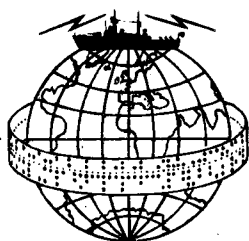


THE COMMUNICATOR

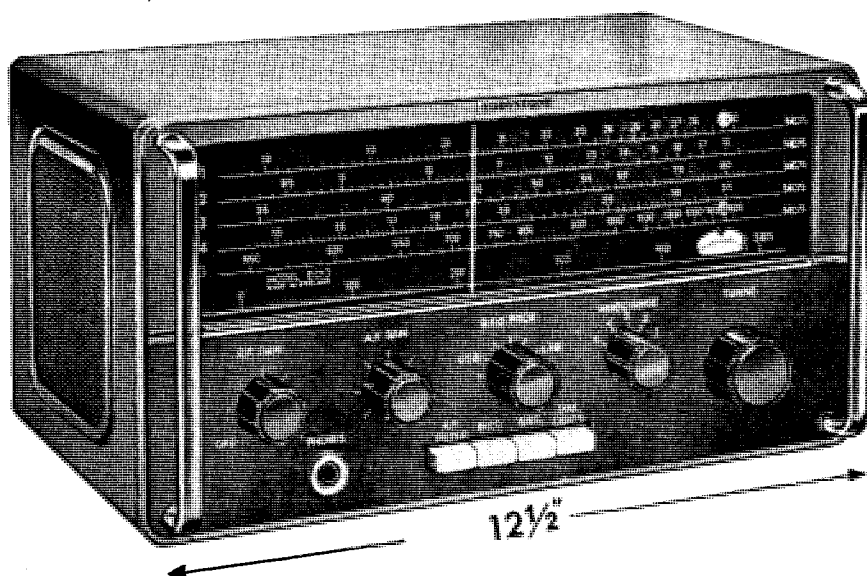


VOL 16 • No. 7

A NEW EDDYSTONE MODEL

THE RUGGED COMPACT 'EC 10'

TRANSISTORISED COMMUNICATIONS RECEIVER



LIGHT and PORTABLE
REALLY GOOD
PERFORMANCE

USEFUL IN CAR, CARAVAN,
BOAT, LOUNGE and SHACK

550 kc/s to 30 Mc/s

Five ranges give complete coverage from 550 kc/s to 30 Mc/s. Precision flywheel-loaded slow-motion drive with 110/1 reduction ratio. Uses thirteen semi-conductors, including stabilising Zener diode, resulting in excellent performance on all ranges. Internal speaker and jack for telephones.

Self contained battery unit. Aerial inputs for single wire aerial, balanced or unbalanced feeder, and for short rod or whip. Selective audio filter for improved c.w. reception. Robust construction and modern styling.

Dimensions are 12½ in. by 6⅜ in. by 8 in. Weight with battery 14 lbs. LIST PRICE £48.

STRATTON & CO. LTD. BIRMINGHAM · England

COLLYER SMITH & CO., LTD.

219 West Street, Fareham, Hants

Telephone No. 2211/2212/2213

INSURANCE AND MORTGAGE BROKERS

*WE SPECIALISE IN ALL FORMS OF INSURANCE FOR ALL WALKS OF LIFE AND
REPRESENT MORE THAN 50 COMPANIES*

FOR SERVICE PERSONNEL WE CAN OFFER INSURANCE CHARGING NO EXTRA FOR:

War Risk Climatic Conditions
Aviation (Other than Air Crew) and World-Wide Cover
Diving (including Deep Diving)

Note—Personnel in SUBMARINE SERVICE can be placed without extra charge

**SEND YOUR INSURANCE PROBLEMS AND QUERIES TO US
AND WE WILL GIVE YOU THE BEST ADVICE OBTAINABLE.
REMEMBER, IT COSTS ONLY A STAMP TO SEEK OUR ADVICE
YET IT CAN SAVE YOU A CONSIDERABLE SUM OVER THE
YEARS.**

MOTOR INSURANCE: Have you 2, 3 or more years No Claim Bonus? Are you over 30 years of Age? If so, we can probably save you £'s on your annual premium.

HOUSE MORTGAGES: Why pay the minimum and have nothing but a house at the end of 20 years? You could, by paying slightly more, have a considerable nest egg at the same time that the house becomes yours by using an endowment policy with a Building Society as collateral security.

BUILDING SOCIETY INVESTMENTS AND LOANS: We arrange investments in Building Societies and loans for mortgages for House purchase with Companies which are members of the Building Societies Association.

ARE YOU SURE: Have you Insured your life in order to Ensure that your family is assured of a capital payment at your death. For a small additional premium, your wife could have a regular annual income of say, £100 or more for the balance of a pre-selected number of years in the event of your death before maturity date of the Policy.

Better Deal with . . .

DAUFMAN

**TAILORS AND OUTFITTERS TO THE
ROYAL NAVY FOR OVER 50 YEARS**

H.M.S. 'MERCURY' SHOP

(Manager: Mr. A. C. Waterman)

We invite you to inspect the large range and varied selection of Uniforms and Civilian Clothing in our Camp Shop

Our Crested Pattern Communication Branch Ties are again available, **15s. 0d.** each, in Terylene.

**CIVILIAN TAILORING STYLED TO
YOUR INDIVIDUAL REQUIREMENTS**

**PROMPT AND PERSONAL ATTENTION
TO ALL ORDERS**

**SPECIALISTS IN
COMMISSIONED OFFICERS' OUTFITS**

Naval Allotment and other Credit facilities available

Head Office:

20 QUEEN ST., PORTSMOUTH

Telephone: PORTSMOUTH 22830

Members of the Interport Naval Traders Association

THE COMMUNICATOR

The Magazine of the Communications Branch, Royal Navy
and the Royal Naval Amateur Radio Society

EASTER 1964

VOL. 17. No. 1

CONTENTS

	page		page
COMMANDER A. S. MORTON, R.N. ...	4	TRIAL OF A LONG WATCHING KEEPING SYSTEM ...	15
EDITORIAL ...	5	GOING THE ROUNDS IN MERCURY ...	17
C.S.S. LETTER ...	5	R.N.R. ...	20
THE INTEGRATED COMMUNICATIONS SYSTEM	5	PRIMARY SKILLS ...	21
SIGNALS CELIBATES ...	8	ROYAL NAVAL AMATEUR RADIO SOCIETY	22
IN PRAISE OF B.R.'S ...	10	SHIP—SHORE NEWS ...	25
BE PREPARED ...	11	DEPORTED BRITS ...	59
REMINISCENCES OF AN OLD 'UN ...	13	THE QUIET SUN ...	61
		COMMUNICATIONS GAZETTE ...	63

<i>Editor:</i>	Lieutenant-Commander M. A. STOCKTON, R.N.
<i>Art Editor:</i>	RS. T. MAGUIRE.
<i>Treasurer:</i>	Sub-Lieutenant S. JACKSON, R.N.
<i>Editorial Staff:</i>	Instructor Lieut.-Commander E. HUMPHREYS, B.SC., R.N.
	Sub-Lieutenant N. G. LODDER, R.N.
<i>Secretary:</i>	Petty Officer Wren O. RILEY
<i>Business, Production and Advertisement Manager:</i>	Mr. EDGAR SERCOMBE, 2 Station Hill, Farnham, Surrey.

All MSS, photographs and cartoons should be sent to the Editor at H.M.S. *Mercury* as below. These will be returned to the sender only if asked for, and responsibility for them cannot be accepted by the Editor. Contributions for the Summer 1964 edition must be in the Editor's hands by 19th June. Bulk orders by 14th July.

Subscription Rates are as follows:

For the whole year ... 7/6 post free For each issue ... 2/8 post free

BULK ORDERS from commands, ships or establishments, 2/6 per copy; post free.

The Magazine is published at Easter, Summer and Christmas.

Some back numbers are available and those more than two years old can be obtained for 1/- post free.

* * * *

Cheques and/or Postal Orders should be made payable and sent to:
The Editor, THE COMMUNICATOR, H.M.S. "MERCURY", East Meon, near Petersfield, Hampshire.

PUBLISHED AT H.M.S. "MERCURY"



COMMANDER A. S. MORTON, R.N.

1947	Long 'C' Course—JE.
Jan '48—June '48	<i>St. Angelo</i> —Flag Lt. to F.O. Malta.
June '48—Aug. '49	<i>Troubridge</i> —Flotilla (C) duties with Capt. D.3.
Aug. '49—June '50	<i>Cheviot</i> —Flotilla (C) duties with Capt. D.3.
June '50—Oct. '52	<i>Mercury</i> as T4 (T1)—Lott Fund Award for Tuning Systems for Wireless Equipment. Football Sec. Navy Cup '51 and promotion to Div. 1.
	<i>Wild Goose</i> for Staff of SNOPG and as SOO and SOI.
Oct. '52—Aug. '54	Staff Course.
Sept. '54—March '55	<i>Cossack</i> as 1st Lt.
May '55—Aug. '56	<i>Cheviot</i> as 1st Lt.
Aug. '56—Dec. '56	<i>Sheba</i> .
Dec. '56	Promoted Commander.
31.12.56	<i>Appleton</i> in Cmd. and S.O. 100th M/S Squadron.
March '57—June '58	Signal Division (DSD 3)
June '58—Jan. '59	<i>Undine</i> in Cmd.
April '60—Nov. '60	<i>Rocket</i> in Cmd.
Nov. '60—June '62	<i>Mercury</i> as Exec. Officer
June '62	Selected for Promotion to Captain
Dec. '63	

EDITORIAL

I hope you like our new cover. For the curious, I must point out that the ship does not represent any specific type and she has been placed on the North Pole for reasons of symmetry. The tape surrounding the Globe has no particular signification except to imply a World Wide and modern technique of passing messages. Although a number of suggestions were received in answer to our appeal for a new cover, I'm afraid we had to seek the assistance of experts for most of the final version.

In this issue we are offering an autographed copy of "ALPHONSE", value 21/-, instead of our usual cash prizes. This is a book written by David Gunn, a Signal Officer who qualified last year. It is about the adventures of a skunk during its nautical sojourns in *Saintes* and the highly amusing times the author had looking after such a unique pet. I heartily recommend the book to you.



"Alphonse"

I find that most members read this, the Editorial, and on reaching the end of my first year in the chair, I wish to thank you all for your support; please keep it up. It is no good being complacent about success and resting on our laurels—each one of us must keep the pressure up. Magazine representatives in each ship or shore establishment must risk unpopularity by continually pressing their staffs for material and purchases. Start writing NOW and post your contribution to me as soon as possible.

CSS LETTER

It gives me great pleasure to greet the readers of THE COMMUNICATOR in this the first issue since I assumed command at Leydene. Having spent the last two years in Admiralty dealing with communications equipment I am particularly glad to be back in a job where my primary task is personnel.

There are two points I wish to bring to your notice. Firstly the New Branch Structure. All New Entries are now being trained as unspecialised Radio Operators, about 400 have already passed out to the Fleet from *Mercury*, and the first sub-specialisation courses at the 2nd Class Rate have started. It is quite clear that if the system is to work, and the flexibility of the junior ratings is to be achieved, they have got to be given experience in each sub-department.

Secondly, Communal Duties. I believe it may not be clear that, because of the increasing proportions of Communicators in ships it has been decided that we as a Branch must take a greater share in communal duties. The numbers allowed are normally listed in the allowed complement, and everyone must take their turn, working with the department for practical exercises only.

THE INTEGRATED COMMUNICATIONS SYSTEM

The following summary of the capabilities and general functions of the Integrated Communications system (I.C.S.) is intended to assist in appreciating what the System will do.

It must be emphasised that there is nothing difficult or complex about the ICS. It is felt that after the initial change in emphasis in instruction, from conventional methods of frequency determination and R.F. amplification to the methods employed in ICS and type B40 it will be easier for Radio Operators to learn to use this new equipment rather than the older types.

General

Much has been written in various papers and letters on ICS since the project was started in the middle 1950's and a proportion of these notes is taken from references where a fuller explanation may be found.

References

- (a) Articles by A.S.W.E. in the Naval Electrical Review.
 - (i) ICS by Communications Division ASWE Parts 1 and 2—October 1960.
 - (ii) ICS Central Frequency Standard and Transmission equipment—January 1961.
 - (iii) ICS Receiving Equipment—April 1961.

- (iv) ICS Control and Monitoring Equipment—July 1961.
- (v) Double beam oscilloscope, CT 436—April 1962.
- (b) Handbooks. At present only BR 2362—Outfit WBA is available.
- (c) General
 - (i) Collins Handbook on S.S.B. and Multiplex.
 - (ii) Preliminary Installation Specification B919/PRE2 Vol. 1-5.

Requirements

The need for an Integrated System became clear in the middle 1950's and the requirement was formulated in about 1957. The reasons for having a new Communications System were obvious since at that time all our HF and MF equipment was unable to accept modern types of modulation. The control of HF/MF and UHF equipment was not integrated and the layout of ships with Transmitters divorced from the Main Office was inefficient. In addition each transmitter had its own aerial and the RF was fed from the Drive Unit to the aerial through a large trunk system.

The initial detailed requirement was for a complete Communications System covering the whole frequency range of MF to UHF. However, this was considered to be too costly and so the existing UHF fitting programme was allowed to continue and the ICS became related to HF and MF frequencies.

It was decided that the new ICS should provide stable, accurate, equipment using the most modern techniques so that any new form of modulation for the passing of information might be used. For example, SSB Voice, ISB, Multichannelling, Links, etc. The most important single factor being the stability, and frequency accuracy that results, in order to improve Voice Communications in the HF Band using the SSB technique.

At the time when design was started it was not considered advisable for the equipment to be completely transistorised and so much of the equipment is built around miniaturised valve circuits with the result that it is rather large.

Facilities and Capabilities

The system was built around the following points:

- (a) The use of S.S.B. technique.
- (b) Broad-band transmitting aerials using suitable parts of the ship's superstructure as aerials.
- (c) A transmitter common aerial working (C.A.W.) system so that several transmitters on different radio frequencies can use the same broad-band aerial simultaneously.
- (d) The use of some form of diversity for transmission using the sky wave mode of propagation.
- (e) The provision in each ship of an accurate and stable frequency source from which the radio frequencies for the transmitters and receivers can be derived.

- (f) The provision of a central control and monitoring.

It was clear that the change over to the new equipment would take a number of years to complete. In the meantime ships fitted with the new equipment must be capable of working with ships fitted with conventional equipment. Under these circumstances it must be accepted that the performance of the new system might be limited and that some of the facilities built into it would not be used immediately.

Frequency Range

MF—Transmission: 240 Kc/s—600 Kc/s.
 Reception: 10 Kc/s—600 Kc/s.
 HF—Transmission: 1.5 Mc/s—24 Mc/s.
 Reception: 2 Mc/s—30 Mc/s.

Power Output

1 kW on HF and 500 W on MF. This can be reduced if desired.

Types of Emissions

- (a) Voice (DSB, ISB, SSB sc and SSB pc).
- (b) F.S.T. (using tones on SSB sc).
- (c) CW and MCW.
- (d) Multi-channelling.
- (e) ISB.
- (f) Links.

Every HF line provided has the same 1 Kw power output. Also whatever the number of lines provided, the equipment to provide the facilities will be exactly the same. For example, a Frigate's ICS transmitter is the same as a Carrier's.

The advantages of standard equipment are obvious.

Layouts

The aerials in the ICS are fed by coaxial feeders, since base tuner, or broad-band aerials are used. Consequently the layout can be arranged so that all the offices are close to each other and low down in the ship.

In an ICS ship there is a Main Communication Office (MCO) adjacent to the Operations Room, a Communication Control Room (CCR) next to the MCO which is subdivided to provide a Transmitter Annex for the Power Amplification equipment. UHF equipment is sited in a separate office.

The MCO contains all the usual facilities, e.g. a kettle, and is a combination of the old BWO and MSO. RATT Terminals are sited in this compartment.

The CCR contains all the low power equipment, e.g. Receiver Aerial exchange, receivers, transmitter drive units, control and monitoring desk, frequency standard (in UHF Room in Leanders) and the main control outfit KMM distribution CCX.

The CCR Transmitter Annex is screened from the remainder of the compartment and contains all the Wide Band Amplifiers, TX Aerial Exchange and filter units.

The great advantage of ICS is that all facilities can be controlled from one place i.e. the Control and Monitoring Desk in the CCR. The Desk is normally manned on a 24-hour basis by Communications Ratings.

Control Facilities

The system for remoting equipment to a user is very similar to the conventional KH Control Outfits and is called Control Outfit KMM. The plugging arrangements are almost identical to KH, CCX Uppers and Lower.

Remote signal positions are provided with two types of facilities for control of a circuit.

- (a) The Radio Control Unit, which replaces the Design 5 Control Unit, provides a signal operator with the usual facilities, e.g. keying, switching, lamp ready, etc., with an Intercom between RCU's and the Control Desk. This intercom is always available regardless of whether the particular position is connected to another by KMM. The operator has a split earphone arrangement—one ear for the intercom and the other for the Radio Channel.
- (b) A Standard Composite Communication Unit (CCU) is provided at all positions and gives the operator selection of a channel, loudspeaker or interphone, etc. The CCU's are identical in principle to those already fitted around the Fleet.

Remote positions for Information circuits, e.g. O.R.O., are provided with a more sophisticated arrangement of CCU Trays giving the necessary facilities such as R.C.S., Interphone, Channel Selection, etc.

List of Equipment in an ICS Installation

Transmission.

- (i) *Outfit TDA*.—HF and MF Drive Unit with frequency synthesiser in which frequency and type of emission are selected. Provides a low output of R.F. which is then fed to a WBA/B.
- (ii) *Outfit WBA*.—HF Wide Band Amplifier which increases the power of the output from the drive unit from milliwatts to 1 kW or less depending on the attenuation in the output from the TDA.
- (iii) *Outfit WBB*.—Wide Band Amplifier modified to cover HF and MF frequencies (similar to WBA) unit output of 500 watts.
- (iv) *Outfit EY (1) or (2)*.—Transmitter Aerial Exchange (1) is for large ships and (2) for small ships. It is sited in the TX Annex and is a 6-ft. cabinet, designed to allow for flexibility between WBA's and Aerials.
- (v) *Outfit EAW (1-3)*.—Transmitter Common Aerial System similar to that in the *Tiger* Cruisers. (1) for Carriers, (2) Assault ships and (3) for DLG and Leanders. EAW consists of various items of equipment:

- (a) Filter Units for feeding the output from WBA's to a broad-band aerial structure such as the mast.
- (b) Busbars for connecting the filters to the coaxial feeder to the aerial. Matching transformers at the base of the aerial feeder.
- (c) HF and MF Base Tuners for individual aerials. HF Base Tuner—Outfit ETA (1) used with an AWF Whip or Wire. MF Base Tuner—Outfit ETB used with a wire aerial. The Base Tuners are controlled from the Control Desk.

- (d) A dummy load is provided for tuning.

Note.—One HF line consists of a TDA and TBA which are permanently wired together.

Reception

The receiver aerials are normally conventional AWN whips together with a wire. These are connected to an exchange by coaxial feeder. A degree of space diversity is achieved.

- (a) *Outfit EZ*.—Receiver Aerial Exchange which enables any receiving aerial to be connected to any receiver using CAW.
- (b) *Receiver Output Exchange*.—Give flexibility.
- (c) *Outfit CJA*.—HF receiver with synthesiser.
- (d) *Outfit CLC*.—HF general purpose receiver for attended operation in the MCO. Virtually a CJA without the synthesiser.
- (e) *Outfit CJD*.—MF general receiver for unattended use. CJD (1) is a single receiver and CJD (2) is a standard cabinet housing five receivers.

Frequency Standard

The frequency standard provides a stable frequency output from which all circuits can be given the equivalent stability and accuracy. It is accurate to about ± 1 part in 10^9 . Facilities exist for the Comparison between the three separate crystal outputs and for the checking of the accuracy of any one with a known accurate VLF transmitter.

Outfit FSA—the outfit has two main components:

- (a) Central Frequency Standard which is a cabinet containing three 1 Mc/s crystal oscillator units, each providing a separate output of 100 Kc/s, an Auto Control panel for power supplied, an LF check receiver and frequency comparison unit. Normally sited in the CCR but in UHF Room of Leanders.
- (b) Frequency Divider unit which is a cabinet sited next to the C & M Desk and contains an Auxiliary Standard and Decade Dividers. The outputs are fed to the C & M Desk and Synthesisers.

Control System

This provides for the remote control and tuning of the equipment in central position and for

monitoring any particular Radio Channel. Checks on the functioning of the system can be carried out while the system is in use. The Control Outfit KMM contains many minor items but in general closely resembles the KH control system.

(a) Control and Monitoring Desk (C & M).---

This is the focal point of the system. Each transmission line is controlled through a Transmitter Control Unit in the Desk. Monitoring of any line is done at the Desk. Tuning of Filters, and Base Tuners, etc. Inter-communication between other Offices and signal user positions is provided. Main exchange telephone and ICS clock.

(b) Control Outfit KMM—KMM (1) for Carriers and (2) for Assault Ships and DLG's and (3) for Frigates. Very similar to KH system and the distribution circuits and CCX's are almost identical except that a 12-pin line is used. In addition keying and automatic relay facilities are provided.



"Thank goodness, that's the last of the Christmas Telegrams."

SIGNALS CELIBATES

"Basegram Hall"; this was the name given to the Signal School during the time a member of the Long Course wrote three articles twenty years ago, the first of which is reprinted, by kind permission of "PUNCH", for the amusement of signal officers new and old. . . .

* * *

Every so often, in words dripping with honey, the Admiralty invites officers to apply for Courses, and all the officers who have had a row with the Captain that morning invariably apply. Courses usually require a knowledge of higher mathematics, calculus, a sound knowledge of physics, astronomy and

modern Greek. Or, failing that, they invite the ambitious to learn how to dispose of unexploded bombs. It is only very rarely that a Course demands "no technical knowledge whatsoever", and when this happens there is a tendency to apply rashly without further thought.

Which, roughly speaking, was how twelve of us came to be learning Morse at Basegram Hall.

Morse, as you know, is a series of dots and dashes inextricably mixed. You can make Morse with a light, which is called Flashing; or you can make it on a little machine screwed to a table, which is called Buzzer. In certain circumstances you can make it on a ship's siren, when you get a series of bubbles and a rush of gurgling hot water that drenches everyone on deck.

In any case Morse is useless unless you can read it.

Every morning at Basegram Hall they make us put on our headphones and they buzz for us. The thing in learning to read Morse is not to worry if you miss a letter. You must dismiss it from your mind and concentrate on the next one. In this way you progress in certain well-worn stages. To begin with, when you look at what you have written it is something like this:

"T Z P T Q E"

This may be depressing, but it is astonishing what stubborn application can do. After a few days, as if by magic, you reach:

"It was nil emplishment was in wirts".

This is very satisfactory, but at Basegram Hall it is unwise to congratulate yourself too soon. For if you give the least sign of being able to read Morse it is immediately made a great deal faster and you can't read it again for a week.

Petty Officer Postagram gives us our buzzer exercise. For years Petty Officer Postagram has been making Morse, and he can actually read it faster than he can write it down. When he makes Morse he sits with one hand on the key and with the other he scratches his nose while gazing wistfully out of the window. Occasionally he becomes convulsed with laughter at our tortured faces. He is a kind of friendly man, however, and sometimes you can get him to read out a little bit of the exercise after it is over.

Not so our instructor, Lieutenant Lumping. When Lieutenant Lumping makes Morse he really means business. He grits his teeth and hammers the key like a man possessed. Not only does he expect you to read what he makes, he actually wants you to reply. This is fairly easy, actually, because after a few minutes' silence you are aware that Lieutenant Lumping is glaring at you and you know it is your turn to answer.

It has not taken our Course long, in fact, to realise that there is more in attaining proficiency at Morse than merely making stern efforts to read it. You can, for instance, look at what the man next to you has written. This is all right because you know he is looking at what you have written and that the chances are that both of you are wrong.

There is something too in knowing what kind of prose is favoured by the person who sets the exercise. If the piece is selected by one of the Wrens, it is all about dukes, moonlight, the mail-boat back from China, and handsome men with quizzical eyes. Petty Officer Postagram, a man who can face facts, usually likes a bit culled from old newspapers about Singapore the impregnable. On the other hand, his relief, a lugubrious man, positively enjoys anything about a good funeral. "It isn't easy", he taps, "to see your wife die inch by inch before your eyes". Or, "Colours will be half-masted from 1700".

We do our exercises on a special printed sheet with neat spaces for our names and for that of the corrector of the exercise. Our exercises are always corrected by G. Glossing, and it has not taken some of us long to discover that G. Glossing is a Wren. We know that it is as well to be on the right side of G. Glossing.

The ways of approach have been varied. Lieutenant Playfair, for instance, favours the old method of trying to discover the Christian name. He puts Gertrude ?????? on his sheet one morning and Gladys ?????? the next. This method is good for a few marks, but Sub-Lieutenant Crimp is more pushful and has taken G. Glossing to a dance at the village hall. He claims that by this means he can even get her to write in correct words for him. He also says her name is Griselda, but no one believes him.

But you must not think we do not take our Morse seriously or that we are all equally inefficient. Lieutenant Lanyard, for instance, has been able to read Morse for years, ever since he was a Boy Scout, and each mistake he makes is like a drop of blood to him. He even remembers particular letters that have been made early in the exercise and says to himself, "That's funny". When he makes a mistake there is nothing underhand about him. He takes the direct line.

"Look here", he says, "You gave me dar-dar-dee-dar".

"No, sir", says the Petty Officer. "Dec-dar-dee-dee, that's what it was".

"Dec-dar-dee-dee?"

"Yes, sir".

"I could have been certain", says Lieutenant Lanyard, "that it was the dee-dar-dee-dee just before the dar-dar-dar".

He makes the alteration firmly but regretfully. I don't suppose it matters, because Lieutenant Flake says we have only been selected for the Course for social reasons. He doesn't suppose we shall need Morse to arrange an Admiral's dinner-party or dance attendance on his daughter.

"Not that I'm here for social reasons", he says to me, "or you, for that matter".

Which is rather unflattering, because sometimes, in view of my Morse, I wonder why I am at Basegram Hall. I'm sure Lieutenant Lumping wonders, too.

SOUND SAFE SIMPLE

*Money for spending when you go ashore on foreign stations

*Money for emergencies—when you most need it

*Money which earns interest for you—sixpence each year on every pound you deposit in the Post Office Savings Bank

HOW DO YOU GET IT?

Quite simple—all you have to do to save a bit from your pay is to open a POST OFFICE SAVINGS BANK ACCOUNT by signing an allotment

Just think how marvellous it will be to have money to call upon when you want it!

Be one of the wise ones
Request to see your Divisional Officer
NOW to start an allotment to the

POST OFFICE SAVINGS BANK

Issued by H.M. Forces Savings Committee,
London, S.W.7

IN PRAISE OF B.R.'s by G.M.T.

Nearly every day of the week, nowadays, there is a bitter article in one or more of our national newspapers, attacking the organisation of British Railways, their financial losses and the incredibly slow rate of their modernisation. More often than not trains are late, whilst packages either reach their destination after three weeks or never do, and it is a commonplace occurrence to be bundled into a bus, half-way through one's journey, in order to negotiate a tunnel under repair, with never the courtesy of prior warning. It is not surprising that we in Britain consider our railways to be the worst in Europe. Until last Christmas I had subscribed to that general opinion, but a recent experience has forced me to alter my views.

In 1946 I went to Switzerland for the first time, to spend Christmas ski-ing. Apart from the excitement of winter sports it was my first opportunity to enjoy a fortnight of rich food in plenty, and in fact an abundance of everything which, since the beginning of the war, had been unobtainable or in short supply. Consequently the nightmare journey through France, but recently liberated, was tolerable and could not spoil the holiday.

Naturally enough I caught the ski-ing fever and went back again as often as I have been able, and in the succeeding years travel conditions improved and I became a more experienced traveller.

The last trip I made was in 1954, and in those days only a few hundred thousand winter sports enthusiasts went ski-ing during the year. Now over two million make the same trip, and the number of travel agencies has proportionally increased to cope with the growing demand for their services.

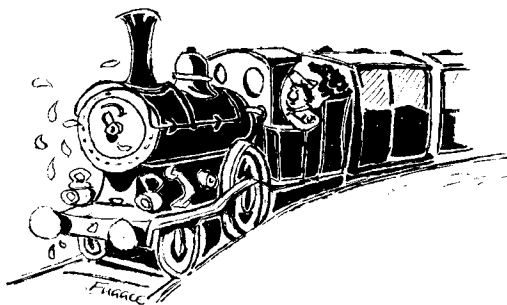
I have nearly always gone ski-ing at Christmas, because it was the time of either school holidays or, latterly, Service leave, and anyway I would always go to considerable ends to avoid England during the commercial climax of the Christmas festival, coupled with its feast of parties lubricated by dark and cloudy mixtures from a jug, and the almost maudlin atmosphere of false goodwill to people one goes to endless trouble to avoid for the remainder of the year. Last Christmas I decided to go again and waded through a huge pile of highly-coloured brochures advertising package tours to every resort in Europe from France to Czechoslovakia. Nearly all these tours leave Victoria by special train, cross the channel by ferry and then take another special winter sports train as far as Austria, stopping at all the main junctions in Switzerland to transfer passengers to a local railway for the final leg of their journey. The trains are second class throughout and most of the carriages are convertible to couchettes, which provide three bunks on both sides of each compartment for the night. To sit in, these carriages are uncomfortable but most of the journey is at night, and spent in the couchette bunks.

My train from Victoria was comfortable and at Dover we cleared passport control, and were then directed to the quay, alongside which was secured a French channel steamer. Mercifully it was not raining and quite warm, for the railway officials issuing landing tickets at the one and only gangway were way behind Noah, who did at least allow his passengers to embark two by two. Thus to embark some 1,000 passengers took a good two hours and one lost count of how many times one picked up and put down one's luggage.

There had been no restaurant car on the train, so I made straight for the ship's restaurant, only to find that it was just a snack bar and, by now, crowded to bursting point. It took me half an hour to get to the counter and a further hour to get a snack. The two French waiters were methodically slow and intolerant, and we bumped alongside the quay at Calais as I was taking my first mouthful. There was no hurry however, as the exodus was also on a one by one basis. I cleared customs and was directed to the "snow special" train, where I and five other passengers found our couchette compartment occupied by a motley gang of unshaven French porters who had settled in with apparent authority, and directed us to the adjacent compartment. We did as we were bid but our numbers soon became twelve and so, aided by a travel agency representative, we returned to the porters' stronghold. Seeing we were now armed with an interpreter they all with one accord and considerable dexterity left through the window and disappeared into the night.

After this national victory we distributed our baggage around the woefully inadequate luggage racks and settled ourselves for the 16-hour journey. It soon became clear that the automatic adjustable heater in our carriage was not working and so the guard was summoned. With such shrugging of his expressive Gallic shoulders he explained that it would not work until we crossed the Swiss border and indeed this turned out to be the case. As it happened in the middle of the night I never found what magic words the Swiss breathed to achieve the miracle, but it certainly worked.

Our next ugly shock was the quickly confirmed rumour that there was to be no restaurant car.



This was a major tragedy, as apart from being hungry, we all had vouchers for dinner purchased at the considerable cost of 27/-, and a good French dinner with wine could have raised our spirits and passed some time before going to bed. Eventually the travel representatives produced trays of salad, such as one gets on B.E.A. and almost as unpleasant. For these trays we had to exchange our 27/- vouchers and the cost of the food provided could not have exceeded 1/6. We were foolish indeed to surrender these vouchers but all believed that what we had been given was merely the first course.

The couchette bunks were rigged and we turned in cold, sober and in my case thoroughly bloody-minded. During the night a restaurant car was picked up and so next morning, enlivened with the prospect of a meal, I made my way to the wash cabinet to freshen up. Here again I was greeted by a tale of gloom as the water supply had not been checked before the train left Calais, and only two carriages out of twenty had any water at all. The enormous queue for these soon melted away as the supply was exhausted. So a number of tramps gathered in the dining car for a continental breakfast with vouchers price 8/6. Now I am very fond of the continental breakfast, on holiday, and am quite satisfied with fresh croissants, butter, cherry jam and plenty of good French coffee to wash it down. However, there was bread, one pat of butter, some jam of an indeterminate plum variety and a limit of three cups of already over-milked coffee, and tinned milk at that.

Our destination was Landbeck in Austria and we did arrive on time. I completed my journey by coach and had a very good twelve days ski-ing. Anyone who had registered luggage (and skis have to be registered through), waited four days before they saw their luggage again. Thus they missed four days ski-ing unless they hired skis for the waiting period.

My preparations for the homeward journey were careful and considerable: a large package of assorted foodstuffs ready to eat was purchased and I had a long leisurely bath and shave just before I left, resigning myself to a waterless 24 hours to follow. There were differences on the homeward run. No one tried to take my couchette and the heating worked. There was a restaurant car. However, we were starting in Austria this time. As expected there was no water for washing. There were not enough pillows and blankets to go round for the couchettes, and we rigged them ourselves using a key a kind fellow traveller happened to have. During the night the coupling between two carriages came apart, and we slipped part of the train causing a delay of six hours, so that our ferry had long since gone when we arrived at Calais. We caught the next which was already full and with a maximum capacity of 1,400 must have taken 2,000 back to Dover. Still it was an English ferry and I had a wash and shave and a good meal.

Eventually we disembarked at Dover, cleared customs and boarded a nice clean British Railways train, well heated and only half an hour later than its advertised time of arrival. The seats were comfortable and our delay was understandable as we had been greeted by the inevitable fog. I felt quite friendly towards Dr. Beeching.

BE PREPARED

Advice to future (SD) (C) "Q's"

by J. Wilcox, RS

As I write this article, I am in the shadow of the seamanship examination set by the Command Seamanship School. This will take place in two days' time and, at the moment, my mind is full of facts and figures that have been absorbed during the past three weeks. The course is fast and high-powered and, for communications ratings who have had little or no seamanship experience, very difficult to comprehend. Although a limited amount of additional instruction is given to Communicators, the scope of the subject is so vast that it cannot be covered successfully without an initial understanding of basic seamanship. Therefore, to Communicators who are intending to take the S.D. Officer's course I say "Be prepared". The standard required is that needed to pass the Seamanship Board for Petty Officer, and the syllabus for this appears in current A.F.O.'s.

Be prepared to coxswain any type of power or sailing boat, and be prepared to exercise man overboard under all circumstances. This may occur whilst rigging a spinnaker or taking in a reef under-way. During evolutions you may be required to take charge and rig derricks, or sheerlegs, or build a raft on which to transport yourself around a buoy in the harbour.

Be prepared also for parade training at Whale Island, where you will find yourself, as I have, 'in orbit' on the parade ground.

Although a lot of work is required from you during the seamanship course, I feel sure you will find it very interesting and enjoyable.

My advice then, is to get a good grounding in basic seamanship before arriving at the school, so that you can start the course on a par with your seaman contemporaries who have many years of experience behind them.

To any of you who come to the S.D. Officers' School, I hope my advice will prove beneficial, and I wish you every success.

EDITOR'S NOTE.—*The author came top in Seamanship.*

NUMBER 8's NEGATIVE TROUSERS!

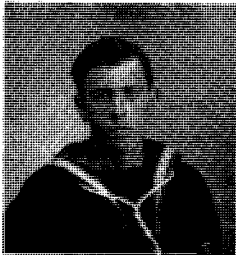


By courtesy of Associated British.

LINA MARGO

REMINISCENCES OF AN OLD 'UN

The following short stories have been sent in by Mr. A. Musk who spent 24 years in the Royal Navy as below:—



1907

Joined <i>St. Vincent</i>	...	...	...	1902
Rated Ldg. Signaller H.S.2...	...	...	...	1907
Passed educationally for P.O.	...	...	...	1908
Rated Yeoman of Signals (Provisional)	...	...	...	1918
Confirmed	...	...	...	1920
Passed for Chief Yeoman	...	...	...	1922
Pensioned	...	...	...	1926
Employed Special Government Service	...	...	...	1938-40
Joined Local Defence Duties—discharged	...	...	...	1944
Joined RNXS—1960—still serving!	...	...	...



1961

1905 and all that

I have just waded through the Christmas edition of *THE COMMUNICATOR* which I found to be most interesting, especially the part containing reports from the Far East. Having spent about four years out there, I know a little about anti-piracy patrols, broken into here and there by dashes to try and find a thing called MAOWE (well, we valued our health so we didn't). But to return to the point, these fellows seemed to have been scattered over a very wide area presumably looking for pirates, but they appeared to spend a lot of time on the beach playing with belles and knocking back the local juice—any spare time they had was devoted to a game called Fotex. When they had all got tired of it, a general stampede was made to catch the Hong Kong and Shanghai Bank open. Putting all mirth aside, to an old 'un like me I think it is just wonderful. Here we have ships and stations hundreds and thousands of miles apart, acting like a squadron, two cables apart. Looking back—

We of the 2nd C.S., spread on a line of bearing ten miles apart, truck semaphores just above the horizon, passed on a/c and conform signals down the line of six ships in something under four minutes, and it was considered a good job (W/T was not very reliable in those days). Sixty miles in four minutes is a far cry from 186,000 miles per second. Speaking of W/T, I wonder how many of us are left who wrestled with a thing called Poldhu News. The Atlantic Fleet might be at Gib., or somewhere round about, and regularly at 5 a.m. (05.00 had not been thought of) we would get General call—"Ships in sequence will report result"—and those replies! "Nothing received"—fragments only and so on. Now and again a ship would be lucky and get the lot. By the time all the bits and pieces had all been sorted out and we had all got Poldhu News ready for the notice boards, it was time for "Dress of the Day" and "any other business".

I hope these present-day young chaps do realise how we nursed our magnetic detectors and sweated and slaved, encased in our chamois-leather hoods,

to dig the foundation of the fine "houses" in which they now live.

Editor's Note.—"Poldhu News" was a news broadcast sent out at a speed of about 15 words per minute from a transmitter near Plymouth—it is much easier nowadays with RATT.

A Step Forward

Round about 1906, I forget the exact date, I was a junior rag-tearer, serving in *Drake*, and was selected to do a stint in the wireless room. This had been the Admiral's charthouse on the after shelter deck, but was converted and adapted for wireless. One night, round about midnight, stumbling up to do my stint, I nearly fell over a couple of objects bolted to the deck outside the door. They looked like a couple of electric motors. Having got inside safely, I switched on and pressed the key as ordered. Later on, I found out that we had literally astonished the whole of the Mediterranean. Our foreman was Yeo. Sigs Percy Carter (I expect his name still lingers on in *Mercury*), and we were the first ship in the R.N. to use A.C. for W/T transmission. I realise that nowadays this would have been called a "major breakthrough".

The Tale of a Sparrow and a Dog

Once upon a time there was a M/S trawler—her name was *Sparrow*, tender to *Vernon*. She was not important enough to be on the List of Navy, and did not possess a pair of pendants, but she did boast of a number in the Boats Signal Book. Her crew consisted of 1 GNR. T (N), 1 TORP. COX. 1 CERA, 1 STO. PO., 2 STO., 2 LDG. SEA., 4 AB's and 1 LDG. SIG., with the addition of 1 dog. He was a nice old fellow of rather nondescript appearance and bore some resemblance to a sheep-dog, and the sight of a tin of corned beef made him lick his chops. On his collar, one could just discern the name "Prince". The address had either worn off or had been removed by a file.

None of the crew knew where he had come from and I think he had forgotten. He was very much one



"Rags"

of the crew, and was very much attached to Bunting. "Bunting" was the Ship's postman and, when letters were being posted and mail collected, it was part of "Rags's" job to assist. He used to revel in a good roll in the sawdust that was to be found on certain floors. The job I had, and the combs I broke, trying to get rid of that sawdust was nobody's business, until one day a brilliant idea struck me—a dandy brush, as used for horses. Thereafter, to collect the mail it took one Bunting, one dog and one dandy brush. Eventually, along came the war (the '14 one of course), and it was not very far advanced before the skipper delivered an ultimatum—"Rags must go".

The skipper, by the way, hailed from a place called Leap (try and find that on a map of the British Isles). The full extent of the ultimatum was: "Rags must go because he is a danger; German submarines might hear him bark and we should get torpedoed". After a lot of palaver, and a flat refusal by all the lads to have a half-cwt. sinker placed round the dog's neck, it was decided that at our next boiler clean, when we could be certain of a couple of days in, one of the chaps should take him to his home in London for the duration. In the meantime Rags was forbidden to rush round the deck barking at inquisitive seagulls. I never saw old Rags again, but I still have his photo, taken during a run ashore at Milford.

The Canary that got left behind

During the first war, we were based on an East Coast port when the Germans over-ran Belgium and caused a large influx of refugees. One crowd, packed like sardines, wet through, miserable and hungry, came over in fishing boats. While the shore

authorities were getting themselves sorted out, we sailor boys, being naturally compassionate, did what we could for the refugees and, after it was over, our mess was debited with: 14 loaves, 6 large tins corned beef, 6 tins milk, 2 lb. tea, 7 lb. sugar.

Among these refugees was a fellow nursing a canary in a cage and whilst the feast was underway a couple of gentleman, of unmistakable stamp, made their appearance. Moving amongst the crowd, they came to the chap with the canary and tapped him on the shoulder. Handing the canary to one of the lads he requested, in fairly good English, "Please look after when I come back". I don't know what happened but he never came back. By common consent the little yellow bird was christened 'Joey' and he became a member of our mess, and the more the ship rolled and pitched, the more he sang. When we were all disbanded, one of our chaps took him home.

PRIZE WINNING CARTOON



"No! When I said type in smalls I meant not in capitals. And apart from that, why are you wearing non-service knickers?"

PRIZE WINNERS

Features

In Praise of B.R's—page 10.

Trial of a Long Watch-keeping System—page 15.

Deep Waters—no ships—page 37.

Cartoon

RO2(A) J. W. Robinson—page 14.

TRIAL OF A LONG WATCH-KEEPING SYSTEM IN H.M.S. KENT

Kent recently returned from the Arctic after conducting the D.L.G. class Cold Weather Trials. Before she left the U.K. in January, arrangements were made for her to do several different types of Communication Trial and amongst these was one of a Long Watchkeeping System.

For the uninitiated, the idea behind any Long Watch System is to provide the best method of watchkeeping to meet two different sets of circumstances. These are:—

1. To allow a given number of people to achieve the greatest amount of work, most efficiently, over a given period of time. (With the rider that, if there is not sufficient work, you can reduce the number doing it.)
2. To allow a given number of people to do a fixed amount of work, most efficiently, for as long as possible.

Notice that the word 'efficiently' comes into both requirements. This is just another way of saying that, to be any good, the system must ensure that the people concerned are not being overworked, because if they are, they will be tired, their morale will fall and their alertness and efficiency will steadily decline. The choice of system was left to the ship, and it lay between the two shown below:

RN LONG TWO-WATCH SYSTEM

PORT WATCH	...	...	...	...	0130-0800
					1230-1800
STARBOARD WATCH	...	...	...	...	0800-1230
					1800-0130

U.S. CHOW TO CHOW SYSTEM

PORT WATCH	...	...	...	...	0001-0700
					1200-1700
STARBOARD WATCH	...	...	...	...	0700-1200
					1200-2359

Points to note are:—

1. Watchkeepers have one long and one short period off watch. This means they have a long and a short period on watch.
2. Each watch works the same routine every day.
3. To work either system you must have enough going on to occupy the watchkeepers all the time.
4. To reduce the strain of being on watch for so long, people are moved around between jobs.
5. Those keeping the watches are out of routine and their only external duty should be to keep their Mess clean.
6. The hot meal between the two night watches is a feature of both systems.
7. For those who are interested, further details are given in A.F.O. 159/63.

After much consideration the RN System was chosen for the trial. This was mainly because it involved special arrangements being made for only two meals, as opposed to five in the U.S. System. The difference in lengths between the longer period

on duty done by each watch made it appear at first sight that the Starboard watch would get a green rub and this caused some unnecessary concern before the Trial got under way.

The basic requirement for any system that requires people to sleep during working hours is that their Mess should be quiet. In *Kent* the Comms Mess is on 2 Deck, and is bordered on either side by a passageway with a main cross passage forward and the Ops room aft—hardly the quietest place on board. It is closed on three sides, but open except for a curtain, to the cross passage forward. The Mess comprises a central living area, with 15 bunks, on either side of which is a small annexe containing 12 bunks and lockers. It was mainly the size of these annexes which decided the number of watchkeepers who could take part. Because the ship was going to be doing hardly anything on the (T) side, it was impossible to include them in the Trial. (In practice, however, they spent most of their time trying to get in and out of their Arctic Clothing.) It was decided to install the 24 Long Watchers in the relative privacy of the two side annexes and this was done just before leaving Rosyth.

The first long watch started at 1230 on 30th January as the ship set off for the Arctic. During the first stay in Tromsø half the Long Watchmen stood down and were given the chance to recharge batteries, while the other half, who had been filling in trials forms and having their temperatures and pulses taken every time the bell struck, stayed on in the long watches. The thermometer routine produced some amusing moments and comments, but that's another story.

When the ship returned to Tromsø on the 12th, the 12 watchkeepers who had been on since leaving Rosyth, and had taken part in the trial, threw their hands up in glee and sped off ashore in search of she-Lapps.

Although the Long Watch Trial was over, the other Communication trials were still very much on, and the 2-watch System had to continue. It wasn't until the ship got back to Rosyth on the 18th that the Department could revert to the joys of 4 watches. By this time all 24 watchkeepers had had a pretty fair taste of the Long Watch System and the group who you last heard of chasing she-Lapps had even completed a spell of 3 days on a 4 on 4 off (Dogs split) System for good measure.

Comments on the Trial

The RN Long Two Watch System was considered to have been a success by 23 of the 24 watchkeepers. The 24th maintained that the "4 on 4 off with the middle split" was the best system he knew.

The trial showed that it is possible to work the RN System for about 14 days without any noticeable

drop in efficiency. Several factors that have a bearing on its use are given below:-

1. The quietness of the Messdeck has considerable effect on the success of the System—in fact any Long Watch System.
2. If the Messdeck is not quiet, it is the Port Watch that suffers most. This is because the ship is noisiest during the forenoons, and they miss out on their 'Short Sleep'.
3. The uneven length of watches is no problem. In fact, the Starboard Watch, who originally feared a green rub, all agreed at the end that theirs was the better routine.
4. The planned rotation of ratings between jobs could only be applied on a limited scale due to the wide difference in skill and experience between watchkeepers. It was possible, however, to give everyone a break when they felt they needed one. This was because there was one more watchkeeper than job, and he looked after the kettle, visits to the Canteen, shakes, etc.
5. The Office and the Mess should be kept at the same comfortable temperature.
6. Watchkeepers should take a quick spin round the upper deck each day to blow tubes.
7. An organised snack at 2100 proved popular with the Starboard Watch.
8. The night meal turned out to be one of the highlights of the Trial, especially with the Starboard Watch, who usually felt like a "blow-out" after their 7½ hours on duty. Thanks to the splendid co-operation of an Irish Chef, who did the whole thing himself, they certainly got it, in the form of Chicken, Steaks, Hams—the lot.

The routines developed by each watch are shown below.

PORT WATCH

<i>Event</i>	<i>Time</i>	<i>Remarks</i>
Turn out	about 1130	The forenoons were disturbed.
Wash and shave	1140-1200	But not dhobeying.
Meal	1200-1215	Light, hot meal.
Visit to canteen	1220	
Start watch 1	1230	
End watch 1	1800	5½-hour watch.
Rum Issue	1805	In Regulating Office by Duty RPO. Rum officer present.
Meal	1810-1825	The big meal of the day.
Return to messdeck	about 1830	Some ratings drank two cans of beer on return to the mess.
"Social" Hour	1800-1900	Rounds were at 1900. Bathrooms not available until about 1905.
Dhobeying	1905-1945	As required.

Turn in	1830-2200	This varied day by day according to tiredness.
Turn out	about 0050.	
Meal	0100-0125	A light, hot meal.
Start watch 2	0130.	
End watch 2	0800	6½-hour watch.
Turn in	0810	Occasionally individuals had a meal first.
Turn out	about 1130.	

STARBOARD WATCH

<i>Event</i>	<i>Time</i>	<i>Remarks/Reasons for Change</i>
Turn in	1300-1400	Most turned in fairly soon after eating. Occasionally they would go on the upper deck or do some dhobeying. Chance also to write letters.
Turn out	1645-1715	
Shave, wash, shower	1650-1730	Some did dhobeying.
Meal	1730-1750	Quantity eaten varied between large meal and cup of coffee.
Start watch A	1800.	
Issue of rolls or sandwiches	2100	Soup/Fruit juice bought privately.
End watch A	0130-	7½-hour watch.
Meal	0130-0150	A large hot meal. This was regarded by most as the main meal of the day. Followed by breather on the Upper Deck.
Turn in	0135-0230	Depending on time taken over meal.
Turn out	0715-0740	Few bothered about a meal but most had a hot drink.
Wash	0720-0750	Some took this chance to shave.
Start watch B	0800.	
End watch B	1230	4½-hour watch.
Rum issued	1235	In Regulating Office by duty RPO. Rum Officer present.
Meal	1235-1255	Looked upon as normal lunch by most.
Turn in	1300-1400.	

To sum up, the RN Long Two Watch System seems to be a pretty fair way of getting through a hectic period of about a fortnight. The Department in *Kent* at least, is now convinced that it is far preferable to doing the conventional 4 on 4 off—but have yet to agree that being in two watches is better than being in four!

GOING THE ROUNDS IN MERCURY

UP BEANSTALK, JACK'S INBOARD

As the Christmas Term rolled towards its festive conclusion, the Mercury Pantomime Players put on two performances of 'Up Beanstalk, Jack's Inboard' —a variation on a well-known theme.

Over fifty members of the Ship's Company took part in this lively, entertaining show, and a party of ninety old-age pensioners, organised by the Deep Sea Scouts, came to see the full dress rehearsal.

To single out individuals for special bouquets is a difficult task, for everyone, on and off the stage, did well. The chorus girls appeared to be thoroughly enjoying themselves and sang and danced well. Liz Morley, in the title role, was an attractive 'leggy' principal boy, and Lucy Houghton was quite delightful as Jill. Max Bacon was undoubtedly a triumph as Old Mother Allright as was 'Woody' Woodall the 'orrible ogre Og. Stuart Salway, resplendent in red frock coat and black tricorne hat, had only to appear on the stage to bring the house down. Mike Beirne and Doug Witcher dressed ludicrously in pink and apple green combinations and bowler hats survived ordeals by flour and water and worked hard for their share of the laughs.

It was a spectacular moment when a giant phosphorescent beanstalk grew up from the centre of a darkened stage, and a riot of laughter when a

life-sized, fully-equipped cow came joggling through the auditorium.

Special mention must be made of the attractive and colourful scenery designed and painted by James Saumarez with the aid of a team of new entry trainees. The two pianos of Chris Grobbelaar and Dave Ritchie were more than adequate musical accompaniment. During the performance, the stage management and the backstage boys went completely unnoticed, a credit to the smooth organisation of Mick Brown.

The audience responded well to the blend of humour which typifies this sort of show and the cast, too, thoroughly enjoyed themselves.

SPORT IN MERCURY

RUGBY FOOTBALL

Our record at the time of going to press is:

Played 20; Won 10; Drawn 2; Lost 8;

Points For 226; Against 231.

On several occasions since Christmas we have had to field a weakened side, and this usually happened when we had to face very strong opposition. Although we had beaten the Royal Marines, Eastney, on our own ground, they were a very different proposition on their ground, and we went down to them very heavily in both the return fixture and the



The Cast.

2nd round of the Portsmouth Command Knock-Out Cup—we had won the 1st round by defeating *Vernon* 14-8.

I think it is fair to say that all who have watched and played for us have enjoyed the games, especially when we have been playing at home where we were able to field our strongest side.

Since Christmas we have lost some of our stalwarts, namely, RS Ginns, RS Arbuckle and RO2 Flack, but we have welcomed several promising players into the side: they are LRO Lea (a convert from the round ball game), LRO(T) Beard, RS Caless, CY Dance and JRO Child.

From the Wardroom we still continue to have the services of Lieut. Lemonde and Lieut. Timpson, the latter having put in more appearances than any other Long Course player, and we thank him but sympathise with him for all the extra Dog Watch instruction he has had to make up.

A special mention must go to Lieut. Wally Rothwell, R.A.N. Although he has made only two appearances for us this season (both games which we won easily), he has been the most outstanding player the Signal School has seen for many years. He returns to Australia in April and his services on the field will be sadly missed by the United Services, Portsmouth, Hampshire, the Royal Navy and the Combined Services Rugby Clubs.

CROSS COUNTRY

At the time of writing only four fixtures remain to be completed during the 1963-64 season.

The inter-Squadron spring championships were held on 3rd February and the Squadron Trophy was won by Leopard Squadron with 50 pts. Other positions were: Inglefield 79 pts; Puma 94 pts; Knowles 117 pts; Kempenfelt 179 pts.

The Individual winner, Ldg. Sea. Wilkinson, covered the 3½-mile course in 18 minutes 4seconds, and was followed by JRO Adams in 18 minutes 30 seconds, whilst RO3 Young, 12 seconds further away, was third.

The Command Spring Cross Country Team Championships were held at *Dryad* on Tuesday, 18th February, and the Senior section was won by *Victory* with 112 points; eleven teams took part and *Mercury* came sixth with 394 points. The teams competed in the Junior section, which was won by *St. Vincent* with 35 pts; *Mercury*, with 226 pts, were fourth.

HOCKEY

At the time of writing *Mercury* is holding its own in the Hockey world, and has the following record, which includes two Navy Cup matches:—

P.	W.	D.	L.
14	7	3	4

In the Navy Cup we reached the quarter-finals, having beaten *Sultan* 8-0 and RM Deal 5-1 to get there. Our luck ran out in the *Ariel* game, however, and the "Hairey Faireys" ran out winners by 2 goals to 1 in what was a very good game. By the time this is printed we should be in the middle of the annual

Command Six-a-Side Knock-Out Competition which takes place on 18th March at Eastney (RM Barracks).

In the Establishment, the league is almost finished with C & PO's and Knowles level-pegging for points but with C & PO's having a much healthier goal average. The Hockey Knock-Out Competition has just started but there are no first round results available at the moment.

SOCCER

Although we are doing very well in the league we are out of all the cup competitions. Our last cup hopes were shattered by a side from the Portland Naval Base, 4-3. *Mercury* was on top for most of the game but lacked the usual finishing power.

Mercury is top of Division I with the following splendid record:—

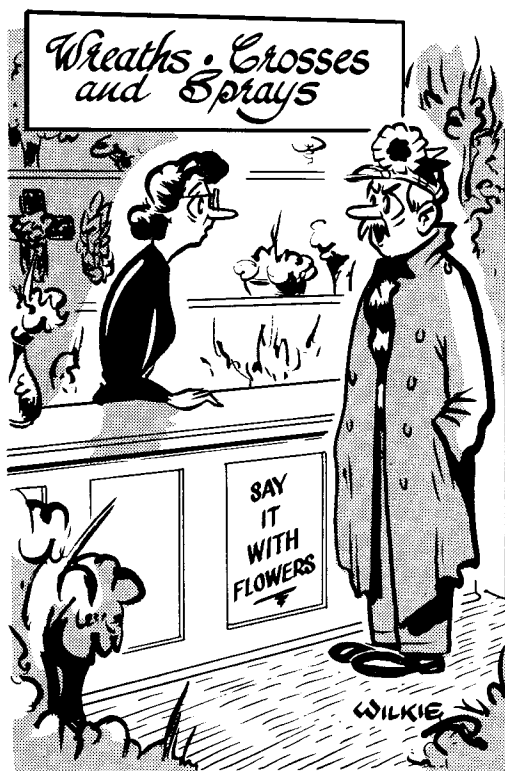
P.	W.	D.	L.	F.	A.	Pts.
12	11	0	1	84	22	22

The team is playing some attractive football, and so let us hope that "Draftie" remains kind to us until the end of the season and the league is sewn up.

The Second XI has not been so consistent and is at the moment in the bottom half of the league. We hope for better results in the future.

Their record to date is:—

P.	W.	D.	L.	F.	A.	Pts.
11	6	0	5	40	33	12



"I want eleven flippin' wreaths!"

MERCURY CLUB

These last few months have been quite hectic with so many of the Committee getting draft chits to distant waters, and our consequent difficulties of filling the posts vacated.

We haven't had an end-of-term dance, but we are holding a Mercury Ball on Thursday 16th April with dancing to Eric Winstone and his Orchestra, which we hope will be a really grand affair.

If by any chance anyone has the pleasure of visiting our Club after March 13th, they will see our new floral decor which is being maintained by a local firm, and we hope that this will brighten up the Club for everyone.

Since the last edition, we have had quite a few groups for dances on a pay Thursday, there being Juke Box Dances on blank week Thursdays. To name but a few of the groups, there has been 'The Strollers', a local group from Southampton, 'The Dynamos' a group from Portsmouth, and 'The Nevitt Brothers' a very good group indeed, consisting of a couple of ex-matelots, also from Portsmouth. We might be out of the way, but we are certainly very much up-to-date with all the latest groups and dances, come rain, hail or snow.

SIGNAL SCHOOL MESS

Well friends, *Mercury's* winter sports had to be cancelled due to, of all things, the lack of snow. Does anyone want a dozen pairs of snow shoes?

Like the Winter Olympic preparations we have lots of stamping feet, because of the larger intake of New Entries, but their boots fell 'on stony ground'. Let us hope that the accommodation blocks' resonant frequencies aren't reached; nissen huts were lousy—as the older hands will remember.

The new block I mentioned last time, is in its final phase and the drivers of the ship, i.e. the Ship's Company, will be moving in shortly.

On April 16th a Mercury Ball is being held here, with dancing to Eric Winstone and his Orchestra, and it promises to be a swinging affair. Anyone who is joining a few weeks prior to that date and wishes to attend, please drop us a line and order a ticket: " 'arf a dollar", to you.

CHIEFS' CHATTER

Here we are again with another term nearly completed. For some it has been their last, for others their first; we hope for the former it will remain a pleasant memory, and for the latter the first of many good ones.

The mess lounge has at last had the "face lift" promised by NAAFI (talk about being in the red), but seriously, it does give a very pleasant aspect to the bar and its surrounds, as well as adding that little extra on social occasions. The colour, incidentally, is red.

Social evenings have been a great success and, seemingly, enjoyed immensely by all, including the clientele of local pubs, with whom darts matches have been arranged—the first of these against the 'Hampshire Rose'—home and away. Darts seems the current popular pastime, so if you're due in, you'd better get those points sharpened. The inter-mess Darts Trophy, played for each term between CPO's and PO's, has been reclaimed, thanks to some good darting by our stalwarts.

Sportswise, the two senior messes have combined and the inter-part soccer and hockey cups have been won—a very good effort—and representation continues at establishment level in the hockey field.

Entrances and exits continue on much the same scale, and amongst those who have recently arrived or departed are:—

IN—CCY's Ryan, Kitchin, Foster, Knight, E.C., Knight, B.A., Morgan.

CRS's Anstey, Gray, Kenyon, Mills, Clark, Sheriff, Parlett, Lewington, Manns.

OUT—CCY's Hewer, Jahme, Pollard.
CRS's Shuker, Bailey, Warrington, Brown, Pittaway, CPO Pennycott.

To Pension we say farewell to CRS's Whiteley, Harding; CCY Minshull; CERA Campbell and CPO (CK) Wheeler.

Sounds like a wanted list, doesn't it?

Added to those leaving the Service is Reg Taylor whose work and interest in the mess and its activities will be long remembered; we wish him every success in civilian life.

In conclusion I have a request for the seagoers. We have plenty of available space for ships' plaques, and would appreciate your assistance in this respect. Send them, or, better still, bring them if you can.

P.O's. PATTERN

The children's Christmas party was a great success thanks to some very hard work by those concerned, especially CRS Maskell, who was responsible for the decoration, and Supt. Bailey who made the fireplace for our very jovial Santa Claus, PO Ck May.

The end-of-term dance went down very well, with our mess being used as the dance floor and the Chiefs' mess for those who desired to quench their thirst without the expenditure of too much energy.

We now have a darts tournament each term with the Chiefs, with "The Arrow" as the trophy. The host mess, which alternates each term, stands the cost of inscribing the winner's name on the trophy. At the moment, the score stands at one all, with the Chiefs the present holders.

The accommodation situation has now eased, as we have taken over Cunningham Block and all who live in it consider it to be a vast improvement over the old blocks.

The lounge decoration has been completed and the mess is much more pleasant for the victualled members.

No. 12 WIRELESS DISTRICT, R.N.R.

Opening of new Wireless Training Unit in Bexhill,
Sussex, on Saturday, 30th November, 1963.

Commanding Officer:

Lieut.-Cdr. W. V. WELLS, R.N.R.

Section Officer (Bexhill):

Lieut.-Cdr. P. W. CRANWELL-CHILD, R.N.R.

Senior Instructor: CRS F. W. AYERS, R.N.



By courtesy of Bexhill-on-Sea Observer

Mayor and Mayoress of Bexhill (Councillor and Mrs. E. H. Corke); Lieut. Cdr. Sir Peter Troubridge, Bart., R.N. (Staff Communications Officer, Admiral Commanding Reserves); Captain J. R. G. Trechman, R.N. (Director of Signal Division, Admiralty); Lieut. Cdr. V. W. A. Wells, R.N.R. (Commanding Officer, No. 12 Wireless District, R.N.R.).

The new Wireless Training Unit in Bexhill was officially opened in November by Captain J. R. G. Trechman, R.N., Director of Signal Division, Admiralty, in the presence of the Mayor and Mayoress of Bexhill, Lt.-Cdr. Sir Peter Troubridge, Bart., R.N., and other distinguished guests.

After a short service, conducted by the Rev. E. A. Stone, V.R.D., R.N.R., Captain Trechman declared the Unit "launched". In a brief speech the Director of Signal Division stressed the vital importance of the R.N.R. to the country as a whole; in peacetime, as a powerful deterrent potential, and in wartime, as a highly skilled nucleus enabling the Royal Navy to increase its strength at almost immediate notice, as well as providing the manpower which would inevitably be required in the event of hostilities. He also laid stress on the fact that, without the R.N.R., the many exercises which it is necessary to hold periodically to ensure smooth international efficiency would not be possible. Captain Trechman concluded by wishing the Unit every success and hoped

that when he had the pleasure of visiting it again, it would have grown into a Centre. A signal was received from the Admiral Commanding Reserves wishing the Unit success and expressing confidence in its future.

In reply, Lieut.-Cdr. Wells said the results so far obtained were achieved by the co-operation of all members of the District, and he was satisfied that, with the spirit prevailing, the Unit could not fail to thrive. He concluded by thanking all concerned for the interest and goodwill they had shown in making the event such a success.

A cordial invitation is extended to all Communicators R.N. and R.N.R. to visit the new unit on a Wednesday evening.

LEEDS SECTION No. 5 WIRELESS DISTRICT, R.N.R.



By courtesy of Yorkshire Evening Post

A SPANISH GEM

by LRO's Bourne and Taylor

In Spain it is called "Jerez", pronounced Heres, while in France it is called "Xeres" but customers usually say Queres, and in England it is called Sherry.

In September the grapes are picked and left for twenty-four hours before going to press, so to speak. After this process the liquid is transported to the Bodegas (cellars) and put in 100 gallon oak casks, which are generally stacked three or four tiers high. Fermentation then begins and continues until December, but not until the first quarter of the following year is the wine classified. It is then at 2.5% proof and a fine wine spirit is added to bring it up to 7% proof and the wine is then left to

mature. A visit to the Bodegas by the tourist is marked by a sample in a presentation box and numerous amounts to taste on the spot. Incidentally sherry is very sensitive to change of temperature which may cause a sediment in the bottle but this does not alter the quality of the wine.

Sherry is classified as follows:—

Dry, which is very pale in colour and has an exotic aroma of flowers and nearly-ripened fruit. This wine can be drunk any time of the day or year.

Pale Sherry is older and amber in colour with the same characteristics as Dry but it is sharper.

Golden Sherry is thicker, mellow and dry.

Cream Sherry. This is a blend of the above in varying amounts with added wine from special grapes; it is allowed to stand in the sun for twelve days, and a larger concentration of sugar develops in the wine.

This information was gathered whilst the staff from *Lion* visited Cadiz in Spain, during one of the moments before they proceeded into an exercise. A glass of Sherry ashore cost between four and six pesetas and, you may think, that because it is only half full, you are being seen off, but this is the correct measure and the space enables the bouquet of the wine to become concentrated. Sherry has the property of consistent quality and, once it has been opened, it will retain its strength and aroma.

Editor's Note.—Two very good sketches were supplied with this article but, owing to excessive reproduction costs, they had to be omitted.



"Ectoplasm ... eh ... Humphrey?"

UP SPIRITS

Did you hear about the young Padre who, wishing to carry out a dummy run for getting rid of evil spirits, rushed into the churchyard crying "For exorcise! For exorcise! For exorcise!"

PRIMARY SKILLS

by Sub. Lieut. T. B. McLean

If you have watched flashing between ships, listened in to a Tactical Primary, monitored either ship/shore or, worse, a coastal common net at any time in the past few years, you may share the impression that the standard of operating is often poor and sometimes shocking. Part of the trouble, of course is that responsible members do not watch or listen to these activities often enough and, when they do, do not censure the offenders. Who are the offenders? Well, obviously and without doubt the operators, a large number of whom are accepting money under false pretences. Their skill is operating yet they cannot transmit, receive, or type at the lowest accepted standard. Others, who have mastered these basic skills, do not know their procedures.

It may be argued that procedure is not important, and as long as messages are cleared, it does not matter how they are cleared. The fallacy of this argument should be obvious, but if not, it may be found in the opening paragraph of all procedure books. Procedure is not an end in itself, but it should provide the safest, most accurate and quickest means of clearing a message and it is because of this that operators must know it and use it.

A decline in skilled operating can be traced from the day Allied procedure publications were introduced. Procedure is a precise subject and therefore it must be clearly expressed and well defined in a book of rules. The first Allied editions left much to be desired in this direction compared with the precisely written RN publications of the time. These first editions caused operators and instructors to distrust the book of rules and, unfortunately, some of this argument remains and is still passed on. Subsequent editions have improved and further efforts are being made in this direction, but these books will only help providing they are read—and they are not read widely enough. Loosely defined procedures have led operators into the practice of using their own; this is fine, if the initiative and common-sense is based on sound knowledge and correct application of rules, but, frequently it is based on ignorance and misapplication of the rules.

How can the standard be improved? A first essential is to restore confidence in the books of rules. There are no longer any special *Mercury* procedures, and answers must be found in the A.C.P's. These must be read, re-read and continuously used for reference. Fleet Board question papers should help, because they require the use of books. After this must come practice, supervision and correction. Finally it is most important to revive pride in being skilful. Operating demands skill and there is good reason to be proud of being a competent operator.



ROYAL NAVAL AMATEUR RADIO SOCIETY

Having survived yet another dreadful (?) winter up at Leydene, the H.Q. staff are again looking forward to a year in which we hope to meet many of our members, and others in this world-wide fraternity, at the various mobile rallies, exhibitions and contests that will be held in 1964. We especially hope to see a sizeable gathering of the "Clan" at the RNARS stand which will be part of the Navy Day's exhibit at Portsmouth Navy Days over the August Bank holiday.

We would like to welcome the following new members who have joined since the last edition of *THE COMMUNICATOR*: GM3OTG, G3PQB, VK4J1, G3AMB, G4AK, VK3JV, G3HJG, G3BEJ, G5Vs, G6HR and SWL's BRS 25698, BRS 20074 and "A" 3145. We hope that they will enjoy their association with the Society and that they will take time off to drop us a line on their activities and possibly let us have a photograph or two to include in future issues of this magazine.

The H.Q. staff, together with local member G3HLW, have been busy putting G3BZU on the contest map. They started off with the M.C.C. test sponsored by the *SHORT WAVE* magazine. This low-power contest, only 10 watts allowed, on Top Band was split into two operating periods of four hours each over a week-end. A special 400-ft. long wire, end-fed into the 10-watt transmitter, was used on this occasion and was responsible for the excellent signal from G3BZU during the contest. The majority of contacts were made during the first operating period—the second period was curtailed, shortly after it commenced, by a break in the overhead mains cable to the Ham Shack. In spite of this setback our score was duly forwarded to the contest committee, and we were pleased to see that we had not come bottom of the table, our position being 74 out of 102. If the second period had been completed we think that we would have been in the top group of the table. A couple of weeks later, the club entered for the Affiliated Society's contest, sponsored by the Radio Society of Great Britain. This contest was also held on Top Band with a limit of 10 watts and there were no setbacks this time. The final score at G3BZU was 1,765 points and we feel that this will put us up amongst the "Top Twenty".

In our last article we mentioned that current Maritime Mobile activity was being carried out by RS Ken Randall onboard *Protector*, in Antarctica. Several QSO's with Ken, from the club on 14020 Kc/s, have kept us in the picture with regard to his future movements and a recent letter has filled in on

his activities. Ken will be taking part in a survey of Candlemas Island, one of the South Sandwich group, and will therefore be an "inhabitant" of a piece of land listed by DX men as being amongst the "Top Ten" most wanted countries in the world. With limited radio facilities available (only a 512 ET—about 40 W), it looked as if only those in the more favoured spots of South America and South Africa would make contact with this "valuable" chunk of rock. We have been informed, however, that, through the kind offices of the Hammarlund Radio Company, Ken now has a complete 200 Watt PEP SSB/CW transceiver, complete with DC power supply and the necessary beam aerials, to enable him to give world-wide contacts during his brief stay on the island. Anyone who managed to get VP8HF through the inevitable rat race will have got themselves a real plum piece of DX. Candlemas Island is about four miles long and has, amongst its many tourist attractions, an active volcano. So far no-one has been able to land on the island from the sea due to high cliffs and heavy seas. The party from *Protector* will be landing by ship's helicopter which will make the landing of personnel and stores a much safer and quicker operation. During his trip back to U.K. Ken will be operating G3RFH/MM on 28 Mc/s and looking for contacts with amateurs in the South Coast area especially around Bournemouth.

Another R.N. Maritime Mobile station will soon be on the air from *Mohawk*. The owner of this station is EA "Ivor" Davies who will be signing G3IZD/MM. Ivor will be using a DX40 transmitter (60w) and an Eddystone 750 receiver. Having managed to get a special aerial feeder run installed from his workshop to the upper deck, where he will be erecting a 28 Mc/s vertical antenna, we can soon expect to find G3IZD/MM in operation. RS George Miles, onboard *Dido*, is also signing G3NIR/MM and has recently installed a K.W. Viceroy transmitter capable of 180 watts PEP on SSB.

The Maritime Mobile licensing problem is being vigorously pursued by both the RNARS committee and the RSGB/GPO liaison team. At the time of writing there is no definite news but we hope that it won't be too long before we have improvements in this direction.

The "Mercury Award" has been claimed by three more amateurs since our last issue. G3HZL managed to claim his award after a QSO with GB3RN (the RNARS exhibition station) last November. Two other foreign claims have been verified for VU2GG

(India) and 5A3BC (Libya). Several enquiries about this award have been received at H.Q. and by G3HZL. Most of them have come from amateurs in Germany and Belgium and it is known that a number of U.K. operators are on top line for this award. Of interest to our certificate club friends—this award is now accepted for CHC credit.

The recent Radio Amateur's Examination has resulted in passes for at least two of our members. E. J. McCormick now becomes G3SII and REM "Alex" Shearer (one of H.Q. Staff) has become G3SWK.

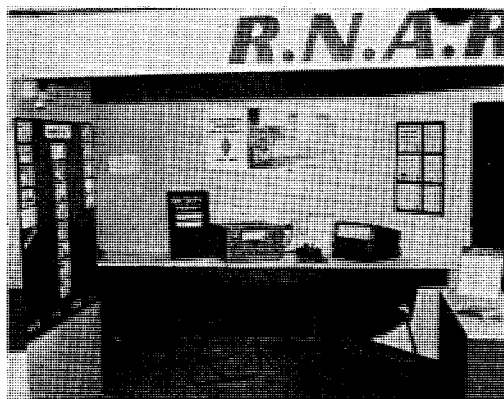
As previously reported, the number of licensed amateurs in *Mercury* fluctuates according to the whims of C.N.D. With most of the movements being in an outward direction it is a pleasure to get an addition to the watchbill of G3BZU. RS "Gordon" Perry, who is also G3SJC, will be joining *Mercury* as a New Entry Instructor and will therefore be with us for a reasonable period of time. REM Shearer will shortly be leaving *Mercury* for the warmer environment of Gibraltar, where he hopes to get a ZB2 callsign and stir up some QRM on the DX bands! LRO (W) "Ian" Howieson is back from his harrowing sea experiences in *Cassandra* and will be staying in *Mercury* until he joins *Chichester*.

RS "Pete" Gadsden (G3MTP) will shortly be leaving us for a commission in *Jaguar*, whilst two members of the Ascension Island party who have recently returned to *Mercury*, LRO Stanney and RO2 Harrowven, will be leaving for *Aurora* and *Grafton* respectively. We wish them luck!

The Morse code transmissions run from G3BZU each month continue to be well received, despite the terrific RTTY QRM on that channel. In spite of the counter-attraction of "Steptoe and Son", we have been getting entries for each code run and the number of certificates issued continues to increase. One entry has even been received from a listener in Finland. In a recent letter to H.Q. we were informed that the Top Band practice run on 1880 Kc/s was being put to good use by a group of amateurs in Southern England and it is hoped that they will soon be entering for the qualifying run on 3550 Kc/s.

The RNARS net frequency of 3510 Kc/s has been reasonably well populated lately. The number of stations calling in on Saturday and Sunday forenoons is on the increase and more members are urged to make a habit of checking in at least once a week. G3BZU and G3SJQ will generally be found on frequency with one or more members. Members wishing to get the required number of points for the award would do well to check in on this frequency—also enabling other members to get additional points too.

An RNARS member not normally found on the HF bands is G3PKT of Rainham in Kent. He operates mainly on 144 Mc/s and reports that he has had contacts with Denmark and Sweden on that band. He is a holder of the VHF Century Club



The R.N.A.R.S. stand at the R.G.S.B. Radio Hobbies Exhibition.

Award and, although mainly on VHF, can operate on 1.8, 3.5 and 7 Mc/s if necessary.

One of our keen Mobile members (G3NXU), who was reviewed in an earlier edition of *THE COMMUNICATOR*, reports that he is having good results from the rig fitted in his car. Recent contacts have been with ZSIBV in Cape Town and VSILG in Singapore. The transmitter runs about 25 watts to a vertical centre loaded whip for 21 Mc/s.

In a letter from LRO Macpheat, who has now settled down at *Afrikander*, we learn that he will shortly be taking the South African radio amateur examination. At present "Mac" has a much modified CR 100 receiver and if he passes the exam he will be on the air with an HT 40 transmitter. Members of the club in *Mercury* will remember his mania for building transistor electronic keyers—he has now completed a G3LGK valve keyer, complete with audio monitor, and reports that this is the "mostest".

Members who either live near *Mercury* or are visiting the area are reminded that they are welcome to visit us, out of working hours, and need not be put off by the impressive portals of Leydene. A post card would be appreciated beforehand, but if this is not possible then by all means take pot luck. With the good weather ahead of us the trip to the Meon Valley area will make a good outing for XYL and Harmonics too.

That ties up the news from G3BZU for this edition—items for the next edition should reach the Hon. Secretary by the end of June. Articles, photographs or cartoons are most welcome.

PERSONALITY PIECE

"Bill" Tittley—ZS5BF

Our personality piece for this issue comes from Durban, Natal.

Bill was born in London in 1902 and spent most of the early days of his life in Trowbridge, Wiltshire. On obtaining a scholarship to T.S. *Mercury* he



started his long connection with the Royal Navy and South African Naval Forces.

1918 saw Bill passing through the portals of the most famous of Boys' training establishments—*Ganges* at Shotley where he started training as a Boy Seaman and transferred to the Wireless Branch in 1919.

His first "foreign" was in the cruiser *Cardiff*, then part of the 3rd Light Cruiser Squadron, in the Mediterranean Fleet. Then followed service in *Cormorant*, *Calypso* and North Front W/T station, Gibraltar.

After a period in the Signal School (then in R.N.B. Portsmouth) he joined *Speedy*, a ship of the 8th Destroyer Flotilla, in the Mediterranean. *Speedy* was sunk in the Sea of Marmara in September, 1922, and, after a spell of survivors' leave in England, Bill joined *Tourmaline* in the same flotilla.

Having completed his Leading Telegraphist's course at the Signal School in 1924, Bill made his first visit to the country which was eventually to become his home, when he got a draft to the South Atlantic station in the cruiser *Weymouth*. This was followed by service in *Dublin* and *Lowestoft*, also cruisers attached to the S.A.S.A. station.

Following a further visit to the Signal School and completion of nine years' service, Bill was discharged from the RN and joined the RFR.

It was then that he decided to emigrate to Durban and he took up a post with the Police department there.

In 1928 Bill took out his first amateur transmitting licence—with the callsign FO-B4A. The following year the prefixes were changed and he became ZT5V. Equipment used in these early days of valve sets consisted of a self-excited oscillator (tuned anode/tuned grid) using an Osram LS6A valve, together with a Grebe receiver. His first DX contact was with OA6HE in Perth, Western Australia, and his station was installed in the main police station.

In 1929 Bill got married and on settling down his new station consisted of a Master Oscillator/Power Amplifier "Home Brew" transmitter and a National FBXA superhet receiver, with a multitude of antennas from Windoms to Zepps and untuned multi-band types.

As he was still in the Royal Fleet Reserve, Bill had to undertake his annual training as per the reg's and he saw service in *Birmingham*, *Lowestoft*, *Calcutta*, *Carlisle* and the W/T station at Simonstown.

With the outbreak of World War II amateur operations were suspended—the equipment being sealed by the postal authorities—and Bill once more became a part of the Royal Naval forces in South Africa and served at Durban W/T, Walvis Bay W/T and finally at Slangkop W/T. In 1945 he transferred to the South African Naval Forces and at the end of that year was discharged to civvy street "for the last time".

Under the callsign ZS5BF his newly-equipped station was soon being heard and worked from all parts of the globe. The equipment now consists of a Panda Explorer transmitter running an input of 100 watts on all amateur bands. In addition he has a modified TCS transmitter for Top Band down to 20 metres (this he uses as an emergency transmitter). The receiver is a National N.C. 183D capable of reception down to six metres. Living in a block of flats presents quite a problem as far as aerials are concerned, but Bill has solved this with a Multi-Band dipole which has produced excellent results, as his many operating awards and certificates will confirm. (Maybe he will be adding the *Mercury* award to his collection soon.) As well as being an honorary member of the South African Radio League, he has also been Chairman of the Durban Branch of the S.A.R.L.

Having now retired—he is 62—Bill spends a lot of time on the air, looking for new contacts and also renewing old acquaintances. We at G3BZU are still hoping to make contact with him—it can't be long now. . . .

Any member of the RNARS, visiting Durban, will be assured of a welcome at his Bayside residence.

RIGHT OF SAY

One of H.M. Ships and a tanker were closing on a collision course in the Channel. The tanker didn't give way, although it should have done so, and when the ships were one mile apart, the warship stopped in order to avoid a collision. The tanker then turned three times across the warship's bows, coming within two cables, and the following signals were exchanged:

From Warship: "You forced me to slow down and stop. That is bad seamanship."

From Tanker: "You is bad seamanship".

SHIP—SHORE NEWS

H.M.S. ALBION

by CCY Pidgley

Our last contribution left us when we were bound for Tobruk to collect R.A.F. helicopters and their crews from El Adem. Apart from a short stay in Aden on our way, and also on the return journey, most of the thirty-two-day trip was spent enjoying various activities such as deck-hockey, volleyball, the ship's boxing championships and a .22 rifle competition.

We returned to Singapore about mid-November for two weeks and then carried out a further trooping run to Borneo, taking the R.A.F. helicopters with us.

Christmas found us safely berthed alongside at Hong Kong and during the next two-and-a-half weeks, full advantage was taken of the delights ashore. We held a Fleet Board for LRO(G) & (T), and each watch took a week's Station leave. However, much to their dismay, the second leave party was recalled half-way through its leave, and we rushed off to Borneo where, once again, our windmills were urgently required ashore.

After establishing our squadrons and personnel at Tawau and Sibul, and a brief call at Singapore, we sailed again for Hong Kong. But dreams of further runs ashore were abruptly shattered when we were ordered to return to Singapore with all despatch and we now find ourselves in East African waters.

Arriving in Mombasa on Sunday, 10th Feb., we embarked 45 Commando and 814 Squadron helicopters from *Victorious*. The next day, we sailed for a short work-up with our latest arrivals, which was carried out in our old exercise area—Malindi. This was followed by four days in Mombasa—two carriers in this harbour at the same time is quite an unusual sight.

Albion again received her sailing orders, and after a nocturnal departure we stood by to evacuate British subjects from an island southeast of Mombasa, just in case. We were then let off the hook, and are now en route for Aden—having returned 814 Squadron to *Victorious*—another change of programme.

During the commission, we have had a good number pass for higher rate, four out of twelve RO(T)'s have passed for LRO(T) and two of these joined the ship as TO3 and JTO. On the radio side, the original five RO2's have all qualified for LRO(G).

H.M.S. AURORA

"POST TENEBRAS LUX"

"After Darkness Light"

This is the first article produced by *Aurora*, a Leander Class Frigate at present nearing completion at John Brown's shipyard, Clydebank,

Scotland. Under such conditions the motto must seem most appropriate; indeed to those who have stood by *Aurora* and watched the various stages of construction, it seemed at times as though the darkness would be a permanent feature. However, despite the expected problems of equipping the ship with the Integrated Communications System, steady progress is bringing us nearer to our commissioning date.

There are undoubtedly many lessons to be learned from a period such as we, at Clydebank, have just experienced particularly by those associated with the planning and detailed requirements of a warship of such sophisticated equipment and design. It would be quite impossible to list every problem, or to give an accurate account of the achievements in the 'rabbit' and personal idea field, but we can at least bring newcomers' attention to some of the problems associated with "standing by" and, in a very general way, show how the administration works.

It must be clearly understood that, apart from very special occasions when a shipyard may specifically request the working assistance of R.N. personnel, all officers and ratings are sent to the shipbuilder's yard in a purely advisory capacity. Obviously, during this period, every effort must be made to prepare the organisation needed to run the ship once it commissions, and a great deal of writing, argument and the injection of personal whims is included in this work. Many ideas which should have been incorporated in the original ship design, and which would improve the efficiency and operational output of the ship are put forward.

In order to progress these ideas, a certain procedure must be followed. First the creator of the idea must put his thoughts on paper. He must produce a drawing of reasonable accuracy and, where necessary, give a written description of the article together with its intended use. After the initial masterpiece has reached a stage of readability, it must then be passed to the Senior Officer of the ship concerned. The Senior Officer will, according to the working agreement with the Firm, either include the item on a 'rabbit list' or forward it, together with the creator, to an Overseer. The Overseer is a gentleman working for Admiralty, whose presence is essential to the building of the ship. Not only is the Admiralty Overseer the person from whom the shipbuilder seeks advice regarding drawing specifications and the like, but he is also the natural liaison for everyday matters between R.N. personnel and the shipbuilder.

Many of the amateur creator's ideas require interpretation and, during the original approach, the Overseer acts as the interpreter. During the various stages of construction the creator may be called upon to explain some intricacy not apparent to anyone else, and although some items have to be by their nature precise, it is inadvisable to insist that certain requirements must be met. A sailor's natural charm and tactful ability must now be used

to the full, and providing the recognised channels are used and no great extravagance is demanded, a successful conclusion is usually reached.

Certain items must, of course, be processed through official Admiralty channels and this is understandably a lengthy procedure. If the item is considered worthwhile, it may be included in future ships of the class. For instance, when designing a transmitter stateboard, which, for some obscure reason is never shown in detail on ship's drawings or specifications, the result must be promulgated if succeeding ships of the class are not to be hampered by having to design a similar board to serve the same purpose.

The benefits of knowing what one's predecessor of the class has achieved are of inestimable value, and it cannot be stressed too strongly that uniformity thus achieved must inevitably lead to greater efficiency when a ship finally becomes an active unit of the Fleet.

Perhaps the most sobering thought derived from this period in one's naval career is how little one really knows about ship construction, and how important the other departments' triviality can become. In many instances the shipbuilder has to rely on the knowledge of ship's officers and ratings if a lengthy recourse through other channels is to be avoided. Ship drawings often lack essential detail, and such matters can only be dealt with through the ultimate user or maintainer.

The experience of standing by can be an exciting and very hardworking period. The reward is in the finished article—a superbly equipped, immaculate warship in which the fighting spirit derived from a Portland 'work-up' will shortly be invested.

H.M.S. BERWICK

Having read all the other articles in the Christmas edition of *THE COMMUNICATOR* which start: "Having read all the other articles in the Autumn edition of *THE COMMUNICATOR*. . . ." Well, anyway we feel that we should put our name in print.

The trouble, you see, has been a bad dose of overwork since we commissioned in April '63. I believe there have been two exercises on the Home Station in which we weren't invited to take part, but they must have been small and unimportant.

Until late November when FOF(H) moved out of *Tiger* we were like a pilot fish around a shark, never leaving the flag until it deserted us, perhaps sick of the sight of an obsequious looking Type 12 with a broad black band on her funnel and only *Decoy* to exercise her power of command on.

Anyway, enough of our hard work. The Home leg is nearly over. Pass the word around the grots of Wanchai that we'll be on the way after a couple of quick farewell exercises with the Home Fleet.

Leadershipwise—well, it's a confused story. At present *Berwick*, *Decoy*, *Dido*, *Corunna* and *Cavendish* comprise the 21st Escort Squadron. We

reckon to have had at least half the escorts on the RN through our ranks by the end of the commission. *Leander* and *Cassandra* have already been and gone. We wait with bated breath to see who will be the next to leave.

Inter-departmental co-operation:

SCENE: 0858 on the flag deck of *Berwick*. An impatient, duty RO(T) is clearing the Prep vigorously when suddenly, CALAMITY! The lower clip falls off. The unfortunate bunting shakes his halyard hopelessly, thinking that even on this windless day the weight of pennant may be enough to make it come down. But it isn't. His past life flashes before him as Flagstaff starts calling ix ix ix.

Enter up mast, right, an LRO(W) who has been doing whatever LROs(W) do to that "Christmas tree thing" on top of the mast. He creeps, slithers and crawls, inching his way along the yard. Will he make it? Yes. Craftily, as only an LRO(W) knows how, he unclips the Prep and, on the execute, drops it. The fastest "down" yet seen in the ship.

This new Branch structure *does* work you know.

Overheard:

"X de *Berwick* — LG7 — Tm 1937 K"

"de X R +"

Short pause.

"*Berwick* de X — Your 1937 What circuit? K"

We have done quite well in the marriage line too. Since the beginning of the commission more than a quarter of the staff has become, or, at the time of printing, is about to become, espoused. Your correspondent (or should that be co-respondent?), a bachelor, feels dubious, but is assured by LROs(G) Montague, Fawcett, LRO(W) Allan, LROs(T) Bond, Francis, RO1(T) Gardiner and RO2(T) Barton that this is a very good institution. Despite sheer weight of numbers, some of us remain unconvinced.

H.M.Y. BRITANNIA

The first day of the second visit to Tahiti within a month is not the best time to choose to write to such a responsible journal as *THE COMMUNICATOR*. One might lapse into Tahitian French which always tends to confuse even the best Communicator.

All onboard were of course very disappointed at the cancellation of Her Majesty, The Queen Mother's tour, but the passage home across the Pacific, after an enjoyable visit to Fiji, compares very favourably with the snows of Leydene at this time of year.

As old Tahiti visitors will know, the ship is invaded on arrival by a bevy of "petites morceaux de tout droit", who invest all onboard with "leis"—cast overboard on sailing, return is assured should they drift inshore. After the last visit the Signal Officer cunningly cast his over, five miles out, and placed a substantial bet with the Chief Yeoman that there would be no return. Financial adjustments have just been made.

If any Army Signallers read this, would they please tell their Post Office that Tahiti has a large jet airfield constantly in use. The sound of 707's and DC8's roaring overhead, when all one's mail has been diverted to Panama three weeks hence, does not foster the inter-Services spirit we try so hard to achieve in communications.

Britannia should be back in U.K. sometime in April and this having been CCY Fisher's final cruise, he is likely to be seen around Leydene in the near future; we all wish him luck in the hotel business. Incidentally, Communicators who have not served in the Yacht should know that in the ocean complement, which changes every two years, we have billets for—1 RS, 2 LRO(G), 4 RO2(G), 2 CY, 2 LRO(T), 2 RO2(T). Should you be keen to come, a request on a Drafting Preference Card is not sufficient, you must be recommended by your Commanding Officer by letter to C.N.D. i.a.w. B.R. 14, Appendix 4. C.N.D.'s rosters for the Yacht are seldom full, so you stand a very good chance if you put in your request and are fully qualified.

CENTAUR'S FIRST JOINT ASSAULT

by Lt. E. G. Reubens

"He's only 17 and in Zanzibar". Little did we think when we read this advertisement in the national press, that this kind of thing could apply to us, a carrier at the beginning of its fourth commission—in fact, in the middle of its work-up.

Already we had experienced the thrill of a mercy run when we were ordered to proceed with all despatch to the aid of the ill-fated Greek liner, *Lakonia*, which was burning furiously somewhere near the Canary Islands.

Off Aden an Ops Immediate was received: "Return to harbour, berth at . . ." and buzzes emanated from the stokehold to the bridge. Where were we going? Was it Singapore at last? Or back to the U.K. for a spot of leave? (What a hope). Anxious eyes followed the Captain's boat inshore and more so as it returned.

"This is the Captain speaking. . . ." All our speculations were thrown to the wind and a tensed ship's company listened to the broadcast. Such words as 45 Commando . . . R.A.F. Belvedere . . . Ferrets of 16th/5th Lancers . . . East Africa . . . Full Speed" and many more, were imprinted on our minds. Was it true that *Centaur* was going to act as a Commando ship and carry out an assault in East Africa? The volume of signal traffic increased, and nearly six hundred fully-booted RM Commandos and their "accessories" came thundering on board to be our guests.

Whilst steaming south from Aden, progress was being made in other spheres: our own sphere being a Complan which would cover a landing by the Commando, communications with helicopters, air

and naval gunfire support, and normal naval channels. An officer dressed in khaki introduced himself as the Royal Marine Signals Officer and the Complan was quickly drawn up and it was later proved to be efficient; all we wanted was implementation.

The BBC news was listened to avidly, and many thought we were on a wild goose chase as the news said that all was quiet in East Africa. The hours dragged by drearily. Suddenly, during the middle watch on Saturday, 25th January, we were told what our fate was to be: "This is the Commander speaking. . . ." The predominant words this time were Assault, Dar Es Salaam, and Dawn.

Anxiously the planners gave thought to last minute preparations: have I omitted anything? Are my people fully briefed? Are the map references correct? Will the Complan work? Are the portables ready? The atmosphere was tense.

In the haze of an African dawn, wave after wave of helicopters, laden with armed Commandos and stores, flew off to their first target. This was Colito Barracks where the Tanganyikan soldiers had mutinied. Soon the situation there was under control and the Commando advanced on the town and airport. More men and stores were landed throughout the next few hours, by a shuttle service. Everything went according to plan and, as the hours went by the apprehension of the planners vanished.

Sitreps came through regularly, and by 1600 it was apparent that the assault had been completely successful. In the evening, the Captain went ashore to meet the British High Commissioner and once more, rumours started oscillating throughout the ship. This time he came back with information which was duly dealt with by the Crypto team, who had been working at full speed for several days.

Sunday the 26th dawned, and the Naval Liaison Party, the majority of which were communicators, landed. Their main job turned out to be handling messages from the British High Commissioner to our Captain or the Officer Commanding 45 Commando, who was in charge of the forces ashore. It is of interest to note here that the Europeans in Dar and, to our surprise, most of the other inhabitants, were delighted and relieved to see British troops back in Tanganyika. The rush continued until mid-day on Wednesday, the 29th, when we turned over our duties to *Victorious*.

The lesson we have learnt from this operation is, I think, that wherever the Navy is, whatever it is called upon to do, the job will be done with enthusiasm and efficiency. For many of our shipmates it was their first job at sea and for others it was their last ship but, young and old, the team spirit already existed. This has been borne out by the number of congratulatory signals that the ship has received about the operation.

Although we didn't quite make it to the island of cloves, we were very close to it, so when you see the stirring picture of our seventeen-year-old sailor staring at Zanzibar, remember, it could happen to you—and it is not all sightseeing.

LAKONIA

by RO2 (T) I. D. Herbert

It was a cold and unhappy 21st of December when *Centaur* sailed on her outward journey to join the Far East Fleet. Most of us thought our trip would be plain sailing, but we were in for a shock.

In the early hours of December 23rd, "sparks", keeping his ever alert ear open on five ton, received an S.O.S. This was reported to the O.O.W., and the Captain was informed and, after a short while the ship in distress was identified as the S.S. *Lakonia*, a Greek-owned passenger liner on a Christmas cruise in search of the sun. Among the passengers were approximately 600 British holidaymakers. At this time *Lakonia* was still under control but burning badly, and as there was quite a lot of merchant ships in her vicinity, *Centaur* continued on her way. But at about 1015 the same day, a signal was received from CINC Plymouth ordering *Centaur* to proceed to the rescue area and take charge of operations.

At first light on Christmas Eve we arrived on the scene and immediately launched two helicopters to survey the situation. Already there were 27 merchant ships of many nationalities searching for survivors. The *Lakonia* was nowhere to be seen—she had drifted over the horizon by the time we arrived.

With *Centaur* taking charge of the operation, things became a bit better organised. Using wireless, flags and light, the ships were ordered into a sensible search formation, and during the afternoon, a search turn was carried out and much to everyone's surprise, there were no collisions. Unfortunately, *Centaur* did not find any survivors and at the end of the day, we had on board 57 bodies which had been picked up by our own boats and by other ships. The search was called off at dusk and we made for Gibraltar, arriving at 1600 on Christmas Day. The bodies had been sewn up in canvas by the sailmaker and his team, and were transferred to a lighter and taken ashore for burial in the Rock cemetery in Gibraltar.

This unhappy task completed we sailed for the Suez Canal and Aden.

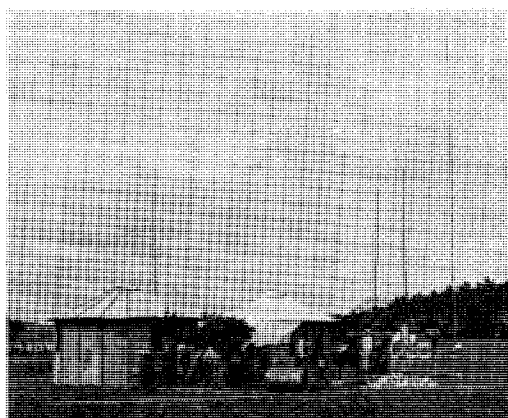
THE PERSONAL TOUCH

from H.M.S. DAMPIER

In the past, I knew that I, a Communicator, was an important cog in the Navy's most operational branch. Sitting in airy, dettol-cleansed offices, the master of glistening grey boxes of electronic wizardry, listening to numerous efficient, impersonal operators teletyping important insensitive messages, I have realised I am a member of the 'New World'—the world of top-speed automated answers that no longer seem to have any personal meaning for me. Everything is terribly secret, and security is the watchword—even the numbers of spuds required is cunningly 'scrambled' out of recognition, so that it is increasingly difficult to be the carrier of the latest

'buzz'. Soon, all those priority signals amending, yet again, the Weekly Practice Programmes will automatically distribute themselves to their numerous wastepaper baskets, and I shall only have to concentrate on the M.I.5 signals of my 'Bond'. Soon there will be no time for the signals affecting our daily bread—the system will be tensely keyed for the alert of the almighty Task Force, or for the desperate croak of some nebulous President to send the bombs for Armageddon.

But in *Dampier* we are back to earth. Everything that passes through the office affects someone we know, and we can see the action being taken on our messages. Everyday there are workers away from the ship, and there is no limit to their requirements. It may be an urgent, 'operational immediate' from "Green Slave"—not a novice coolie, but our Decca Camp in a native kampong ashore—telling us they are being molested by hungry goats; "Red Slave"



we never hear from, because the LRO(T) in charge is reputed to be winning the local Hari Raya Sports. It wouldn't surprise us to hear the First Lieutenant asking for a peri-cope to take 'fixes' from under the mud, hiding there from warlike Malay fishermen who hadn't realised his Indonesian flag was in fact a vital Survey Mark. One of the boats, aground on a sandbank, flashes up to ask for a supply of bacon and eggs to keep the wolf from the door, until the tide comes up; they can't get through on their wireless as they tuned to Radio Malaysia, and now can't remember the readings on the dials. It is all on a personal basis; we like to think our talks with the lush Chinese 'cheongsam-ed' feminine voices on the radio telephone at Hong Kong and Singapore are particularly personal.

To outsiders it must sound all very trivial and mad, but if anything goes wrong, we soon hear about it, and so we know we are important in our own little world—in fact, there is often an unfair number of complaints; the office is one of the few air-conditioned grots in the ship, so people like the excuse to cool down. It will be good to get back to

the "grey-funnel" line, where all the amps wiggle a bit faster, but as we sit watching endless cryptic exercise messages, understood only by the top-brass originators, we shall probably look back, with nostalgia, to these days of our own private circuits.

H.M.S. DECOY

by RO2(W) Weigh

Since April 23rd last year, when we commissioned, we have had exercise after exercise with an occasional jolly thrown in as a break. Work-up was followed by "Hallmark"—all action stations and two watches—and after leave and a trip to Vigo, it was "Riptide". During the latter we were entertained for a short while with music, both classical and boogie, played by the brass band of the U.S.S. *Independent*, who was refuelling from *Nantahala* at the same time as ourselves. On completion, we returned to Torbay for a "Shopwindow" with *Hampshire* and *Dreadnought*, and were fortunate enough to witness the finish of the International power boat race from Cowes to Torquay. One of the "*Brave*" boats left Cowes at the start of the race and reached Torquay two hours ahead of the winner. "*Jassex*" at Londonderry was followed by a trip to Invergordon and then came "*Flatrock*" which put us into two watches again, and also gave three weeks of bad weather.

Then, for a change, we had a self-maintenance period in Rosyth, a week-end in Portsmouth, a hectic six days in Lisbon and four days in Gibraltar. It was too good to last and we were soon back to Londonderry for "*Limejug*" and then a spell of Christmas leave.

At present we are in the middle of our spring cruise having had ten days in Madeira, which seems to cater only for the aged and infirm nowadays, and six days in Las Palmas; this was a good run ashore and everyone spent most of it reclining in the sun to acquire a healthy tan for leave. Three members of the Branch caused quite a stir on the beach when they appeared in five-foot diameter sombreros.

By the time this is printed we should have visited Gibraltar again and should have taken part in "*Magic Lantern*" before returning to Devonport for Easter leave.

Finally, if anyone from *Berwick* reads this, we hope to come alongside you again but it will be OUR turn to come round.

Heard in passing:—

S.C.O. to RO2(G): Put a warning note on the 618 to the effect that this transmitter is NOT (R) NOT to be switched on during H.F. silence.

RO2(G) to S.C.O.: How can I put a warning note on, if I can't switch it on?

H.M.S. DEVONSHIRE

Much water has passed under the keel since we last appeared in print. The commission under the three-phase system is nearing its end and soon we are to lose our S.C.O. Lt.-Cdr. Sergeant, CRS Holmes, and CRS Strangeway leaving CCY Chandler to sail on until August. The commission has moved along very smoothly and despite long weeks of trials we have managed a few exercises and made many pleasant visits. The trip to America was a huge success and we all had a wonderful time in Philadelphia and Washington. Self maintenance at San Juan, Puerto Rico was a trying time for all, but most of the Christmas shopping was done in the American P.X.

The West Indies proved an ideal place to spend the month of November/December but we were very happy to arrive home in time for Christmas. January saw us in the middle of Exercise "Phoenix" which we all enjoyed as it was our first major exercise. In passing we would like to congratulate *Wave Ruler* for excellent communication co-operation at the end of last year. It was a pleasure to work with her. Although the novelty of being the first DLG has now worn off it is still surprising the great interest this class of ship holds in our Navy and others. Up to time of writing we have had sixty-four senior officers of Flag rank onboard and visitors, naval and civilian, number 40,000 of whom only about 30,000 were during 'ship open to visitors'.

H.M.S. DIDO

by LRO Rudd

Since our last article things have been happening with a whirl. All our trials were completed by mid-December and the Ship's Company went deservedly on Christmas Leave.

On the 1st January our Commanding Officer, J. W. D. Cook, was promoted to Captain and on the 6th we sailed from Portsmouth for an arduous work-up at Portland, which finished with our final inspection on February 19th. Life down there was hectic, to say the least, but luckily had its lighter moments.

At the time of writing we are in the Clyde area working with units of the 3rd Submarine Squadron, then next week sees us on a five-day visit to Liverpool (or should it be 'Beatleville'?). This is mainly to meet the population of Bolton. The town of Bolton adopted the last *Dido* and we are hoping to be able to continue the association now that the 'queen' is re-born. Several events have been arranged, including dances and two football matches; the thought of challenging Liverpool did cross our minds, but for some reason or other was discarded.

Our future programme includes a four-day visit to London and then to Chatham for leave and a rest before sailing for the Far East in April.

Finally, the lovers of Greek mythology will

appreciate the following signals which were exchanged recently:—

Dido to S/M Aeneas—

"It was thrilling being on top of my lover this morning. Thank you very much for your co-operation".

Reply—

"You were certainly an energetic partner".

H.M.S. DUNCAN

by CRS S. Barrett

Herewith is a report on *Duncan's* (CFPS) comings and goings—a yearly report is a good thing because the staff seem to change around after Christmas leave and the RS and CCY do the same at Easter.

After a refit in Rosyth, our base port, which lasted until May, we went to Portland to enlighten them in the use of voice callsigns and how to run their W.P. Programme.

After a week in Portland, we went to Portsmouth to enable the majority of our Ship's Company to have a long week-end, then returned for three more days, before inspecting the Home and Channel divisions and proceeding to Dartmouth for the annual 'Fishmeet'. This is the one and only time the Home, Channel and CFPS see each other together and is a good time for a jolly. Everyone plays everyone else at hockey, football, water polo, swimming, sailing, '22 shooting, etc. We didn't have a beer drinking competition—probably because *Duncan* would have won it anyway.

Then we went East about up to Lyness to inspect *Keppel* and back West about with the rest of the Arctic Division (*Malcolm, Palliser*).

Afterwards we returned to the fish business in Iceland, which developed into quite a busy and interesting patrol, with quite a few requests for medical advice and to deal with radar and radio snags, etc.

Watches kept are: Constant HNR, SOPS 'N', Constant L/S 2182, 2326, 500, 243 mcs and Channel 16, not forgetting Ship/Shore and Crypto, all with only one operator on watch.

From this nerve-wracking patrol we went to Copenhagen for a rest. What a laugh as no one got to bed before three a.m., unless he was broke. Then of course, back for summer leave to explain to the Mrs. why one had no money after being away three months.

From Summer leave we caught up with the NATO Exercise 'Fallex' and then once again back to Iceland for a very quiet patrol apart from the fact that a volcano erupted off the Vestmanna Island and was quite spectacular. After a short visit to Rosyth we moved to Hull—a Fish Port! No one can remember what happened there, but a few days later we found ourselves back off Iceland

if only to see how our volcano was getting on—and lo and behold, it is now an island, some 1,500 feet high and threequarters of a mile long.

We are now finishing off a Norway patrol which has lasted from 22nd January until 28th February. The patrol started at Oslo, took us north to Bodo, Tromso, Harstaad, and Alta. Apart from Oslo all the places mentioned are inside the Arctic Circle in spite of which we had very nice weather. All the staff have become quite proficient on skis during our visits to Tromso, Bodo and Alta. The sight of the CCY trying to make semaphore with ski sticks whilst lying flat on his back in a snowdrift was well worth seeing. Our visit concluded with the "Fish Olympic" ski meet at Alta, in which all and sundry entered the slalom and cross-country ski race but the Communicator's team, unfortunately, was eliminated in the first round.

Snags of the job

1. Ship/Shore is the biggest headache. S7 doesn't seem to work for us. We have had two routines daily with Rosyth W/T on CCN when we are not too far away but once up North we rely only on Ship/Shore and on four occasions we have called Portishead and succeeded in attracting the sharp ears of the operator at Portland; otherwise we would still have our traffic in the office. Many thanks. Norwegian Ship/Shore is well worth working, though signals seem to take about six hours to get through.

2. Keeping the RO3 (U) trained in all the aspects of the communication world is very difficult. We do very little V/S and EW and so they are falling over on this side, but on the practical side of W/T and Crypto they are all about. Having no training facilities at Pitreavie, though everyone is very helpful, is also a further drawback. What about building an S.T.C. there?

H.M.S. EAGLE

by CRS Fleming

As this is the first of *Eagle's* newsletters, we would like to give some idea of our set-up, generally, and to say that we hope, through the medium of THE COMMUNICATOR, to keep you up-to-date with our progress.

During the past four-and-a-half years *Eagle* has undergone a vast modernisation programme at Devonport, which, amongst other things, has rearranged the layout and nomenclature of communications offices.

The Central Communication Room (C.C.R.) is on 6 Deck and houses most of the I.C.S. equipment; one half of the room contains the Control and Maintenance Desk, Frequency Standards, Synthesisers, and Receivers, and the other half contains the Broadband Amplifiers, Filter Units and Transmitter Aerial Exchange.

In place of the B.W.O. in the island, is the Main Communication Office, which is a combined B.W.O. M.S.O., and Crypto Office. The equipment in the M.C.O. consists mainly of Type 12 teleprinters fed from the C.C.R. receivers or connected via the C.C.R. to transmitters for Fixed Services or inter-ship RATT.

UHF transmitter and receiver rooms are also situated in separate offices in the island. They contain the usual UHF equipment, although the remoting and termination at user positions in the Operations Room and A.D.R. is new and far too extensive to cover in this article.

HF common aerial working is employed using both masts and the funnel as radiating elements. Receiving aerials are mainly whips, forward and aft, feeding the receiver aerial exchange in the C.C.R. All offices are air conditioned as are all the messdecks and dining halls, so both working and living conditions should be comfortable in hot climates.

The ship has recently completed Dockyard Sea Trials. As the I.C.S. equipment was not available, a 'Ham Shack' was rigged up at the base of the mainmast with 618's, 612ET and a B28. A small number of Communicators were onboard and they were split up between the 'Ham Shack', M.S.O. and Flag Deck and every time the seaboard was called away, the M.S.O.'ist dashed away with a 625.



Probably not so well known to Communicators in general is the fact that *Eagle* also has the latest in V/S equipment: statically charged halyards. We herewith reproduce a genuine official photograph of *Eagle's* buntings at the hitching rail, sorry, RADHAZ barrier. Which one of them is the RADHAZ, A.S.W.E. will not disclose.

Owing to our small numbers, we have not yet been called upon for communal duties. On commissioning in May, however, we expect to provide a coxswain and crew for one of the ship's launches so if you are coming to "Eagle", hunt out those dusty *Seamanship manuals*.

EAGLE TRIALS (COMMUNICATION)

The Matelot and the Matey went to sea
In a beautiful Pussers grey boat.
They took CJA and FSA
To produce a five meg. note.
The Matelot looked at the shiny array
And sang in the C.C.R.;
"Oh, brainchild of A.S.W.E.
What a beautiful equipment you are".

The Matelot to the Matey said,
"What a wonderful thing it would be,
If, by saving some time and cutting it fine,
This equipment was working at sea".
But plans went amiss, as plans often do,
And the bits that we wanted they haven't come thru.
Too long we have tarried, the S.C.O's harried
And now he is in despair".

"Oh Matey. Can you find an equipment or two
To help?" Said the Matey, "I can".
So they hurried away and almost next day
A Ham Shack they started to plan.
They used TCS/CDF 612 together with 618,
And so Britain's latest and dare we say greatest?
Was able to communicate.
They sailed away for a week and a day
Near the land where the Oggies abound,
But ne'er could they send to nearby Lands End
Let alone hear the Liverpool Sound.

H.M.S. ESKIMO

by RO2 (G) P. J. Courtney

In February 1963, we commissioned and, like most new ships, underwent three months of Testing and Tuning Trials followed by the customary, 'Oh, my Gawd, Portland Work-up'. We still twitch when thinking about it, but it certainly served its purpose. After the work up we returned to Portsmouth for G.S.L. before sailing for the "Gulf". Whilst at Portsmouth we received a visit from our adoption society, Eskimo Foods Ltd., in the form of Miss Eskimo 1963, and her three runneis-up (very nice too!), and also a visit from a real live "walking" talkin' Eskimo, Miss Panegoosho, who had come all the way from Alaska.

We then sailed for Gib, where Rear Admiral Sinclair DSC, CB, a former *Eskimo* Captain, told us of the high standard achieved by the previous Tribals during the last war; we're trying anyway.

Then we made the usual Malta and Suez calls and eventually arrived at Aden, where we met one of our sister ships, *Nubian* and, in company with her and *Victorious*, had a little "dicky" exercise before heading to "The Monastery" of Bahrein for a self maintenance period. On completion of this, we took part in Exercise "Midlink 6" at Karachi, where "bunts" certainly made himself, or rather themselves, known.

Leaving the Indian Coast, we went to Zanzibar and then to Mombasa for Zanzibar and Kenya Independence celebrations and a most enjoyable three weeks was had by all. Time passed very quickly and before we knew what, it was back to "The Monastery", via Aden for a few rabbits, and another S.M.P. This was cut short and we quickly returned to Mombasa because of the East African crisis, which brings me up to date.

24th ESCORT SQUADRON

by CCY E. A. Crouch

Can it be coincidence that the editorial staff of the communicators' comic set a deadline for contributions at a time when outside interests are greatest? On the last occasion, the Chevrolet on the Manila jetty almost departed for the baronial bunfight without the radio rag representative. This time, *Duchess* is preening herself alongside the well-known strip of concrete in the lee of the "Peak". For the starry-eyed screamagers whose drafts have yet to take them East of Grinstead or West of Ham, the "Peak" is the mountain scenery of Hong Kong; at night, a dark bulk girdled by strings of fairy lights like serried ranks of pearls on a stately bosom. Not that the old lady diminishes the glow of massed neon barsigns in Wanchai, nor loses any of her own grandeur to the skyscraper of "Central".

The months between Manila and Hong Kong have been the usual daily toil, represented regularly by ships contributors in these pages, of the kind which has no poetical value nor commercial use for those advertisements beginning "Only 17 and he's in Trieste". There were the weeks of faithful adherence to the W.P.P. Then a solid month of pressure-cruise, succoured by a succession of auxiliaries supplying fuel and biscuits, milk and mail. "Walk back Jackstay" on the fo'c'sle was a cry more familiar than "Here you are then" in the China Fleet Club. That period was rounded off by spending Christmas Eve de-ammuniting, on arrival in Singapore; all good escapist stuff for the first day "in". Immediately after Christmas, the docking began, with all the nausea of windy-hammers, littered decks, obstacle-course flats and passages, and the noise, dirt and chaos synonymous with the phrase "in dockyard hands". Inevitably, like most, *Duchess* sailed with acres of wet paint, but unlike most, on time. (Have you ever noticed all the wet paint in this section? Who owns all those ICI shares?)

The Squadron is, as officially defined, a type organisation used mainly for administrative purposes. Tactically, we wave our caps when passing and think of all the rude signals we could have sent when the other is hull down on the horizon astern. *Barrosa* recommissioned before Christmas and worked-up in the Singapore areas. *Caesar*, modernised in order to be reinstated to the peerage as Leader of the newly-forming 25th Escort Squadron, has been dragged from the proverbial mountain

of beer cans in Singapore Base. With a decimated crew, the others having been shanghaied long ago by a zealous drafting authority, she is completing trials. *Lincoln's* present commission has drawn to its close with a final outer perimeter patrol of the coconut circuit, covering the far-flung from Gan to Borneo, with stand-easies at Hong Kong each time round. Only once, since the last edition, has she come within "Walk back Jackstay" range of the Leader. The Kiwis have rejoined the Squadron, this time aboard HMNZS *Taranaki*, who arrived on the station via a taut work-up with our colonial cousins at Pearl Harbour. Her communicators consider that Portland is a picnic compared to the pleasantries devised at Pearl.

The struggle to combine the branches goes on. As time goes by, the proportion of staff who know less and less about more and more gets larger. The ultimate end of knowing everything about nothing seemed near on a recent occasion, when the middle watch bridge radio operator said he couldn't see the lights of a ship, three miles off, through his binoculars. *Nobody had shown him how to remove the leather eyepiece guards.* . . .

Notice the careful phraseology avoiding bow-and-arrow terms like "Bunting", "Sparker" and "Signalman of the watch".

Stop-press news is that *Duchess* is being loaned to Australia to replace the tragically lost *Voyager*. By the time this appears, more details may be known to the readers than are known by the writer, but it's possible that the Summer Edition may carry an article headed HMAS *Duchess*. The editor is almost guaranteed to demand the contribution on the last night's shore leave in Sydney.

H.M.S. LEVERTON (7th MSS)

For all you Communicators who don't know we even exist, and just in case you may find yourself 'lumbered' with a draft chit to this little island paradise of ours (joking of course) in the Central Mediterranean, we are six in number and comprise *Walkerton* (leader), *Stubington*, *Shavington*, *Crofton*, *Ashton* and, of course, *Leverton* (C) and a very industrious lot we are too. Life is never dull—"Here there and everywhere", that's us, and we have seen most of the Mediterranean, from Izmir, Turkey in the East to Palma, Majorca in the West and, apart from "roughers", we do quite well for ourselves.

Communication-wise, we are coming up in the world and most ships are now being fitted with an extra receiver (CAS or CAT). *Leverton* is still hanging on to her "old faithful" 86M; it will be replaced soon by a wonderful piece of equipment called the "696"—UHF at its best. Three ships of the Squadron are already fitted with it and the rest of us are eagerly awaiting it.

We say "Hello" to all Communicators who have served with us, and "Welcome" to all those who are coming our way. This is an RA draft and the accommodation ashore is no problem.

H.M.S. LEANDER

So far, *Leander* has not been represented in this magazine because of the amount of sea-time we have had, and also because we have rarely been working in four watches.

We commissioned on 26th March, 1963, at Harland and Wolff, Belfast, and within ten minutes of stowing our kits on board, we had the MSO working and since that time we have had more than our fair share of traffic. The Senior and Junior Rates have their own separate dining halls, and the standard of messing satisfies everyone. Everyone has a separate bunk, locker, suitcase stowage and boot locker, so it's farewell to seat lockers for good, we hope.

After seven weeks testing and tuning, we arrived at Portland on 15th June. As we were the first of the class, our work-up produced many surprises but we survived and proved that the *Leander* class is a very fine one. Our "Distex" brought a laugh when LRO(W) Saagar, with help, brought a chopper in to land on the dockyard car park; the snag was that it wasn't the chopper taking part, but there were no repercussions.

Later, we sailed for trials and to date we have had S/M's *Narwhal*, *Rorqual*, *Aurochs*, *Totem* (T) to assist us; we have also been in company with *Bronnington*, *Brinton*, *Monkton*, *Whitby* and the R.F.A. *Bustler* which, at times, have formed our Task Force and some of us refer to them as the "Bell-Davies Battle Squadron", Cdr. Bell-Davies being our Captain. Many of us found the trials boring as they consisted of long stretches of solid "pinging" and flying off the Supply Officer's new toy—he being the F.D.O., but after seeing two C.M.S.'s doing a jackstay transfer in a force 8 we realised that they were probably just as bored but were not as comfortable as we were.

On 15th September, we were ordered to sea to rescue *Icewhal* who had lost a screw; we sailed immediately and left 1 LRO(G), an LRO(W), an LRO(T) and an RO3(T) ashore, and they thought they were "laughing" as Falmouth was left "open" to them. However, *Leander* arrived on the scene, got a line across to *Icewhal*, and within six minutes was under way with *Icewhal* in tow. Four hours later she returned to Falmouth so we, the stranded few, didn't spend the night in a hotel after all.

Our first foreign trip was a thirteen-day visit to Gibraltar and this was most enjoyable, the border attracting both organised and unorganised parties. A forenoon at sea with wives, WRNS, WRAF, WRAC and nurses followed by an afternoon with RAF, Army and Dockyard personnel was also a great success. We returned to Pompey and then, in company with *Urchin*, went to Cherbourg to collect some Army Cadets and then it was back to our old stomping grounds—the Western Approaches—for more trials. During these trials, the LSBA from S/M *Rorqual* was taken ill and was transferred to us for onward transmission to hospital ashore

under very unpleasant conditions. Eventually, we arrived in Londonderry and, in company with many other ships, sailed to take part in "Limejug '63" where *Leander* proved that she can more than hold her own, our new equipment proving very effective.

To date we have steamed over 30,000 miles and have been visited by a large number of high-ranking Service and political officials and countless other people. On *only two days* during the year have there *not* been trials parties on board.

P.S.—To whom it may concern:—

The ship's signature tune is "Never on a Sunday" but we've sailed on six Sundays and have had nine other Sundays at sea. Why not try a Monday? We'd all appreciate it.

Finally, the following exchange of signals took place during work-up:—

FM FOST TO *Leander*

On entering harbour today your scuttles were either open or the dead lights were down.

REPLY.

FM *Leander* TO FOST

Your —Z. Regret no scuttles can be opened. No dead lights were down. Submit salt spray on glass may have created optical illusion.

WAIT FOR IT.

FM FOST TO *Leander*

My —Z. For open read dirty.

You can't win.

H.M.S. LLANDAFF

by RO2 T. J. Coates

Our much awaited visit to Cardiff in November, certainly lived up to expectations, and the hospitality of our "home" port's public was overwhelming. Never have five days passed so quickly, and there was never a sadder departure.

Following our brief sojourn in Wales, we had a maintenance period in Devonport during which we took some leave but did not know what was to happen afterwards.

In early January we made our way to St. Helier, in the role of a ferry, and Dr. Beeching was "seen off" for some seventy Sea Cadets ferry fares.

Then came the time for us to leave Portsmouth and we did so with long faces because we were to add a touch of Wales to two Atlantic exercises, and then had to begin our second leg East of Suez.

The first exercise—"Vendetta", hardly a blood-feud, was classed more as a washout, but after the completion of that one, we joined the others of the "Fabulous Bird" ilk, and one minute we were screening, the next steaming ahead to take picket station. This was much more successful, and we were grateful to *Hermes* for her postman duties.

From the time we left Portsmouth, we had steamed some 7,300 miles before we arrived in Gibraltar. There, we stretched our legs and stomach linings

by playing soccer and drinking pints of ale! The Communicators, combined with the S & S personnel, played their way into the final of the inter-part soccer tourney, and were unlucky to lose on a corner count. The CCY played for the CPO's, and we sadly missed his services in our team.

All the hard work put in sprucing the ship up for the Med. trip, was soon spoiled by the "roughers" we hit; however, the Navigating Officer assures me, that we did turn left on leaving Gibraltar.

The "T" department are attempting to reach the hundred-up mark in the merchant ship returns. (Anything to get a mention in an AFO).

In the BWO, the "scandal mongers" and news editors issue a daily paper, under the able "four" eyes of the CRS, who, by the way, can paint a Craftmaster and edit a paper at the same time!

We estimate that we will have steamed 91,510 miles by the time we arrive in Aden, and so we should exceed 100,000 for the commission.

H.M.S. LOCH FADA

by LRO(G) P. Turton

In writing this article I feel at a certain disadvantage, for in the three months of commission we have only had two days at sea, and therefore communication-wise, little has happened.

On arrival at Hong Kong on November 23rd we were billeted in Lye Mun barracks whilst the 'old lady' had a much needed refit in Taikoo Dockyard. This did not mean that we were left to our own devices however, and COM HONG KONG quickly grabbed four of us for duties in the C.R.R. for the Christmas rush, which proved to be very profitable for 'up homers' runs for which we were most grateful.

The staff is ably led by the Navigating Officer, Lt. Stock, but I wish to dispel any rumours that at the end of this commission he is to take up an appointment in command of a "Trojan Slaveship". Next in line comes CY Howell, who has the gruesome task of governing LRO Bounds, RO2 Wales, RO2 Jordon, RO3 Eldridge and RO3 White. Down below in W/T the roost is ruled by RS Bradford, probably known to many a poor ex-Ganges boy of recent recruitments. His hutch is staffed by LRO Turton (that's me), RO1 (Brendan B.) Madden, RO2 Lowman, RO3 Duane and RO3 Riddell.

When this appears in print we will have left Hong Kong and the delights of the "Suzy Wong" and "90 Cent Bars". We have a lot of cruising ahead including something called "Jet", which baffles a lot of us. Borneo looms ever closer, but it seems to have a steadying influence on a lot of us, judging by the bank allotments which are being made.

H.M.S. LOCHINVAR

It appears that some time has elapsed since the last contribution by the Port Edgar Nymphs, so, in an amateurish copy of Ian Fleming, we are now endeavouring to rectify this omission.

The base, on the opposite shore from Rosyth, is becoming more important every day and we are growing up in much the same way as the new Forth Road Bridge, in whose shadow we work. In fact, so important that we are seriously considering opening up a new office with the title 'Sobs'—Bring your personal problems to —(?)— and he will sort them out (or sort you out). If successful we may yet see Admiralty issuing new AFO's.

Interesting news is that a number of Minesweepers are being converted to a new role as Minehunters. When suggestions for names for these Sweeper/Hunters was asked for by Captain MCM (Home), among those that emerged was HOOVER (beats, as it sweeps, as it cleans); others were SHUNTER and Coastal Hunter/Sweeper (CHS). These suggestions have been forwarded to that mysterious 'Proper Authority', whereas ours lie in the waste paper basket, as, in honesty we cannot print it here.

Just lately there have been quite a number of drafts, with more pending, and the Squadron and Base have seen many new faces. The Squadron RS—RS Chaplin has gone to *Whitby* and his place has been taken by A/RS Clink. We are now waiting for the hustle and bustle to subside somewhat, though the Sweepers still sail on time, frantically pursued by some late drafts.

Plans are also afoot for some revolutionary changes in the equipment of CMS's. The old faithful 86M is slowly being replaced by type 696 and there are whispers of RATT being installed. This pen-scribbler is now foreseeing the day when the communication complement in minesweepers may equal that of a frigate, unless we are still to undergo that curse of Seamen Officers—Jimmy-the-One—saying we still loaf (neither denied nor admitted) and having to do the work of ten.

H.M.S. LONDON

After three months in commission things are settling down nicely; the loose ends are gradually falling into place and various mysteries have been solved. As one would expect in a new ship, there are many innovations in the ship's organisation. For instance, cleanliness of the gun turrets and training the guns fore and aft for entering and leaving harbour are the responsibility of the *Chief Electrician* and not the *Chief G.I.* It is possible to travel from the bilges to the top of the masts without seeing the light of day, and to walk along the passages and flats at night without falling over sleeping bodies "billeted" there. The ship can be under way from a cold start within a very few minutes thanks to the gas turbines, and the engineroom is often ready for sea before the seamen can raise the "hook". We have even had the *CRS* fallen in for entering harbour—the first time in his career.

The staff has been unaffected by drafting changes so far, except that CRS Ireland, having reached the dizzy heights of CRS., has been "rewarded" by being detailed as CRS of *Devonshire* for her second

commission; RS Hamlett will be joining us from ASWE in lieu.

The communications side of things has been fairly quiet so far, and for the last twelve months we have existed on one Type 618/CAS, officially. A very versatile 618 though, because at one time in our sea trials we were expected to man 8 U.H.F. and 5 H.F. lines with it! However, all the radio gear has now been accepted and, ironically, on the day after our radio acceptance trials we found ourselves as O.T.C. of a large Search and Rescue operation, in a fruitless search for the pilot of a crashed Seahawk.

The ship's policy is to work the division as one unit, interchanging (G), (T) and (W) to a large extent. There has been no holding CCY Jones since he raised Malta "first shout" on ship-shore and, in fact, although all the staff are already specialised, the interchanging is effective and gives good background knowledge to all our 40-odd prospective S.D. candidates.

We are now affiliated to the London Division, R.N.R., for communications training purposes, and hope to strike up a good liaison with them in the coming months.

The communicators' mess has been improved almost beyond recognition, thanks to tons of effort and a good deal of expense by the inhabitants. It is surprising what a bit of curtaining and hardboard covers can do to a pusser's messdeck, and it now compares favourably with many Senior Rates'

messes at sea. On the recreational side we have provided players for the ship's hockey, rugby, basketball and soccer teams, and the "Comms" soccer team has an unbeaten record at the time of writing with wins against *Devonshire* Comms (twice), *Hermes* Comms, and our own Weapons and Radio department, and a draw against the Chief PO's. We are not quite ready to take on the Spurs, but are willing and eager to meet any "Comms" staff at any game, indoor sports of all kinds included, and hope to give a good account of ourselves.

It is with much regret that we say goodbye to our S.C.O. Lieut.-Cdr. Gilchrist who has had to leave the ship through sickness. We all wish him a speedy recovery.

H.M.S. LONDONDERRY

by RS J. H. Bailey

We shall soon be on the way home so this is probably as good a time as any to give a precis of what has happened to *Londonderry* during the past twelve months—our foreign leg on the West Indies Station.

From the week we arrived on station, and for the following six months, the situation was hectic to say the least. We had been in Bermuda for three days, recuperating after an extremely rough passage during which we encountered winds up to force 14,

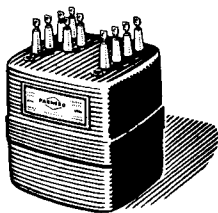
Parmeko

are specialists—naturally. How else could their

transformers, chokes, and transducers acquire such a high reputation—universally? Specialist plant

is able to make the best use of time and money—automatically. Specialist technicians ensure that

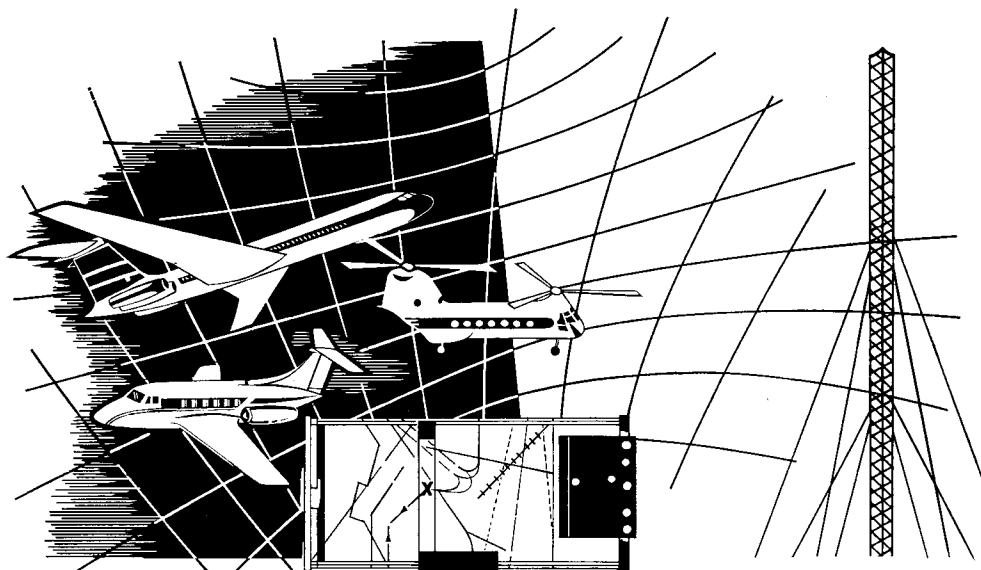
Parmeko equipment meets every specification



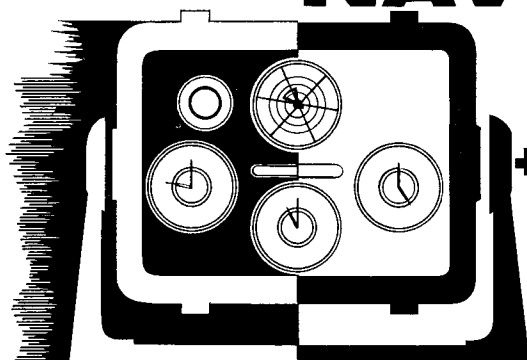
-precisely-

PARMEKO of LEICESTER

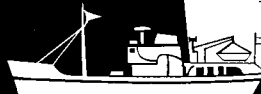
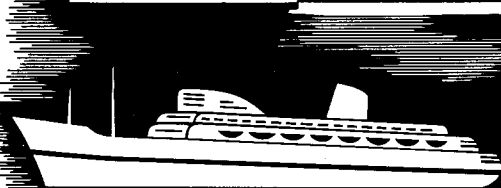
Makers of Transformers for the Electronic and Electrical Industry



THE DECCA NAVIGATOR



The world's
most accurate
navigation
system



THE DECCA NAVIGATOR
COMPANY LTD
LONDON

when we were rushed down to the Bahamas offshore islands where preparations were being made by Cuban exiles to carry out an attack on the mainland of Cuba. During one of these weeding out operations, LRO Stocker was awarded his BEM for gallantry.

We were relieved on task and returned to Bermuda where we were to have a much needed maintenance period, but no such luck; immediate sailing orders again, and it was down to British Guiana for internal security duties during racial riots there. Again we were relieved and returned to Bermuda, but three days after arrival, a very familiar signal—Emergency, from SNOWI to Londonderry, proceed forthwith at best speed . . . this time there was a general strike in British Guiana which coincided with a possible invasion of Haiti by Dominica. It was undecided where we should go, so we steamed south awaiting diversion. Meanwhile a flash signal to *Caprice*, who was transiting the Caribbean and was bound for home waters, brought her rushing to our assistance. She stood off Haiti ready to evacuate any British subjects, whilst we proceeded to British Guiana, and before we knew it, the hurricane season was upon us. The worst one of the year, and indeed the worst on record, was "Flora". With her 150 m.p.h. winds, she swept through the Caribbean leaving nearly 10,000 dead and millions homeless.

During the month of May we handled nearly 2,000 signals, which consisted mainly of 153,000 groups of code, and 96 telegrams. During August we again handled a similar amount of traffic, most of which was to or from SNOWI, who was embarked. Anyone who looks upon this station as a jolly may also be interested to know that during the first five months we made two visits, both operational, to Georgetown, British Guiana, and Nassau, Bahamas.

August 1963, with Commodore E. B. Ashmore embarked, we sailed for a nine-week cruise around the islands, during which both CY Davis and I received our Acting Local Chief Rate. At the end of the cruise we said farewell to the Flag Lieutenant, Lieut.-Cdr. Faulkner, who was relieved by Lieut.-Cdr. Boys-Stones.

We were all extremely pleased when *Tartar* was attached to the station to assist in the continuous patrol of the offshore British Islands around Cuba. Our vigilance was also greatly increased by a detachment of four Shackleton aircraft from St. Mawgan, although this meant another net to man in addition to the six already operating. The situation was expeditiously handled by *Mercury*, who drafted an LRO and three RO's to the Bahamas Patrol Ship as additional staff. During our numerous patrols we have taken onboard nearly 200 Cuban refugees or exiles, transferring them to the U.S.C.G. at Miami Beach, Florida.

At the time of writing we have just returned from a three-week visit to the United States and have exercised with the U.S.N. We were taken on a sightseeing tour around Miami and Miami Beach, and among the places of interest we saw were

"Sonny" Liston's training headquarters, Al Capone's winter residence, the location of the TV series "Surf Side 6", and a train that had been dynamited that same day. Definitely the best run ashore this commission.

PRIZE WINNING FEATURE

DEEP WATERS—NO SHIPS

H.M.S. OWEN

by RS K. J. Jackson

Oceanography, triangulation, magnetometers, galvanometers, tellurometers, bathythermograph, sounding, coastlining, bottoming, etc., etc., an imposing array of words from a dictionary's stomach. These, however, become everyday words of the communicator on board a survey vessel, but work behind many of them is made more efficient and easier with the aid of a radio.

To those of you who may be waiting to join a survey ship, let me give a few hints.

A full working knowledge of portables is not only useful, it's a downright necessity. To get through two years surveying without gaining ten years in age, it is essential to fathom the mysteries of a 622 and 615, as well as the "10-man portable" Mullard. The portables used in the Service at the moment need constant attention and patience to keep in working order. They are often expected to produce results far and above the specifications of the makers, and to do this they have to be coddled and understood.

Life onboard *Owen* during the past two years has been full and exciting. On joining the East African station to survey the coast I found it very interesting because it was entirely different from any I had encountered before and so by trial and error, I learnt a lot. Having stumbled through the first couple of months, and drank myself back to normality over Christmas, I was ready to start 1963 confidently.

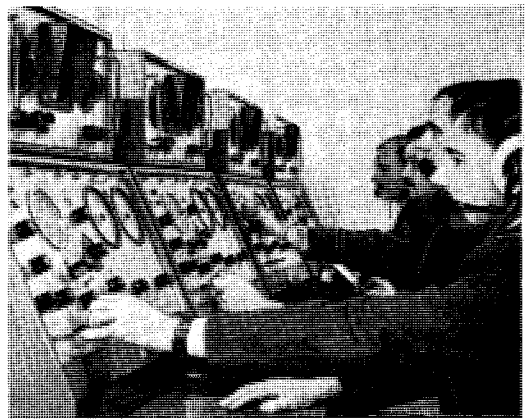
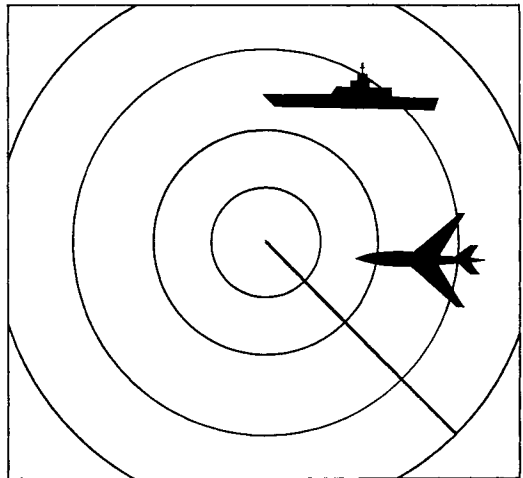
Then came trouble in the Maldives and we had to stop our survey and make a bee-line there to act as a communication link, and not having a very large staff, life was extremely hectic for the two weeks we were there.

On being relieved of this duty we resumed our survey work. Part of this consists of equipping our five boats with 622 and 615s for continuous communication throughout the day whilst they are coastlining, setting up shore marks, or steaming up and down taking lines of soundings at right-angles to the coast. As these lines often end amongst the breakers in shallow water, the bridge is always keen to be reassured that the boats are safe. If contact is lost, the ship may have to return from her separate work to check up. The boats are usually away by 0715 and back some time around 1730 each day—a long day, as those who have served in these ships can testify.

Our most interesting work, apart from the crises we have had out here, has been the oceanographical work in connection with the International Indian



Part of Controller's Desk in the large action speed tactical trainer supplied to the Swedish Royal Navy.



Simulator Target Control Units in Equipment Room, Central Air Traffic Control School, Royal Air Force, Shawbury.

Simulation Systems

Training and evaluation by means of simulation has become increasingly important as modern systems of detection make the problems of interpretation and reaction more complex. The Simulation Division of the Solartron Electronic Group Limited has, over a number of years, acquired unique experience in the design and construction of simulators for radar and other applications.

If you carry responsibility for radar or sonar training, or for the safe, efficient operation of aircraft or ships – civil or military – you need to know about the Solartron simulation systems.

These important modern equipments permit training of operating, controlling and executive personnel under conditions of complete authenticity, without risk, and for a fraction of the cost of live training.

Solartron simulation systems cover a very wide field of applications, and range from compact marine and air traffic control trainers right up to the largest analogue and digital machines.



For further information, please write to:

THE SOLARTRON ELECTRONIC GROUP LIMITED (Military Systems and Simulation Division)

Victoria Rd · Farnborough · Hants · England · Phone: Farnborough (Hants) 3000
Cables: Solartron · Farnborough · Hants · Telex: 8545 Solartron Fnbro

Other Solartron products include radar video map generators, analogue, digital and hybrid computers, data logging systems, transducers, oscilloscopes, dynamic analysis equipment, digital and general laboratory instruments.

M & P 5169

A MEMBER OF THE SCHLUMBERGER GROUP OF COMPANIES

Ocean Expedition. Last season, this consisted of a preliminary reconnaissance of vast areas in the middle of the Indian Ocean and *Owen* did the first detailed survey of a mid-ocean mountain range; this involved anchoring eight beacons in 2,000 fathoms of water almost 1,000 miles from land and examining about 4,000 square miles of sea-bed. All very well for the scientists and surveyors, but the communications staff saw only one ship in the twenty-seven days spent out of sight of land. This work however enabled the new R.R.S. (Royal Research Ship—not Retired Radio Supervisor) *Discovery*, to start her work immediately she arrived in the area. This season the two ships have worked together for a while on a seismic survey of the bed of the Indian Ocean between Mombasa and the Seychelles, and around the Seychelles Islands. We had to provide an inter-ship link so that the time of the explosion of 100 depth charges dropped by *Owen* could be transmitted to *Discovery*, who would then measure time intervals between echoes and use these to determine the nature of the sea bed. One thing we are proud of is that this method of working enabled us to get the world record—the Americans previously held it—for penetrating deepest below the earth's surface.

Towards the end of our commission, we had the opportunity to show that we hadn't forgotten our normal run of duties during the Zanzibar, Dar Es Salaam and Mombasa troubles and the whole staff was kept flat out for a considerable period. One moment of light relief during this period was the *misprint* in a signal from Admiralty requesting ships to keep GOD and Admiralty informed of their daily position. We are still wondering which watches He keeps and on what frequency.

For those who might want to keep in touch, here is the staff: LRO(G) Knight, LRO(T) Fox, RO(G) Welford, RO(G) Saunders, RO(T) Reynolds.

H.M.S. PROTECTOR

At the time of writing, we are sampling some sub-tropical warmth just prior to arriving at Montevideo and it seems hard to write about all the ice, snow, bitter blizzards and gales of the past weeks.

Protector left Portsmouth in mid-October, after many fond farewells, only to land up at Portland to carry out a disaster relief exercise. This was a very necessary part of our curriculum because we would be the only British warship covering many thousands of square miles and likely to be called upon in any emergency.

Our work-up/shakedown continued as we steamed south and eventually we came to our first port of call in Brazil, Fortaleza. Unfortunately the port is quite a long way from the town but taxis were plentiful and cheap and everyone had a good run ashore. From there we went to Santos which was our last call on civilisation. Santos is probably the biggest port in Brazil and has a fair sized city to go

with it and, of course, many delights to attract the unwary sailor. Opportunity was taken by many to visit Sao Paulo, the old capital city of Brazil, by fast motor bus along a fabulous mountain road, which made the M1 look like a country lane.

Having posted our last mail for a couple of months, we then sailed to Port Stanley and spent two days ocean sounding and looking for a few uncharted shoals (which we never did find). The weather was surprisingly warm and sunny in the Falklands and it has been said that their summer was better than ours in UK last year. After spending a few days in Stanley, renewing old acquaintances and making new ones, we went south to rendezvous with RRS *Shackleton* to start the seismic survey. The method of surveying the ocean bottom involved the dropping of charges from one ship, exploding them at a certain time and listening with sensitive hydrophones in the other ship. Unfortunately, after the first charge had exploded, a serious accident occurred in which two ratings were killed and a third was seriously injured and a few others were slightly injured. The seismic survey was immediately cancelled and we made best speed for Stanley to land the seriously injured man. There we again struck a bad patch by meeting a force 10 gale and were hove-to for 24 hours. However, we managed to reach Stanley in good shape and the helicopter was soon flying off the patient to the local hospital. Then we had an unexpected visit to Punta Arenas for the Board of Enquiry, which provided a further opportunity to post off mail for Christmas.

Christmas was spent at anchor in Port Stanley and an excellent time was had by all onboard. The Captain did 'rounds' with the Cox'n and runner dressed like 'Mr. Claggart' and 'Squeak' from the film 'Billy Budd'. One of the messes onboard transformed itself into a Chelsea cellar-type club and called itself 'Club 20'. Races ashore on Boxing Day allowed certain people to imitate their favourite cowboy and the Captain RM actually won a race. And so, with many hangovers and increased sales of Alka Seltzer, we set off on our first trip to the ice on New Year's day.

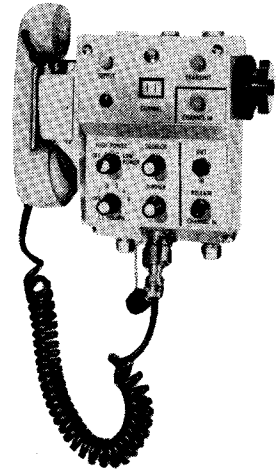
It has been a very hard winter in the Antarctic and the ice was very slow in breaking up, leaving great fields of impenetrable pack ice along practically every route to the bases along the Grahamland coast. Both RRS *John Biscoe* and RRS *Shackleton* had had difficulty in reaching Deception Island, which is normally wide open before Christmas, and so it was with mixed feelings that we pointed our nose toward Argentine Islands base. We managed to get within about 25 miles of the base, after passing some of the world's most beautiful scenery, but the best we could do was to give them their long-awaited mail by helicopter. After landing the Marines for ski training, we answered an urgent call to take a spare part for the BAS aircraft at Adelaide Island. We stayed on the edge of the ice and flew the part to RRS *John Biscoe*, some one mile in from the edge. She was locked in the ice for



Where equipment must operate with unfailing dependability—often under the most searching conditions—S. G. Brown microphones and receivers, vital links in the chain of communications, are chosen by leading manufacturers. Built to uncompromising standards of reliability in a modern factory planned with extensive development and production resources, S. G. Brown units are in daily use in communications equipment in the air and sea lanes of the world, in research and industry. With more than fifty years experience, S. G. Brown Ltd. are at your service for the production of microphones and receivers for any known use and situation. Write to us today with details of your requirements.

* LINES OF COMMUNICATION BEGIN..

AND END WITH S.G. BROWN



The Pye 28 Channel FM/VHF Marine Radiotelephone, Type PTC 8306, shown fitted with an S. G. Brown Handset is designed to provide full v.h.f. communications facilities between ships and port authorities, harbour, docking, and pilot services at any port in the world recognising the Hague Frequency Plan. Pye Marine Radiotelephones are used by the Manchester Ship Canal Company and the Medway Port Scheme.

 **HAWKER SIDDELEY**
COMPANY

S. G. BROWN LTD., KING GEORGE'S AVENUE, WATFORD, HERTS

Telephone: Watford 23301

Telegrams: Radiolink Watford

Telex: 23412 Radiolink Wtfd.

about 10 days before freeing herself, and was then able to proceed to the base. We returned to our original area of operations, where the ice conditions were not improving, and the United States icebreaker, *East Wind*, was encountered, smashing her way through pack ice to set up a base nearby. She very kindly offered to make a way through the ice for us down to the Argentine Islands base. After about 8 miles of buffeting and banging our way through the broken lumps behind the *East Wind*, the Captain decided that he couldn't take any further risk and asked the *East Wind* to get us out again, which she did. It was a beautiful sight to see her just gliding over the thinner patches or rocking her way through the thicker stuff. She is built to crush ice nine feet thick and certainly demonstrated her ability very favourably for us. Now having got out of the bad ice, we recovered the Marines and deposited the party in Discovery Bay where they stayed, with their survey boat, for about three weeks.

On return to Stanley, amid fine weather, feverish preparations were made to get the ship ready for the visit to Montevideo, where the CINC embarked for a short tour of some of the British bases in Antarctica, disembarking at Punta Arenas in Southern Chile. While in Stanley, the sporting highlight was the third leg of the Stanley shield, which *Protector* won.

The climax of this season's work will be the survey of the South Sandwich Islands. This will be done on a grand scale with a headquarters, complete with radio station (612), set up on Candlemas Island. As far as is known, no actual landing has ever taken place on Candlemas before, as it is almost impossible to effect a landing from the sea. This survey lasts for three weeks, after which we proceed to Capetown to be inspected.

H.M.S. STRIKER

by LRO(G) D. Alderman

Striker recommissioned at Bahrain on 14th January. The commissioning ceremony was held on the tank deck and was enlivened by the band of the Parachute Regiment, free beer and a large commissioning cake. Hardly had the guests left than we were caught in our first "Shamal". A force 8 wind covered the ship from top to bottom with sand, which set back the cleaning programme considerably.

On the 12th of February, "B" Squadron of the 16/5th Lancers came aboard with their weapons, which were embarked in a day. The Navy/Lancers bond was tied and duly celebrated by a naval opera in the Lancers mess that evening, which was enjoyed by all concerned. Then on the 19th February we were due to sail for our first exercise, landing the tanks and vehicles on one of the remote islands in the Gulf. We hope that this time we shall not spend as long on the beach as during our work-up, when we beached too hard and failed to refloat for some considerable time. Apart from our monthly amphibious exercises we have visits arranged to Kuwait and to the island of DAS, where the hospitality is superb and the main sport is beer.

H.M.S. TARTAR

We are on our way to Bermuda for a self-maintenance period where SNOWI will embark. We also meet up with the 17th F.S. This place is getting really crowded; still we look forward to a trip to Washington and Norfolk next month.

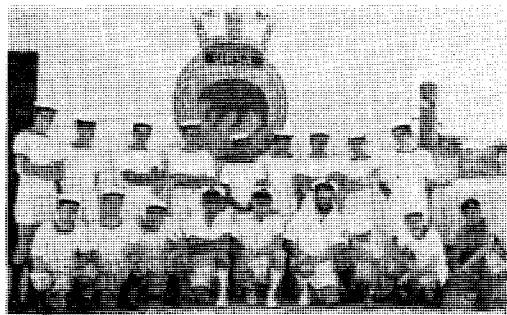
Meanwhile, down in the jungle we have to communicate. This mainly consists of LR Broadcast, which has been very reliable indeed since we first set watch last August. For a frigate our traffic volume is high, so we have plenty of ship/shore to keep us occupied. The real trial comes on patrol, when all our HF gear is in use, mostly by the "Ops" Room.

For those of you who like fast CW circuits, then this must surely be the station you are looking for. Whilst working the Coastguard station in Miami, it is not unusual to be given QRV-QRQ 35. The "bug-keys" which the Americans are so notoriously noted for using, are by-passed by the Coastguards! The majority of them now use electronic keys, and they are a joy to listen to. We would like to say a special word of thanks to the two Coastguard cutters USCG *Nemesis* and *Ariadne* who operate in that particular area. Both have a very fine staff of radiomen and are always pleased to help us in any way possible.

Our recommissioning is phased, and the first of the newcomers arrive sometime in June, which means that we lose our R.S., 3 RO(G)'s and 1 RO(T).

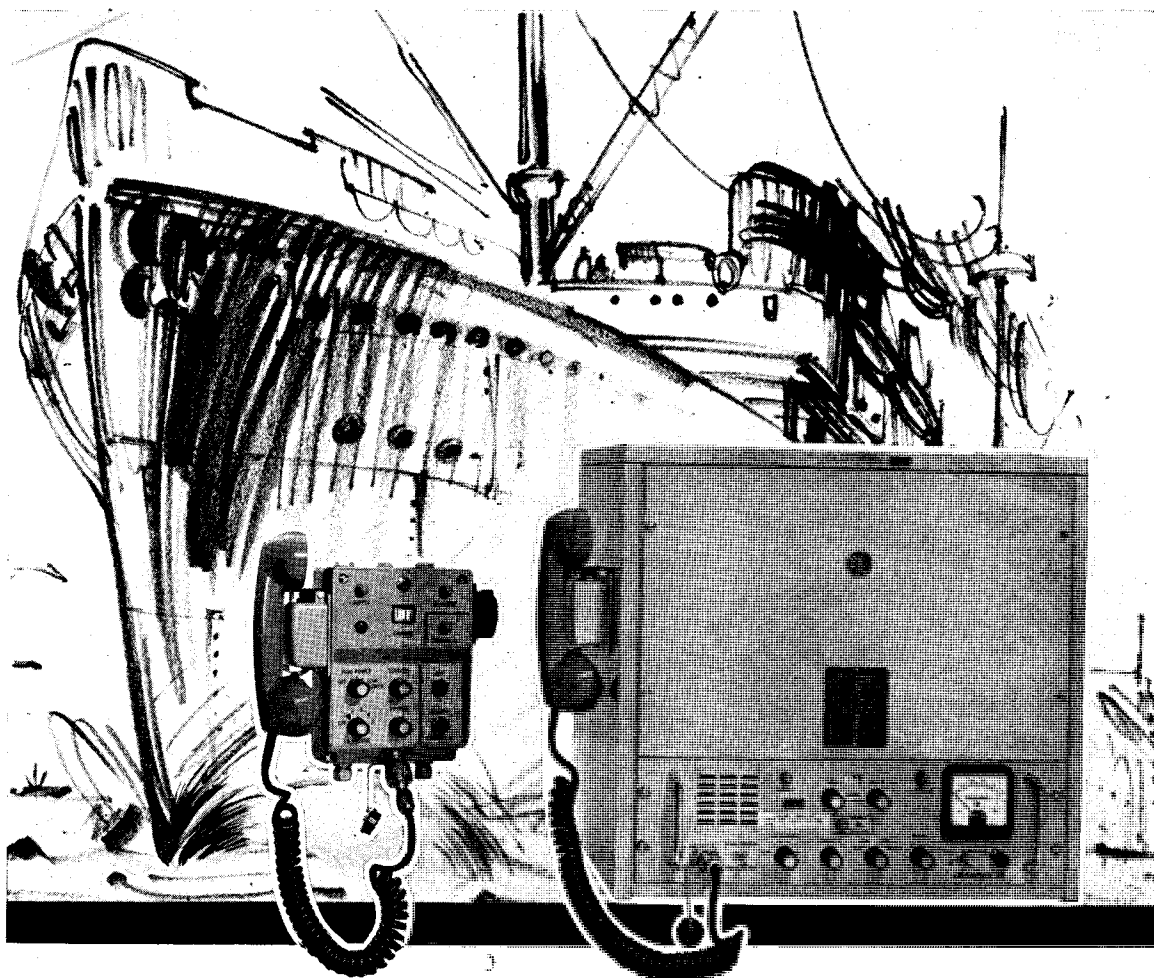
H.M.S. URSA

by RO1(G) Ted Scott



The ship has been on patrol in the Bahamas several times, and sparks and bunts alike have been well and truly on the line due to the extra number of circuits involved. As a break from the monotony of patrol routine, we took SNOWI on a cruise round his rather large domain, accompanied by his staff. This was an interesting tour in more ways than one, but the highlight was certainly considered to be Puerto Limon, Costa Rica.

Recently we gained four new members to the Branch, who were originally intended for *Tartar*, but somehow clewed up on "The Great Bear". We were glad to have them, and they have certainly proved their worth.



28 CHANNEL F.M. International Marine Radiotelephone

The Pye International Marine Radiotelephone Type PTC 8306 provides for world-wide coverage of all marine v.h.f. FM services as outlined in The Hague Frequency plan.

The equipment meets fully the requirements of the Hague Convention and provides communication between ships and port authorities, harbour master, docking and port services in any port area in the world using the Hague channels. Direct communication between ships is also provided. Calls can be made to any telephone subscriber via the Public Correspondence channels. The equipment is supplied with a watertight bulkhead

mounting remote control enables it to be mounted in any convenient position in the ship.

- Type approved by Royal Navy and British Post Office and fulfils all international v.h.f. marine requirements.
- 28 switched channels.
- Simplex or duplex operation.
- Channel 16 automatic reversion facility—optional extra.
- Low-power switch for close range working.
- 20 watts output.
- Simple to operate.

PYE TELECOMMUNICATIONS LIMITED · CAMBRIDGE · ENGLAND

Right now the ship is at Ireland Island, Bermuda, having her face lifted during a self-maintenance period. Soon we are off to San Juan for exercises, where we will work with our counterparts in the U.S. Navy, and perhaps we shall be able to show them a trick or two. After this, we hope for a short trip through the islands for a last look round, followed by a further Bahamas Patrol, and then turn over to *Whirlwind* before the great homecoming.

With reference to the new system of phased commissions, our jolly benefactor RS Perry states that all volunteers for the *Ursa* will be considered on their merits—and accepted. What a wag!

We are grateful to Mech Graham, and REM1s Farrow and Derry, who have spent many long hours of leisure time, sometimes under very trying conditions, to keep our equipment working.

Ursa's order for THE COMMUNICATOR is for 29 copies, which is a lot for a ship of this size. The explanation is as follows: on the arrival of the magazine, the Supply Officer, one Mech, one Clubswinger, three REM's, four Royal Marines and one EM will find themselves, thumbing sheepishly through it, being poorer by half-a-dollar. Which just goes to show you what high-pressure salesmanship or, more correctly, applied flannel can do.

Finally, we leave you with this quotation from our Maritime Local Rag "The Bear Facts":—"URSA MINOR—Not many: URSA MAJOR—Very many: URSA F200—One too many".

H.M.S. VICTORIOUS

Dear Fred,

As it is three months since I last wrote to you, I will now bring you up to date with what has happened to the big "V" since then.

We sailed for Subic, but alas, plans were changed and we were diverted to Hong Kong. This news was not very well received on board as who, in his right mind, wants to go to Honkers with all those Susie Wongs and San Miguels, when you can go fishing and sunbathing in Subic. But you know me, I'll go where they send me and take the rough with the smooth. Honkers is rough you know; after we had been in for less than two days it was impossible to even borrow your ferry fare.

But every cloud has its silver lining. After the trials and tribulations of Hong Kong, we sailed for the peace and calm of the Philippines and the work-up areas. So much for peace and calm. You have never seen so many signals. But that is what we get paid for, at least that is what they keep telling me. After this hectic fortnight we put into Subic for two days, and what a run ashore that turned out to be—it definitely replaces the Beatles at the top of our hit parade.

We spent Christmas in Singapore and some of us managed to get away up to Penang for the Festive Season—lovely it was—whilst the other members of the staff went to Kranji to relieve the hard-working natives.

We eventually sailed for Gan and a rendezvous with *Centaur* our new ship on the station, but she never turned up, as she was at this time topped-up with Commandos and heading for Zanzibar. During our trip, we crossed the Equator and had the usual ceremony, SCO and SCO2 keeping themselves well to the background. Arrived at Mombasa for a run ashore and that was just what we got—one, because we were sent to relieve *Centaur* off Dar and to take her bootnecks from her. Talk about topped-up, they were everywhere, hangars, quarterdeck and fo'c'sle. The flight-deck was crowded with their transport. But at least whilst they were carrying out machine gun firing up top, it stopped the WAFUS running up their engines.

Stayed at Dar for a week—no shore leave, although we did manage to land the department hockey team, and beat the seamen. Then back to Mombasa, where we are at present, and I think everyone has had enough banyans and swimming trips and safaris to last them until we get back to Singapore.

Yours,
VIC.

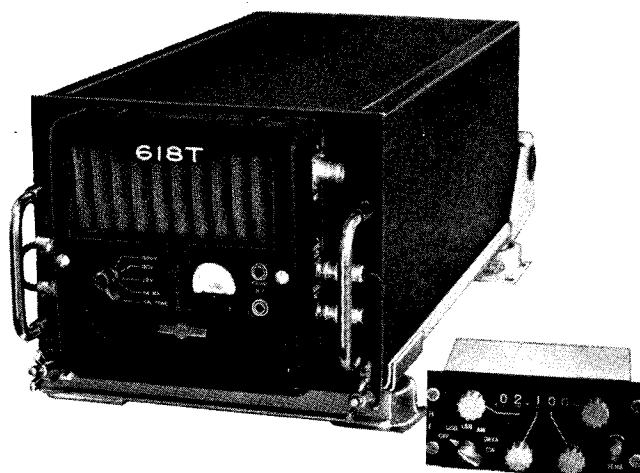
THE INSHORE END OF THE FRONT LINE

Once upon a time there was a Squadron of Minesweepers and they had a forward support ship *Woodbridge Haven*. The latter was three knots slower than the slowest of the minesweepers and her Chief Yeoman used to feel that he was getting the slow handclap as we sped past her during Formation Foxtrots and other lengthy manoeuvres. This occurred in the days when the Flotilla could visit foreign ports and the balmy days of "peace" left time for a few minesweeping exercises between visits. These visits had their moments such as the 24-gun national salute at Saigon and *Fiskerton* entering Bangkok playing "Speedy Gonzales".

Then Brunei and Borneo, hitherto a happy hunting ground for Pirates, became the Flotilla's scene of work. The sparkers became increasingly aware of the difficulties in trying to achieve communication at night over a range of 50 miles when one's ship is twenty miles up a river in the jungle. Every portable wireless set suddenly seemed to be worth its weight in gold and the idea that these were strictly for use during an Inspection faded. Traffic rose and has never come down since and, in the MWO, CRS Briggs kept it flowing to a wide variety of addressees; he has since been awarded the BEM for his efforts.

In July of last year, *Manxman* replaced the "Wooha" and most of the staff transferred, though a few sailed home taking their "rabbits" and an unchallengeable line shoot. *Manxman*, with 25 knots at her disposal, and three funnels, is an impressive looking ship and now, even the fastest minesweeper cannot complain that I.F. is delaying them; and a 20-inch trained aft is much more satisfying than a

COLLINS 618T



HF SSB COMMUNICATIONS TRANSCEIVER

The Collins 618T HF SSB Transceiver, now being introduced into the Royal Navy, provides reliable long-range communications to airborne, mobile or fixed stations in the 2-30 Mc/s. frequency range. Designed to incorporate all the features of single sideband and AM transmission and reception with greater frequency stability, the 618T can operate on any one of 28,000 directly selectable channels utilising only **one crystal**. Nominal power output is 400 watts P.E.P. in the SSB mode or 100 watts in the AM or CW. mode.

Through the use of phase locking circuits accurate frequency control is achieved in both transmission and reception, making additional frequency control unnecessary. By the use of phase comparison circuits, all injections to the transmitter and receiver are phase locked to a single highly accurate frequency standard within the unit. The accurate frequency control available in the 618T makes possible the proper operation of the suppressed carrier SSB system.

COLLINS RADIO COMPANY OF ENGLAND LTD
242 LONDON ROAD, STAINES MIDDXX.



10-inch trained forward. November saw some of us in Hong Kong and, between those runs ashore, we managed an exercise with the 8th MSS. The Communicators band from *Manxman* 'The Cordets' strummed their way relentlessly from bar to bar and, I am told, received money for their services.

A CMS patrol is now four to five weeks long and life in the wireless office in the North East monsoon is not all "beer and skittles". The Far East Fleet Pool supply two RO(G) to work with the CMS's own operator and this enables them to maintain constant watch. The Fleet Pool operators do a great deal of time in Borneo waters, often transferring from one CMS to another without a return to Singapore, and their efforts are much appreciated. Communication up rivers in Sarawak, with the treetops well above mast height poses problems. We now have a *Puncheston* improved reception aerial and an extra HF in each ship so that we do not need to come off the local net to copy the Broadcast. The Army has even promised us a new aerial, sited on top of a hill near the coast, and with this we should find the answer to our problems.

Training and advancement go on, thanks to the STC at Kranji and the Fleet Pool, who always manage to provide temporary reliefs when required. Counting those on loan from the Fleet Pool, there are 55 of the Branch in the Flotilla at this moment and all are very busy.

F.E.F. COMMUNICATION POOL

by CY Whitehead

Having read previous articles from our opposite numbers in the Med. Fleet, I consider the time has come to highlight the active and strenuous tasks imposed on the Fleet Pool of the Far East station, which is considered to be a major area of defence for the Royal Navy.

The complement is 1 CY, 2 RS's (LRO (G) Wilkinson having received his B.13), 8 LRO's, and 16 RO's.

With commitments increasing every month, one cannot expect to remain in Singapore for very long and duties at sea and in Borneo, Brunei and Sarawak are increasing. In order to avoid repercussions on my statement re "in Singapore for very long", I refuse to answer for certain members of the staff who swop with virtualled members from the Comcen when deployed to sea.

Since the initial Brunei rebellion in November 1962, G's and T's have been continuously employed in Joint Comcens and patrolling C.M.S's. It was not an uncommon sight to observe sailors dressed in "Jungle Green" with pistol around the waist. This had its embarrassing moments, such as when Corporal — RM ordered the RS to double hither.

R.F.A's still consume a large proportion of the pool during exercises but with the numbers of ex-communication ratings now in R.F.A. service, this should dwindle in the future.

Whilst ashore, the pool is employed on watch-

keeping duties in either the Comcen or Kranji, and virtualled members reside in *Terror* or Kranji respectively.

To summarise, I consider that if you like sea-time, the pool will always oblige and draft you to a C.M.S., but if you have an inclination to become a RM Communicator working in Borneo, Brunei or Sarawak, living rough, it can be arranged.

ADEN COMCEN

by CRS R. Harries

Many of you will have called at Aden en route from the Gulf, Far East or East Africa, and probably shuddered at the thought of spending eighteen months or two years at *Sheba*. Strange as it may seem, many chaps (and wives) learn to accept the drawbacks and by making the most of the facilities available, enjoy their period of tenure here.

At the time of writing we are nearing the end of the "cool season", the temperature having hovered around the lower eighties for the past three months. In January some sort of record was broken as we had rain showers on six consecutive days, some of the showers lasting as long as fifteen minutes.

During this cool season rugger, soccer, hockey, basketball, etc., have been played regularly with the Comcen staff providing the backbone of many of the teams. Swimming has remained popular, although I have heard complaints from some that the water has been too cold for comfort.

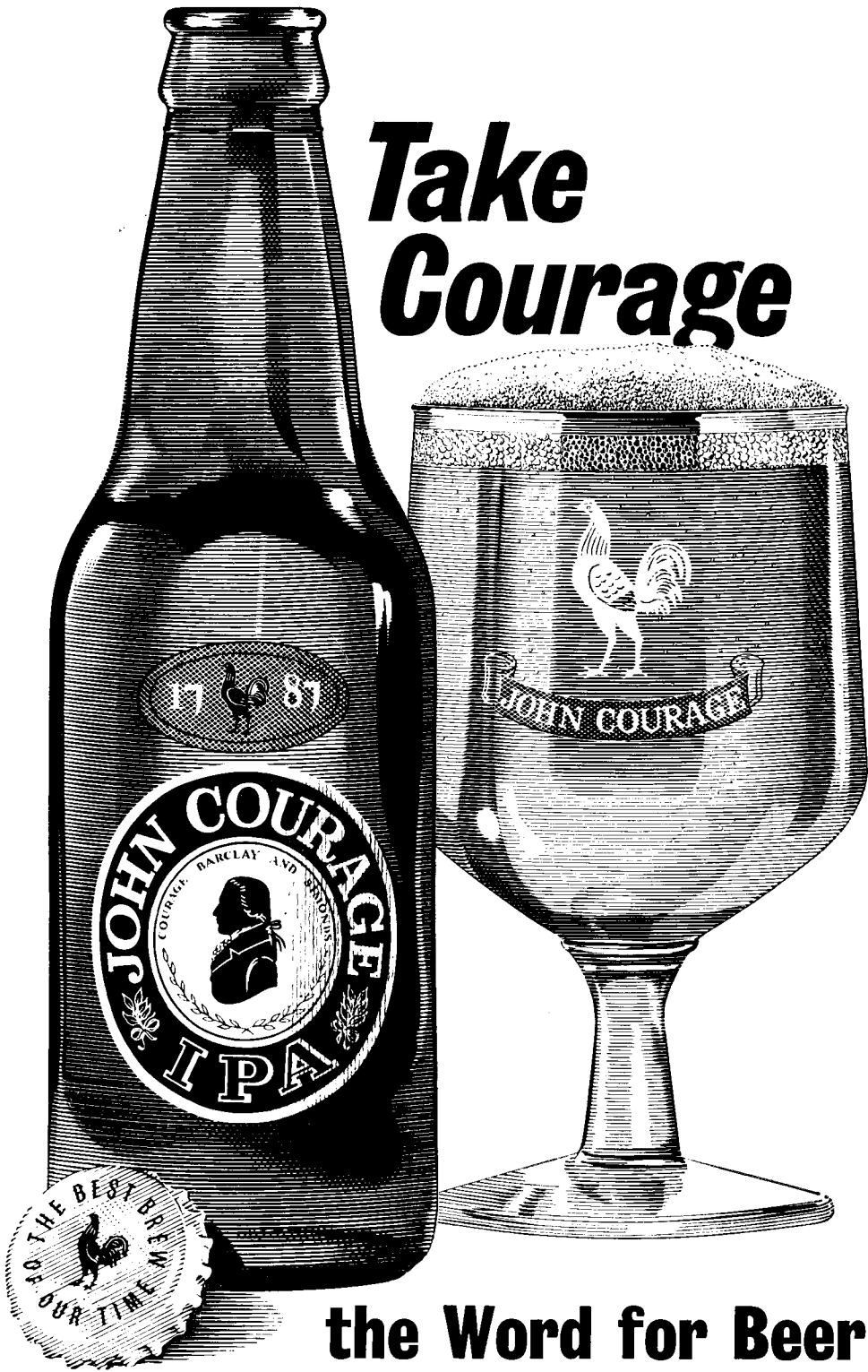
Fourteen days station leave can be taken each year, and many of us spend this leave at the splendid Leave Centres near Mombasa and elsewhere, with free air passage provided; this facility is available to families also. Many other interests may be developed by joining the various clubs for sailing, motoring, and photography. There is also a gliding school, riding stables, film club, water ski-ing, skin diving, mountaineering, and outward bounding. Fishing is extremely popular and rewarding—"the one that didn't get away" often surpasses "the one that did". Tombola can be played almost any night of the week at one mess or another. There are half a dozen cinemas which show up-to-date films and very good plays are performed by various dramatic societies. It is not particularly expensive to indulge in this mad social whirl with cigarettes costing 1/- for 20 (no blue lines) and whisky available at 1/- for a double.

The waiting time for a hiring in Aden at the moment is six to eight months, but it is expected that this will improve shortly.

Many of the staff, especially those on RA are able to buy a car after a few pay days when the inevitable transistor radio, Rolex watch, camera, tape recorder and other necessities of life have been obtained.

Sheba Comcen is situated in the *Sheba* accommodation block (the Naval base and administrative offices are two miles distant). We are responsible to the Captain of *Sheba* and also to F.O.M.E. and his Staff, who form part of the combined Middle East Headquarters.

Take Courage



the Word for Beer

During the recent East Africa operations, A/T and and Crypto staff were "snowed under", F.O.M.E. being in charge of the operation. We were also understaffed as some were loaned out to ships. It was splendid to see some lads, already in three watches, coming in to help when they were off watch.

The B.C.O. Lieut. Dartnell is returning to the UK shortly having been relieved by Lieut. Franks, and RS Hood will also be in the U.K. by the time this is published.

H.Q. COMNAV BALTAP

by CY M. H. Wright

A great deal of publicity is often given to the large NATO Command H.Q.'s, but I wonder how many are aware of the numerous small, but none-the-less important H.Q.'s scattered throughout the NATO area. One such H.Q. is that of the COMMANDER ALLIED NAVAL FORCES BALTIC APPROACHES situated just north of the Kiel canal.

Small in structure but still a strong link in the chain, and, to give support as usual, there are Communicators, once again small in number, there being twelve in all, made up as follows:—

Chief Signals Officer: Cdr. G. H. Mann, R.N.

Communications Plans: Capt. R. Thomsen, R.D.N.

Communications Staff Officer: Cdr. H. G. Mueller, G.N.

Ratings:—

British: 1 CY and 1 RO2; American: 1 RM3 and 1 SM1; Danish: 2 CPL.; German: 1 MAAT, 1 GEFR and 1 MATR.

With all our NATO superiors and three subordinate commands to serve, the average load is about fifty messages a day.

Our three subordinate commanders are:—

Flag Officer Germany: Chief Signals Officer Cdr. Trummel, G.N.

Flag Officer Denmark: Chief Signals Officer Cdr. Castenskoild, R.D.N.

COMGERNORSEA: Chief Signals Officer Cdr. Klæke, G.N.

Leydene instructors can be proud of their record as all are *Mercury* trained Signal Officers, and our own Captain Thomsen has very pleasant memories of the "Big House".

To achieve a continuous watch with six junior rates and such a small work-load is no problem at all, and we all enjoy a reasonable eighteen months of snag free life. All, that is, except the PO in charge of correcting publications, which include such terrors as ACP 100 and 117; he claims there is no hole big enough to bury the originators of corrections.

Social life is somewhat curtailed in this area and there is only a small club/mess, run by the Royal Navy, in which to amuse ourselves. Two films a week, Bingo, Tombola, and occasionally a dance (when bar profits allow) make up our after-hours entertainment.

It can be truthfully said that any married CY or RO who enjoys "Chairborne" duty can enjoy eighteen months of Northern Germany hospitality merely by requesting Draftie to fix it. The present CY is due for relief in September '64 and there is no truth in the story the Yeo has to "Donkey" the NATO National flags.

MUSINGS OF THE S.T.C. DEVONPORT

The West country soldiers (sailors?) on. But among our numerous tasks it appears the one of writing a COMMUNICATOR article was overlooked last summer. Now we are here, what is there to say?

Our grass-cutting objects—the two sheep on camp—have been reduced to "Chops R.I.P.", leaving the goat a lonely old man again.

The proposed move of S.T.C. into *Drake* still seems to have an air of 'manana' about it—or so the cynics say. The numbers for training grow greater. The numbers to train them remains a dirty word. The modern ship rating, coming here, gazes in wondrous amusement at our 'steam radio' equipment. The West country soldiers-on. . . .

Being a Training Centre, a few words on training matters. To all RO3's who want to qualify RO2: make a list of what you have to do from the C.T.M.; buff up like mad on all your practicals, until you are over the required percentages; use your eyes and ears about General Communication matters going on about you and ask questions, so that when you come to us for examination, you are nearly home and dry before you start. It's easy. To all RO2's aspiring LRO: hard work on the packs of papers for candidates is your answer. You cannot learn all the answers in the last week before the Fleet Board. Set your sights on a target six-nine months hence and stick at it. All administrative authorities hold packs of papers, get hold of one on loan, and as there doesn't seem to be enough to go round—give your Junior Rates good typing practice by duplicating them. Result—everyone knows of them, plenty of copies to encourage prospective candidates, and the shortage is solved.

To R.N.R. personnel, male and female, we say "See you again this year" or "Best of luck at *Mercury*", whichever applies.

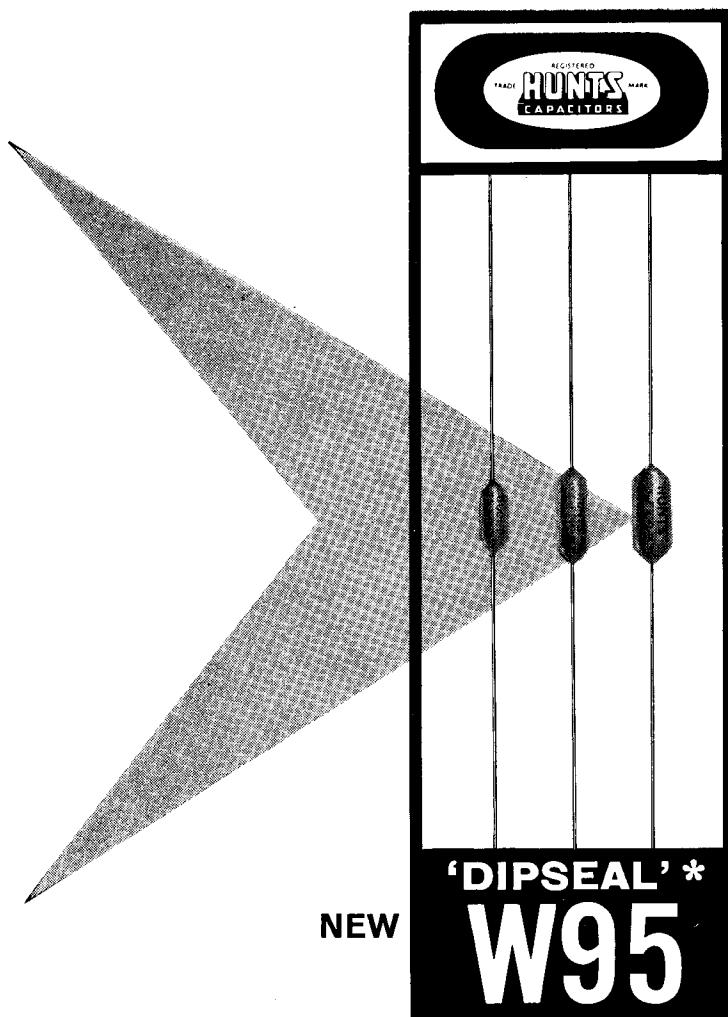
Parting thought to all aspirants everywhere—advancement is better than the biggest Easter Egg, with or without trading stamps—so soldier-on.

GIBRALTAR COMCEN

by Ldg. Wren RO P. Sloman

Previous visitors to Gibraltar Comcen will be delighted to see us housed in our brand new communication centre, situated approximately half a mile down the tunnel which originally led to the old MHQ.

Moving day was January 2nd and after numerous treks from old to new Comcen, we finally settled in.



another
FIRST
for
HUNTS!

Hunts new 'Dipseal' process gives designers and service engineers a *new kind* of capacitor — a proven, reliable metallised paper unit in a tough, resinous housing. New 'Dipseal' W95 midget tubulars are as small as or smaller than their thermoplastic cased equivalents; the humidity performance is better; and the hard *thermo-setting* resinous housing is unaffected by heat, making soldering safe and easy.

Find out more about the new W95 and other 'Dipseal' ranges. Full particulars will be sent freely on request.

- * Better humidity performance than thermoplastic cased units.
- * Far cheaper than metal cased units.

TYPE W95 STANDARD RANGE

D.C. Working Voltage	Capacitance (μF)	Dimensions
250	0.004 to 0.05	12 to 15.5mm x 5.5 to 6.5mm
500	0.002 to 0.01	
750	50pf to 0.004 μF	
Temperature Range: -55°C to $+100^{\circ}\text{C}$		Capacitance Tolerance $\pm 20\%$

HUNTS

A. H. HUNT (Capacitors) LTD.

Wandsworth, London, S.W.18. Tel: VANDyke 6454
Factories also in Surrey, Sussex and North Wales



**Opening Ceremony performed by
Admiral Sir Deric Holland-Martin, K.C.B., D.S.O.,
D.S.C., Commander-in-Chief, Mediterranean.**

Our grand opening ceremony took place on January 3rd, and we were honoured to receive Admiral Sir Deric Holland Martin, CINC MED, aided by Vice Admiral Cole and our own Flag Officer, Rear Admiral Sinclair, to perform the unveiling of the plaque.

Unused to so much space, we are still trying to find our way around the maze of corridors, and every now and then we see the return of a sheepish 'duty sig', who could not find his way out again after collecting hand messages.

On forty-eights off, the WRNS often play visiting ships comms. teams at hockey, even if they generally lose to the men, it's entertainment. The Communications football team provide opposition for challenging ships' teams, and manage to win the majority of their games.

Since the arrival of 1964, there has been quite an increase in the number of engagement rings in the "Wrennery", although it's not certain whether Leap year has anything to do with it.

For future reference, newcomers would be well advised to add roller skates to their kit list—it will be their only means of getting around the Comcen quickly.

THE NEW LOOK

(Londonderry Comcen)

Girls. Have you seen it? The Navy has given Londonderry Comcen a New Look; the Wireless Office is undergoing a dramatic facelift. Can we get on the bandwaggon?

The pallid green and dirty white have been banished for ever, as interior decorators, small men covered in grubby overalls, have scraped the old blots away. Oscar and family (mice, you understand) have temporarily moved their house from the W/T Office, to find more peaceful surroundings, and no longer present a security risk by hiding in the Classified Waste bins.

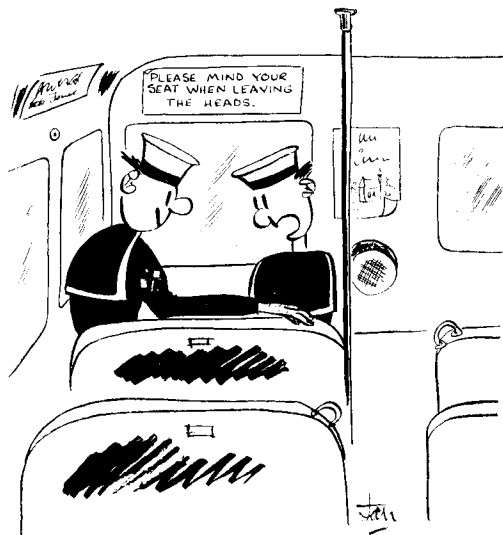
Our honoured 'Chief' and Pots sit unmoved amongst the tumult. Don't they sense the atmosphere

of change? But, like the phoenix rising from the ashes, a "Sea Eagle" type order is emerging from the chaos and the struggling inmates continue their conscientious efforts, despite cries of "But Pots, my receiver's disappeared. . . ."

The soft sky-blue in the A.T. Room obviously inspired 'our boys' (whom we tolerate between other drafts) to great sporting achievements. The Communicators carried off the *Sea Eagle* League Football Cup at the time of writing and we must show our pleasure at this noble feat by making their coffee *extra* frothy . . . or have they all gone on draft?

The sap is rising, and the joys of Spring are bubbling to the surface of our girlish hearts. Yes—the New Spring Look has gone to our heads. The steep winding streets of 'Derry—famous for its nightlife—ring with our merry laughter. It was only reported to me yesterday that the bulbs outside the Wardroom have sent up shoots. Perhaps Chief will let us install a window-box to further the success of our facial uplift. Surely he couldn't bear to dampen our feminine fervour?

Londonderry welcomes visitors. Slap in for a draft and witness this 'avant-garde' movement for yourself . . . a new era at Londonderry Comcen is just beginning.



ACKNOWLEDGEMENTS

SYMINGTON	page 8
WREN FUGGLES	page 10
WILKIE	page 18
AA1 G. FOSTER	pages 21—49

PULLIN PRECISION BRINGS RESULTS



Pullin resources are a unique combination of creative research, practical development and engineering capabilities. Pullin skills meet every challenge in the fields of Precision Instruments and Components. Electro-Mechanical, Electronic and Optical Systems.

**ASDIC—GYROS—STABILISERS—FIRE CONTROL
TRAINERS—SIMULATORS—TORPEDO
EQUIPMENT—WEAPON AND FLIGHT
INSTRUMENTATION—COMMUNICATION**



R. B. PULLIN & COMPANY LTD.

Great West Road, Brentford, Middlesex
Telephone: ISLeworth 1212 (9 lines)



Lieut.-Cdr. R. Bennett, M.B.E.

KRANJI WIRELESS STATION

The installation of the filtration plant, paid for by the Nuffield Trust Fund, was completed just before Christmas and we now have a super "Butlins Holiday Camp" type swimming pool. This was formally opened by the Officer-in-Charge, Lieut.-Cdr. R. Bennett, before Church on Christmas Day. He poured in a large bottle of "Anchor", just to make the water fit for sailors to swim in, and then led a team of officers and ratings in a two-lengths-of-the-pool, free-style, to declare the pool "officially opened".

The highlight of the New Year was the award of the M.B.E. to Lt.-Cdr. R. Bennett, who is shortly returning to U.K., after a very successful commission in charge of Kranji Wireless Station.

The hum of activity and sense of urgency from that hive of industry the C.R.R., continues unabated.

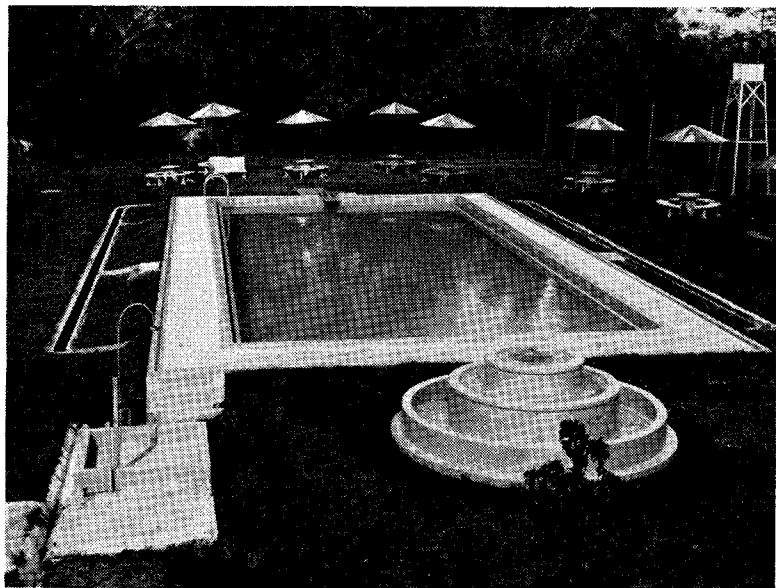
The outward-looking calm and tranquility of this long, low, white building, is quickly dispelled as one enters the well-lit passageway, through the double doors at the main entrance. We move from one peak to another, with little respite in between. Of over threequarters of a million message transactions during 1963, only twenty-nine were mis-handled. The move to the Comcen in the very near future will shift some of the load, but, as a compensating percentage of personnel move with the load, the remaining personnel will still find themselves stepping from peak to peak.

The S.T.C. is in the process of getting a technical face-lift and instruction is therefore limited for the time being. The technical classroom is a shambles at the time of writing. Old wiring all over the place, M.P.B.W. and S.E.E. knocking holes in walls, new equipment and new wiring going in and noise, noise, noise. However, the rest of our training programme continues and all candidates in the February Fleet Board did very well despite these distractions. We hope to be in full production again by the 1st April.

Despite the difficulties of getting our best sports teams together, our soccer team won the *Terror* interpart and are also sitting comfortably at the top of the league table.

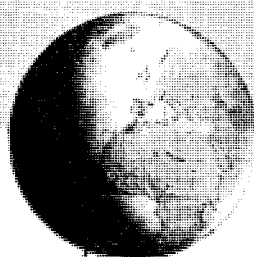
The cricket team did extremely well last season, in winning practically every game they played. We are now limbering up at the nets and preparing to take the whole island on this season.

(Continued on page 53)



The Swimming Pool—Kranji.

RACAL



*H.F. communication receivers and transmitters for all modes.
Parametric receivers.
High-speed radio-teletype receivers.
S.S.B. fixed & mobile radio-telephones.
Linear amplifiers.
Frequency measuring receivers.
S.S.B. adapters.
L.F. converters.
I.S.B. adapters.
Complete H.F. radio communication systems.*

SPECIALISE

in the planning,
manufacture
and installation of
high performance
H.F. communications systems
throughout the world.

RACAL COMMUNICATIONS

RACAL ELECTRONICS LIMITED · BRACKNELL · BERKSHIRE · ENGLAND · TEL: BRACKNELL 941 · GRAMS: RACAL BRACKNELL TELEX

Sporting facilities at Kranji are good and equipment is available for soccer, cricket, tennis, badminton, basketball, deck hockey, hockey, baseball, fencing, archery and so on.

The swimming pool is very popular with the families, as well as with the virtual ratings, and the sunshades and seating under the new "attap" shelter gives the place the appearance of a real holiday camp.

Signal Officers and ratings of all ships passing through Singapore are always welcome at Kranji. Come and meet your opposite numbers at work in the C.R.R., make use of our training facilities at the S.T.C., enjoy a pleasant afternoon in the swimming pool or a convivial evening in the Kranji Klub. Challenge us at sport, make use of our sporting facilities, we want all Communicators to know that there is always a welcome for them at Kranji.

COMCENTRE NAS KUCHING

by CY M. J. Boon

Before you start scratching your heads and wondering what NAS Kuching is, let me explain that by the time this article reaches print our being will be legendary; nevertheless I trust our adventure will be of some interest.

Early in October 1963, *Albion* was assigned yet another mission; this time it was one which would take her from the Far East Station through the Middle East and into the Mediterranean, her destination being Tobruk. She was required to collect a number of Whirlwind aircraft which were urgently needed for operations in Borneo.

Since reaching the F.E.S. in December 1962, *Albion* had been supporting her two Squadrons of 845 and 846, which were operating over the length and breadth of Sarawak. The helicopter has proved itself time and time again in this field and the Naval Air Commando Assault Squadrons remain supreme because of their manoeuvrability and efficiency in the jungle. The Wessex can carry eight fully loaded men or approximately 2,000 lbs. of stores, across jungle in a matter of minutes, whereas on foot, it would take days, or as quoted—two minutes by helicopter is equivalent to 48 hours on foot.

Albion's unexpected departure brought about the problem of technical, logistic and communication backing, which is imperative to the efficiency of such operations. Hence in the first week of October, the Air Engineering Department, Naval Stores Department and ourselves formed this Naval Air Section at Kuching.

Our team consisted of Sub.-Lt. Clinton, RO(G)'s Cowan, Bowden, Adams and myself together with REA Peebles, PO REL Purves and 2 REM's. We were responsible for: the co-ordination of all helicopter assault communications and operational signalling with the stations at Sibu, Simanggang, Belaga and Nangagaat and other locations used by



Albion's aircraft; the proper conduct of signalling between NAS Kuching and all external authorities; the direction of the Radio Electrical Staff of the detachment, to cover maintenance at NAS Kuching and out station tasks and providing assistance for C.M.S.'s operating in the area.

So on Monday, 14th October, dressed in khaki drill and carrying our newly-found kit bags containing jungle greens, etc., we left *Albion* and boarded *Wilkieston* which was to take us up the Sungai Sarawak to a fuelling jetty a little way from Kuching. Our residence, which we were to share with a Supply Officer, 4 Naval Stores ratings and 2 Marine drivers, was a requisitioned three-storey shop/flat. We expected to have to rough it and, indeed, prepared for the worst, but were pleasantly surprised and thankful for this luxury which was fitted with two showers.

Our equipment and stores arrived later that afternoon in a chacon, which was used as an armoury, when empty, by the A.E.D., who were billeted in the Kuching Water Board.

The Army Barrack Services occupied the room in which we were going to set up the COMCEN, and fortunately they were moving out the next day, so we delayed our move until Tuesday morning. In the meantime we began to settle in, and arranged the furniture which we had brought with us.

Our first meal of the day was supper at the Water Board, which we reached in about five minutes. The dining hall arrangements couldn't have been better and the two chef's had a fully-equipped kitchen in which to work.

We battled with our mosquito nets throughout the night, and at dawn I found that I had been almost eaten alive. To help matters all the more that first morning, I picked up one of my woollen socks, which had been used the day before, and discovered that a large black beetle-type animal had made almost a complete meal of it, an apt name would be simply sock-eater. How I missed the comforts of *Albion*. However, things improved and we all quickly became acclimatised.

To describe the working details of our mission, let me first explain that we occupied one room which



Naafi dividend stamps



1/- for every £1 you spend!!!

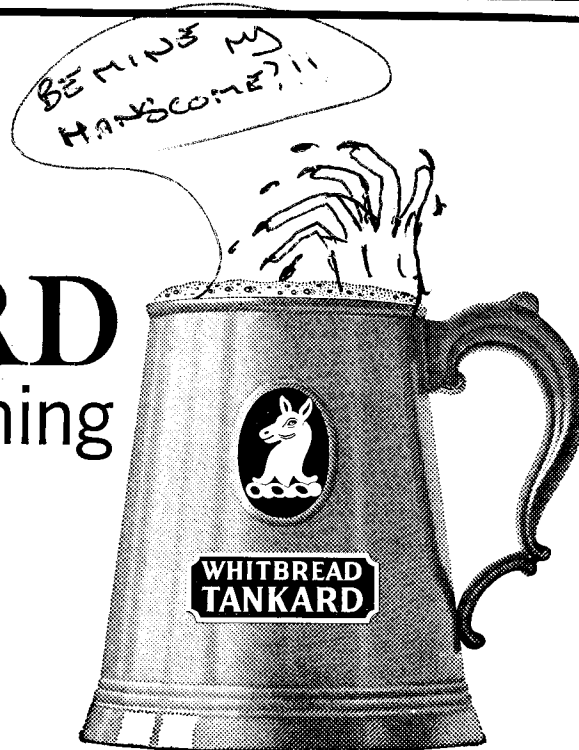
• You exchange them for cash • NAAFI stamps can be cashed anywhere in the world • You can cash them quarterly—or save them up till you are ready

H.M. FORCES' OFFICIAL TRADING ORGANISATION



crystal clear
TANKARD
the most refreshing
beer of all

BREWED BY WHITBREAD



measured 15 ft. x 15 ft. Along one side we had our 618, B40 and C11/R210, and along the other the crypto machines and the message handling bench, which gradually grew into a fully comprehensive message centre, with every log, file and clip that was brought ashore in full use. REA Peebles, the two REM's and the roof climber 'Jock' Cowan set about the task of aerial erecting. The original problem encountered was that we were surrounded by buildings and located in a 'dip'. The 618 proved itself invaluable in this set-up and for this transmitter we erected an AWH aerial to the roof. Attached to the gable end of the roof stood a 14-ft. whip on a base insulator which we used with our C11. A 100-ft. wire aerial cut to 5 MC/S proved to be unsuccessful for use with the C11 as a transmitting aerial, but came in extremely useful for the B40.

Working very much as a team, we were ready to activate and to justify our existence by 0845 and *Albion* had the honour to be the first to work MJO (NAS Kuching). We were in touch with Singapore at 1645 and working Sibu and Belaga at 1930, which was to become the routine period of the day with these locations.

In our COMCEN transmission/reception, encryption/re-encryption and message handling was carried out in practically one evolution. For the first day this presented very little difficulty but then, through the grapevine, the world at large began to realise that a LARGE Naval Comcen was in existence and for the next ten days we were putting in something like twenty hours a day. Sub Lt. Clinton found himself as an operator once again and a very good one at that. Naturally enough our three sparkers were finding out fast that there was much more to being just operators, especially when the end product of forty signals in the morning were waiting to be actioned, re-encrypted and passed by hand to the four locations for which we were responsible. However, although our overworked staff would have profited with an additional three RO's, we improvised and used the duty REM as a crypto operator and a naval airman as typist.

Albion is now in the last period of her present commission and we are looking forward to being relieved soon. If this detached duty is anything to go by then all I can say to our relief is stand by, it may be your turn next.

MHQ PLYMOUTH

A hunched-up figure sits in a well-padded arm-chair using every ounce of his mental powers to keep alert. Conscientiously every quarter of an hour he makes his H.T. switch and commences to key "MTI MTI, etc." He pauses, makes AR and reaches out with every fibre of his being to compel some ship, somewhere, to take the bait and call him. But all is silent, except for some obscure foreign stations having 'a right old natter'. "Wonder if I tried telepathy would I get through to someone?" thinks the hunched-up figure.

Sometimes he's lucky, and some ship calls him (on very rare occasions using correct ship-shore procedure). This elusive ship has actually looked at his current S7 and found that Plymouth CCN is also listed as a "Local Ship-Shore" station, as are many other CCN's, and when all else has failed, when trying to clear that odd signal or so, it's worth taking a leaf out of this rare ship's book (literally) and having a go down *low*.

Not that we are always so unoccupied here at Mount Wise. In fact at times we're rather busy—if you don't believe me, ask *Lion* about their brief stay in early February.

We are, at the moment, just getting back to normal after a recent exercise which stepped up the pace a bit. Neither the S.C.O., Cdr. Fawcett, or S.C.O. 2, Sub. Lieut. Mawson got much rest during those three weeks and we were all in a three-watch system although we had been backed up by extra hands drafted from *Drake*.

A strange situation prevailed during the exercise, whereby "the enemy" were occupying the same office. They lived in a world of their own, about eight feet away, nursing their submarines. But they kept the "Orang Utangs" fed and eventually all safe, back in the fold.

For the information of ex-Moat Rats, the C.R.R. has changed very little. It even smells the same, even to the 0630 Pusser's disinfectant which the cleaning staff methodically swamp through every morning.

But moves are afoot, believe it or not, to paint out. We may get a white deckhead at least. The first step has been made—the black state-boards have been taken down. This caused one RS to break down completely and shed tears, as one board held chalk details of broadcasts carefully written by him at the beginning of an exercise nearly four years ago. To return to M.H.Q. (as we all do eventually) and see his handiwork still portrayed brought a smile to his normally sour countenance, but to have it snatched away so soon was too much for him and he's sulked ever since.

Before closing, a word must be said for the sterling quality of our WRO's who, as 3rd hand of the watch, have to look after HNR's, break and make callsigns, see to all the logging and operate HIC plus Radio Telephone when required—the latter being quite a task, using the lash-up job we are fitted with, but improvements are forthcoming here too, we hear.

So maybe there will be some differences down here when next you are drafted to Mount Wise for an exercise, or better still, as permanent staff.

M.S.C. SINGAPORE

Having eagerly scanned the pages of the Christmas number in the hope of seeing our article in print and eventually having to face the grim truth—'A rejection slip'—we again throw our offering into the mill in the hope of editorial favour.



Lightweight Short Range
Transmitter Receiver

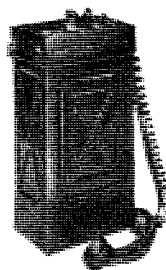
THE A43R

IN QUANTITY PRODUCTION

FOR THE ARMED FORCES

For combined operations on land, at sea and in the air, there is nothing to touch the A43R for versatility in use. It is readily adaptable as a man pack set, a transportable station or for vehicle and boat installation. Built for the job, compact, fully sealed, will stand up to the toughest and roughest conditions. It is the smallest, lightest pack set with these features in the world.

- 6 pre-selected spot frequencies spread anywhere in the wide frequency range of 240-300 Mc/s.
- Fully transistorised receiver, modulator and power unit.
- R/T, C.W. and M.C.W. beacon facilities.
- Robust, fully sealed to meet the Inter-Services Specification K.114/G.
- Versatile power supplies.



Redifon A43R

War Office Type A43R. Admiralty Type 634. NATO Reference No. 5820 - 99 - 949 - 1359. After extensive trials, this equipment is now in production for the War Office, Admiralty, Air Ministry and Commonwealth Forces. Full details of this versatile equipment are available.

REDIFON LIMITED

Communications Division, Broomhill Road, London, SW18
Telephone VANDYKE 7281 Cables Redifon, London, SW18

☐ RED/A43R

At last our future is bright. Those past members of our staff, now at home, would not recognise the old MSC. In record time, the MPBW Staff have transformed our ancient hall into a light, air-conditioned, decently furnished traffic centre, complete with rest room and kitchen—even an electric stove.

The members of the MSC staff have now transferred their allegiance to *Terror*, breaking many years of association with Kranji and its pleasant, if slightly rural, amenities.

At the time of writing a lot remains to be done before we see the complete Comcen in being; circuits have to be transferred later on in the year and then it should be the communicators' dream—everything in one building and within easy reach of the Command.

"Jet 64" is upon us and its consequent increases in traffic which will provide a first class means of testing the new organisation.

The Command Work Study team have been honorary members of the staff for the past three months and, after a careful study of our old methods and co-operation between us all, we have adopted several of their suggestions which should help to increase our efficiency.

Our office is made more attractive by the presence of two female typists who keep our morale high, even if we do from time to time get the more unusual typing errors, caused mainly through lack of 'signalese'. One of the recent ones being a request for a Mae West for the Flag Lieutenant, which appeared on distributed copies as "Request May West for Flat Lieutenant". . . . No comment.

During the past two months we have had quite a number of staff changes, and we would like to wish those who are now home, good luck for the future in their new jobs, and should you come this way afloat, 'drop in and say hello' but bring a few thousand sheets of litho with you; it's always welcome.

If any of you have the luck to be drafted shore-side to *Terror* and are thinking of bringing the "Missus" with you, if you care to write to me in good time with any queries that might be worrying you—I'll try to assist.

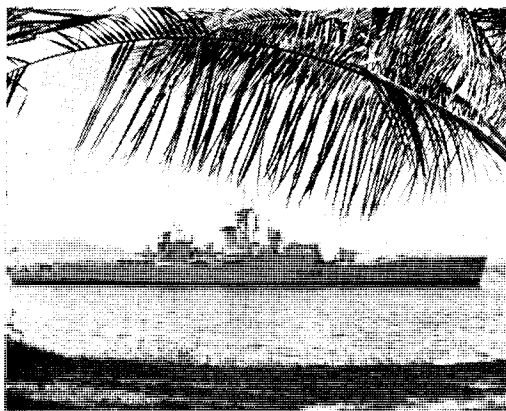
The address: CCY Dellenty. Main Signal Centre. Naval H.Q., H.M. Naval Base, Singapore 27.

RNZN WUPP IT UP

by CRS P. L. Smith

An 80-minute work-up. Who do they think they're kidding? Why, in Portland we. . . . The Communications Department wasn't the only one with misgivings. Still, if that's the way they want it, that's how we'll do it, even though it will be a piece of cake.

They, refers to the United States Navy's Fleet Training Group, Pearl Harbour, and we were H.M.N.Z.S. *Taranaki*, attached to the group for



H.M.N.Z.S. *Taranaki* at Pearl Harbour.

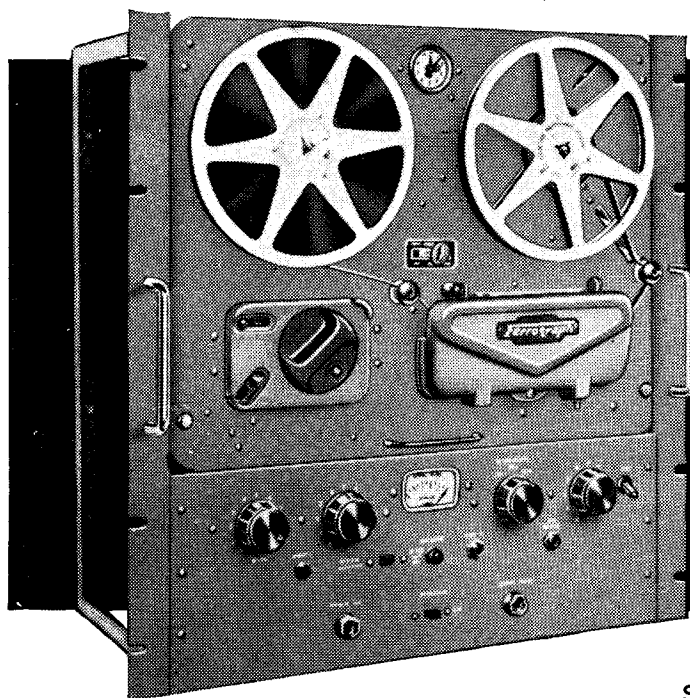
seven weeks under-way training. "School" commenced and concluded with an 80-minute Battle Problem, which involved every facet of the ship's activities. The first Battle Problem is designed solely to provide a starting point for training, by illustrating clearly, the weak links in the ship from the Command down to the lowest messenger.

Brevity compels me to confine my narrative to the purely communications aspect of our activities, where shock followed shock in rapid succession. The first was the necessity to read the C.W. Broadcast Hotel, during our stay, and our periods alongside produced, instead of relief, another net requiring continuous watch—the local Harbour Warning Net, used for disasters of any kind. How do you overcome QRY 21 on Ship Shore even with Priority traffic? This was a recurring problem which was only alleviated by using Commonwealth Ship-Shore even for local traffic, and many of our counterparts throughout the Pacific must have been as dismayed as we were at some of the abbreviations.

Communication evaluation days saw our entire staff keyed to fever pitch in their desire to prove that the biggest doesn't necessarily mean the best. Voice, C.W., Semaphore, Flashing, Flaghoisting, Crypto, Naval Gunfire Support, Authentication, and Teletype Drills were each assigned their individual grades. Apart from our wounded pride over the rigid refusal of the U.S.N. to accept or even acknowledge the existence of National Supplements, there were no insurmountable obstacles, though our discovery, one afternoon, that a Radio Teletypewriter exercise was scheduled for the next morning and was to be taken from ACP 126 didn't do a great deal for our ulcers but, 67% isn't too bad for a first attempt.

It was the more general or non-specific exercises such as Frequency Changing (3 minutes for 693, CUJ and Resonators if not already channelled, 2 minutes for Type 602, including those "won't load frequencies", or 90 seconds for Type 618H, with, horror of horrors, a penalty of 45 points if the measured frequency tolerance exceeded .015

Ferrograph



SERIES Y RECORDERS

YD5 SINGLE CHANNEL RECORDERS

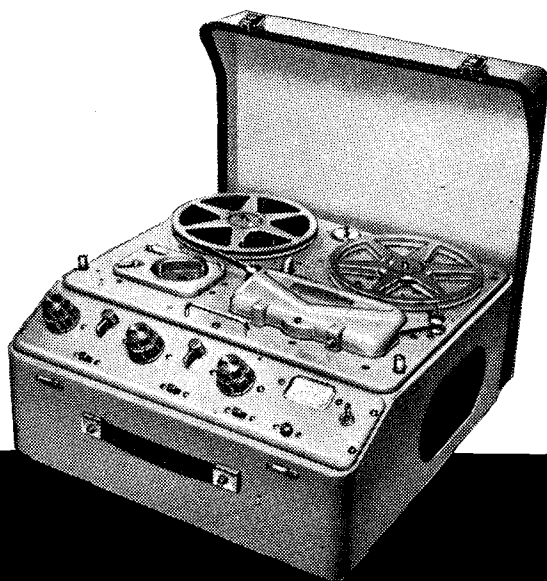
Model	Tape Speeds	Voltage	Frequency
YD5A	$7\frac{1}{2}$, $3\frac{3}{4}$ and $1\frac{7}{8}$ i.p.s.	100/250V	50 c.p.s.*
YD5AH	15 and $7\frac{1}{2}$ i.p.s.	100/250V	50 c.p.s.*
YD5B	$7\frac{1}{2}$, $3\frac{3}{4}$ and $1\frac{7}{8}$ i.p.s.	100/250V	50 c.p.s.*
YD5BH	15 and $7\frac{1}{2}$ i.p.s.	100/250V	50 c.p.s.*

*60 c.p.s. to order

Y500 DOUBLE CHANNEL RECORDERS

Model	Tape Speeds	Voltage	Frequency
Y532U	$7\frac{1}{2}$, $3\frac{3}{4}$ and $1\frac{7}{8}$ i.p.s.	200/250V	50 c.p.s.
Y532A	$7\frac{1}{2}$, $3\frac{3}{4}$ and $1\frac{7}{8}$ i.p.s.	117V	60 c.p.s.
Y532E	$7\frac{1}{2}$, $3\frac{3}{4}$ and $1\frac{7}{8}$ i.p.s.	110V	50 c.p.s.
Y522UH	15 and $7\frac{1}{2}$ i.p.s.	200/250V	50 c.p.s.
Y522HA	15 and $7\frac{1}{2}$ i.p.s.	117V	60 c.p.s.
Y522HE	15 and $7\frac{1}{2}$ i.p.s.	110V	50 c.p.s.

Series "Y" instruments are housed in strong metal cases and, in some instances, can be rack-mounted. They are intended for those engaged in scientific research and industrial pursuits.



Send for details to:

THE FERROGRAPH COMPANY LTD

84 BLACKFRIARS ROAD, LONDON, S.E.1

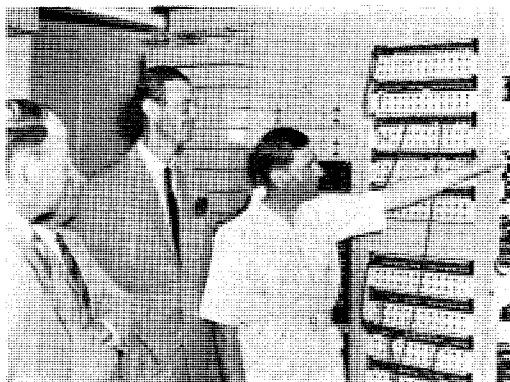
Telephone: WATerloo 1981

per cent) Emergency Aerial (Antenna) Drill and, of course, Electronic Casualty Control, which proved the most severe test of men and equipment. During all these events, no direct supervision by Senior Rates was permitted; indeed if they endeavoured to interfere, they were generally fitted with a plastic-wound moulage, sufficiently realistic to accentuate any morning-after queasiness suffered in the cause of US/NZ relations. (NO, you do NOT cross the Sydney Harbour Bridge to get to Auckland).

Like all keen pupils we learnt a lot, but here we must say with some pride, that on occasions, even teacher found there were better ways of doing things. Communications branch use of Tactical Publications in Bridge and Operations Room, and our procedure for re-runs on Fleet Broadcasts were far superior to current USN doctrine, while our standard station Complan was simplicity itself compared with the jig-saw produced for the CANUSPACFLTTHUK-ASWEX. (See what we mean about abbreviations, this one being Canadian, U.S. Pacific Fleet Hunter Killer Anti-Submarine Warfare Exercise).

In phase two of this exercise, the Commonwealth element was represented by H.M.C.S's *Fraser*, *Skeena*, *Margaree* and ourselves, although we rather fear that the Commonwealth identity of SAU's Charlie and Delta was rather lost in the aggregation of ships and authorities, some of whom we never quite managed to identify. COMASWFORPAC is, after all, self evident, but who the — is CARANTISUBAIRGRU?

It would be unfair to the Americans if we failed to mention the manner in which they opened their hearts and homes. The hospitality of their Senior and Junior rates clubs and organisations was matched only by that of the individuals themselves. Indeed, our only regret was in not being able to meet ALI BABA, a rather startling omission when we recall how many of the 40 we met, when ashore in downtown Honolulu or Waikiki.



H.M.A.S. HARMAN.

Lieut. Cdr. R. Brokenshire, the Officer-in-Charge of Canberra Naval Radio, discusses equipment with (left-to-right) Lieut. Cdr. I. S. Sandeman, Director of the N.Z. Navy Signals Division; Commander R. E. Lesh, Director of the R.A.N.'s Signals Division, and Commander P. C. Prince, the Fleet Communications Officer of the Far East Fleet.

DEPORTED BRITS

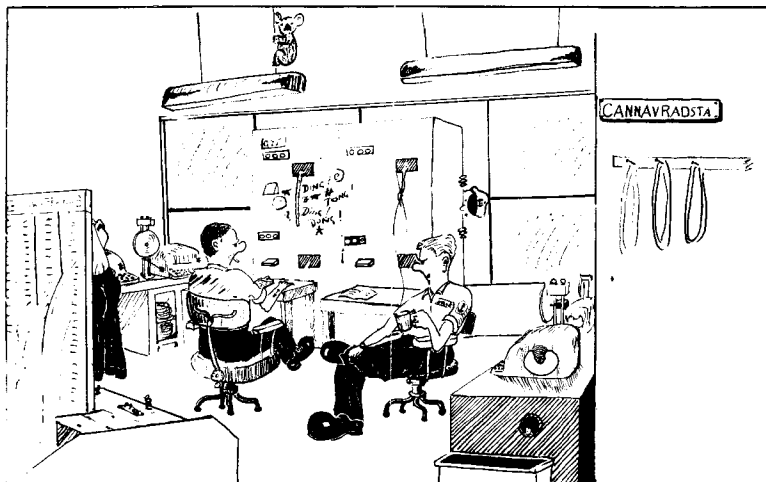
by Lieut.-Cdr. A. Gleadow, R.C.N.

At a time when it may seem that the Royal Navy and the Royal Canadian Navy are progressing along diverging paths, it may interest some of your readers to discover that a very large number of former R.N. Communicators are serving in the R.C.N.

A quick survey reveals that about twenty-four "Brits" have sought their fortunes in the RCN's Communication Branch. The leader was Lt. Cdr. Harry Hargreaves, who left the RN as a CY Signals at the end of the war and, since that time, has been deeply involved in the field of teletype equipment at Naval Headquarters. He is married with two daughters and lives in Ottawa.

Lt. Jock Grey left the RN as a PO Tel (Chatham) in 1954 and, after serving in frigates and RN submarines, was commissioned in 1959. He is married, lives in Dartmouth N.S., and has a daughter and two sons.

Lt. Bill Gidley finished fourteen years as a PO Tel (Portsmouth) in 1954. He was promoted to CCO



"You give him QSL this time mate, I haven't finished me brew!"

NAVAL RADIO TRANSMITTING SYSTEMS



- Precise frequency setting and positive stability allows full advantage to be taken of SSB which provides the most reliable communications under difficult conditions of propagation or interference
- Continuous frequency coverage from 240 Kc/s to 24 Mc/s
- Covers all types of signalling
- Broadband amplifier and synthesizer system provides simplest operation and almost eliminates tuning
- Aerials can be sited for maximum radiating efficiency.

MARCONI NT 203/204 SYSTEMS



COMPLETE NAVAL RADIO AND RADAR SYSTEMS
THE MARCONI COMPANY LIMITED · CHELMSFORD · ESSEX

in 1959 and is currently the Operations Officer of Vancouver Radio at Aldergrove, B.C. He has two grown sons and a daughter aged twelve.

Mr. E. A. Burke completed four years as a Tel (S) (Portsmouth) at the end of the war. He has continued in the Supplementary Branch and, having been commissioned in 1959, is now the Officer in Charge NRS Messet on Vancouver Island. He is married and has three children.

Mr. Reg Parish completed fourteen years as a Chief Telegraphist (Chatham) in 1954, and brought his wife to Canada where he is now the father of three daughters. He was commissioned in 1962 and is the Radio Training Officer (Men) in the Communication School Conwallis.

Mr. Jim Small (CCO RCNR) left Chatham as a CYS in 1952. He is married and has both a daughter and grandchildren. He lives in Hamilton, Ontario, where he is permanently attached to the Staff of COND as SO Communication Training.

CIRM4 Trevor Reading left Chatham as a Ldg Tel in 1941. Having produced, with a little help, five Canadian children, he is due to retire shortly from his last draft as Radio Supervisor on the Staff of CANCOMMARPAC at Esquimalt, B.C.

The Communication Division of the Fleet School H.M.C.S. *Cornwallis* appears to be a haven for "deported Brits" with C2RM4 W. J. (Sandy) Sanderson, PO Tel. from Chatham, who has two daughters and a son; PISG4 Pl Rowley, a former A Yeoman from Pompey, with two boys and two girls, and Ldg. Sig. Peter Townsend, ex-Chatham, still very much the bachelor.

Lt. Bob Dykes and C2RM J. C. Smith both left Portsmouth as Chief Tels in 1954 for the RCN and both are currently serving in Albrow Lake NRS, where the former is Operations Officer and the latter a supervisor. They make a particular point of welcoming any RN Communicators from the West Indies Squadron who visit Halifax.

Lest you should think that Lt.-Cdr. Mike Parry, our tame "Brit", has got lost in a snowbank, let me assure you that both he and his charming bride are very much with us. Mike is rapidly learning to use an ice hockey stick, and Fiona is proficient with a snow shovel.

THE QUIET SUN

This year and next, scientists the world over will be collecting information on many topics associated with the Quiet Sun.

"And what the heck is a 'quiet sun', chum? It can't worry me".

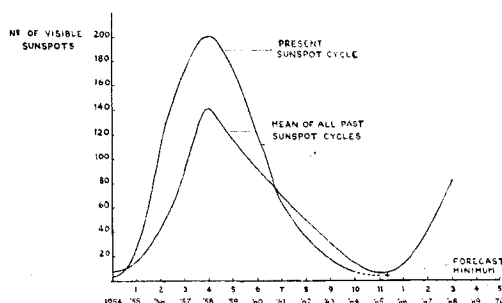
Yes it can. It is a condition of the sun which provides us with relatively poor HF communication. As any Communicator knows, it's the ionosphere which does it all. When it's strongly ionised we get good HF communication and vice versa. This state of play depends upon bursts of ultra-violet

radiation from the sun and these outbursts are in turn associated with spots which appear on the sun. As a rough and ready guide the greater the number of sunspots visible, the better HF communication will be. Roll on them spots.

Unfortunately the number of visible sunspots changes from week to week. The average number however, tends to rise and fall in a fairly steady manner, and one cycle of changes takes about eleven years. When the number is up Chief is smiling, when it is down he is a worried man. Just now it is right down, and later this year will bottom, and we've got a Quiet Sun. HF communications can be expected to be at their worst, particularly when distances are long.

The graphs below show the sunspot changes during the present cycle and the mean cycle. We are now approaching an average figure of four compared with the 1957/58 maximum of 200 which was an all-time record. These are pretty startling numerical changes. Does it mean that it will be fifty times more difficult to get the message through? The answer, fortunately, is No—but it will be harder. The reasons why are somewhat involved, but it is sufficient for our purpose if we make a few generalisations. The best frequencies to use are those at the top of the HF Band because they suffer least attenuation and when the highest usable frequency, the M.U.F., is near the top of the HF band, users are left with plenty of choice, which means less chance of adjacent channel interference. High sunspot numbers are associated with high M.U.F's and so give good communication conditions. Low sunspot numbers, such as we are experiencing now, will make it necessary to use low M.U.F's, particularly at night. It may be found that whereas, under good conditions, we could use 10 Mc/s on a particular route we shall now be down to below 4 Mc/s. With such low frequencies things become very cramped and the attenuation is large.

This year then will be another bad one for HF Communications. There will be relatively long periods, particularly at night, when RATT reception is either poor or impossible, and we shall probably be back with the old faithful CW Morse for longer periods.



Country Style

Readymade tweed sports jackets
from £12.10.0

Terylene and wool trousers
from £6.15.0

Gieves
LIMITED



Tailors and Outfitters to the Royal Navy

27 Old Bond St., London W.1 Tel. HYDe Park 2276, 9

*Edinburgh · Portsmouth · Plymouth · Weymouth · Liverpool · Bath
Southampton · Harrow · Dartmouth · Cranwell · Camberley · Winchester
Chatham · Brockenhurst · Londonderry · Gibraltar · Malta*



VACANCIES IN THE COMPOSITE SIGNALS ORGANISATION

A number of vacancies, offering good career prospects,
exist for:

CYPHER OPERATORS
TELEPRINTER OPERATORS } MALE and FEMALE

Write, giving details of Education, Qualifications and
Experience, to:

Recruitment Officer (C.S.O./4)

Government Communications Headquarters
'A' BLOCK PRIORS ROAD, CHELTENHAM, Glos.

COMMUNICATIONS GAZETTE

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.

APPOINTMENTS

Name	Rank	Whence	Whither
J. C. B. ARMSTRONG	Lt.-Cdr.	D.N.I.	Mauritius
R. I. ATKINSON	Lt.-Cdr.	Staff of F.O.S.N.I.	Staff of F.O.A.C.
A. BANHAM	Lt.	Long (C) Course	Eagle
N. S. D. BARRETT	Lt. (SD) (C)	Mercury	Staff of Capt. D. 27th E.S.
MISS A. J. M. BOURNE	3/O W.R.N.S.	Drake	Staff of F.O.S.N.I.
D. E. BROMLEY-MARTIN	Captain	Mercury	Temporary duty with D.S.D.
B. A. N. BUCKLEY	Lt.-Cdr.	Hermes	Staff of C-in-C Plymouth
R. H. CARR	Lt.	Long (C) Course	Chichester
W. J. CHRISTIE	Sub.-Lt. (SD) (C)	Torquay	Ganges
T. W. CLOWES	Lt.-Cdr.	Whirlwind	Staff of F.O.M.E.
R. COOMBER	Lt.-Cdr. (SD) (C)	Falcon	Heron as Security Officer
T. F. R. CROZIER	Lt.-Cdr.	Mercury	Soberton in Cmd.
J. A. N. CUMING	Lt.-Cdr.	Mercury II	Admiralty with D.S.D.
F. G. DENSTEN, R.A.N.	Sub.-Lt. (SD) (C)	Maidstone	Reverts to R.A.N.
A. H. DICKINS	Lt.-Cdr.	Staff of F.O.S.T.	Staff of F.O.2 F.E.F.
D. DOBSON	Lt. (SD) (C)	Caesar	Staff of F.O. Medway
E. D. DOLPHIN	Lt. (SD) (C)	Whitehall W/T	Staff of F.O.N.F.T.
M. E. H. EARLAM, R.A.N.	Lt.	Adamant	Reverts to R.A.N.
M. G. M. W. ELLIS	Lt.	Advanced (C) Course	Staff of Capt. D. 26th E.S.
D. A. K. FINLAY	Lt.-Cdr.	D.S.D.	D.G.W. (D.W.R.)
J. T. FRANKS	Lt. (SD) (C)	S.T.C. Devonport	Sheba
M. FULFORD-DOBSON	Lt.-Cdr.	D.S.D.	Jaguar as 1st Lt.
A. W. GARTON	Lt. (SD) (C)	A.C.R.	Staff of C-in-C Portsmouth
J. M. GAWLEY	Sub.-Lt. (SD) (C)	Staff of F.O.A.C.	Mercury
A. M. GORDON	Sub.-Lt. (SD) (C)	Plover	Euryalus
E. M. GOUGH	Lt. (SD) (C)	Mauritius	Whitehall W/T
R. W. GRAHAM-CLARKE	Lt.-Cdr.	Staff of F.O.A.C.	Ganges
D. GUNN	Lt.	Lion	Mercury
R. G. HEARN	Lt.-Cdr. (SD) (C)	Mercury	Defence Signals Board
ST. J. H. HERBERT	Lt.-Cdr.	Staff of F.O.M.E.	Walkerton in Cmd.
C. R. HOLLAND	Lt.	Staff of F.O.F.H.	Staff of Capt. A.W.S.
M. T. HUMPHREYS	Sub.-Lt. (SD) (C)	Venus	Mercury
H. R. KEATE	Commander	Staff of C-in-C Portsmouth	Devonshire as Exec. Officer
B. H. KENT	Captain	A.S.W.E.	Staff of C-in-C AFNORTH
T. M. LAING	Lt.-Cdr.	Whitby	Staff of F.O.S.T.
A. G. LEWIS	Lt. (SD) (C)	Mercury	Burnham W/T
C. MAITLAND-DOUGALL	Lt.	Long (C) Course	5th S/M Squadron
P. MARTINEAU	Commander	Venus in Cmd.	Torquay in Cmd.
E. W. MCCULLOUGH, B.E.M.	Lt. (SD) (C)	Burnham W/T	A.C.R.
T. B. MCLEAN	Sub.-Lt. (SD) (C)	Mercury	Walkerton
J. B. D. MILLER	Commander	D.T.W.P.	Mercury as Exec. Officer
D. T. MILLS	Lt. (SD) (C)	O. i/c N.P. 1984	Lion
K. MORTON, D.S.M.	Lt. (SD) (C)	Staff of C-in-C Portsmouth	Whitehall W/T
H. P. H. O'BRIEN	Lt.	Long (C) Course	Staff of Capt. I.F.
A. C. O'RIORDAN, D.S.C.	Commander	D.S.D.	M.O.D.
W. L. PAYNE	Lt.-Cdr.	Staff of F.O.2 F.E.F.	Staff of F.O.N.A.C.
R. J. P. W. PERRYMAN	Lt.-Cdr.	Loch Lomond	Staff of F.O.S.N.I.
M. D. Y. PHILLIPS	Sub.-Lt. (SD) (C)	Alert	Staff of F.O. C-in-C F.E.F.
C. C. PIDGEON	Sub.-Lt. (SD) (C)	Urchin	Whitehall W/T
J. E. POPE	Captain	Decoy in Cmd.	S.O.W.C.
C. D. M. RIDLEY	Lt.-Cdr.	Ganges	Staff of C-in-C S.A.S.A.

Name	Rank	Whence	Whither
W. E. ROTHWELL, R.A.N.	.. Lt.	Mercury	Reverts to R.A.N.
J. P. DE H. SAUMAREZ	.. Lt.	Long (C) Course	Staff of F.O.A.C.
T. J. W. SERGEANT	.. Lt.-Cdr.	Devonshire	Mercury II
A. A. T. SEYMOUR-HAYDON	.. Captain	Staff of C-in-C H.F.	Mercury II in Cmd.
J. SHACKELL	.. Lt. (SD) (C)	Phoenicia	Caesar
P. W. SOCHALL	.. Lt. (SD) (C)	Language Study in France	Mercury
I. F. SOMMERVILLE	.. Captain	Staff of CINCAFMED	S.O.W.C.
MISS J. W. F. SUNLEY	.. 3/O W.R.N.S.	Cochrane	Staff of C-in-C Med.
A. F. TILLEY	.. Lt.-Cdr.	D.S.D.	Caution in Cmd.
P. WAILES	.. Sub.-Lt. (SD) (C)	Ganges	Albion
D. WHITEHEAD	.. Lt.	Advanced (C) Course	Devonshire

PROMOTIONS

To Captain	To Commander	To Lieut. Commander
B. H. KENT	H. S. BENNETT	J. P. G. BRYANS
	M. E. ST. Q. WALL	K. P. BRUCE-GARDYNE
	N. F. FAWCETT	D. GUNN
	J. R. RUMBLE	A. H. LORIMER
		M. D. M. SELLAR

Selected for Promotion

To Captain	To Commander
D. A. LORAM, M.V.O.	ST. J. H. HERBERT
A. S. MORTON	

Radio Supervisor to Chief Radio Supervisor			Radio Supervisor (W) to Chief Radio Supervisor (W)		
BALL, F. R. J.	JX 722513	(2.8.63)	SANDERS, R.	JX 836447	(1.10.63)
SNOW, K. G.	JX 858403	(9.10.63)	BOWEN, A. D.	JX 836664	(7.12.63)
BUCHANAN, J.	JX 843128	(12.10.63)	JACKSON, K. G.	JX 839726	(1.1.64)
LUCAS, G.	JX 843753	(13.10.63)	SAWYER, R. C.	JX 613922	(21.1.64)
LILLINGTON, A. W.	JX 835890	(17.10.63)			
KENNETT, F.	JX 760103	(17.11.63)			
MASKELL, R.	JX 292223	(25.11.63)			
EDWARDS, D.	JX 712536	(1.12.63)			
WILCOX, J.	JX 882877	(1.12.63)			
BARRETT, S. A.	JX 716938	(12.12.63)			
IRELAND, W.	JX 836136	(31.12.63)			
			Communication Yeoman to Chief Communication Yeoman		
			MCDONALD, J. E. D.	JX 357043	(1.10.63)
			RANSOM, R.	JX 371360	(1.10.63)
			KNIGHT, B.A.	JX 581852	(14.10.63)
			RYAN, C. T.	JX 404766	(21.11.63)
			WILCE, L. S.	JX 712411	(10.12.63)
			FOSTER, R. R.	JX 836828	(15.12.63)
			WHITLOCK, N.	JX 889047	(11.1.64)
			KNIGHT, E.	JX 371574	(11.1.64)
			BRICKELL, D.	JX 760406	(17.1.64)

RETIREMENTS

A. G. McCrum, Captain	
P. FARRELLY, D.S.M., Lt.-Cdr. (SD) (C)	W. L. IRVING, Lt.-Cdr.
J. A. SHUTTLEWORTH, Lt.-Cdr.	P. P. L. WELLS, Lt.-Cdr.
T. C. M. SILVERTHORNE, Lt. (SD) (C)	MRS. J. G. REEDER, 2/O W.R.N.S.

CONSULT



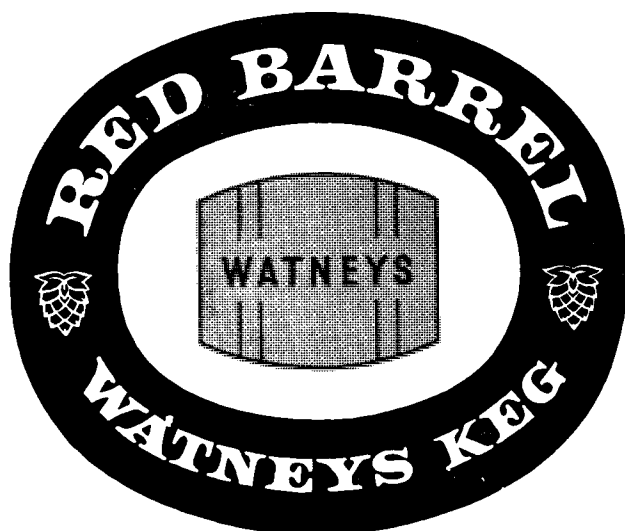
FOR YOUR NEXT REMOVAL

Experienced Staff · Modern Vehicles · Satisfaction Guaranteed

AMPLE WAREHOUSING ACCOMMODATION AVAILABLE IN:
PORTSMOUTH · EMSWORTH · PETERSFIELD
LONDON · CHATHAM · PLYMOUTH · SOUTHAMPTON
RYDE (ISLE OF WIGHT)

Registered Office:— 13 CLARENDON ROAD, SOUTHSEA Portsmouth 21515/6

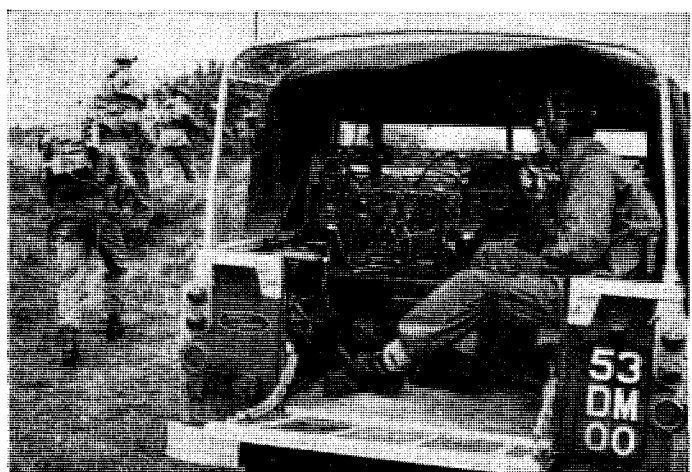
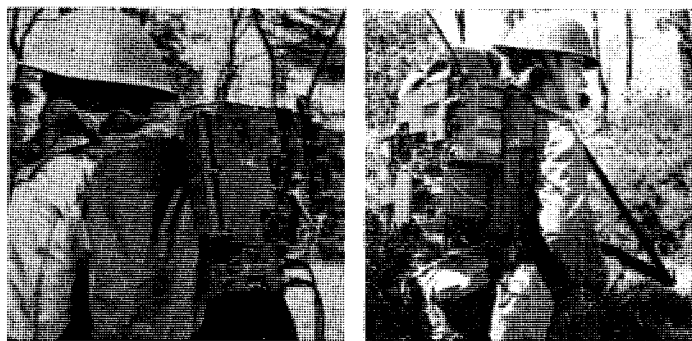
TRUST



Britain's
first
and most
popular
keg bitter.
Always clear,
always in
perfect
condition.

NEW

MILITARY HF TRANSMITTER RECEIVER—THE A.13



Plessey UK

Adopted by the British Army, the A.13 has been developed by Plessey-UK Limited in conjunction with the Ministry of Aviation and the Signals Research and Development Establishment. The A.13 now joins the Plessey-UK C.42, B.47 and B.48, which are in service with Armed Forces throughout the world.

Multi-role flexibility A single rugged transistorised unit forms the basis of five stations. At its simplest the A.13 is a lightweight man-pack set. By adding ancillary equipment it becomes a high-powered long-range ground or vehicle station.

2,400 channels—without netting The A.13's internal crystal calibrator enables the operator to tune to any of 2,400 channels within the band 2-8 Mc/s without netting. A whole network can change frequency accurately and reliably in under a minute.

Phase Modulation, A.M. and C.W. Use of phase modulation in the A.13 provides improved ground wave ranges for longer battery life. A.M. and C.W. on/off carrier facilities are also provided to give full compatibility with existing systems.

Modular construction for easy maintenance Semi-skilled personnel can simply and quickly carry out maintenance without test equipment.

Rechargeable batteries The low power version of the A.13 uses a single battery, and the high-power version two batteries. With a transmit/receive ratio of 1:9 the batteries last 8 hours for the low-power version and 6 hours for the high-power version. Batteries are quickly charged from either a hand generator or a vehicle supply.

The illustrations show five typical roles of the A.13

Low power man-pack

High power man-pack

High power two-man load

High power ground station

— three-man load

Vehicle installation

For further details please write for publication No. 233



PLESSEY-UK LIMITED

Telecommunications Division

Ilford • Essex • Telephone: Ilford 3040

Overseas Sales Enquiries to:
Plessey International Limited, Ilford, Essex.
Telephone: Ilford 3040 Telex: 23166
Overseas Telegrams: Plessinter, Ilford, Telex