The signal was passed to Army Sigs and a short time later a soldier appeared in the M.S.O. and said to the Yeoman on watch "We have passed to Landfor and ADC to CBF, but who is the General?"

MERDEKA FOR MALAYA

The Communications Department of the Royal Malayan Navy was given the honour, and the headache, of supervising and implementing the entire Flag Ceremonial during the ceremonies and celebrations to mark the achievement of Independence by the Federated Malay States. Let us not belittle the efforts of other Colour Parties at previous Independence ceremonies throughout the Commonwealth, but at the same time let it not be forgotten that this was no mere case of "Down one, Up one ... Shift!"

In succession, and in the correct order of ascending seniority, which seemed to change at every ceremony due to Regents standing in for absent Sultans, we were required to break, at ten actual ceremonies, and during fifteen rehearsals, the Standard of H.R.H. The Duke of Gloucester, His Majesty The Paramount Ruler of Malaya, and the Personal Standards of T.R.H. The Sultans of no less than twelve states, plus the Federation Flag and on occasions the Union Flag.

In addition we were also required to cater for the arrival and departure of the 45 visiting National representatives at Kuala Lumpur airport, where the appropriate National flags were broken as each party of representatives arrived. This called for much liaison with the Air Traffic Staff whose accuracy in forecasting the personages arriving in each flight prevented any breach of flag etiquette on our part.

Another set of 45 National flags were flown over the residences of the various representatives, and yet a further set flown in the streets adjacent to the Municipal Buildings, not forgetting the fourth and last set which was flown at the Merdeka Stadium where possibly our most colourful and impressive ceremonies were carried out.

The Merdeka Stadium, a memorial to the attainment of Independence by Malaya, was officially opened on the 30th August by the Chief Minister,



Ex-Editor steps out—wearing his Signal School Tie

Tengku Abdul Rahman. As he declared the Stadium open the Federation Flag was broken on the dias and this was the signal for the 45 National flags of the represented nations, made up for breaking on masts spaced evenly round the stadium perimeter, to be broken simultaneously. We wonder if so many flags have ever been broken simultaneously before ... and they all broke ... simultaneously! We wonder in fact if so many flags have ever been broken before in so short a time in any series of ceremonies, in all 373 flags in ten days.

At the Declaration of Independence Ceremony, also held in the Merdeka Stadium, our Colour Party consisting of L.Sig. Samuels, and Sig. Sharrif bin Kalim, with C.P.O. Tel. Awang bin Salleh in charge, had the honour of hoisting the Federation Flag for the first time in Independent Malaya.

Although the doubts about flags breaking, flags upside down, the wrong flag being broken for a V.I.P., the correct order of seniority, etc., were a big enough headache, our main trouble was the rigging and preparation of some 267 masts and 233 flags "naval fashion", as when we arrived we found many masts rigged with steel wire rope, which does not lend itself easily to flag breaking, and most of the

masts minus cleats. A large number of flags had been made locally by tailors who had never even heard of toggles, let alone Inglefield clips. Between the 25th and 29th of August we were kept busy rigging all these flags with clips, and over 100 of them with head sticks, and renewing the wire from over 80 masts with signal halyard and clips.

Our party consisted of ten buntings and nine sparkers, the latter thoroughly enjoying the experience of playing with equipment of the so-called dying branch. For the mathematicians who want to know how we broke 45 flags simultaneously with only 19 hands let us admit at once that we sought the services of 26 Dabblers, Sandscratches, Webwebs or what you will, who all managed to pull the right piece of rope at the right time.

H.M.S. MESSINA

The ship commissioned in October with an entirely new but somewhat reduced staff for a further phase of Operation GRAPPLE in the Christmas Island area. At the present moment the ship is playing the role of supply ship, conveying stores to other islands in the group. We also provide fresh water every other day for the less fortunate personnel ashore.

This isn't the most exciting of commissions so far as we spend most of our time swinging round a buoy, the only escape being in swimming, fishing, sport ashore and of course the "iced canned" beer of the Port London canteen. Communication commitments are not too heavy just now. But we are all looking forward to our forthcoming trip to Honolulu where we shall be spending the Christmas season.

H.M.S. NEWCASTLE

Since our last article our seagoing activities have been limited to a short cruise to Honkers where we managed to muster three cruisers to play together (mostly firing rather noisy guns *ad nauseam*) and we returned to Singapore via Khamram Bay in Vietnam, and Seria in North Borneo.

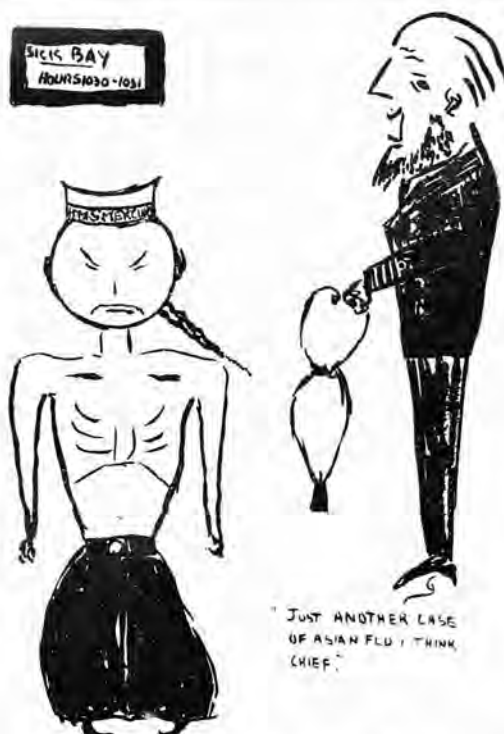
Communication activities in the docking period consisted of Tels being supplied for M.F.V. banyan parties (ten days out of touch with the world), two Sigs and Tels refresher courses at Kranji, together with bags of volunteers for provisional exams and courses for higher rating.

Most of those left on board were despatched to liaison with the Royal Corps of Signals at Kuala Lumpur. And did they! C.P.O. Tel. Williams, C.Y.S. Noble, P.O. Tel. Williamson, L. Tel. McElhinney, Tels. McKay and Allen and Sig. Price deserve special mention.

Apart from the high powered hospitality given by the Army, the Signallers laid on a formidable programme of visits to their Signal Centres and to local places of interest. These included visits to the local J.O.C., R.A.F., K.L., Supply drop teams, Special Air Services, the Gurkhas and rubber estates. It is always of interest to look at the communication problems of the other Services, especially the way we

By far the biggest disappointment caused by our extended refit was that we seemed fated to miss the regatta. We had hoped to give a good account of ourselves in battle with *Newfoundland* and *Royalist*. Training continued and an inter-Part regatta was held and it dawned on us that the Captain hadn't thrown in the towel but was determined to switch to remote, so, at the time of writing, crews are standing by for pierhead jumps to Hong Kong by any means available and enthusiasm is high. I'm sure that the Communication's whaler (all rag tearers by the way) and coxed by L. Sig. Scrivens will give a good account of themselves. The S.C.O., Lt. Cdr. Fawcett, is both pulling in the Wardroom crew and running—the tote.

STOP PRESS.—*Newcastle* won the Cock after a thrilling race with *Royalist*. The Communication's crew of L. Sigs. Barnett, Williams, Sigs. Hodgetts, Holliday and McCarthy was ably driven into first place.



During "JET 57." From British Submarine "My LRI—I AM SUNK." From Commonwealth Destroyer "Following intercepted from submarine, I am sunk, intend rejoining screen."

From a L.Sig. (Q.) paper.

"PAN is used when in distress but there is no urgency but there would be if nothing was done about it."

LETTERS TO THE EDITOR

DIRECTORATE OF NAVAL COMMUNICATIONS.
NAVAL HEADQUARTERS, OTTAWA 4, ONTARIO.

Dear Sir,

In the Summer, 1957 edition of *THE COMMUNICATOR*, *Ark Royal* claims Queen Elizabeth's visit to that ship was the first occasion on which a reigning monarch had ever been to sea in an operational carrier. A footnote asks if there was an earlier occasion than the visit of H.M. King Paul of the Hellenes to H.M.S. *Triumph* in 1947. There was. In 1932, when I was serving in H.M.S. *Courageous* as an R.C.N. Ordinary Telegraphist, King George V reviewed the Fleet at Weymouth. Together with the Prince of Wales and the Duke of York, His Majesty put to sea in *Courageous* to witness flying exercises. The Duke of York was then a Lieutenant and I believe he was serving in H.M.S. *Revenge*.

There were two items of interest in connection with this visit. Firstly, a large wooden staircase was constructed, leading from the flight deck to the bridge for the convenience of His Majesty and secondly, both the Prince of Wales and the Duke of York flew from *Courageous* in what were, I think, Fairey 3Fs.

Later the Fleet formed in two columns and His Majesty in H.M. Yacht *Victoria and Albert* passed between the columns, which contained more warships than I had ever seen before or have seen since.

Yours truly,

R. M. DUNBAR

Lieutenant Commander, R.C.N.

MALTA COMCEN,

Dear Sir,

From this island where genuine antique souvenirs are coming off the assembly lines in hundreds every day, we feel it only fair to offer your readers the following unique opportunities.

Pencils

A number of authentic originals of the actual slate pencil used by the Flag Captain of the *Majestic* in 1901 are available:—

Plain 25/-

Silver 38/-

Gold (with aiguillettes attached) £35

All pencils inscribed with names and initials of well known Flag Officers to order.

Axes

A quantity of exquisite model axes made to old patterns are now available in the following pattern numbers:—

AGM 818 Heart of Oak shaft, Copper plated Head.

AGM 820 Lt. Cdrs. and below: enamelled shaft, silver plated head.

Cdrs. and above: gilt shaft, gold head (turned).

All patterns can be engraved to order in one of the following styles:—

(a) Capital Payment, Terminal Grant, Retired

Pay, name and application date in Gothic script.

(b) Words "Under five years" and choice of expletive.

(c) Words "Your turn is yet to come."

It is understood that the Dress Regulations will be amended to allow retired officers to wear these with uniform when in Naval blue or white ceremonial dress, L.P.T.B. or L.C.C. full dress, or other uniforms for specific occasions, or with plain clothes for Hunt Balls, all night skiffle sessions or other occasions for which a distinguishing dress is required.

We feel that the above will make useful and acceptable gifts not only for those in the Service or retired from the Service, but also for those who are not quite sure yet. We await your esteemed order and beg to assure you of our best attention at all times.

Yours faithfully,

ANTONIO BORG.

per et pro R.D. and S. Ltd. (Gozo Branch).

THE AIGUILLETTE

The Navy derived its practice in regard to the wearing of aiguillettes from the Army. An article on the origin and use of aiguillettes in the Army by C. R. B. Barrett can be found in *THE CAVALRY JOURNAL* (1913), Volume VIII.

The aiguillette was first introduced for wear by A.D.Cs. to Queen Victoria in 1875 to replace a crimson and red sash worn over the left shoulder by them. When naval A.D.Cs. were first appointed is not clear, but would appear to have been about the year 1830.

In 1890 a Committee under the Chairmanship of Admiral of the Fleet H.R.H. the Duke of Edinburgh, set up to consider naval uniforms, submitted that Admirals of the Fleet should wear aiguillettes and receive a baton, and that officers on the staffs of Commanders-in-Chief wear an aiguillette on the left shoulder. Except for the baton these submissions were generally approved by Order in Council in October 1891 but extended to include officers on the staffs of all Flag Officers and Commodores. The instructions for wearing them first appeared in the Uniform Regulations for 1892.

These ordered that aiguillettes were to be worn by Captains of the Fleet and Chiefs of Staff and by Flag Captains, Flag Commanders, Flag Lieutenants and Secretaries on the Staffs of Flag Officers and Commodores.

In 1905 Engineer Officers on the Staff were added to the list. On the institution of the rank of Lieutenant Commander, Flag Lieutenant Commanders were included.

In July 1916 the list was reduced to Flag Commanders, Flag Lieutenant Commanders and Flag Lieutenants, and Secretaries on the Staffs of Flag Officers and Commodores. There the list remained until December 1932, when it was again reduced to exclude the Flag Commander, an appointment which by this date appeared to have lapsed.

We take off our hats to...



Wren Sig. G. Hewitt-Taylor for being placed in the 100 yds., 220 yds., and 80 m. Hurdles in the Inter-Command Athletics and for winning the sprints in the Scottish Command Championships.



Lt. Cdr. Rusby, R.N., for bringing the Monarch Bowl back to Mercury.



Lt. McKenzie, R.A.N., on his retirement after 41 years' service.



these Communicators of the Royal Malayan Navy for never failing, on 373 occasions, to break the right flag at the right time.



ROYAL AUSTRALIAN NAVY

H.M.A. SIGNAL SCHOOL

On 1st November Lieut. (SD) (C) F. McKenzie retired and took up position as the Presbyterian Church Officer at Toorak. All R.A.N. Communicators who have at some time in their career met Lieut. McKenzie—and there will be few who have not—will undoubtedly join the Signal School in wishing him the best of luck in his new career in the strange world of “civvy” street.

After joining the Royal Navy as a Boy 2nd class in October, 1916, he did his initial training in H.M.S. *Powerful* and at Shotley; thence to H.M.S. *Tiger* where he remained for four years—a period which included witnessing the surrender of the German High Seas Fleet in the Firth of Forth in 1918. In 1925 after spending three years in H.M.S. *Vendetta* in the Atlantic Fleet he transferred to warmer climes commencing in H.M.A.S. *Sydney*, thence H.M.A. ships *Australia*, *Albatross* and *Hobart*, the beginning of the Second World War finding him again in H.M.A.S. *Australia*. Not to be outdone in the second conflict he was present, on board H.M.A.S. *Shropshire*, at the surrender of the Japanese in Tokyo Bay in September, 1945. The last ten years of service have been spent in the Signal School where Lieut. McKenzie has, in addition to his professional duties, been the inspiration behind the Branch's many successes in the field of sport.

JERVIS BAY

Sooner or later all R.A.N. ships are bound to spend a certain amount of time at Jervis Bay (one hundred miles south of Sydney) and named, as our Pommie readers have probably guessed, after Admiral Sir John Jervis later Lord St. Vincent. Its nearest R.N. counterpart would, I imagine, be Scapa Flow though from recent news it appears that the present generation is not to suffer in these remote regions as did those of the past. However, we hasten to assure you that Jervis Bay, though not unused to scudding clouds and drenching rain, normally rests beneath blue skies in a setting of green trees, rolling hills and sandy beaches.

Apart from being a Fleet anchorage Jervis Bay is the home of N.A.S. Nowra's Marine section and is shortly, after a break of some twenty-six years, to become again the home of the Royal Australian Naval College. Situated on Captain's Point the College was closed down in 1931 and moved to Flinders Naval Depot. In the meantime the grounds and buildings were leased out to civilians who built up a thriving township and a very profitable holiday resort. You can imagine their feelings when they heard of the proposed Naval come-back.

The history of this stretch of water commences in 1791 when one of the ships of the Third Fleet, H.M.S. *Atlantic*, her holds full of convicts, put in

to a fine harbour on the day before her arrival at Sydney. The naval agent aboard her reported the existence of “a good harbour on the coast in Latitude 35° degrees 6' South”. More recently ships of the Royal Navy in Australian waters often made use of the bay for gunnery practices, as does the R.A.N. to-day with the Naval Gunfire support range at Beecroft Head.

Perhaps the most feverish activity at “J.B.” on the part of Communicators (apart from Standard Approach procedures with Nowra's aircraft, CASEX 43's and the like) is fishing, and I do mean fishing, for it is a little alarming for the Officer of the Watch to find an eight foot shark secured to the stern boom while his chum idly floats from a chain attached to the Mediterranean ladder. However, a shark steak is not an unattractive dish.

DIG THOSE DIGGERS

- 1.—Q. What is the most common form of Challenge and Reply?
A. “Halt, who goes there.”
- 2.—Q. Define “Disposition.”
A. The position ships aren't in.
- 3.—Q. What is the purpose of an enemy report?
A. To tell the O.T.C.:—
 1. Where the enemy is.
 2. What the enemy is doing.
 3. What time it is.
- 4.—Q. What is a P.I.M.?
A. P.I.M. is Position and Intended Movement used when a ship in some isolated part of the sea is asked by some station, not knowing his proper whereabouts, what he intends to do.
- 5.—Q. Define “Task Force.”
A. A task force is a part of the Fleet, linked up with a clear chain of command for a certain duty. It is also hostile.

EASTER 1958 ISSUE

Contributions	3rd March
Bulk Orders	19th March

STRIKEBACK. As usual we had some difficulties with the U.R.G. (consisting of *Tiderange*, *Tidereach* and *Wave Prince*.)

From *Whirlwind* (in charge of URG)
To C.T.G.

P.I.M.

Regret the URG can't be urged any faster until weather moderates.

Reply: If greater speed is urg—some your present P.I.M. will TIDE you over the WAVES.

PRIZE WINNING FEATURE . . .

CAPTAIN'S TABLE

(With apologies to Richard Gordon)

We were all sitting around the table in the mess, commiserating with young Harry . . . he had just been given Captain's Report for being a couple of days late for work while the ship was up at Copenhagen . . . "Ever been in front of the Captain's Table before, young 'un?" said Stripey, our Killick. Without waiting for an answer, as usual, he said "Before the war, when I was serving out in the Med., there was a Killick in my mess who used to be in front of the Captain so often he saw him more often than the Jaunty!"

"This Killick, Cuts by name, was well-known for his lapses from grace, but we had a darned good skipper, and if the story was good and the crime not too bad, he used to give the offender a blast, and that would be that! Well, this time, Cuts having had the usual treatment . . . O.O.D. Commander's, Captain's, Report . . . there he was in his regular position . . . cap off, one pace clear of the Table, looking straight ahead. 'Well', said the Captain, 'and what is it *this* time?'"

"Cuts immediately got into his stride 'Well, Sir', he said, 'It all started on Monday afternoon. I went ashore after dinner, on watchkeeper's leave, intending to have a nap in the club, some eats and then play tombola for the rest of the evening. Well, up to there all was as I intended, Sir, but I won the big house, and that's what did it!' At this, Cuts shut up and once again looked straight ahead."

"The Captain, who had been paying attention to the yarn, was obviously unwilling to let it go there, so he said 'Well, and what then?' Cuts took a deep breath and started off again 'Well, Sir, that big house was my downfall, if you see what I mean, Sir. You see, it was just over forty quid, I mean, pounds, Sir, and I suddenly found I had more friends in the Club than there are matelots in this Ship's Company. I called for drinks all round, and that's the last I remember until the following morning.' Once again Cuts stopped, and looked ahead."

"The Captain, and all the Officers gathered around the Table, were obviously keenly interested in the next part of the tale, and the Captain, rather testily, said 'Well, man, get on with it!' Old Cuts drew another breath and once again started. 'As I remember it, Sir, I awoke about ten o'clock next morning, in the Club, had a cup of tea and a smoke, had a wash and got dressed, and went down to the Custom's House Steps and boarded a dghaisa and told the dghaisa-man to take me off to the *Royal Oak*. I then sat down, and it being a lovely sunny morning, I must have dozed off.'"

"The Captain broke in here and asked Cuts at what time he thought he had boarded the dghaisa. Cuts thought for a moment, and then said it must have been about 1110. The Captain thought for a moment and then said, 'But surely, it's only about

five minutes from the steps to the ship, in a dghaisa, isn't it?' 'That's right' said Cuts, and then relapsed into silence."

"At this the Captain leaned across the table, and said quite quietly 'H'm, so we board a dghaisa for a five minutes trip, at 1110, and yet arrive aboard at 1205, thirty-five minutes adrift, is that right?' 'Exactly right' said Cuts, 'Yes, Sir, exactly right!'"

"At this point the Captain looked as though he would burst . . . As I said, though, he was a good skipper, and he tapped his fingers on the table, while he looked into the air, as though praying for patience, or inspiration, or something. All of a sudden he barked 'Tell me, would you please be kind enough to tell me, what happened to the other fifty minutes?'"

"Cuts, unperturbed by the sudden sharpness in the Captain's voice, said 'Well, Sir, you will remember I did say it was a warm and sunny morning and that I did say I dozed off, Sir? Well, Sir, that was the whole trouble . . . you see, I didn't notice that the dghaisa-man was cross-eyed!' Once again Cuts dried up."

"The Captain looked puzzled for a moment, and then said 'But what has that got to do with the charge?' At this, Cuts looked around at all the other Officers there, and then back to the Captain, and with that pained expression on his face usually reserved for O.D.s and Midshipmen under instruction, said 'Well, Sir, when I dozed off that confounded dghaisa-man just pushed off and then went around in circles, and it wasn't until I heard eight bells being struck . . . I don't know what else he was about to tell the Captain, because at this point the Captain roared to Cuts to get off his Quarter-deck quick or he'd have him down below in irons, and Cuts didn't need a second invitation. As he vanished through the screen door, however, the Captain and all the Officers threw back their heads and roared with laughter."

At this young Harry piped up and said "How do you know all this, Stripey?" Stripey looked at him and then all round the table. "Well, young 'un, he said, 'I was in the Captain's Report too, that day, and I heard it all . . . my story wasn't as good . . . I got seven penn'orth."

Ex "Regal Acorn."

CARTOONS

We thank the following for CARTOONS:—

Tel. Findlay, p. 170; Mr. J. C. Gerrard, pp. 152, 160; Surg. Lt. Gird, p. 143; P.O. Tel. Hardy, pp. 148, 158; Miss H. Humby, p. 187; Sub-Lt. Porter, p. 139; P.O. Tel. Young, p. 172.

EAST INDIES STATION

H.M.S. CEYLON

Pride of place for the most important event as far as communications are concerned goes to JET 57. This year it was held from 9th August to 12th September—a really hectic five weeks. Altogether twenty Commonwealth ships participated and it was quite a novelty to see Trincomalee harbour so crowded and busy. Most of our time there has been "solitary". In spite of the high standard of efficiency achieved by the Indian and Pakistan Navies, especially on the visual side, we think we emerged well on the credit side. Why, some of the O.D. buntings are even known to hop on a light themselves now instead of plaintively wailing "Yeo, I think she's calling us." The efficiency of the I.N. and P.N. seems to come from weight of numbers as they do not suffer from I.P.C. and T.M.S.

After JET we spent ten days in dock at Colombo having a bottom-scrape. Communications there consisted of yelling into a telephone and hoping that the P.O.O.W. at Ceylon West could decrypt the faint cackle. For future visits we recommend a large megaphone on the foretruck—Ceylon West is only ten miles away and someone might hear! Most of the staff had a week's recuperation-cum-station leave spent, of course, at Diyatalawa. Peace, perfect peace.

Before returning to Trinco we paid a thirty-six hour visit to Malé, the capital of the Maldives Islands, and a five day visit to Cochin in southern India. Neither, we regret to say, calls for any mention in our brochure of runs ashore.

Our final sojourn in Trincomalee was historic. It was the last time an R.N. ship would be "at home" there. On 15th October a short informal ceremony on No. 1 soccer ground saw the handover of our naval and air bases in Ceylon to the Ceylon Government. N.H.Q. Trinco now flies the Ceylon Naval Ensign and the Dockyard Signal Station is marked by the Broad Pendant of the Commodore, Royal Ceylon Navy. But you'll still visit Trinco, and for some time to come Ceylon West will continue to be the home of Broadcasts V and VA.

To the *Gambia* we say "Thanks for coming" and now for the trip home. Aden, Massawa, Suez, Malta, Gib and Pompey on 5th December. Not as attractive as the Cape route maybe, but the quickest way seems to be favourite. Our Christmas numbers of *THE COMMUNICATOR* should make good reading for the train journeys going up the line on leave. P.S. This station does have some strange effects on some people. One O.D. bunting, asked to describe the Royal Cipher, announced quite blandly that it was "A rose surrounded by a CORAL REEF"—seems that one day at Addu Atoll was just too much for him.

CEYLON WEST

It hardly seems possible that time has come again to start puzzling the brains to produce something for this edition.

It's only a few weeks ago that the Summer Edition arrived in this far flung outpost, and here we are thinking of Christmas, how the time flies when you're doing a foreign.

Since we last went to print about 25% of the staff have been drafted and stalwarts like P.O. Tels, Wareham and Stafford have left us to return home. C.R.E. Lloyd and L.R.E.M. Gowler have also returned to U.K. They will be sorely missed in the station social and sporting activities.

With the run-down of British bases in Ceylon we are becoming more and more a self-contained unit. The official handover of Trincomalee Naval Base took place on 15th October and we played our small part by providing the landlines through Ceylon West in order that the ceremony could be broadcast over the All Ceylon Radio. Colombo itself does not now boast any Naval Officers or Ratings whatsoever, the run-down there being complete. R.A.F. Negombo become R.A.F. Staging Post Katanayake on 1st November and so now, the only British flag which flies anywhere near here is the Ensign which flutters proudly from the mast near our main gate.

Inter-watch sports continue, but at times it's rather difficult to produce watch teams there hardly being enough in each watch to make up the numbers. The odd local team still provide us with opposition periodically and we took on H.M.S. *Ceylon* when she was in Colombo recently. Varying degrees of success and failure have been achieved.

We look forward to the arrival of *Gambia*, the



"Can I help it if some Arab Admiral wants to borrow a sparker?"

new flagship, and take this opportunity of welcoming them to the East Indies Station and draw their attention to the last sub-paragraph of A.F.O. S1, section E.I., para. 9.

H.M.S. GAMBIA

After spending a hectic time with the Americans in STRIKEBACK we spent a peaceful nine days at Chatham while the sand-scratchers just about topped the ship up to her gunwhales with stores. Thence on to Gibraltar where after eight hours ashore and sailing that night half the staff awoke with a head was nobody's business. Steaming smartly towards the East we spent a forenoon throwing some old iron from the four-inch at an airborne target. Merrily once more on our way we approached Port Said at night to be the first cruiser of Her Majesty's Navy to sail the canal since the "Do" last November. Sixteen hours later saw us clear and on our way down the Red Sea to Aden.

Two hectic days of comfort! Hunting, sports trials of every description and of course the old game of glass lifting was played quite well. We close with the thought that when you go to press we shall be the Flagship of C.-in-C. East Indies (drums, bugles, etc.) looking forward to spending our Christmas amongst the sand dunes and dreaming of a White Christmas at Leydene.

A.F.R.

H.M.S. LOCH FADA

Looking at the Summer article by our predecessor (*Loch Killisport*) we see places such as Basrah and Abadan mentioned. Not for us, so far, but we are living in hopes. We did actually get alongside in Basrah once, but then some clown decided to catch Asian 'flu, and, after a consolation banyan on the jetty, away we went. We have had a visit to Umm Said but that was disappointing on the whole.

With a visit to Fao coming up, we are hoping that we will at last get one good run ashore. There is a possibility that we will go alongside, so that will cut out the rather dreary boat and dhow trips. Anyone who has endured the temperaments of a Bahrain dhow will appreciate the point. They always break down on the last liberty trip.

Good news for those who come to the Gulf in the future is that the new N.A.A.F.I. canteen is at long last taking shape. There is actually glass in the windows . . .

Jufair swimming pool is still as popular as ever, and still attracts its quota of visitors after the canteen closes . . .

At the time of writing, we are doing our final Batinah Coast patrol (we hope), before our visit to Fao, after which we spend a couple of days in Bahrain, and then we are off to join the Indian, Pakistan, United States, Turkish and Iranian Navies for Exercise CRESCENT.



Which NATO Capital is this?

(See page 179 for answer).

I expect we will survive. Whilst we are sweating out our Christmas and New Year in the Metropolis of Trincomalee, we will have one consolation. It could be worse. We could be in the Khor Kuwait.

M.J.F.

H.M.S. LOCH RUTHVEN

Suez. Bowing and good manners on both sides, and through we went. Watch out for the operator on 420. If your morse is "bloody bad" he will tell you. Of course his was even worse. He used this expression to one merchant ship whose morse in fact was quite good. Jealousy prevails. Apart from one pilot almost putting us ashore at the west branch, where we waited eight hours while a slow north bound convoy went through, and the odd natives using their well worn expression "bloody" to us, the trip was uneventful.

So through the Red Sea to Aden where we spent the weekend. Before we actually got there—somewhere at the bottom of the Red Sea—we passed Quoin Island. Signalman Howell very observantly saw "Code W" flying from a mast alongside the lighthouse on the top of the island. I wonder how many ships passed without noticing it. Assistance was duly rendered for a poisoned hand and rheumatism.

During the weekend at Aden we were lashed up to "VA" guard for R.N.O. and dished up his W/T shack for him. P.O. Tel. Henderson really appreciated the week-end's rest (he puts in some hours). This appreciation was shown in the customary manner. Yeoman Moore's hospitality and helpfulness was a grand introduction to the Gulf.

Next stop Khor Kuwait, where we were welcomed by *Loch Fada*. Thence to Bahrain to begin our tour of duty in the Persian Gulf.

Having done two cruises and exercised with the outgoing flagship *Ceylon* and welcomed the new one, *Gambia*, we now await Christmas which, we hope, will be spent at Mena Al Ahmedi.

WHO'D BE A COMMUNICATOR?

This signal was actually made in earnest and with justification by one of those China coasters, to Commodore, Hong Kong.

Master abnormal ship bound TIENTSIN CHINA Master changing course every now and then he threatened to kill me I cannot stay on duty and then he chases me from my Radio Room. He wanted to break Wireless Equipment he broke one Morse Key he once brought down the British Flag and put a French Flag up. He threatened to kill other crew cannot sleep at night our lives and ship in danger please help send Destroyer if possible I shall do my best Master's name BLANK he is under the influence of liquor all the time it is difficult to estimate our E.T.A. to TIENTSIN we are bound North but Master sometimes alters courses down South please inform Hong Kong agents. He once came to the Radio Room to send SOS SOS, he then broke the Morse Key rough QTH rough QTH NW NW 3-22N 123 East.

RESERVES

H.M.S. GRAHAM

Alas we failed to win our spurs at the annual M/S exercises at Invergordon, so like Bruce, we'll go on trying. Our ratings ashore in the Signal Station, however, seem to have done well, which is some consolation. Several of our Wrens and ratings have gone through the mill for higher rating, and all have survived the ordeal, with good results.

STRIKEBACK is now over, and despite the initial "roughers", seems to have been quite a show. Some of our hands were with N.O.I.C. Greenock.

Several ex-N.S. ratings have returned to the fold. They seem keen to be up and doing, and we are glad to welcome them home, especially as we seek to increase our numbers in the months ahead. We feel that this younger blood is a good advert for the battle.

In lighter vein, our Chief and P.O.s are holding a Saint Andrew's Night Dance, and we wonder if we will be reeling to the skirl of our Pipe Band; if so it should be quite a sight. The Ratings' Mess have already embarked on their monthly Dance nights, and Christmas Parties for the children are now on the move.

In conclusion, we lose our seaward defence craft, *Dubford* and though our private Navy is diminished, we shall be afloat next year in the *Clyde*, and we don't mean the river, either.

No. 3 DISTRICT R.N.V.(W.)R.

With some fifty-four members of No. 3 District serving their National Service in the Fleet or on course at H.M.S. *Collingwood* or H.M.S. *Mercury* it is perhaps as well that we should occupy a small space in THE COMMUNICATOR again. Let us first wish all ex-members of No. 3 District, R.N.V.(W.)R., the best of luck. We have heard from quite a few of them who are enjoying their experience in the Royal Navy.

Five officers and 110 ratings of No. 3 District reported for continuous training during the past year. Many and varied were the types of training undertaken including N.A.T.O. exercise billets at Malta, Gibraltar, COMSUBEASTLANT and the C.M.S.s attached to R.N.V.R. divisions. Training in H.M.S. *Teazer* and cruises to continental ports were popular and courses were taken by many at the Signal Schools with astonishingly good results.

Most of the training centres in the Midlands are being fitted out with new equipment, 603's, 618's or 619's, B.40's, B.41's and, it is rumoured, a RATT bay in the foreseeable future. A wire recorder is also promised to replace the old method of recording on discs, metal, heavy.

The return from N.S. of Tels (S) will provide a training problem in the future but we are assured *Mercury* will answer the call.



"Will ye no come back again?"

SOUTH ATLANTIC AND SOUTH AMERICA STATION

KLAVER

Mr. Ellis has vacated his chair as Regulating W.O. and succumbed to the temptations of civilian life. His empty seat has been filled by a very able Mr. Neville whose faith in humanity is dwindling rapidly after a few very short months as controller of the messes.

The production of Signalmen and Telegraphists for the South African Navy during the past three months has been one class of Sigs. and two of Tels. totalling some thirty Communication ratings. Still undergoing training we have one class of Signalmen and another of Telegraphists with a very able P.O. Tel. 'Q' (S.A.N.) class whose course is just half way through. It has become a common occurrence during the past month or so for the local baboon troop to sit watching the V/S Instructor making the daily biffer. Like all buntings they pass comments in the form of barks but as yet we have received no SFX returns which convinces the duty V/S instructor he is just wasting his time.

During the past week a new baby has been conceived here amongst the clouds. As yet the child is an unborn ZFG of our Mother *Mercury's* Pig Farm. The site we have chosen is that of the old chicken run. In our next issue we hope to be able to tell you that we HAVE made a Silk Purse out of a Sow's ear.

Without giving a Fleet analysis may we tell you a little about the weather. Unlike other years at this time we are still in Blues as we have had a priority of

North Westers bringing with them the rain and the cold. The prophets tell us that we shall see no change until the end of this month when again we shall be given the sunshine for which this country is so famous.

H.M.S. MOUNTS BAY

From the Communicator's point of view this is a very quiet station, wireless consists mainly of two on and two off on the broadcast whilst anything more than two ships in company would probably give the Yeoman a nervous breakdown. Setting up portable communication stations in the hills just outside the dockyard isn't exactly recommended, even though we were assured that the throwing of rocks by baboons was just a sign of a friendly curiosity. "Join the Navy and see the world," actually seems to have some truth in it out here and in an attempt to lure some of the barrack stanchions away from home, here is a rough outline of our travels.

The ceremonial highlight was the Independence Day ceremonies at Ghana, whilst on the entertainment side it's unwise to spend more than four days at Warri in Nigeria, as after this time you can't even see a glass let alone lift one. On arrival at Simonstown we immediately gave the dockyard to the South Africans and after such evidence of our generosity we've never managed to put a foot wrong. Three of the Ship's Company have married here and the remainder disappear over the gangway each night at a

quarter past four speaking with broad Afrikaans accents.

After two months spent in and around Simonstown, we sailed on the East Coast cruise in early June. After visiting Madagascar and Mozambique we arrived at Durban just in time for the July Handicap. Durban is in Natal, the most British of the provinces in South Africa, and they certainly spell hospitality with a capital H. Twenty of the Ship's Company went up country to Zululand for four days and apparently spent most of the time staggering around game reserves and attempting to ride white rhino.

On completion of the East Coast cruise and after a short stay in Simonstown we sailed for South America in mid-August. The trip over took seven days with the wind of gale force. This definitely cancelled the shooting competition on the fœ'sle. Our stay lasted three weeks and during this time we visited Buenos Aires and Puerto Belgrano in the Argentine, Fray Bentos in Uruguay and Rio de Janeiro in Brazil. Most of the staff were conscious again within three days of leaving Rio and we thoroughly recommend South America even if we can't remember much about it.

We returned to Simonstown in October, having C-in-C's harbour inspection four days later, with quite satisfactory results. Having just patched a few holes here and there we are now preparing for CAPEX. One rather unusual thing about our commission is that so far we have done just over a thousand miles in rivers even securing to a tree on one occasion. We have now visited about fifteen countries having steamed over 24,500 miles in the process and are looking forward to the last 6,000.

SLANGKOP W/T

The station (receivers only) is situated close to the beach. We are completely unattached and surrounded by bush, which harbours quite a variety of wild life: buck, porcupine, tortoise and many varieties of snake, most of which are poisonous. Lions, leopards and elephants have long since departed from the Cape Peninsular, so with a little



"So the pretty flags looked dirty so we decided to send them to the laundry did we?"

sensible caution, the bush is quite safe. The foremost danger provided by the bush is fire. Union government workers keep the station grounds free from the dense and high bush found elsewhere, so we have little to fear in this respect.

The staff is divided between Naval and Post Office personnel, bachelor Post Officer members have their single quarters on the station adjacent to the naval quarters.

Recreational facilities are varied and increasing. The beach, only a few hundred yards away, is nature's amenity. A tennis court, cricket nets, billiards room and our own private canteen and cinema give adequate off-watch enjoyment, and life "ashore" is thoroughly enjoyable. We have several hundred chickens and a kitchen garden of considerable size.

The cricket season has recommenced and fixtures for the full season are guaranteed. Tel. Fuller continues to shine in athletics, putting up some very commendable performances for the Spartan Harriers.

The annual exercise CAPEX with units of the South African Navy, Royal Navy, and the South African Airforce taking part is keeping us all on our mettle at present. This will be closely followed by the busy Christmas period when commercial telegrams take precedence over all.

The South African Naval Signal School at Klaver still obtains recruits from us for L. Tel.'s courses. Some South African Navy Telegraphists come to us straight from training at Klaver, for Shore station experience.

We have said goodbye to P.O. Tel. West who has taken his discharge and together with his family has joined many ex-Slangkoponians in Salisbury, Southern Rhodesia, working for the Central African Airways. C.P.O. Tel. Howe, of photographic fame, has been relieved by C.P.O. Tel. Hucker.

YOUNGSFIELD M.S.O.

We wince when we call ourselves "sailors", being so far from the sea and flags, but we have settled down in our new M.S.O. and are busy, at present, coping with the annual increase of signal traffic caused by CAPEX. If our Yeoman survives, he will have earned his three buttons. Chat's ratings know him as one-time buffer of St. Mary's.

The single men are accommodated in H.M.S. *Afrikander* in new and well decorated quarters. There are quite a number of married quarters and those lucky enough to get one have little to complain about except the lack of the old hearth and a good fire: it can be quite cold in the Cape during the winter months.

Communicators are still in the fore regarding sports and the cricket expert Jan Harris is in his element, but unfortunately leaves the R.N. at the end of the year and is taking up residence as a "civvy" out here.

Afrikaner holds very good socials on Sunday evenings (Monday mornings are not so clever), and we have Tombola on Thursdays. All appear to have a good time, especially the single lads.

The staff of the M.S.O. has now been reduced to seven by Draftie but we have a Coder (Ed), when we can find him.

We hope to tell you more of our summer escapades in our next contribution. Until then, if you ever touch the Cape, look us up—we will be very glad to see you.

CAPTAIN R. F. T. STANNARD, O.B.E., D.S.C., ROYAL NAVY

- 1937—Qualified in Signals.
- 1938—H.M.S. *Drake* (Signal School).
- 1938—H.M.S. *Faulkner*.
- 1940—Staff of C.-in-C. Western Approaches.
- 1941—Fleet Signal and Wireless Officer, East Indies Station.
- 1942—Staff of Flag Officer, Ceylon.
- 1943—Staff of Naval Force Commander, Force S.
- 1944—Staff of Rear Admiral, Fleet Train.
- 1946—H.M.S. *Mercury*.
- 1946—Promoted Commander.
- 1947—Fleet Communication Officer, Mediterranean Station.
- 1950—Executive Officer, H.M.S. *Vanguard*.
- 1951—Joint Services Staff Course.
- 1951—Promoted Captain.
- 1952—Commanding Officer, H.M.S. *Defender*.
- 1954—Admiralty Interview Board.
- 1955—Director, Signal Division, Naval Staff.
- 1957—Director, London Communications Security Agency.

SINGAPORE NAVAL OCCASION

As a sign, perhaps, that the link between the Crown and the Royal Navy on the one hand and Singapore on the other hand, is meant to endure, the Far East Station has been presented with a Queen's Colour.

The Governor, Sir Robert Black, made the presentation at the naval base. He recalled that in 1925, King George V first approved that the King's Colours should be given to the Royal Navy and Commonwealth navies, but the present Far East Station was then known as the China Station, and it was thought improper to give a King's Colour to a station named after a foreign sovereign State. Now the Queen has given approval for a Colour to be given to this important station.

Before the presentation the Colour was consecrated by the Bishop of Singapore. It is a silk white ensign with a crown and the royal cipher embodied and with a red, white and blue silk cord and gold tassels.

WEST INDIES

H.M.S. ULSTER

During the work-up period an S.O.S. was intercepted from the Liberian tanker *Stony Point* and the new Greek ship *Ioannis*, which had been in collision in dense fog in the Bay. We went to their assistance and found *Stony Point* blazing furiously and the *Ioannis* badly holed forward and also on fire. A boarding party was sent onboard the *Ioannis* to fight the fire and soon had it under control. Much use was made of the 615 portables during this period. In all we picked up forty survivors, thirteen badly burned, two of whom died shortly afterwards, and six dead.

In July we sailed from Plymouth for Bermuda for the twelve month leg of the foreign part of our general service commission, stopping for fuel and an enjoyable two days at Ponta Del Garda in the Azores on the way.

I personally had a great shock when we arrived at Ireland Island. The Dockyard and Malabar are now virtually derelict, a small section being used by R.N.O. Bermuda. The empty houses and workshops are a depressing sight but a few firms have settled in the Yard and restored some of the buildings. The Bermuda Government are trying to establish Ireland Island as a free port. The wireless masts, minus aerials, are still standing at Daniels Head, and Admiralty House is now a police barracks.

During our short stay in Bermuda we embarked the Senior Naval Officer West Indies and his staff, including Lieutenant A. A. Browne, and none other than that Ancient Mariner of twenty eight years' C.Y.S. Sidney Bunkin.

After a week in Bermuda we sailed for our first cruise as hurricane guardship around the West Indies, visiting over twenty islands, the principal places being Puerto Rico, Antigua, Barbados, Grenada, Trinidad, British Guiana, Jamaica, Florida and the Bahamas. During our stay in Grenada a splendid Banyan was organised by the S.C.O. A great time was had swimming and sun-bathing, and many a wan-looking communicator returned looking "Bronzy Bronzy".

In the sporting world, the ship is represented by Yeo. Vey at water polo, Ord. Sig. Gilhooley soccer, Sig. Davies hockey and cricket, and L/Coder Hubbard is the ship's cricket captain. It may be noted that the Telegraphists are conspicuous by their absence. Our reply is that we are only suited to the indoor sports (crib and uckers!), that is of course when the watchkeeping does not interfere! Our only boast is that within a matter of sixty four days we have cleared no less than a hundred and two government telegrams.

BURNHAM W/T STATION



The Ships' Bureau

Except for Senior Courses, few Communicators get the opportunity to look around Burnham Ship/Shore wireless station whose dual role, combining that of principal station in the World-Wide Merchant ship long distance organisation and as Admiralty Ship/Shore receiving terminal, is well known.

This article giving details not contained in official publications, may be of interest to the many operators who have worked the world-renowned callsigns GKV and GKL.

Burnham Radio, sited at Burnham-on-Sea, Somerset, was extended to its present size in 1948 when new wings were added in order to deal effectively with the increased post war traffic. The station carries out the duty of receiving station, whilst Portishead situated 19 miles northwards, houses the transmitters which are keyed by the operators at Burnham over land-lines connecting the two stations.

During the war, established overseas wireless stations were brought in to collaborate with Burnham in a unified organisation, thus bringing about the present Area scheme, which has been retained for post-war commercial purposes organising traffic to and from ships of the British Commonwealth.

The station, which is under GPO control, is staffed mainly by Post Office personnel; naval operators number 22 and constitute not more than 25% of operators borne.

A 4 Watch watchkeeping system is employed, naval telegraphists working alongside and carrying out the same wireless watch duties as their civilian counterparts. Naval personnel are not borne exclusively for working H.M. Ships but do in fact spend the greater part of their time on duty working Commercial ships; whenever practicable however, H.M. Ship working is always carried out by naval telegraphists.

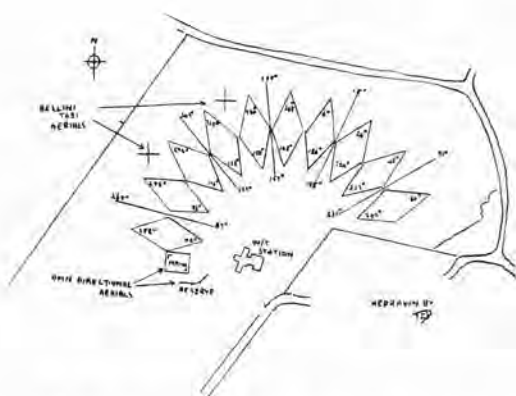
It follows that a pre-requisite required from telegraphists drafted to Burnham is a good standard of operating. Ships of all nationalities and denominations are worked and handling messages as part of the public service calls for a high degree of competence and operating ability.

A "draft" to Burnham is regarded as a "good number" under the New Centralised Drafting system; it should appeal particularly to natives of the area.

There are thirty-two operating positions at Burnham for dealing with ships' incoming wireless traffic; of these, twenty-eight are for working long distance on the higher frequencies, the remaining four for low frequency working. In addition a coastal station service is provided for short range shipping on 500 kcs., callsign GRL.

In the "Search-point" or "group working" system employed, which has proved very successful, operators work in groups, one or more groups being allocated to each frequency band, and the functions of finding ships and taking their traffic are separated. One operator in each group searches continuously for calling ships and the others deal with the traffic after the searching operator has contacted the ships. Variability of the number of traffic operators allocated to any group also contributes considerably to the success of the system.

Outgoing traffic for commercial ships in all parts of the world is transmitted on regular scheduled broadcasts to merchant ships through Area Wireless Stations each responsible for its own area. Each of these stations is provided with multiple transmitting and receiving facilities, and are linked with London (Whitehall) by Radio-teleprinter point to point fixed services. Burnham, the area station for Area I (sub-divided into Areas 1A, 1B and 1C) is linked to Whitehall W/T by direct land line teleprinters.



All ships operating under the system notify their movements to the appropriate area stations and this information from all stations is recorded in the "Ships' Bureau" at Burnham where a record of each ship's position, destination, expected time of crossing into a new area or of reaching port, and similar information is kept.

Shipping movement information (TR's) is also passed direct by land line teleprinter to Lloyds Shipping Information Bureau in London.

Outgoing traffic for ships is routed according to instructions given at the Bureau; traffic for Area I is broadcast at the scheduled times laid down, and that for other areas is forwarded to the appropriate area stations via Whitehall W/T for inclusion in their broadcasts.

Traffic from British Commonwealth ships within Area I, and also world wide traffic to and from ships which do not work within this system, e.g. foreign ships, is dealt with in the original way, that is each ship calls or is called and after two-way communication is established, the messages are passed.

For group working in the high-frequency bands, the search-point operators use continuous omnidirectional reception. Aerials used consist of six horizontal V-dipoles, and as a reserve in the event of storm damage, there are six separately supported vertical dipoles. The aerials are all of the multi-wire cylindrical cage construction type and sufficiently aperiodic to enable one aerial of each type to cover one frequency band.

Traffic operators need the best practicable reception from any direction they may select at any moment. All round coverage combined with the highest practicable directivity gain is achieved mainly by the use of a number of horizontal rhombic aerials. This type of aerial has a suitable directional response throughout most of the required frequency range and because of its relatively uniform impedance—frequency characteristic, it is ideally suited for the purpose.

By correctly matching a second receiver in lieu of the absorbing resistor which terminates the

unidirectional rhombic aerial, simultaneous bi-directional reception on each aerial is made possible, resulting in a 50% saving in the number of aerials required.

Ten such aerials, each of side-length 246 ft., side-angle 140 degrees, 102 ft., above ground, serve two diametrically opposed zones 18 degrees wide, thus enabling all round coverage.

Interspersed with the horizontal rhombic aerials are five vertical bi-directional half-rhombic aerials, of the same side-length and side angle. These supplement the performance of the former, particularly at the lower frequencies where the response of the horizontal aerials to signals arriving at very low angles is poor. Since the horizontal and vertical aerials respond predominantly to waves polarised in their own plane, and in practice an electromagnetic wave tends to become randomly polarised after ionospheric reflection, the two aerial systems are complementary.

The whole H.F. aerial system is arranged to receive signals in the frequency range 4 to 22 mcs. Aerials can be used simultaneously by any number of operators without interaction.

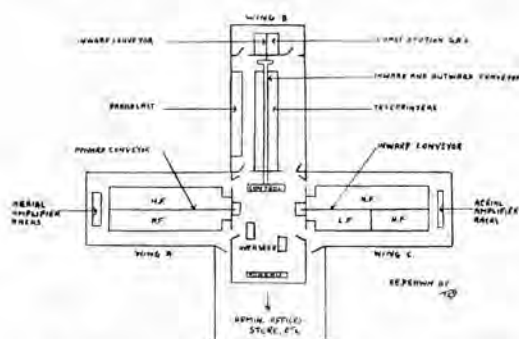
For L/F working high-gain receiving aerials are unwarranted, and the best reception is frequently obtained by using crossed-looped aerials omnidirectionally by directional discrimination against unwanted signals. A distribution system enables all four L.F. operators to use the aerials simultaneously and independently.

Transmitter control and intercommunication facilities similar to those for H.F. operators are provided, although group working is not used.

To give an indication to the operators of the sensitivity of their receivers, and to serve as a frequency calibration, low-level test signals from crystal oscillators are available at each position. There is one such test signal exactly in the middle of each frequency band and it is keyed with continuous dots to differentiate it from any other signal.

The remote control from Burnham of the transmitters is normally restricted to keying only; control of the Portishead transmitters is effected over two 12 channel V.F. systems, supplemented by a telephone order wire. Access to and keying of transmitters is effected by the operation of lever-type and morse keys provided at each operator's position.

As most of the outgoing traffic is broadcast, and therefore controlled from Wing B, incoming traffic preponderates in Wings A and C where usually one group, headed by its search-point operator, operates on one marine frequency band sharing the same transmitter. In order to avoid more than one operator of a group using a shared transmitter at the same time, aural or visible engaged light signals are given off at the positions of all other operators who share the transmitters.



The success of the group system of operating depends largely on easy and rapid communication both between search-point operators and their working operators, and between the central control position and all operating and information points. This intercommunication telephone network is provided for operators wearing headphones, i.e. search and traffic operators, by switching in one earpiece to the intercomm whilst at other positions loud speakers are fitted. Speech is effected through microphones installed at all positions.

The diagrammatic layout of the station giving details is illustrated above.

The building illustrated consists of three wings, each 60 ft. x 24 ft., radiating at right angles from a 35 ft. square central control room. Wings A and C accommodate the 32 receiving positions for long-distance ship-to-shore traffic. The far end of Wing B accommodates the position equipped for medium-frequency Coast Station services, and the remainder of Wing B is occupied by line-teleprinter and broadcast positions. The central control room contains the traffic circulation control positions, the Ships' Bureau and the P.B.X.

For the reception and despatch of telegrams over the inland network twelve teleprinters are fitted, connected to what is known as the "Teleprinter Automatic Switching" system. By this means direct teleprinter two-way connection is made to main post offices in large provincial cities throughout the country.

Commercial traffic handled at Burnham in 1956 was 12 million words counting an average message as twenty words.

BOOK REVIEWS

"BETTER RADIO RECEPTION". Published by Stratton and Co. Ltd., West Heath, Birmingham, 31, Price 1 shilling.

The manufacturers of the Eddystone Communication Receivers have published this book to assist in the installation of receivers both ashore and on a small ship. 19 pages of practical experience make this a very handy book and it is recommended as an inexpensive way of obtaining the information which

is usually difficult to find, but which means so much in achieving maximum performance out of a set. Particular attention is paid to aerial design and methods of preventing interference. The book could in some ways be called an advertising pamphlet since it quotes insulators, interference suppressors, etc., from Eddystone's own list, but it goes further in explaining how to achieve the best results from a receiver.

WIRELESS WORLD DIARY 1958. Price 4s. 6d. with rexine cover. Within its 80 page reference section, the diary, now in its 40th year of publication, includes base connections for 700 current valves, design data, licence regulations and, in fact, most of the information one so often requires, but is seldom readily available. For anyone interested in radio the diary is excellent value.

GUIDE TO BROADCASTING STATIONS 1957-58. Price 2s. 6d. 80 pages of tabulated information give the frequency, wavelength and power of over 2,000 short-wave stations of the world, and some 750 long and medium-wave transmitters in Europe, listing them geographically and in order of frequency. Also included are operating characteristics of V.H.F. sound broadcasting and television stations in Great Britain, Standard Time in all countries mentioned in the book and international allocation of call signs.

COMMISSIONING FORECAST

Jan. H.M.S. <i>Loch Insh</i>	G.S.C. Home/E.I.
Jan. H.M.S. <i>Narvik</i>	F.S.
Jan. H.M.S. <i>Victorious</i>	G.S.C.
Jan. H.M.S. <i>Newfoundland</i>	F.S.
Jan. H.M.S. <i>Cockade</i>	F.S. 8th D.S.
Jan. H.M.S. <i>Llandaff</i>	G.S.C. Home/Med.
Feb. H.M.S. <i>Torquay</i>	G.S.C. Home/Med.
Feb. H.M.S. <i>Salisbury</i>	G.S.C. Home/Med.
Feb. H.M.S. <i>Scarborough</i>	G.S.C. Home/Med.
Feb. H.M.S. <i>Wizard</i>	G.S.C. Home/Med.
Mar. H.M.S. <i>Contest</i>	G.S.C. 6th D.S.
Mar. H.M.S. <i>Comet</i>	G.S.C. 6th D.S.
Mar. H.M.S. <i>Carysfort</i>	G.S.C. 6th D.S.
Mar. H.M.S. <i>Cavendish</i>	G.S.C. 6th D.S.
Mar. H.M.S. <i>Puma</i>	G.S.C. Home/S.A.S.A.
Mar. H.M.S. <i>Tyne</i>	H.S.S. Flagship.
Apr. H.M.S. <i>Loch Alvie</i>	G.S.C. Home/E.I.
Apr. H.M.S. <i>Ceylon</i>	F.S.
Apr. H.M.S. <i>Mount Bay</i>	G.S.C. Home/S.A.S.A.

Ord. Tel. (the Staff's Malaprop): "What strength Should I give him, Hooky?"

L.H.O.W. (sarcastically): "Tell him he's loud and distraught."

Ord. Tel.: "Huh!" Into mike, "This is Yankee Victor, you are weak and unreasonable."

MEDITERRANEAN STATION



SUEZ FLASH BACK

Mr. Lane's painting of No. 45 R.M. Commando at Suez—the first occasion on which helicopters were used in an assault capacity

H.M.S. APHRODITE

Fortunately during the past few months we have been enjoying a fairly normal life due to lack of activity by the terrorists, although the odd bombs are being discovered here and there. The soccer season has begun and we're winning 3—2. We thought beer training was a good thing until our first 45-minute game. We've decided since that no beer, and rushing around like dervishes in off-watch hours is best—not that we have any intention of doing so.

Our senior rates are still unfortunately living in tents but the junior rates seem to have settled in their new block. Quite a number of our senior rates (and those with lots of children) are now living in married quarters, with a couple of hopefuls due in shortly. The quarters are governed by the Army and seem to include everything, including the proverbial (two in number). There seems to be no satisfying

some people though. One Army wife, because she had no coal scuttle, objected to paying the rent for a fully furnished house (17/6d.). The joke is that coal is unobtainable here anyway.

Another thing about these Army chaps. They seem to think to be awake after 0100 local a grave injustice, appearing with blankets for their shift.

From the single man's point of view there seem to be quite a number of budding romances here between the Service girls and some of our staff. We recently held quite a successful Naval dance and have hopes of more to come.

H.M.S. BIRMINGHAM

Izmir, Istanbul, Venice, Split, Barcelona, Augt sta, Bari, Tobruk that has been our cruise so far, by the time you are reading this maybe Algiers and Naples, will be added to the list.

We've proved B.R. 222 dead wrong on one count.

Way back in August we sent a Medfoba Party off in a pusser's cutter from Malta to try and make Pantellaria. They reached Lampedusa, and Junior Tel. West kept in touch with the ship throughout the whole trip on a 622—a distance of some 80 miles—and only two batteries were used the whole time, a most creditable performance on the part of the set and Frankie West. On the same subject, it would be of interest to know the experts views on how long a 615 battery should last. We did a twenty-four hour landing on Comino island and the little ol' 615s were flogged almost non-stop for about twelve hours. They still had plenty of life in them when we retired, which is more than can be said of the Signal platoon.

Shortly before this, just to get our hands in on landing organisations, we took part in Exercise COMBINE, a combined exercise involving the Mediterranean Fleet, the U.S. Sixth Fleet and Italian Naval units.

At the end of the exercise, and initiated by the Americans, a heap of "Flagdeck to Flagdeck" "Chocolate" signals were being made. U.S.S. *Newport News* made to *Birmingham*, "Goodbye and Good luck. It has been a pleasure working with such a capable team of Signalmen." Our reply? "IMI word before Team."

During the visit to Augusta the Fleet Regatta took place. Our poor old Communicators failed to get a placing in their race, but *Birmingham* won the cock of the Fleet. It might interest N.D.A. to know that in the Flagship we had, during that busy time, fifty-seven communication ratings and yet we still had to go into three watches on occasions to fulfil our commitments.

On 7th November, after a self-refit, we hoisted the flag of the new Commander-in-Chief, Admiral Sir Charles Lambe.

The self-maintenance period was good for one thing—sport. Last season the communications hockey team played more games than anyone else on the ship (we played four games over the Easter week end) and truth to tell, we never won a single game. In sheer desperation at the end of the season we challenged the Wrens of Lascaris. The Chief Tel. did a bit of crafty nobbling from right back and we got the Signal Officer to blow the whistle and then lost!

The football team fares much the same, but on occasions they let the side down by winning. Those occasions are when they manage to drag the Chief Yeoman away from his books. At least the hockey team can boast of never being beaten 33—0. At cricket Tel. Burtenshaw took our team right through to the final, only being beaten in that by the Ward-room, after a hard fight.

We would like to express our thanks to C.Y.S. Coverdale and those long suffering members of C.-in-C. Med. (Afloat)'s staff. We have had them onboard on a variety of occasions, none of which could have gone smoothly without their aid, and the fact that they are always so cheerful and generous in putting up with our quaint ways is a great

consolation to all onboard. We like to have them and are always sorry to see them go.

H.M.S. DIAMOND

The ship recommissioned in August under the command of Captain J. A. C. Henley, a Signal Officer, but unfortunately without Lieutenant (SD) (C) Coggeshall who was cornered by the apothecary and unable to join. In spite of a multitude of other tasks the Captain takes a very keen interest in the department, and so does Lieutenant Berger, our Navigator.

When Commander Berthon (F.C.O. Med.) walked into the M.W.O. after our arrival he met a flurry of lefts and rights in the form of drips and queries from the C.Y.S. and C.P.O. Tel. But he said that that was the main purpose of his visit and this personal interest gave us all heart.

A testing work up ended with a visit to Tripoli, the Chief Yeoman a darker shade of suntan and with the Chief Tel. suffering from an increasing ebdtide with his hair.

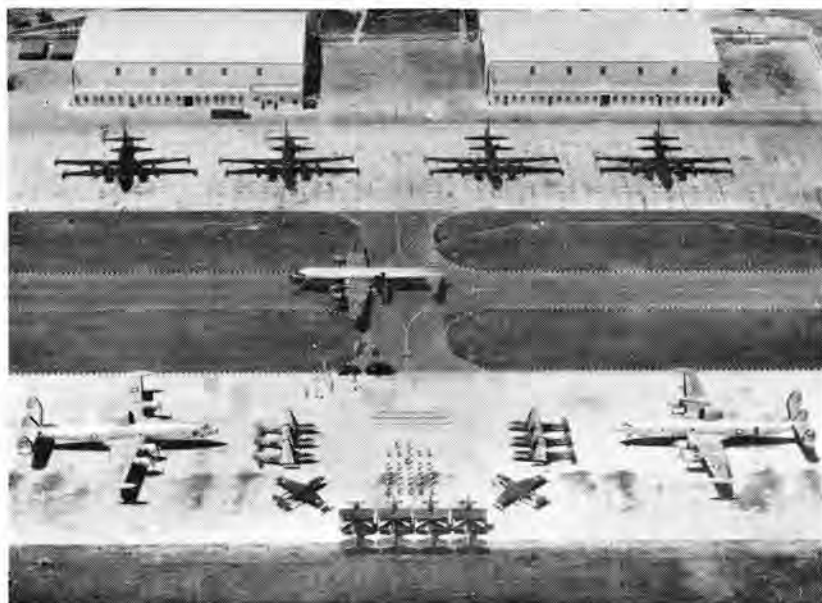
We are now in Civita Vecchia, the Port of Rome where senior communicators were all entertained by Mr. and Mrs. T. Gower (ex-Chats P.O. Tel.) of the D.W.S. *Duchess* is here, too. She wears a black band on her funnel and has more signal traffic to contend with now that Group B "Darings" have been renamed the 5th D.S.

H.M.S. FALCON

Firsly we were very proud of L.Wren Tel. Jean Russell for her alertness in picking up a weak distress call from a U.S.N. Super Sabre jet which crashed about 230 miles from Halfar in a position outside the Malta area of responsibility for S.A.R. Her prompt action undoubtedly saved the airman from a long spell in the water and may well have saved his life.



"Snag, Pot's?"



CINCSOUTH arrives at Halfar

We have sadly missed the carriers and their squadrons this summer, and look forward to an increase in the flying tempo when they return. The Air Station has not been deserted entirely, however, as we have still with us our resident squadron (728) and Helicopter Flight who both give sterling service to the Fleet in all their practices and other requirements for helicopter flying.

Our other residents include an American squadron of P2V's (Neptunes), who do an enormous amount of flying. Recently we have welcomed a new American flight of Super Constellations who will be stationed at Halfar permanently, and who already have created an atmosphere of the most cordial relations by allowing the wives and families of R.N. personnel to visit and look over their aircraft. This visit, which was accompanied by coffee and doughnuts and lots of gum for the children, has been followed by visits from the majority of the ship's company, who were most impressed by the amount of electronic equipment contained in these flying A.D.R.s. They have a crew of thirty and can stay aloft for about twenty hours. Bunks, eats and drink are provided in typical style.

Other diversions to make up for the absence of the carrier squadrons have been the use of Halfar as a civil airport while Luqa airfield was unserviceable. This has given us the opportunity of working large aircraft such as Britannias, Viscounts, and R.A.F. Canberras and many other types of civil aircraft, and at the same time has earned the Admiralty a small fortune in landing fees.

Our sporting activities have met with spectacular

success this year — we won the Med. Fleet Knockout Soccer competition, the Fleet Athletics, the Cricket league, and came second in the Fleet Aquatics, Soccer and Hockey league, Cross Country and Water Polo league, while our own regatta saw a splendid turnout of 25 boats including an American entry.

We were very sorry to lose our S.C.O., Lt. Cdr. Pain, and among other well-known personalities we said goodbye to were L. Wren Gillian Morgan and Wren Tel. Sally Ann Hayes who are now charming the passengers at London airport as

B.O.A.C. ground hostesses. We are also glad to see that L. Wren Chadwick made a name for herself in Amateur Dramatics at Cudrose for she will be long remembered by all sailors in the Med. Fleet as "the female announcer with that very, very personal touch" on the record request programme of the M.F.B.S.

So we leave you now, as regretfully as we leave the beaches, swimming and sunbathing and tropical routine, and prepare for the winter and the hard facts of life that come with increased flying hours, more exercises and the prospect of seeing some carriers again.

THE FIRST DESTROYER SQUADRON

There are a lot of things which go on in this Squadron which do not get mentioned either in the Press, on the B.B.C. or even in THE TIMES OF MALTA, and they will not be mentioned here! However that does not mean we do not feature in the news—in fact that great newspaper THE TIMES gave us a place in its illustrious pages only to succeed in spelling *Solebay—Sole Bay*.

Here in the Mediterranean the Squadron has settled down to a life of pleasant and refreshing sea-time—I say refreshing because there are no carriers out here YET, and pleasant because, well, it could be far worse. Soon after our work-up, *Lagos* slipped out of the fold and has been roaming the Med. on her own. The Squadron, though, in total or in part,

has taken part in many exercises. All ships have been to Cyprus; all stayed the regulation six weeks and when the time came to leave, we were in many ways sorry for we had made many friends during our stay. In the leader we took the opportunity of exchanging staffs with Episkopi W/T so that everyone was able to see what goes on at the other end. This was good value and we are thankful to Episkopi for their co-operation.

As for other visits, *Hogue* and *Solebay* have been on the Med. fleet Summer Cruise to Augusta, where *Hogue* carried off the Group II Cock of the Fleet, and only just missed the Fleet Cock. And while we are on the subject of the Fleet Regatta, we would like to take this opportunity of congratulating *Surprise* on winning the Fleet Communicator's Whaler Race. Visits to Venice and Split in Yugoslavia followed, while *Lagos* has been to Tel Aviv and Genoa. *Hogue* has just been to Tobruk and will be looking in on the Spanish front before going on to Gibraltar to refit.

Solebay has just completed a visit to Haifa in Israel and on the way back had the honour of flying the flag of the Flag Officer Middle East (Rear Admiral A. C. C. Miers, V.C., D.S.O.). Many who consider themselves belonging to the "Old School" will be interested to know that we used the old ploy of cutting the tail off a Church Pendant as a basis for making an Admiral's Flag.

FLEET POOL

The destroyer edges away from its berth alongside. A matelot, lugging a steaming bag and hammock, sprints up the jetty and hurls himself and his gear on



"So I said to the Admiral, go ahead, make that signal if you like, but if you take my advice, you'll make the one I suggested!"

to the quarterdeck. Startled hands pick up the sweating body and stow it beneath the limbo cover until the ship is out of Grand Harbour.

An explanation is necessary. The Quarterdeck Officer asks for it. "I'm Ordinary Tel. Snoodle, Sir" says the matelot. "Med. Fleet Pool..." That should be enough to satisfy anyone.

This incident is a bit exaggerated. But it can happen to any one of us in the Pool and we are prepared for it.

Of course, "crash drafts" and "pier head jumps" are avoided and are not too common-place, yet there is always that awkward soul who contracts galloping-scurfitis or something before the ship sails; or an occasional compassionate leave case. These are the times when we might have to come to the rescue—at the double.

With the acute shortage of Communicators a ship can, as most of us are aware, go through a sticky time if even one of the staff is missing for more than a few days. This also applies when people take courses at S.T.C. Ricasoli and, to a greater extent, during exercises.

In all these cases the Med. Fleet Pool is at hand. The "manager", Lt. Cdr. Jock Aitken, S.C.O. to F.O.M., spends a great deal of time permutating names with ships. And these, unlike most of our inspired football perms, have to pay dividends. For, with our sparkers and buntings scattered in various ships and establishments throughout the Med., one has to have his finger well in the pie to keep up with their whereabouts and anticipate demand.

This pool is not cushy. It's a General Service Commission Extraordinary with, for the junior ratings at least, frequent joining and drafting routines, and quite a lot of sea-time in a variety of ships.

Look at the facets of communication work to be met with: night encounters in cruisers, A/S operations in frigates and destroyers, minesweepers and amphibious warfare exercises, ship bombardment, and loan service to army bombardment observation units.

So, it can be seen, a Pool Communicator must have a fairly comprehensive knowledge of things not ordinarily in his scope at so short a notice. Probably, this job provides the best grounding to communications a junior rating could wish for.

A random example of one telegraphist's loan drafts within the space of six months is: *Torquay*, *Undine*, *Striker* (L.C.T.), R.A.F., *Tiderace*, *Lagos*, *Forth*, interspersed with short periods in Ricasoli.

Most S.C.O.s are quick to write in praise of our lads. We do so well in all situations, in fact, that our title might well be, the "Old Adaptables!"

K.H.W.

FLAG OFFICER, GIBRALTAR

Sub-Lt. Bradberry left to trek overland with family to take up a new job at Whitehall. W/T Lt. Setford is now installed as O. i/c M.S.O. and C.P.O.



WHY THE GRIN ?

Tel. Daley has been relieved by C.P.O. Tel. Lewington.

We have been pleased to see many old friends from *Ark Royal* and *Albion* and a prolonged stay by *Ocean*.

Two big things have happened since we last wrote. One was Exercise SEAWATCH, running concurrently with other NATO exercises, and the other was the return to the Rock, after an absence of twelve years, of W.R.N.S. ratings—not as additional staff but as reliefs for us.

Les Girls

After a two-day delay on our flight, we arrived in Gibraltar amidst glorious sunshine. Thence to Princess Royal Barrack Block, Europa, which is to be our home for the next eighteen months. The four P.O. Wren (Signals) have a cabin each on the first floor and the L. Wren (Signals), 8 Wren (Signals) and 5 Wren (Tels) share two cabins on the second floor. The W.R.A.C. with whom we share quarters think all our naval terms highly amusing and we in turn are equally amused at their army ones.

Our first week was one round of social engagements including a dance given by the Ship's Company of H.M.S. *Rooke* which was a great success. Many of us met old friends. On Remembrance Sunday we attended Divisions at H.M.S. *Rooke*, then marched through the streets to the Cathedral. This will be the first and last time the Wrens will march as a division as we are now all watchkeepers.

There are several sporting enthusiasts amongst us and we hope to arrange some matches against visiting ships and local units in the near future.

INSHORE FLOTILLA

There is nothing "inshore" about us and during the summer the two minesweeping squadrons have been busy as ever with the "Wooha" seldom far behind—we try to be a little behind over the Cyprus schedule and a good deal ahead over the fleshpots.

. WRENS FLYING IN !



Although the Captain did disturb the natives by announcing that he intended to qualify for the Cyprus medal before the end of his time.

We failed to retain the cock we won last year at the regatta, though we did creditably considering the difficulties of training in dockyard. The Communicators were second in the Fleet regatta beaten by a canvas by the yacht *Surprise*. And then came plenty

of compensation in the form of Venice and Trieste especially as there weren't too many minesweepers to "mother". However, we did manage to show up one of the fleet destroyers when it came to screening exercises—not for nothing did THE TIMES OF MALTA refer to the minesweepers as "greyhounds of the Fleet" and we must have our little bit of reflected glory as only the constant nagging of "mother" makes such things possible.

In between times in Malta there was a most successful families' day when some three hundred wives, children and sweethearts embarked in "Wooha" for a day's banyan. The centre piece was, needless to say, manoeuvres in which the seven minesweepers in company "went through the book", including a grid iron (and somebody asked the S.C.O. why he didn't have his wife on the bridge). And who indeed can say they have ever formed a screen on circle "answer two"? The honour of the Branch was upheld and several Communicators aged four to thirteen were enrolled to supplement A.F.O. 507/57, though the signalman who hauled down the Senior Officer's pendant instead of the preparative didn't pass unnoticed! Also during this time the deck hockey competition was won without conceding a goal—"Communicators first, the rest nowhere."

Before finishing we would like to suggest that a competition be run in THE COMMUNICATOR to design a new Communicator's blazer badge, for surely in these modern days of single side band the sparker should be better represented.

[What does anyone else feel about this? Editor.]

MALTA COMCEN

Seasonal change is usually a gradual process with no sharp dividing line. Here in Malta, however, we were recently able to say, with the utmost certainty, that winter had arrived. After a summer of absolute drought the night of 12th September, and the two following days and nights were rent asunder by tremendous thunder claps and flashes of lightning, accompanied by a reported seven inches of rain. From this figure the extent of the downpour, over the sixty hour period, can well be imagined. Watchkeepers, arriving for the forenoon watch (anything up to an hour late), told harrowing tales of watery experiences. Many cars were observed, water-logged and abandoned, in brand new rivers which had materialised overnight. We are now, happily, back to normal and have stowed away our diving suits.

The hockey and soccer enthusiasts are happier now that the season is under way. Dust is being blown off boots and sticks and the notice boards once again carry lists of teams and fixtures, together with the inevitable exhortations to spectators to "turn up and give us a chuck up."

The first game of hockey—as far as the Comcen was concerned—was played last week between a Comcen Wrens team and "X" and "Z" watch male ratings. Owing to the fact that none of the Wrens

would volunteer to play in goal they were beaten 7—1.

We have lost C.Y.S. Bunting and are shortly to lose C.Y.S. Bovington, these two Comcen stalwarts being replaced by C.Y.S. Walmsley and C.Y.S. Chandler.

NIGHTMARE

If you've ever been across the sea to Malta,
Then maybe one fine day when up the line,
You'll sit and dream about Grand Harbour entrance,
And E.T.A.s that never were on time.

You'll dream about the bright night life of Gozo,
And watch the sun sink down beyond the Bay;
Of the gharry horses and old Charlie's Dghaisa,
And watch the dockyard maties as they play.

You will dream of spotless 10s and No. 6s,
And stains sustained when oppo' spills his wine,
Then try so hard to dhobey them in teapool,
And find it's such a waste of shore-side time.

You'll dream of standing way up on Barracca,
And watch the warships on the waters yon',
Then wake up from your terrifying nightmare,
And weep the biggest tears that you signed on.

H.M.S. UNDINE

Out of our eight months in commission we have done twenty-four hours exercises with the Fleet and three and a half months at R.N.A.S. Halfar seeing how the other half of the Navy live. Opinion is unanimous—we joined the wrong half. In between swimming and sunbathing we managed to squeeze in a few minutes for signals but thanks to the Signal Wrens at Faleon we received our traffic safely and accurately.

Speaking of accuracy, one of our Ord. Tels on Cyprus L.C.N. reads: "R.P.C. your surplus five officers." The S.C.O. and others were rather worried until it was sorted out. "R.P.C. yourself plus five officers" was sent, which is not bad really when one thinks of the shock of jumping from RATT to reading morse.

The S.C.O. has had his slide rule and notebooks out designing a new U.H.F. aerial. Opinion is divided as to whether its range will be more or less than a Ten-Thirty-eight.

We were due home in February but the U.S. Sixth Fleet has decided to join the Sixth F.S. for a little A/S experience so now we hope to be back by early April.

Our one great sporting achievement is in the Life Saving world. Practically everyone on board has been awarded at least one Life Saving medal. This does not include the Chief Tel. or Chief Yeoman who are content to sit back and be saved. Glory, Glory, Alleluja!

All the best—we shall be spending our Christmas in Tripoli—how horrid.



PRIZE WINNING
PHOTOGRAPH

FROM THE
DOME OF
ST. PETERS

THE PHANTOM OF THE MED.

Relentless, she sails the ocean
The Ghost Ship of the Med.,
She has a crew of thirty-odd
For months they've all been dead.

She's not too large and not too small,
And forward thrusts her head;
She is the *Mediator*,
The phantom of the Med.

I will explain quite briefly though,
To emphasise this tale of woe,
And dedicate to him who gloats,
And always screams "gimme the boats."

She sailed from harbour one fine day,
With B.P.T. behind,
Outside awaited many ships,
To practise firing blind.

Shots screamed and whistled through the air,
"That one just missed I do declare,"
Then o'er the voice net we did cuss,
"Stop, all are much too close to us."

Alas, our efforts were in vain,
Through atmospheric and the rain.
They fired right on, throughout the night,
Until up came the sun so bright . . .

Unharm'd, erect stood B.P.T.,
But *Mediator* none could see.

The Admiral went right off his rocker,
"By gad, they're down in Davey's locker;"
And that was how she came to be,
The phantom flipper of the sea.

Now when practice time comes round,
Peace of mind will best be found,
When someone says "shoot off a gun
On the ship that's shooting, son!"

So I must finish this sad tale
As sun sinks low in sky,
But don't believe a word I've said,
It's all a blinking lie.

VICE ADMIRAL AND REAR ADMIRAL OF THE UNITED KINGDOM

We are most grateful to Lieutenant Commander Kemp, the Admiralty Archivist for his permission to publish this article which is taken from a memorandum compiled by him, also to Admiral Sir John Edleston for his help.

The office of Vice Admiral of the United Kingdom is a survival of the ancient office of Lieutenant-Admiral or Lieutenant of the Admiralty. The Lieutenant-Admiral first comes into view as the deputy or assistant of the High Admiral about the middle of the 14th century, but the early history of the office is very obscure and the appointments seem to have been made spasmodically; probably only when some particular High Admiral felt the need of assistance in his administrative duties.

When Henry VIII remodelled the Naval Administration in 1546 and created the Navy Board, he made Sir Thomas Clere Lieutenant of the Admiralty and placed him at the head of that Board. On Clere's death in 1552 he was succeeded by Sir William Woodhouse, but after Woodhouse's death in 1546 the office was left vacant and the Treasurer of the Navy took the place at the head of the Board. The office of Lieutenant of the Admiralty was not revived until 1604 when Sir Richard Leveson was appointed, Leveson commanded the fleet in the narrow Seas at the time of the death of Queen Elizabeth and while the succession to the throne of England was being secured for James I, and it is probable that the office was then revived as an honourable distinction and reward for this service. His patent contains a clause not found in the earlier patent reserving to the King the right to appoint any Earl of the realm as Vice Admiral of any fleet sent to sea under the Lord High Admiral for special service "any custom or privilege heretofore used, claimed or pretended by any other exercising the office of Lieutenant aforesaid, by virtue or colour of the same office in any wise, notwithstanding." It is not unreasonable to infer from this that the office had been intentionally allowed to lapse in 1564, and it is significant that it had been left vacant during the troubles with Spain that culminated in the Spanish Armada.

Leveson died in the following year and the office again became dormant until the year 1618, when Sir Robert Mansell was pressed to retire from the office of Treasurer of the Navy in consequence of the growing agitation against the abuses of the Naval Administration. His appointment as Lieutenant of the Admiralty seems to have been intended as a consolation for his surrender of the more lucrative post. At that time the Lieutenant of the Admiralty received from the Exchequer a fee of £100 per annum, and allowances for two clerks, travelling expenses and boat hire.

From an undated and unsigned memo among the State Papers it is clear that at some later date (perhaps 1628 or 1638) it was in contemplation to remove him from the office, but as the appointment was for life nothing was done. Mansell lived until 1656.

After the Restoration, the office was revived by the Lord High Admiral, James, Duke of York, who on the 18th March, 1661, appointed the Earl of Sandwich as his Lieutenant, or Admiral and Captain-General of the Narrow Seas. This was confirmed by the King by Letters Patent of 1st April following. The "wage and fee" was now 20 - a day with allowances for 16 men at 10 - a month, paid not from the Exchequer but by the Treasurer of the Navy.

After the death of Sandwich, Prince Rupert was appointed by the Lord High Admiral (16th July, 1672) the grant being confirmed by Letters Patent of 22nd October, 1672.

The conditions of appointment are similar, but the office is now described as "Vice Admiral of England thereby granting unto him the office and place of Vice Admiral and the office and place of Lieutenant of the Admiralty of England as also the Lieutenancy of the Navies and Seas of our Kingdom of England." This is the first appearance of the title "Vice Admiral of England".

After the death of Rupert in November 1682, the office was again vacant until January 1684, when the King appointed his natural son Henry, Duke of Grafton. At the same time, probably in view of the Duke's youth and small experience of sea affairs, the King created the new post of "Rear Admiral of England" and appointed Arthur Herbert, an experienced Admiral, to that post. Both these appointments were "during our pleasure", and no subsequent appointments for life were ever made.

The original Letters Patent of the Vice Admiral of England give specific instructions that the holder is to act under the Orders of the Lord High Admiral or the Lords Commissioners. This has been held to mean that in the event of the sudden death of the Lord High Admiral, or the simultaneous death of all the Lords Commissioners, the direction of the Navy will fall for the time being upon the Vice Admiral of the United Kingdom as Acting Lord High Admiral. If he also should die, the Rear Admiral of the United Kingdom takes his place as acting Lord High Admiral.

After the appointment of Howe in 1792 it became a general rule that the office of Vice Admiral of Great Britain (as it was called after the Parliamentary Union with Scotland and the abolition of the Scots Navy in 1707) should be vacated by the holder on promotion to the rank of Admiral of the Fleet, and in March 1863 an Order in Council was made to this effect, the half pay of Admirals of the Fleet being then raised as a compensation for the loss of emoluments (about £434) of the Vice Admiralty.

In 1869 Mr. Childers, then First Lord of the Admiralty, proposed that the office of Vice Admiral

PRIZE WINNING CARTOON



of the United Kingdom (as it was called after the Parliamentary Union with Ireland in 1801) should be held by the First Sea Lord *ex-officio* without emoluments, but the Queen vetoed this proposal. In the following year (Order in Council, 22nd February, 1870) it was laid down that "In consideration of the increase in the number of Good Service Pensions, the salaries attached to the offices of Vice Admiral and Rear Admiral of the United Kingdom will cease after the next vacancies." These salaries were then £434 and £342 respectively.

It has been already remarked that the office of Rear Admiral of England was first created, for Arthur Herbert, in January, 1684. In March 1687 Herbert offended King James II by refusing to vote for the repeal of the Test Act, and he was deprived of all offices and emoluments; the emolument attaching to this office being 16/- a day and allowances for 12 men at 10/- a month. Sir Roger Strickland was appointed in the following December, but after the Revolution he resigned his commission and left the country. The office now became vacant until the appointment of Sir Cloudesley Shovell in January 1704. A short break occurred after the death of Shovell in 1707, and another after

August 1714 due to Sir John Leake's patent, vacated by the demise of Queen Anne, not being renewed by King George I, (with whom he was not in favour), but from 1719 this office was continuously in existence until the death of Sir William Fanshawe Martin in March 1895.

The ancient offices of Vice Admiral and Rear Admiral of the United Kingdom, which were allowed to become dormant after the deaths of the holders in 1887 and 1895, respectively, were revived by King Edward on his accession in 1901. The holders had included such names as Rooke, Anson, Hawke, Rodney, Hood, Howe, Cornwallis, Exmouth and Dundonald. His Majesty wished to have officers of high rank in the Navy available for duty on ceremonial occasions at Court as a parallel to the Gold Stick-in-waiting and Silver Stick, and the officers appointed have accordingly been summoned to Court for such duties since the revival of the Offices.

Admiral Sir Martin E. Dunbar-Nasmith, V.C., K.C.B., K.C.M.G., has been Vice Admiral of the United Kingdom and Lieutenant of the Admiralty since 1945 and Admiral Sir John H. Edelsten, G.C.B., G.C.V.O., C.B.E., was appointed Rear Admiral of the United Kingdom in 1954.



H.M.S. 'Ark Royal' off Cape Trafalgar

FLEET AIR ARM

H.M.S. ARK ROYAL

In July, together with other units of the Home Fleet, we featured in the B.B.C. Television programme "This is your Royal Navy". From the technical aspect also we played a major part, but unfortunately the weather was most unkind.

After leave down in Devonport and working up off Lissiemouth came STRIKEBACK. Somehow we managed to remain in three watches and we got our Blue Nose certificates.

During our stay in Southampton we acted as host ship to U.S.S. *Forrestal*, and beat them five bouts to two in a boxing tournament. In PIPEDOWN, which followed this visit, further successful cross-operation exercises were carried out with U.S.S. *Saratoga*.

All the exercises showed some lack of understanding between R.N. and U.S.N. Communicators, and we have both a lot to learn, our American cousins perhaps a shade more.

Relaxation in Gibraltar before sailing for Lisbon with *Albion* was most welcome. En route, off Cape Trafalgar, on October 21st, at the same time as the battle commenced in 1805, a short memorial service was held in honour of Lord Nelson and a wreath was dropped between the ships by one of our helicopters. After the service a fifteen gun salute was fired.

A fly-past of fifty aircraft heralded our arrival in Lisbon where not even the high prices deterred the lads from going ashore. A wireless station was set up (two sparkers from each ship) and constant communication was maintained in spite of many attractions and distractions.

On the way back to Guzz we cheered the *Albion* on her way to Pompey to pay off. They were good friends of ours.

H.M.S. BULWARK

We on *Bulwark* were very sorry to lose C.P.O. Tel. Bond who, after many years in the mob, has retired.

During STRIKEBACK the dreaded lurgy hit us all very hard cutting some of us down into nearly one watch, but as soon as the chaps heard that we were within 12 hours of Belfast there were some miraculous recoveries. Talking about the beautiful emerald isle in the sun, where the lovely Irish Coleens are always on the hunt for some poor (lucky) matelot to take them away from it all, back to glorious England—and perhaps even down to Oggie Land—at least two were well and truly hooked by the jaws of love. Also no doubt there will be several from the mess going over the sea for Christmas.

Rotterdam came next; everyone made hay with the general rush to buy rabbits. Then back to sea again with the Dutch pilots making good use of our flight deck.

We have had quite a few dances, some on board given by the welfare, and others ashore given by the local Council. The one in Portsmouth, given in the hangar, was a roaring success. Dances were also given ashore in Belfast and Rotterdam, but the latter was only for matelots wearing clogs.

I think that the new idea of taking families out to sea for a couple of hours is a really fine thing as it enables them to see how you work, if ever you do!

A.D.B.

H.M.S. EAGLE

Exercises form such an important part of our Service lives that one can't just shrug them off and forget them, and I make no apology for referring to STRIKEBACK. Most striking, to my mind, is the success of circuits such as local RATT broadcasts and "seagoing shipshore". We found these to be excellent and to a small ship in company who can have a broadcast guarded for him by the Flag, they must be a Godsend. The Snags? Long-range H.F. reception in Northern Latitudes is apt to be erratic, to put it mildly. You need a really efficient internal organisation to keep a check on the broadcast numbers you have missed, as miss then you will.

Before STRIKEBACK a terrible tragedy occurred when a Gannet was blown over the round-down by the strong wind over the flight deck, assisted by another Gannet taking off. The Observer and L. Tel. (Air) were unable to get out of the aircraft. The auction of the latter's kit and a mess-to-mess collection raised well over £600 which was sent to his widow.

When STRIKEBACK was completed we returned to Devonport dockyard for a spot of recuperation, to use the word in its loosest sense. Recuperation means making out the numerous post-exercise reports, checking all equipment and control lines, sorting out our exercise snags, painting hockey sticks, and a general shamfer-up all round. All this, plus vital quiet runs, had to be completed by the 11th October when we sailed for a night-flying work-up in the Azores area followed by a six-day visit to Vigo, followed by exercise and visits. We shall be in Devonport for Christmas before sailing for the foreign leg of the commission.

Advancement among the staff has proceeded apace and several of us are awaiting B13's. By the way why do we have to wait so long for our rates when we are told the rosters are "dry"?

Our spell in Vigo was a complete success. On arrival we picked up a few dozen Spanish military, naval and civil bigwigs and carted them to sea for a few hours' flying display. The Seahawks shot up the splash target and the Gannets bombed it, the Chopper gave a dancing and A.S.R. display, and the Sea Venoms did a really immaculate show of



H.M.S. Eagle in the Arctic Circle

formation flying and aerobatics. To judge by the gesticulating, and cries of *Olé*, the guests were most impressed and there was not even the slightest hitch in the whole performance. Then we trundled back into Vigo and battle began. The communication shore links were in the envious position of being comfortably ensconced on the sunroof of the Yacht Club where apparently they had a human chain of waiters armed with champagne bottles. In return for Spanish peasant dancing on the flight deck, the locals were treated to the ever-popular Beating Retreat Ceremonial Sunset, a smart display of drill by the Royals, a highly successful children's party, and various sports events.

Little has been achieved in the sporting line. We haven't had much of a chance. We did get to the last round before the cricket semi-finals and have played a few friendlies with varying degrees of success. Tel. Corrigan plays regularly for the ship at soccer, as do L. Tel. Tyler and Yeo. Rundle in the rugger world. L. Sig. Kinsella and Tel. Campbell are leading lights in the "Bruiser's Brigade".

H.M.S. FULMAR

Greetings from the Frozen North. Up at Lossiemouth we can claim to be the most northerly of Her Majesty's Naval Establishments. Only nine degrees below the Arctic circle, with Norway our nearest continental neighbour, we still have our famous Lossie climate which gives us the highest flying weather factor of any air station in the United Kingdom. In winter it is dark for most of the day, but in the summer you can still read a newspaper in the twilight at midnight.

But up here, where our aeriels are strained to the limit by the grouse who sit on them, the Communicators still have a job to do. If it wasn't for the D.T.N., the telephone and a through train to London once a week we'd have no contact with the outside world. Into the ether, laden with the fumes of the thirty whisky distilleries in the neighbourhood, we push out our twenty H.F. and V.H.F. frequencies which keep the aircraft safely in the air.

Our life has been quite busy this Term—we've had two American Maritime Patrol Squadrons here for STRIKEBACK—24 Neptunes in all which initiated us into the devious ways of U.S. Navy communications. The highlight came when we received an Operational Immediate by G.P.O. Telegram—two days from Grosvenor Square to Lossiemouth! With the Neptunes came an interesting assortment

of aircraft from Globemasters to the huge radar-fitted Constellations.

On our staff we have a few Tels, a gathering of Wrens who man the ground/air nets, and sixteen civilians who man the teleprinters, M.S.O. and telephone exchange. Our usual business hours are from 0700 to 1700 with about two night flying events a week, but life is not dull. A fishing trawler is in difficulties and our helicopter is out on the job while we try and decypher the broad Scotch accent of the Wick radio operator. An aircraft is overdue and soon we're communicating with everyone from Shackletons of Coastal Command to the skippers of the Cromarty and Buckie Lifeboats. Life has its tragic moments too—the distress messages which end in disaster and a friendly face missing from the station next day, but happily these accidents occur very infrequently.

When work is over there is plenty to do—good sports fields for the enthusiasts, our own riding club where Wren Sig. Jones will teach you to Turn 18 on a horse, a gliding club for the air-minded, and a stretch of the River Spey if you like a fresh seven pound salmon for supper. Add to that clubs for Drama, Mountaineering, Jazz, Cycling, Shooting and Sailing and you'll get an idea of the opportunities.

To all Communicators—Happy Hogmanay!



ROUTINE ON A NAVAL AIR STATION ON WITEX DAYS

0815. Enter office. Sweep up office being careful not to disturb S.C.C.O. asleep in chair. Dispose of gash bodies. Take all empty cups into M.S.O. to be washed.
0816. Sweep up broken cups. Switch on 610.
0817. Switch off 610. (Clouds of smoke issuing forth).
0818. Extract Duty Signal Wren's supper from inside 610.
0819. Switch 610 on again. Rescue B40 from M.S.O. comforting Wrens on way out.
0820. Tune 610. (Find aerial has Wrens' dhobey-ing hanging on it).
0821. Tune 610. (Negative dhobeying).
0822. Ask Main Transmitters for standby transmitter.
0825. Chief Tel. arrives. Tunes 610.
0826. Apply artificial respiration to Chief.
0830. Tea up in M.S.O.
0833. Finish tea. Give empty cup to M.S.O. to wash.
0834. Sweep up broken cup.
0835. Wrens arrive. Coax chief from under the bench.
0836. Sweep up office and dispose of Wrens and gash—place in incinerator and apply match.
0845. Take up menacing attitude and man bay.
0847. Press Key.
0848. Order transport to collect 610 from centre of duty runway.
0900. 610 re-installed.
0901. Call GZU 36. No joy. Tune 610.
0902. Tea up in Telephone exchange.
0905. Finish tea. Give empty cup to switch op. to wash.
0906. Report to sick bay to have half a pusser's cup extracted from head.
0910. Back in office. Call GZU 36. No joy. Tune 610.
0911. Switch on 610. Call GZU 36. Still no joy.
0912. Chief on bay. Call GZU 36. No joy. Tunes 610.
0913. Phone call from *Mercury*. QRK 5.
0915. Summon ambulance for Chief Tel.
0920. Clear one signal to *Mercury*. Ring Sick Bay and inform Chief. Chief confined to bed. Delirious.
0930. Don protective clothing and enter crypto office. Pinch all papers and magazines left loafing so as crypto team can find machines.
0935. Fight off wrathful L/Wren. Wants her knitting pattern back. Find it mixed up with copy of "Memoirs of Fanny Hill" and "Fairy Tales for Tiny Tots". (B.R. 1131).
0940. Clear second signal to *Mercury*. Inform S.C.C.O. Told have been recommended for next L/Tels. course.
0942. Switch off "Housewives' Choice" and put Wren on B'cast.
0945. Tea up in M.S.O.
0948. Finish tea and wash up cup myself.
0949. Sweep up broken cup. Tune 610.
0950. Switch off "Housewives' Choice". Put Wren back on broadcast.
0951. Wren says she can't read broadcast. Suggest she wears phones.
0955. Complaint from crypto office. Machines won't work. Remove Egyptian A.F.O. from one machine and Chief's Ticklers from the other.
1000. Ask fire station for copy of C.O.I.'s back. Informed that fire officer's little boy had just torn them up.
1001. Ask M.S.O. for a cup of tea. (Note. Repair one window in the M.S.O.)
1015. Roll one of Chief's Ticklers.
1030. Extinguish fire in 610.
1035. Main transmitters ring. Standby transmitter is ready.
1036. Test Standby transmitter.
1040. Am informed by Admiralty that am jamming N.L.'s. Tell Admiralty where to jam N.L.'s.
1055. Ask *Mercury* for permission to close down.
- 1055½. Close down.
1100. *Mercury* say o.k. to close down (Shriek with ironic laughter).
1105. File all gash signals, etc. in wastepaper basket.
1110. Lock up office.
1115. Unlock office. Let Wren Tel. out.
1120. Lock up office again until next Tuesday.

MAKE A SIGNAL

A Russian convoy was being steadily shadowed, day and night, by relays of Blom and Voss flying boats. The aircraft flew round and round the convoy keeping low on the horizon and well out of range of the escort's guns. An irritated escort leader told his signalman to make by lamp to the German: "You are making me dizzy, for God's sake go round the other way."

The signal was read and acknowledged and the flying boat turned round immediately.

* * * *

From Fleet Air Arm Commander in Carrier to airborne Squadron who are not obeying instructions: "This is Master quoting Hebrews, Chapter 12, verse 8, I quote: 'But if ye be without chastisement whereof all are partakers then are ye bastards.' Unquote. I say again bastards. Out."

* * * *

(Reproduced from "Make A Signal" by permission of the author, Captain J. E. Broome, R.N. (Ret.).

HOME STATION

H.M.S. BERMUDA

We are a very good example of centralised drafting in view of the fact that our Communicators come from all three depots with a possible West Country bias. This will no doubt suit the Guzzites as the ship is Devonport based—and we hope to be there for Christmas.

All things being equal, and assuming we are worked up in time, we shall join the Home Fleet for the Spring Cruise and then go to the Mediterranean early in April.

The ship has been completely modernised from a Radio point of view and we are hoping to put up a good show in the Fleet with all our new equipment—by this, we are *not* volunteering to be standing RATT guard mind you, especially with our reduced complement.

H.M.S. DAINTY

In Malta in July our thoughts turned to the homeward cruise and getting that final suntan that was "going to last till Christmas." The time to depart soon arrived, and with joy in our hearts we bade farewell to Malta and prepared ourselves for Naples and Marseilles.

Naples provided, as did Leghorn, a good base for sorties. Capri, Sorrento, Ischia, Amalfi, the ruins of Pompei and Mount Vesuvius could all be reached easily. While for the more adventuresome and baronial, Rome was not too far away.

Marseilles was a pleasant city and once again the French hospitality was magnificent. Everyone had a wonderful time, and all escaped being enticed into the Foreign Legion for a life on the burning sands. On leaving Marseilles certain symptoms were observed and it was soon more than obvious that we were being attacked by that loudly publicised oriental pestilence, which had been given a free lift from Naples by *Defender*. However two weeks of quarantine in Gibraltar soon had us and *Defender* back on our feet though we missed Exercise STRIKEBACK.

We arrived home on 30th September and soon had our leave. We are now sorting ourselves out and preparing for a period in the "braw heelands".

H.M.S. DARING

We embarked Rear Admiral Foster-Brown, Flag Officer, Gibraltar (an ex-D.S.D.) to pay an official call on the Governor of the Campo Area at Algeciras. On leaving we were somewhat surprised to hear Spanish guns booming out for a second time, as they had already returned our National Salute. We made a quick note on the back of the ceremonial disc for future reference about local customs, while the gunnery rates were frantically passing the ammunition, and twenty-one of the best were delivered without delay.

H.M.S. DELIGHT

Since our last contribution we have swopped the "Rock" for "Roll" and are now back in our natural habitat. The transition was a memorable one. We left dry dock on the 20th August for our first day at sea in approximately three months. The object was to test machinery and shake out the odd dockyard matey from his hibernation. Our work up to full power assumed a more dramatic objective when we received a distress message from the tanker *World Splendour* which was on fire in the near vicinity as a result of an explosion in her tanks. The signal department acquitted themselves creditably and received an unexpected shake down in maintaining a scene of action circuit with Gibraltar, directing the many merchant ships standing by, vectoring amphibious aircraft and a helicopter from Lyautey and, of course, guarding the usual lines. The junior rates of the V/S department covered themselves with glory (and fuel oil) in manning the rescue boats and helped to attain a "bag" of 40 survivors. Naturally the press went to town over this episode and the amateur photographers promptly turned professional.

We bade farewell to Gibraltar on 29th August and, wearing the flag of F.O. Gibraltar sailed for Cadiz on a formal visit. This was only a "whistle stop" on the way to Chats and we sailed the same day. After receiving two days leave from Chatham we sailed for Rosyth in company with F.O.F.H. in *Sheffield*.

We sailed the following day to work up for STRIKEBACK, but soon after reaching the Clyde the number of cases of Asian 'flu reached epidemic proportions and necessitated the ship being placed in quarantine. The ultimate result was that we became 'flu bound and, with mixed feelings (?), saw that T.F. sail without us.



"I said the capstan!"

After stagnating for about a week the Doc (with assistance from shore) managed to get the disease under control and it became evident that we would be able to join up with the boys for the last three or four days of STRIKEBACK. However the Gremlins had other ideas and the only STRIKEBACK we saw was when a tug with defective brakes struck the back end of the ship and let the "oggin" into the tiller flat. The damage was sufficient for us to be declared unseaworthy and while the ship went into dock half of us proceeded on our delayed G.S. leave. The ship was sailed to Chatham in time for the second whack to proceed from there, and so ends our record of vicissitudes to date.

FOURTH DESTROYER SQUADRON

Our last cruise period took the form of pre-STRIKEBACK exercises, pre-Exercise conferences, STRIKEBACK itself, post-STRIKEBACK conferences and relaxations, followed all over again on a smaller scale by PIPEDOWN with all its joys.

However these activities were soon forgotten when we visited Bordeaux, Oporto and La Coruna and some of us feel that our ignorance of wine production is not so abysmal as before. While visiting her "port of adoption" *Corunna* kidnapped an American—sorry—Texan aviator who had dropped in (the drink) on his way from the States to Rome. As a result *Corunna* became the first aircraft carrier ever to visit the Pool of London. This final visit, by *Agincourt* and *Corunna*, together with that of *Alamein* and *Barrosa* to Greenwich was a fitting end to the commission.

H.M.S. GRAFTON

We have been in commission one year. Many drafting changes have taken effect but four of the original staff remain. P.O. Tel. Turner, L. Tel. Puttick, Sigs. Watkins and Anderson.

The ship is employed on basic A/S training so the work has become a matter of routine and, we hope, with a high degree of efficiency.

We have our fair share of sportsmen. L. Tel. Puttick and Sig. Watkins represent the ship at soccer, P.O. Tel. Turner and L. Sig. Salmon at hockey, whilst Sig. Anderson is a marksman in the shooting

team. We must also mention past and present staff who gained a second place in the Squadron Regatta, so helping the ship to win the cock.

Earlier this month we bade farewell to Lt. Ogden, R.N.R., who has been our S.C.O. since commissioning and has now returned to the life of a commercial sailor.

J.R.T.

HOME FLEET FLAGSHIP

The Baltic visit season, in which *Maidstone* had already scored at Stockholm and Oslo, was rounded off in September, by a trip to Helsinki, in company with *Ocean* for the opening of the British Trade Fair. The Royal Navy have rarely been there so the two ships attracted a lot of attention. The roped-off jetty was never without its throngs of "goofers"—sometimes in their hundreds—and not a few dates were made whilst nipping ashore to ditch the gash.

On the two days the ships were open to visitors record numbers poured on board—a total of about 40,000 between the two ships. This included innumerable institutions who invited themselves on board for conducted tours. 250 were invited to the Children's Party. At the appointed hour about 400 surged up the gangway, to the horror of the catering staff, who had to dig out more and more sticky buns. Twenty members of the City Council had been invited for a conducted tour at the same time. Nobody was very surprised when they turned up 60 strong complete with ancestors and offspring.

Your last number gave the drill for a Japanese bath in intimate detail, so it would be tedious to relate the routine for a Finnish Sauna as the underlying idea appears to be basically the same. Its application, however is a little different. You begin in a small room with a hottish stove and swelter in a dry heat temperature of about 250°F, being careful not to touch any of your surroundings. You are then invited to beat yourself and your neighbours with birch twigs, and finally, with a fatalistic laugh, cast your parboiled remains into the snow outside to cool off, or in our case, there being no snow, into a chilly lake. Many of us had a Suana or two; a hangover certainly hasn't a chance after the experience. Incidentally Saunas are built into all Finnish ships and are compulsory weekly for the ship's company.



The 2nd Training Squadron off Portland

From Helsinki we returned to Portsmouth where the C.-in-C's staff departed to Northwood for STRIKEBACK. They were accommodated with the R.A.F. at Uxbridge and worked an integrated organisation side by side with them, in three watches down a tunnel under CINCEASTLANT's headquarters. There they were also joined by a large number of reservists, including several of the List 'H' reserve who are recruited from local residents and serve only in a shore billet near their homes. They were a most enthusiastic team and did a splendid job.

One day the Crypto officer inadvertently tossed an outgoing signal into the pneumatic tube minus its route chit. He managed to arrive panting at the Traffic Centre in time to pin it on as the signal emerged from the other end of the tube!

Meanwhile *Maidstone* took the humdrum roles of a ship in convoy and an independently routed merchantman throughout the exercise, giving the buntings the chance to brush up their coloured light signals and WIMS' procedures. The writer was delighted to be able to make an alarm report from an independently routed monster, which problem had not long ago faced him in his practical procedure exam.

Back in Portsmouth the C.-in-C's staff trickled back from their warren, reluctantly released by those who were faced with the formidable task of analysing what had happened in the exercise. Then came a week of being host ship to U.S.S. *Northampton*. We observed their new fangled devices such as an internal teleprinter broadcast system to save signal distribution and H.F. transmitters being tuned by dialling the required frequency.

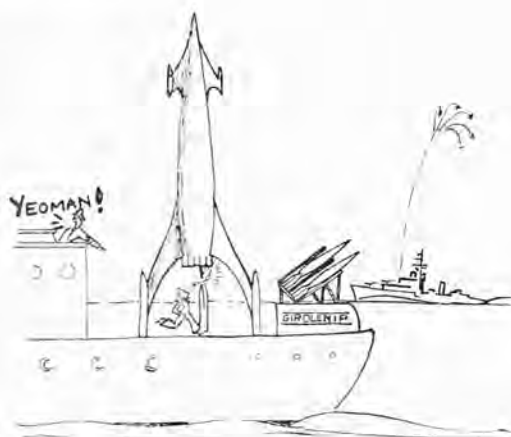
During this time we were smitten by Asian 'flu claiming about 450 cases, but fortunately an unusually tough bunch of Communicators avoided it.

Now we have just been to Rotterdam with *Bulwark*, whence we return with hazy memories of visits to a succession of breweries and distilleries and a certain popular bar, complete with striptease, not fifty yards from the foot of the gangway.

We have seen very little of our friends in the Home Fleet Pool so far this cruise, but are expecting about a dozen of them to rejoin before Christmas from ships paying off.

H.M.S. GIRDLE NESS

Our travels have taken us as far afield as Guernsey (twice), Portsmouth (ditto) and Plymouth Sound (many times). The visits to Guernsey have been much enjoyed. The second visit came to an abrupt end because of Asian 'flu and we sailed for Pompey at maximum speed (10 knots). During the last visit to Portsmouth we were host ship to the American Guided Missile Cruiser *Boston*. Each ship in turn was thoroughly looked over by Mr. Duncan Sandys, Minister of Defence, the First Sea Lord, and other V.I.P.s who were quite impressed by our achievements.



"Kindly explain the last evolution signal to that man!"

Our V/S staff have not had much to do. The ships we see are very few and we seldom operate with any. A quiet number indeed. If any of you overworked Buntings want a rest, do not delay, volunteer today, *Girdle Ness* is the ship for you.

H.M.S. SHEFFIELD

Shiny Shell commissioned at Chatham on 1st July with a mixed complement (all male but different depots).

The work up completed we visited Immingham to pay our official call on the city of Sheffield and it was during this visit that the ship came of age. C.P.O. Tel. Thomson found the natives most friendly and a good time was had by all.

In August we hoisted the flag of Rear Admiral J. D. Luce, Flag Officer, Flotillas, Home Fleet. We were pleased to see the staff arrive and what was once our placid M.S.O. was quickly transformed into Jones' Circus.

Early September found us at sea bound for the Clyde and STRIKEBACK in which we were a private cruiser throughout.

With STRIKEBACK behind us we called at Portsmouth for a few days and then on to Devonport for a fortnight's self-maintenance much to the delight of the C.P.O. Tel. L. Tels. Cross and Woodfin and Tel. Scheer our only Guzz natives.

Then we visited Guernsey and spent a very pleasant weekend.

We have not had much success so far in the inter-part sporting activities of the ship but we do have our representatives in the ship's teams. Lt. Cdr. Hosegood is our hockey star, L. Tel. Lloyd plays in the rugby team, L. Tel. Simmonite, cricket and P.O. Tel. Boyer and Yeoman Edge are our Ukkers champions!

We have only two important problems to solve. The first is how to burn confidential waste now that



the incinerator has been converted into an Electrical Store. At the moment we have a mobile incinerator which we place in quiet spots at sea and hope we don't alter course or that the wind doesn't change.

The second is one of our H.F. aerials on the C.A.W. system which is parked on top of "Y" turret and is called (amongst other less polite names) "The Christmas Tree". Now the powers-that-be seem to have great difficulty in deciding whether the Quarterdeck awning should be made to go around it or over it.

* * * *

Heard on Tactical Primary while waiting for an Executive Signal:—

"Splosh this is Splash verify over."

"Splash this is Splosh—Wait guy this Signal gotta be executed, Out!"

SIXTH DESTROYER SQUADRON

September began with a work up followed by a shake down so we didn't quite know where we were. It was good to know however what a submarine looked and sounded like as we were due to spend the rest of the month chasing them but catching none. One or two of us discovered what it feels like to be seasick fourteen days running.

A welcome rest in Home Ports was followed by Exercise PIPEDOWN. *Cavendish* sailed for the exercise with 16 ratings left ashore with Asian 'flu and 45 sick on board, *Contest* and *Carysfort* were equally hard hit and *Comet* had just got over the worst of their epidemic. The Chief Telegraphist of *Cavendish* went sick during a week-end at home rejoining the day before we sailed.

Next came a jolly to Antwerp for the C.A.s and Ostend for the CO.s—general verdict on Antwerp was expensive but enjoyable and it was good to get to sea again for a rest.

Now we are working hard for inspections and looking forward to a busy month in bonny Scottish weather. We finish off the month with a visit to Liverpool for *Cavendish* and *Comet* and West Hartlepool for *Contest* and *Carysfort*, which should satisfy the Northern natives.

We were very pleased that two illustrious members of the Squadron, Yeoman Bryant of *Comet* and P.O. Tel. (S) Schofield of *Cavendish* were selected for the current Sub-Lieutenant (SD) Qualifying Course.

THIRD SUBMARINE SQUADRON

After basking in the glorious Southern sunshine and its associated mud baths the Depot ship returned



Near to far : H.M. Ships, Cavendish, Comet, Contest and Carysfort

from refitting, to Rothesay after almost making a clean sweep of the Dockyard including the Home Fleet Flagship (Engine and Steering breakdown at about ten knots ahead). Of course, the Pompey natives had practically by this time all changed into Number 1's as it seemed the *Adamant* was about to join the *Victory* in dry dock. However, the careful manipulation of a pair of hand flags and two black balls soon held us under control (assisted by the entire tug force) and we wended our weary way northwards to the dreary groaning of the Hampshire Zulus.

The rest of the Summer Term was fairly uneventful and included a cruise to Kiel by the *Adamant* accompanied by Submarines *Artful* and *Trump*. The Communicators fairly lapped up the near-blue floor shows and the continuous bar service. A few stalwart exponents wandered as far afield as Hamburg where it was even more entertaining and for your future information, it is a very fair excursion for the likes of Jolly Jack—Fair whacks for all.

'DIG THOSE DOO-WAHS, MAN!'

Do you listen to the "Pops"? So do I. So do we all at some time or other, either with fanatical zeal, off-hand interest or merely because our ears cannot shut out the stuff.

Life for many would take on a dismal hue without the "Pops." No more would broadcast operators wearing dual-purpose headphones stealthily listen to Radio Luxembourg. The record companies' sales graphs would fail to zoom to stratospheric heights; the Tin Pan Alley boys would not be revelling in the most lucrative of entertainments. Our feet wouldn't tap, our hands wouldn't clap; local Palais dancing would be a little too sedate.

I am not "real gone", "cool" or "circular", nor am I 100 per cent "square". I belong to the class of in-betweens known as "Rhomboids."

Now this is entertainment; entertainment with a capital E. Mind you, my conception of it differs from that of squealing teenage girls with adoration heaving in their bosoms. The dictionary gives, among other meanings, that "to entertain" is "to amuse." And amusing it is to see frenzied youths with their knees working all four ways punching hell out of guitars; emotional ex-hod carriers baring their souls and singers who appear to be kicking invisible footballs into the wings. It's all very funny provided your mind has the right kind of warp. But one facet of the "Pops" irritates me like biscuit crumbs in a bunk. It is accompaniment. Ever sat down with pencil and a piece of paper and listed the various accompaniment gimmicks? Oh, the sounds they pound the public ear'ole with!

The "Doo-wah". This is the outstanding one, for it crops up in many "Pop" discs. It is used, presumably, to drown the gulps as the Manchester lad with

After summer leave, N.A.T.O. loomed large on the horizon and *Adamant* left Rothesay for the Tail of the Bank where she carried out the duties of NOIC's Communications Ship for the assembled forces. The "brute" by then had begun to take toll and in ones, twos and threes, Communicators peeled off, victims of the Asian 'flu epidemic. We managed to get out of quarantine in time to have two days liberty before proceeding on STANDFIRM. After whipping up and down the whole creation carrying out the function of Convoy Convoys and more Convoys, we staggered into Portland where we wore the flag of F.O.S.M. and acted as host ship to the many U.S. Submarines of varying shapes and sizes.

Then it was a case of goodbye Rothesay and hello Faslane—our new base and ALONGSIDE, together with a N.A.A.F.I. Club and a camel ride to the nearest civilization. And brother, ain't it cold. Christmas is coming and those who can thaw out in time will be flocking south and only a few of us exiles will remain in this barren land.

the Arkansas accent regains his breath after telling us in ear-splitting terms to "gerr" off his blue suede shoes." The tempo of the music decrees whether the "doo-wah" shall be prolonged or quick. The "doo-wah" really came into its own in young Linkie Frymon's "Why do fools fall in Love?" He opened up with a few bars of "doo-wahs" before getting down to the gist of the thing.

The soaring Aaaaah-Aaaaah-Aaaaah's of the celestial choirs rival the "doo-wahs" for popularity. This gimmick is one of long standing and seems likely to survive for some time. The ethereal young ladies emitting Aaaaah's give me the impression that they are trying to raise the whole gooey mess to the level of the Nun's Chorus.

The remaining accompaniment gimmicks form a cacophony of "Dum-dum-dum's, Waah b'dum-b'dum's, Bop-biyoo's, Oh yeah's, Ra-da-da-da-da-da's, Bop darra-a-ra's, Wah-wah's, and Whoop-de-doodle-doo's."

Someone concocted a beauty for Johnnie Bray's "Yes, tonight Josephine." A childish larynx contributes "Yip-Yip" and then the noise boys crowd in with a resounding "Whip-ou-de-boom-diddi-boom-diddi." Not to be outdone, the T.P.A. boys recently delved deep into the gimmick bag and brought forth "Lumber-lumber-lumber." A deep brown voice sings this one and gets deeper and browner with each lumber. At the time of writing, the opportunity to inject a dose of topicality into the accompaniment game has been ignored. Surely the "Bleep Bleep" of the Soviet sputnik could have been used to draw howls of delight from the kids.

The day cannot be far off when we shall hear the contorted laddies accompanied by the amplified sound of slugs chewing cos lettuce.

Where will it end? Your guess is as good as mine.

S.T.C. CHATHAM

The principal news from Chatham is that of our demotion from R.N.S.S. to S.T.C., with the associated move from "P.A." to the R.N.B. site of the pre-war Signal School. This move was accomplished during the summer and the S.T.C. is now fully installed in what was, until the advent of N.D.A., the main drafting office. However, we remain fully employed with refreshers, and training of Sigs and Tels, and Reservists of both sexes.

Lt. Cdr. Draycott is now in charge and Lt. Hooper recently relieved Sub-Lt. Waters as Divisional Officer; C.Y.S. Surridge (VI) and C.P.O. Tel. Vale (W1) occupy the C.T.O. Chairs.

STRIKEBACK made itself felt in September and many bent but did not break beneath the customary weight of N.A.T.O. traffic. Since their return comings and goings have been comparatively few and far between, with, of course, the exception of the unfortunate H.X.P. Nomads who merrily go from loan draft to loan draft. Reduced complements afloat have resulted in more senior ratings, particularly Yeomen, being in R.N.B. than one can remember for quite a long time but I expect we will soon be back to more normal "pool" conditions.

C.Y.S. Hook and C.P.O. Tel. Vale from *Superb*, C.Y.S. Hussler, C.Y.S. Freeman and C.P.O. Tel. Chisholm from *Jamaica*, C.Y.S. Prentice from Oslo are all recent "ins", whilst departures include C.Y.S. Tant to Cyprus, C.Y.S. Rumsby to *Forth* and C.Y.S. Whitby to civilian life.

F.E.F.

R.N.S.S. DEVONPORT

We were spared the fate of our Chatham counterpart in order to train a special intake of 200 National Service Ordinary Signalmen and Telegraphists. What we wonder does the future hold. We expect to pass out our two-hundredth in April, 1958. Meanwhile it was found necessary to increase the size of the School to compete with the intake and the old A.B.C.D. School buildings have been taken over. It has been heartening to see some of our ex-N.S. trainees already back in R.N.S.S. passing for the Able Rate.

Sport has played its usual major role so far this Term and we have more than held our own. Soccer—won first seven games in U.S. Div. III and firm favourites for the championship. O.Tels Gillespy and Merryweather are first choices for the Plymouth Command team. Basketball and rugby have been fairly successful and O.Tel. Sharpe has been a first-class wing three-quarter with Devonport Services. Scottish selectors mark this man. In the "Round the Barracks Run" we took the first three places, won the Commodore's Cup and eleven medals. Tennis—two new courts, we hope, for next season.

The Devonport Division is about to lose one of its fine old stalwarts in C.Y.S. Hollett, who completes his 5th Five shortly. We wish him all the best.

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The College Communication's Staff

The new scheme for training Naval Officers is in full swing at B.R.N.C. Dartmouth (Signal address H.M.S. *Dartmouth*). The young officers enter between the ages of 17 years 8 months and 19 years and do a course lasting 7 terms. They join as Cadets and during the first two terms (Phase 1) concentrate on academic work. They spend the whole of the third term (Phase 2) at sea in frigates of the Dartmouth Training Squadron working as part of the Ship's Company, and are then promoted Midshipmen. Phase 3 comprises terms 4 to 7 when they complete a slightly modified version of the Sub-Lieutenant's courses which were previously done at the schools in



C.P.O. Tel. Hume instructing a Midshipman's Class

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The College and the River Dart

Portsmouth (and Leydene). During their last three terms they spend three weeks per term in the Squadron on cruises and on passing out join the Fleet as Acting Sub-Lieutenants. Until then they have not been with the Fleet at sea, and it is important that they are given every possible chance to see Communication departments and personnel at work, more especially during Fleet Exercises. We do try to give a practical slant to the classroom training by carrying out Fleetwork and O.O.W. manoeuvres in six picket boats using Type 615. The Communicators, apart from instructing, are very tied up in all games and activities including boatwork tests on the river, gliding, yacht cruises across the Channel, Radio Club and Outward Bound Exercises on Dartmoor.

The Signal Staff includes Mr. Bradley, a civilian instructor and well known retired Chief Yeoman. C.P.O. Telegraphist Hume leaves us in the New Year after 25 years service. All good wishes to him.

All Communicators are more than welcome at Dartmouth. A tour of the College which has undergone several structural changes of late is well worth while. Bring your wives and sweethearts as well.

J.B.R.

FORT BLOCKHOUSE

Despite the fact that here in *Dolphin* we have a PJ(Q)—Professional Journalist, qualifying—to get someone to take over the job of writing about the Communicators in the Fifth Submarine Squadron is almost impossible. I say *almost* because after the

Communications Officer, Lieutenant (SD) (C) Herbert-Gustar, issued a flat edict that unless someone took over the job of preparing a contribution to *THE COMMUNICATOR*, week-ends would be out for the rest of the Term and just anyone try to get one, just anybody *try*, that's all. Everyone found so much to say that we'd want a magazine of our own to put it all in. But the question of who should write down all the witty sayings and sorting out the humour from the down right scandalous was easily settled. I was specially selected.

Submarine Communicators are a race apart. We're superior in almost every way from our contemporaries in General Service and we get more pay to prove it. Although we drip like the rest of you, our work is easier and is generally more interesting and we don't, thank goodness, have to know so much as you clever ones. Normally we have only one line to keep and that at routine periods and even then we sometimes get up to as many as six transmissions of the signals so generally we can get the gist of the whole thing. Also, if it gets too rough out there at sea we can pull the "blanket" over us and go deep to get away from it all, laughing at you poor blighters up topsides rolling your guts out!

The Fifth Submarine Squadron is based on *Dolphin* and we run from there on most days of the week, usually returning home nicely for tea. Sometimes, for the fun of it, we run along the South Coast and have a few beers in some tiny, almost unknown, sea-port where the girls are not too experienced with sailors.

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Divisions at Dartmouth—Admiral of the Fleet Viscount Cunningham takes the Salute

Dolphin is a good place to be at. There are, of course, one or two minor irritations—one has to walk so far to get round the barrack stanchion (the C.P.O. Tel.) and the C.Y.S. sometimes descends unexpectedly for a crypto session. Otherwise things are much the same as they are in *Mercury* with the added attraction of being in Portsmouth quickly.

By the way, it is *not* true that the Chief P.O. Tel. is mustered with the permanent stores. V.R.W.

NORE M.S.O.

The M.S.O. is situated underground in the M.H.Q. close to Admiralty House which is connected to the traffic centre by a pneumatic tube system. On the naval side, the staff consists of Mr. Payne, the Officer-in-Charge, M.S.O., eight Clerical Officers, eight Clerical Assistants, ten Typists and two Duplicator Operators, all civilians, plus a C.P.O. Tel., four P.O. Tels, one L. Tel. and eight Tels, all W.R.N.S. This is not all, however; on his own stands our one and only male naval rating, L. Tel. Hitch, who joined Nore W/T in 1949 and has remained ever since.

On the air side, Chatham is not a Group Headquarters. Instead there is only a small R.A.F. element, which includes a signal unit, who look after the air interests and operate aircraft assigned to them during exercises.

The largest exercise recently, so far as we have been concerned, was STERN CHASE, a mine-

sweeping and F.P.B. exercise in July conducted by COMMORECHAN. Virtually all the additional ratings and a large proportion of officers required to man the M.H.Q. were provided by the Royal Netherlands Navy. This applied not only to communications, but also to plotting and mine counter-measures. It is hardly necessary to say how well they performed their duties, but the interesting thing was that after a day or so becoming used to their different uniform it was extremely difficult to remember they belong to a foreign Navy owing to their universal command of English and the similarity of their training. All at Chatham will remember their visit with pleasure, especially the W.R.N.S. wireless staff!

In Exercise STANDFIRM the Nore Command played a small part, and, despite the provision of extra circuits, we managed without extra staff on a very austere basis. Exercise signals were not duplicated; one copy went to the Duty Commander who filed it under the appropriate heading, and all concerned visited him to keep themselves informed.

Our wireless office has just undergone a very necessary enlargement and modernisation, while the teleprinter room is in the throes of a similar modification. By 1958, therefore, we shall be much better equipped for our task than hitherto.

The N.A.T.O. Capital on page 149 is LISBON



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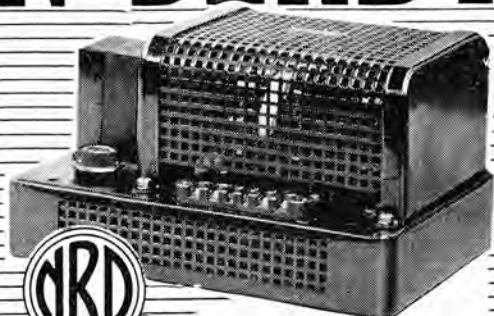
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SOLAR ACTIVITY

Considerable interest, largely aroused by the inauguration of the International Geophysical Year, has been shown by the public in the recent solar activity.

A statement issued on behalf of the Astronomer Royal, on 24th September, said that in order to see this in its proper perspective it is necessary to obtain a general background picture of the Sun's behaviour.

"It has been known for over a century that solar activity rises and falls in an approximately 11-year cycle," continued the statement. "By 1850 it was also realised that the Sun strongly influenced the variations in the earth's magnetic field, the activity of which closely follows the solar cycle."

"The most obvious manifestation of the Sun's activity is the appearance of sunspots. These are small disturbed areas on the Sun which, being cooler than the adjacent surface, show up by contrast as dark spots. The life of a sunspot may be anything between a few hours and several months."

"The Sun rotates about its own axis in just over 27 days (as seen from the Earth) and so a spot lasting for a passage of the disk will be seen for about a fortnight."

"Sunspots vary greatly in size and frequency during the solar cycle. At times of minimum activity, the Sun may be spotless for as many as 200 days in a year, while at a maximum there may be more than 20 groups visible at once, many consisting of several individual spots."

"The larger groups are easily visible to the naked eye when the Sun's light is cut down by fog or when viewed through a dark glass."

"Solar flares are shortlived, sudden increases in the intensity of the surface brightness in the neighbourhood of sunspots and can be normally seen only in the light of particular wavelengths, for example, the hydrogen line in the red part of the Sun's spectrum."

"Flares are very common at peak solar activity, the frequency even rising to an average of a flare every two hours for considerable periods."

"Most flares are small and of short duration, having a life lasting a quarter of an hour or so. The individual influence of such a flare is negligible, but in the case of big flares (the longest-lived of which have lasted about 7 hours) their ultraviolet radiation affects the ionosphere, or electrically charged layers lying some 80 miles above the earth's surface."

"As radio waves are reflected by the ionosphere, disturbances caused by solar radiation interfere seriously with radio communications. These sudden short-wave fadeouts are coincident with flares (this has been known for more than 20 years), but there is also a secondary effect which may occur a day or so after a large flare due to a stream of corpuscles from the neighbourhood of the flare reaching the earth."

"If sufficiently intense, the effects give rise to world-wide magnetic and ionospheric storms which

may last for a few days and cause serious and prolonged disruption of radio communications."

"At any maximum of the solar cycle, therefore, continued periods of fairly frequent disturbances can be expected."

"The International Geophysical Year has been timed to coincide with such a period of activity so that the effects on the earth can be assessed."

"The disturbances at the beginning of July and September were caused by several medium sized sunspot groups and associated large flares."

"Although the Sun was very active at these times, its behaviour was consistent with what can be expected at such a period, and it should be borne in mind that the present cycle has so far produced no sunspot group reaching even half the size of the giant group which crossed the Sun's disk in April, 1947. This group, although the largest recorded since the daily Greenwich records began in 1874, amounted to no more than 0.007 of the Sun's visible hemisphere."

"In spite of exaggerated reports since the beginning of the International Geophysical Year, no flare has been observed exceeding that of July, 1946, in size. The most outstanding event of the present solar cycle was the flare of February 23rd, 1956, which caused an unprecedented increase in cosmic radiation."

"As the Sun is at or only just past, its maximum activity, the recurrence of disturbances similar to those recently experienced cannot be regarded as exceptional."

FLIGHT DECK COMMUNICATION SYSTEM

H.M. Ships *Ark Royal* and *Bulwark*, while taking part in recent N.A.T.O. exercises, have been using operationally for the first time a new method of flight deck communications called the Flight Deck Magnetic Broadcast System.

With the increasing power of jet aircraft in the Royal Navy, the high ambient noise level on the flight decks of aircraft carriers has created a serious problem in the passing of orders from Flying Control to the Flight Deck Party.

The new system enables Lieutenant Commander (Flying) to communicate direct with the Flight Deck Officer and key personnel of the Flight Deck Party, who each wear miniature transistorised pocket receivers connected to ear pieces in their noise-excluding helmets. The Flight Deck Officer can also give orders to his staff via this system. Owing to the fundamental characteristic of the equipment, which is the development of the Radiopage Staff Location System, transmissions are not radiated outside the immediate area of the Flight Deck. In this way, security requirements are fully met.

The Flight Deck Communications System is designed by British Communications Corporation Limited, Wembley.



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TECHNICAL TOPICS

The mere mention of the word "technical" still seems to strike terror into the hearts of many Communicators. Some of this may be genuine but I am sure that a lot of it is due to a disinclination to study radio theory, a dislike of detail and the semi-tradition of the Communications Branch that any who really understands and enjoys technical must be a boffin! It is this tradition that I want to stamp on—*hard*. Technical is a subject of increasing importance in our lives, as ships become fitted with more radio equipment of increasing complexities.

The Editor sometimes receives an article written in "technicalese" which he passes up to this section for comment. While we welcome getting ideas straight from sea, this magazine isn't the correct place to voice opinions on new equipment, tuning drills, etc., as it is better to do this officially through the normal Service channels. However, anyone with any small problem on existing equipment is always welcome to contact the technical section direct and I hope you will receive a prompt reply.

One of the more important changes in technical over the past eighteen months has been an improved method of tuning V.H.F. equipment which has greatly reduced the large losses previously experienced in its common aerial working system. Very briefly this consists of modifying the common aerial working junction box of both transmitter and receiver systems, using an R.F. Power meter to tune the transmitter system and using a signal generator to tune the receiver one. All carriers, most cruisers and some frigates can now use this drill which it is

hoped will gradually be extended to other classes in due course.

RATT continues to play an increasing part in our communications but, although now widely fitted, it still retains a certain magic air of mystery around it for some people. This is quite unwarranted as the various types of RATT are merely different ways of transmitting by radio the mark and space signals required to operate a teleprinter or teletypewriter. In frequency shift keying, this is done by making a transmitter radiate on either one or the other of two slightly separated frequencies. In two tone modulation this is done by modulating a fixed transmitter frequency with either one or the other of two audio tones.

The two tone system was designed for use with V.H.F. equipment but in practice it can be used on other bands. However, in order not to break the international frequency allocation rules, no High Frequency above 4 Mcs. should be used for this purpose. Also, don't forget to switch both transmitter and receiver to R T.

The new loose-leaf version of B.R. 222 is now at long last pursuing its way through the Admiralty printers and it should emerge in the early summer.

Finally, the technical section in *Mercury* has had quite a facelift in the past two years or so. Most of the classrooms are now reorganized with modern equipment and they now include a complete mock-up of the main communication offices in a Whitby class frigate. Come and see it!

R.W.G.-C.



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R 1's NEWSLETTER

Despite the Sputniks, quite a few developments are taking place in the field of Electronic Warfare ratings' training—even my title is changing to E.W.J.

After a life of several years hidden in the shadows, the Telegraphists (S) Linguists have now been openly recognised. With the National Servicemen Coders (Sp) disappearing, the need for about one third of the Telegraphists (S) to be trained as Russian linguists has become urgent.

Telegraphists (S) Linguists are given the same conversion and advancement training as normal Telegraphists (S), but they are also given additional training for a year at the Naval unit, R.A.F. Pucklechurch, near Bristol. The Captain, H.M.S. *Mercury*, is responsible for their training and to all intents and purposes this unit is an offshoot of *Mercury*. Of course, the atmosphere is more academic and less naval than it is here. Linguists trained at Pucklechurch should have little difficulty in passing G.C.E. in Russian at "O level" and this would certainly be an asset in civilian life.

Linguists are paid a Special Language Allowance. At present this is 1/- a day.

Special drafting arrangements have to be taken with Linguists to ensure that they keep up their language knowledge. For instance, Linguists only spend 9 months in a ship on a G.S.C. before returning to Pucklechurch for a thorough brush-up. Many of them will be based there during their period of Home Port Service.

R.A.F. married quarters and/or naval hirings are fairly easy to get at Pucklechurch.

All this Term we have had two and sometimes three National Service Ordinary Telegraphists (S) conversion courses running simultaneously. At the same time a considerable number of long service Telegraphists have volunteered to change over to Telegraphist (S). At this rate, the chronic shortage of E.W. ratings at sea should be less acute by next Easter.

Up to now the many calls on the long service Telegraphists (S) have frequently prevented them from being released for advancement courses. When at last they have been able to take a course they have had to qualify in the same subjects as General Telegraphists. This has meant qualifying in Morse Typing, A.T. and Crypto which are of no value to them as the Navy's only E.W. operators. While keyboard bashing gradually replaces morse as the general service Telegraphists primary skill, the ability to take down really fast morse by hand remains a vital skill for the Telegraphists (S).

In future we shall run one special advancement course a Term, for budding Leading and Petty Officer Telegraphists (S). In these courses E.W. subjects will replace those not really essential to an E.W. operator. I hope that about eight would-be Leading and Petty Officer Telegraphists (S) will start on the first of these courses in March.

We are also running special two week refresher courses including provisional examinations, for Leading and Petty Officer Telegraphists (S) three times a year. These coincide with the Home Fleet leave periods.

Drafting

Because of the small size of the Branch, the number of strange jobs that we have to do, and the present state of fitting E.W. equipment in ships, all drafts for Telegraphist (S) ratings have to be nominated by *Mercury*. Now that the shortage is easing and dates for advancement courses and linguist refresher courses have been settled, personal letters have been sent to all long service Telegraphists (S) giving them a forecast of what we propose to do with them during the next six to nine months. We plan to do this every Term and although the bachelors may not care one way or another, it should make life more secure for married men.

Despite the past shortages at sea, we have in nearly all cases, stuck to our approved drafting cycle which is:

	Home Port Service months	Home Sea Service months	GSC/ Foreign months
Chief Tel. (S)	24	12	18
P.O. Tel. (S)	25	13	18
Ldg. Tel. (S)	22	12	18
Tel. (S)	21	8½	18

Unlike general service Telegraphists and V/S ratings who only come to *Mercury* for advancement courses or as instructors, Telegraphists (S) spend their Home Port Service at *Mercury* or at Pucklechurch. In fact we are really in direct touch with all our long service ratings throughout their career.

Volunteers to join

Although we still cannot accept any general service Petty Officer Telegraphists, or ratings passed for

Christmas Prize Winners

The Prize for the Feature Competition is shared between the authors of "Glorious Guzz" (H.M.S. *Eagle*), and "The Captain's Table" (R.N.A.S. Brawdy).

The Prize for the Cartoon Competition is awarded to L. Tel. Hodgson (H.M.S. *Ganges*).

The Prize for the Photographic Competition is awarded to a member of the 6th.D.S.

Will the contributors please communicate with the Editor?

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Petty Officer, we do need Leading Telegraphists and below. We need them both for normal Telegraphists (S) and also for Telegraphist (S) Linguists.

We want ratings who can be relied on to get on with a job themselves. For linguists, a good educational background is a help.

A.F.O. 2507/57 tells you how to volunteer for Telegraphist (S) Linguist and B.R. 1066, Part III, Art. 25, how to volunteer for a normal Telegraphist (S).

MEON MAID

All things considered, *Meon Maid* has had a satisfactory season. Amongst her achievements have been:—

1. Winning the Monarch Bowl. (Best 4 out of a series of 5 races for "Windfall" yachts in the Portsmouth Command.)

2. Second in the race for Handicap Class at the Royal Albert Yacht Club regatta.

3. Sixth in a race for Handicap Class during Cowes Week.

During the season over 150 officers, Wrens and ratings have been sailing in her.

Now is the time for her to be thoroughly overhauled and after a recent survey by a Lloyd's surveyor it appears that she is badly in need of some major repairs, such as replacement of certain planks in the bottom, making the deck weathertight and replacement of certain planks forward on deck. Unfortunately she is feeling her age and, in consequence, is very wet below.

Money, as usual, is extremely short, and it looks as though we may have to raise a loan—any gifts will, of course, be welcome.

On the credit side, we are now the proud possessors of a terylene mainsail and genoa and a yacht which

is capable of giving *Mercury* a few more years' sport if carefully sailed and maintained.

Any volunteers to help scrape and paint during the winter will be most welcome and should contact the Sailing Secretary at *Mercury*. C.R.

W.R.N.S.

New Entry Signal Wrens have their Message Handling and Organisation Examination not long after they start course and sometimes complain that they have hardly had time to become accustomed to the naval terms and expressions which appear on the paper. We therefore asked for and got a sample paper which included the following questions:—

1. How would you recognise the following if broadcast by Voice on the Broadwalk:

- (a) Distress message.
- (b) Urgency message.
- (c) Safety message.

2. Define, with regard to Ord. Tel. Blank in LS 99 class:

- (a) Repetition.
- (b) Verification.
- (c) Check.

3. What coloured paper would you use and what security classification would you give with:

- (a) a letter to Frankie Vaughan,
- (b) a brief note to your Instructor.

How would the envelopes be marked?

4. What is the difference between "Intend" and "Propose"?

5. List your precedences in the relative order:

Artie Shaw
Mike Todd
Your Instructor
Chief Wren Crusher
Liberace.

What delay in handling may be accepted with each?

SPORTS REPORT

Sport this Term has swung into action without any noteworthy successes but with the usual enthusiasm. Unfortunately Exercise STRIKEBACK denuded the Establishment of her seasoned veterans at the beginning of the Term and ship's teams suffered accordingly. In the Navy Cup soccer competition, *Mercury's* team was certainly affected in this way, although it is only fair to say that probably the opponents, R.N.B. Portsmouth would have just pipped us in any case.

Part of Hyden Wood by the entrance to *Mercury* on the left, has now been cleared and provides an excellent rugger pitch and a rapidly improving hockey pitch. Plans have been forwarded for the conversion of White Lodge into a dressing room-cum-pavillion and another for constructing a grass cricket table between the rugger and hockey pitches. Both should be approved shortly. Two soccer pitches are available inside the Establishment—St. James' Park and Joe's Meadow. (I wonder who Joe was? Perhaps an epitaph to Joe should be pro-



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vided by the Welfare Committee so that the deeds of this gentleman will not be lost to posterity.) There is another hockey pitch at Soberton and a cricket pitch on the famous Bat and Ball ground at Hambledon; both these pitches will be returned to their owners when the *Mercury* grounds become firmly established. There are also five tennis courts and two squash courts available for officers and



NEW ENTRY CROSS-COUNTRY RACE

1st, O. Sig. Hiscock (centre), 2nd, O. Tel. Soppett (left), 3rd O. Tel. Barratt (right).

ratings. These outdoor facilities meet the needs of the Establishment's sportsmen and women and the pleasant grasslands of the Broadwalks and the adjoining woods provide outdoor relaxation for the less energetic. Indoor activities are severely limited due to the lack of a gymnasium or other large space in which basketball, badminton, etc., can be played. However, Rome was not built in a day and it is the Admiralty's intention to build a gym after the accommodation blocks have been completed—first things first.

P.O. Warth and P.O. Cadman have recently left the P.T. Staff and their places have been filled by Petty Officer Jim Lunn and Petty Officer Joe Binks. L. Sea. Weeks is still here.

O. Sig. Chambers and O. Tel. Cartmell did well to reach the semi-finals of the Command (Novices) boxing championships.

STOP PRESS.—The Inter-Part Soccer competition was won by S. & S. who defeated the Signal School 3—0 in the final. *Mercury* came 3rd and 4th out of nine teams in the Senior and Junior Cross Country Championships.

COMMUNICATIONS GAZETTE

APPOINTMENTS

EDITOR'S NOTE—Although every endeavour is made to ensure that the information in this section is correct, we ask readers not to treat it as authoritative in the strict sense.

Name	Rank	Whence	Whither
A. AITKEN	Cdr.	Mercury addl.	Admiralty D. of P.
A. E. ARGENT	Lt. (SD) (C)	Superb	Staff of C.-in-C. Nore
J. S. AUSTIN, D.S.C.	Lt. Cdr. R.A.N.	D.S.D.	Reverts to R.A.N.
R. BRADBERRY	S/Lt. (SD) (C)	Staff of F.O. Gib.	Whitehall W/T
H. J. C. BRIDGER	Lt. Cdr.	R.A.N. Loan	Reverts to R.N.
M. BROAD	Lt. (SD) (C)	Ricasoli	Vigo
D. E. BROMLEY-MARTIN	Capt.	B.J.C.E.B.	S.O.T.C.
P. C. BROOKER	Cdr.	Victory	A.S.R.E.
H. BROWN	A/S/Lt. (SD) (C)	Mercury addl.	R.N.S.S. Devonport
J. L. BUCKERIDGE, M.B.E.	Cdr.	Staff of C.-in-C. Nore	Naval and Military Attache, Copenhagen
D. W. CHAPMAN	A/S/Lt. (SD) (C)	Mercury addl.	Meon
E. E. COLGATE	Lt. (SD) (C)	Staff of	Mercury
J. R. J. COWLIN	Lt. Cdr.	CINCAFMED	Staff of A.C.R.
J. A. N. CUMING	Lt. Cdr.	Duchess	Gannet
N. E. F. DALRYMPLE-HAMILTON, M.V.O., M.B.E., D.S.C.	Cdr.	R.A.N. Exch.	Scarborough i/c
P. DAWNAY, M.V.O., D.S.C.	Rear-Admiral	J.S.S.C.	Deputy Controller To be F.O.R.Y. in Jan. 1958
R. DURNFORD	Cdr.	Vigo	Mercury as Executive Officer
E. EDWARDS	S/Lt. (SD) (C)	Newcastle	Wave
J. R. EDWARDS	A/S/Lt. (SD) (C)	Adamant	R.N.S.S. Chatham
P. T. EDWARDS	Lt. Cdr.	Re-appointed on marriage as Mrs. Punchard	F.C.O. to C.-in-C., S.A.S.A.
F. W. C. ENDERS	S/Lt. (SD) (C)	Staff of F.O. (Air)	Whitehall W/T
Miss M. A. EUNSON	2/O W.R.N.S.	Home	Staff of C.-in-C. Med.
Miss C. M. EVANS	3/O W.R.N.S.	N. A. Belgrade	B.J.C.E.B.
D. R. H. FERGUSON	Cdr.	Warrior	Admiralty (D.C.N.S./5 S.L.)
D. A. K. FINLAY	Lt. Cdr.		

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Name	Rank	Whence	Whither
J. H. FORD	Lt. Cdr. (SD) (C)	Pembroke	Staff of F.O.M.E.
G. B. GOODWIN	Lt. (SD) (C)	Decoy	Whitehall W/T
L. L. GREY, D.S.C.	Lt. Cdr.	Newcastle	Staff of F.O. Scotland
N. E. C. HAMMOND	Lt. Cdr.	Staff of	Victorious
COMNAVCENT			
P. A. C. HARLAND	Lt.	Hornet	Staff of F.G. Germany
R. H. HENSMAN	Lt. (SD) (C)	Mercury	Staff of C.-in-C., F.E.S.
G. J. HINES	Lt. Cdr.	Staff of F.O. Scotland	Corunna
R. E. HOOPER	Lt. (SD) (C)	Staff of F.O.M.E.	R.N.S.S. Chatham
P. N. HOWES, D.S.C.	Capt.	N.A.I S.L.	President (I.D.C.)
Miss M. E. HUNTER	3/O W.R.N.S.	Staff of C.-in-C. Plymouth	Staff of F.O. (Air) Home
N. G. KEMP	A/S/Lt. (SD) (C)	Mercury addl.	Concord
N. L. T. KEMPSON	Capt.	C.S.O. to Cdre. H.K.	S.O.W.C.
R. E. KENT	Lt. (SD) (C)	Mercury	Staff of C.-in-C., Portsmouth
R. B. KNIGHT	Cdr.	Admiralty (D.W.S.C.)	Combined Military Planning Organisation of Baghdad Pact
A. J. S. KNOCKER	Lt. Cdr.	Albion	Staff of F.O.S.M.
P. A. LENNON	S/Lt. (SD) (C)	Jamaica	Mercury addl.
A. D. LENOX-CONYNGHAM	Capt.	Jamaica i/c	Tactical Course
G. C. LLOYD	Lt. Cdr.	A.S.R.E.	Mercury
G. M. LLOYD	Lt. Cdr.	B.C.O. Hong Kong	Bermuda
W. H. M. MACKILLIGAN	Lt. Cdr.	Staff of C.-in-C., F.E.S.	Vigilant
L. R. D. THE MACKINTOSH OF MACKINTOSH	Lt.	Britannia	Dryad
W. MAGORIAN	Lt. (SD) (C)	R.A.N. Loan	Mercury
V. E. McDOWELL	A/S/Lt. (SD) (C)	Mercury addl.	Adamant
W. P. MAIN	Lt. Cdr.	Narvik	N. P. 2512
E. J. MELZER	Lt. R.A.N.	Woodbridge Haven	Reverts to R.A.N.
R. L. W. MOSS	Cdr.	A.W.H.Q.	Staff of F.O. Scotland
D. H. B. NEWSON-SMITH	Lt.	Mercury addl.	F.C.A., H.F.
A. C. O'RIORDAN, D.S.C.	Cdr.	Staff of F.O.2 Med.	Staff Course
C. H. PAIN	Lt. Cdr.	R.N.A.S. Halfar	N.A.S.S.
J. PEARCE	S/Lt. (SD) (C)	Staff of C.-in-C., H.F.	Mercury addl.
D. C. PELLY	Lt. Cdr.	Staff of A.C.R.	F.C.O. to C.-in-C., E.I.
D. A. POYNTER, M.B.E.	Cdr.	A.S.R.E.	Staff of CINCEASTLANT
W. T. RICH	Lt. (SD) (C)	R.N.S.S. Devonport	R.A.N. Exch.
A. V. SALTER	Lt. (SD) (C)	Dartmouth T.S.	R.N.S.S. Devonport
I. S. SANDEMAN	Lt.	Agincourt	A.S.R.E.
M. SANDS	Lt.	Staff of C.-in-C., H.F.	Flag Lt. to C.-in-C. Med.
L. A. E. SETFORD	Lt. (SD) (C)	Diamond	Staff of F.O., Gib.
J. SHACKELL	A/S/Lt. (SD) (C)	Mercury addl.	Tyne
B. K. SHATTOCK	Lt. Cdr.	Dryad	Staff of F.O.F., H.F.
J. A. SHUTTLEWORTH	Lt. Cdr.	Staff of	R.N. Tact. Sch.
COMNAVNORTH			
P. W. SOCHALL	A/S/Lt. (SD) (C)	Mercury addl.	Corunna
Miss D. E. TALMA	2/O W.R.N.S.	Daedalus	Collingwood i/c W.R.N.S.
J. VEAL	A/S/Lt. (SD) (C)	Mercury addl.	Dartmouth T.S.
G. C. WALLIS	Lt. (SD) (C)	Blackcap	Staff of C.-in-C., Plymouth
J. E. S. WALLIS	S/Lt. (SD) (C)	Mercury	Staff of F.O.M.E.
P. J. WARRINGTON	Lt. Cdr.	Forth	A.S.R.E.
W. C. WATERS	S/Lt. (SD) (C)	R.N.S.S. Chatham	Staff of C.-in-C., H.F.
P. K. WELSH	Cdr.	R.N. Tact. Crse.	Staff of CINCAFMED
D. A. WILSON	S/Lt. (SD) (C)	Diana	Staff of CINCAFMED
K. WOLLAN	A/S/Lt. (SD) (C)	Mercury addl.	Cavendish

PROMOTIONS

To Lieutenant-Commander

W. NIPPIERD
P. TROUBRIDGE
R. W. GRAHAM-CLARKE
J. D. GRESSON, R.N.Z.N.

To Lieutenant-Commander

(SD) (C)
J. A. J. JOHNSON

To Lieutenant (SD) (C)

R. W. EVANS
E. G. H. REUBENS
W. SWANSTON
G. CHRISTIE
J. T. FRANKS
L. A. E. SETFORD
W. M. DAWSON

To Acting Sub-Lieutenant
(SD) (C)

V. E. MCDOWELL
H. BROWN
J. VEAL
K. WOLLAN
J. SHACKELL
J. R. EDWARDS
N. G. KEMP
P. W. SOCHALL
G. G. DAWSON, R.A.N.
D. W. CHAPMAN, R.A.N.
D. P. MILTON, R.N.Z.N.

TO CHIEF PETTY OFFICER IN THE COMMUNICATIONS BRANCH

To Chief Petty Officer Telegraphist.

R. G. THOMPSON, JX.768545
A. W. G. LAWES, JX.150673
J. H. MCCABE, JX.170219
J. N. ALLCOCK, JX.245592
E. G. MONTAGUE, JX.143088
D. FRANKLIN, JX.712072
G. STEWART, JX.180574
K. G. CLAPSON, JX.245606
L. HARWOOD, JX.175831
H. L. JONES, J.929259.

To Chief Yeoman of Signals

F. E. FREEMAN, JX.292750
J. KIPLING, JX.152103
R. S. KING, JX.139441
S. WESTON, JX.158394
E. A. WATMORE, JX.155013
M. T. BLAIRIE, JX.157460
R. R. SANDERS, JX.672790
C. R. WILSON, JX.158001
W. A. G. TIBBS, JX.150500
A. HARVEY, JX.160086.

RETIREMENTS

R. F. T. STANNARD, O.B.E., D.S.C.	...	Captain
J. S. H. LAWRENCE, O.B.E.	...	Commander
J. W. MCCLELLAND, D.S.O.	...	Commander
K. C. M. FLEETWOOD	...	Lieutenant Commander
R. W. HUGHES	...	Lieutenant Commander
C. J. M. ELIOT	...	Commander
G. S. BUSS...	...	Lieutenant Commander (SD) (C)
A. E. WALKER	...	Sub-Lieutenant (SD) (C)

EASTER 1958 COMPETITIONS

Entries must reach the Editor
by 3rd March

The decision of the
Editorial Staff is final.

1. Special Feature Competition

A prize of two guineas will be awarded for the best article. Illustrations will count towards the prize.

2. Cartoon Competition

A prize of one guinea will be awarded for the best cartoon.

3. Photograph Competition

A prize of one guinea will be awarded for the best photograph.

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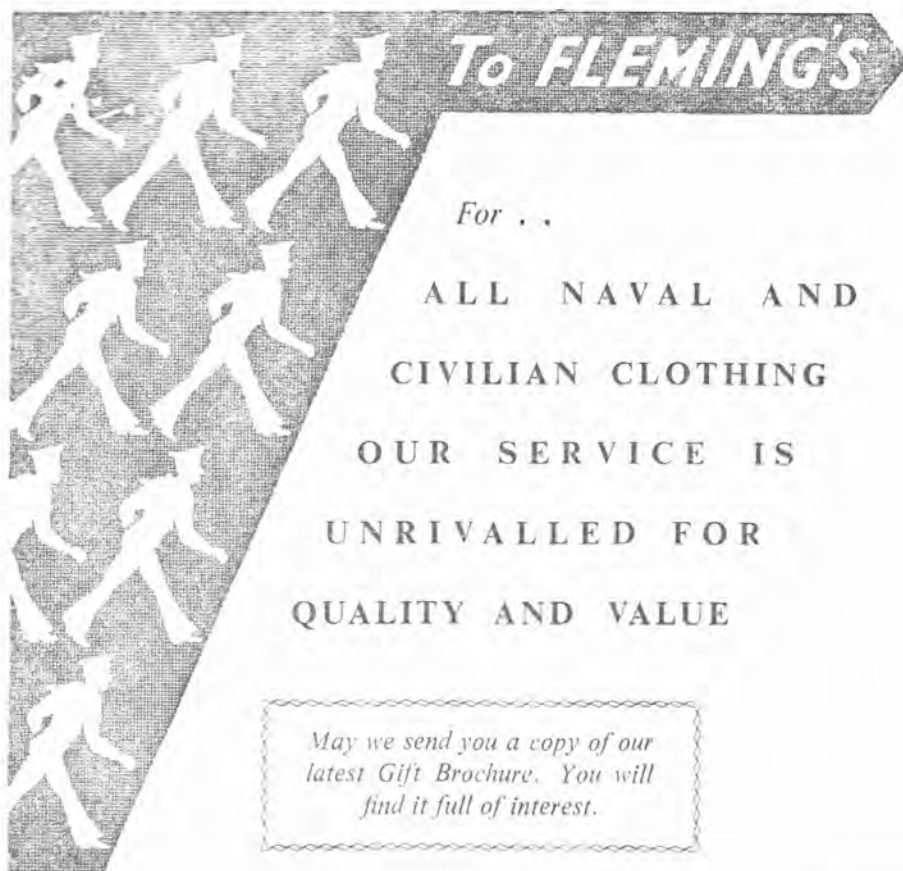
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