

THE COMMUNICATOR



VOL 17 • No. 4 **SPRING 1965**

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THE COMMUNICATOR

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

SPRING 1965

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CONTENTS

	page		page
EDITORIAL	197	SHIP-SHORE NEWS	211
IT WALKS BY NIGHT	197	GOING THE ROUNDS IN "MERCURY" ...	228
ADVANCEMENT	198	COMMATCHRON	231
COMMUNICATORS/COMMUNICATIONS 1913	200	FORTHCOMING COURSES AT H.M.S.	
QUIZ	201	"MERCURY"	233
1ST INTER-SERVICES TEN-PIN BOWLING		E.T.L.R. IS DEAD	233
TOURNAMENT	202	R.N. AMATEUR RADIO SOCIETY ...	237
HOW'S YOUR MORSE?	203	THE MAN WHO SHOT LINCOLN ...	241
LETTERS TO THE EDITOR	204	GUESS WHERE	245
JACKSON OF THE "DEFIANCE"	205	COMMUNICATIONS GAZETTE	247
COMPETITIONS	209	UNCLASSIFIED D.C.I.'s	249
COMMISSIONING FORECAST	210	DRAFTING	251

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PRIZE WINNING 'PIN-UP'

EDITORIAL

It would require the wisdom of Solomon to satisfy all our readers' requirements. We are still trying to achieve a balance between the various types of article. The most popular contributions to date have been the drafting features and the competitions. We wish we could make the prizes more attractive but lack of financial resources is the limiting factor.

In spite of a seven per cent increase in the printing costs we have managed to keep the price of the magazine at 2 6d. for this edition. If future sales are as good as the winter ones were, we may be able to avert any rise in the magazine's price.

We apologise for the slightly reduced ship-shore section. Unfortunately many of the ships' articles arrived after the closing date. Those which arrived too late could not be published. Contributions of not too topical a nature, however, may appear in the summer edition. This, indeed, is a good opportunity for my co-editor and me to appeal for fewer articles of the "run ashore" category and more of an imaginative and thought-provoking nature.

Concerning our overseas customers, we make every effort to give top priority to the despatch of their copies. Unfortunately, as they have to be sent surface mail, their time of arrival is out of our control.

DAIRMIID GUNN, Lieutenant Commander.

IT WALKS BY NIGHT

Night seems to be the usual time for ghosts to walk. You don't often hear of anyone seeing a ghost on a blazing summer afternoon; the spirits seem to prefer the shadows of the night. Perhaps that's because people can't be quite sure what they do see then, and fatigue has made them rather more susceptible to suggestion. Besides, most of us give our imaginations a little play in the evenings when we relax after the day's work. We keep our matter-of-factness for working hours.

Maybe that explains why we never hear of a seance being held in bright sunshine in the open air. Mediums say they must have the right "atmosphere", and that usually means a darkened room, a ring of clasped hands under the table, and not too much scepticism present; otherwise the spirits can't get through.

All this makes it all the more remarkable that when a man did come back from the dead it was all so free from 'spookiness', and most of the action took place in daylight in the open air. But perhaps he did it deliberately, just to show that this was the real thing.

There was no doubt that he really died, for it was all horribly visible—a public execution on a trumped-up charge. Yet within a few days he showed himself to be really and truly alive, not once but several times.

His friends who from a safe distance had seen him executed were certainly not expecting to see him alive again. Indeed they were most sceptical when the first report of his being alive came in. "Hysterical female nonsense!", they considered it. But when they saw him, not in the half-dark where they might have been mistaken for a moment, but in broad daylight, all they could say then was, "It must be a ghost." And, to put it bluntly, they yelled with sheer fright.

We can't exactly blame them. It's one thing to see a white shape in a churchyard at night (which might after all be merely a cat), but it's quite a different matter when a friend whom you saw die on Friday comes up and speaks to you on the following Sunday morning! Yet this is what happened to the followers of Jesus Christ. He understood their fear, of course. He made them touch Him and handle Him to prove that He was really there, and then, when they still seemed a little slow in the uptake, He ate some food, for who ever heard of a ghost making a hearty meal? He had said He would conquer death, and here He was alive and well, to prove it.

Of course it shook them. They'd been inclined for some time to believe His claim to be God walking the earth in human form but this clinched it. Now they *knew* and it wasn't long before they were out telling the world about Him, and nothing on earth could stop them.

What changed these very ordinary men (who were such cowards that they didn't dare stand too near the cross in case they got involved) into heroes who would stop at nothing? A swindle? Hallucination? Spooky nonsense in a darkened room? or somebody quietly doing what He said He'd do—walk right through death?

What do YOU think?

J.F.



ADVANCEMENT

by Sub Lieut. (SD) (C) C. H. Sanders

Since the Christmas article on advancement, which dealt with old style (T), (G) and (W)'s recommended since 23rd November 1962 only, there has been a small but important change in the programme in the last week of the Fleetboard Preparation Course.

The Monday of the last week is now the last day of Communications instructions. The Fleetboard is conducted on the Tuesday. All candidates attend the course wash-up during the first session on Wednesday forenoon. Those ratings who have completely failed the Fleetboard leave the course at this stage, the remainder carry on with the new three-day leadership course. This change means that ratings are available to return to their ships/establishments either a.m. Wednesday or by 1530 on Friday.

Potential RO1's recommended before 23rd November, 1962

When the new structure was first introduced, by AFO 2255/62, there were approximately 500 ratings recommended for Leading Rates courses, made up of approx. 350 LRO, 100 LTO and 50 LRO(S). By the end of January 1965 when the last of the old style LRO(G) courses finished there were only approx. 50 (G), 5 (T) and 2 (W) ratings left. It is confidently expected that by the time you read this the numbers will be much further reduced. Many, once they overcame their initial suspicion, simply opted for the new Fleetboard Preparation Course, now well proved with its high success rate, and qualified for LRO at the subsequent Fleetboard. It has therefore been decided that the few old style ratings left will be offered the Fleetboard Preparation Course.

All are reminded that no one, by the terms of DCI (U) 231/64 may be given more than one FBPC. No New Structure ratings may be given this course—they have the benefit of a Sub-Specialisation Course.

Potential RO1's of the New Structure

In normal circumstances ratings must have successfully sub-specialised as RO2's (G), (T) or (W) before they are recommended for Leading Rate. Complete failure at a Fleetboard involves the usual wait of six months before they may be again recommended.

Exceptionally, unspecialised RO2's may be recommended for LRO and allowed to take the Fleetboard in the specialisation for which CND has chosen them. If successful they may be rated RO1 (G), (T) or (W), if eligible in all other respects. They are not required to undergo a sub-specialisation course.

Minimum Qualifications Necessary for Advancement to LRO

1. 18 months seniority as RO2.
2. Six months seagoing service since 17½.
3. Passed educationally.
4. Passed professionally.
5. Six months V.G. conduct.
6. Be medically fit.
7. Be recommended.
8. Ship/Establishment holds B13 for you from CND.
9. Qualified NBCD.

H.M.S. Mercury 1964 LRO (Q) Failure Rate

	% Complete Failure	
LRO (G)		
Old style course	23.5
Fleetboard Prep Course	8.1

LRO (T)

Old Style course ...	...	11.1
Fleetboard Prep Course ...	...	12.5

LRO (W)

Old Style course ...	...	25.0
Fleetboard Prep Course ...	...	25.0

ADVANCEMENT: GENERAL HALF-YEARLY EXTRACTS FROM ADVANCEMENT ROSTERS AT 1st OCTOBER, 1964 -

The following extracts from advancement rosters, with effect from 1st September, 1964, to include recommendations made on 31st May, 1964, are promulgated to give men who have been recommended an indication of the present state of their roster and a chance to gauge their approximate position on it. Minimum numbers who may expect advancement during the ensuing six months have also been shown.

2. Ratings should realise, however, that it is not possible to draw accurate conclusions about advancement prospects from the figures given. The essence of roster advancement consists in filling vacancies as they occur. Any estimate must be based on the following:

- (a) The number known to be completing their current engagement who have not yet re-engaged.
- (b) The number expected to re-engage using current statistics.
- (c) The number expected to be promoted (SD).
- (d) Casual wastage (Deaths, Invalidings, Discharge by Purchase, etc.).
- (e) Number to be advanced to next higher rating, after allowing for over or under bearing.

3. When two or more ratings have the same total points, their relative positions will be determined where applicable, by their basic roster dates, and then if necessary, as follows:—

Basic Roster Date Determined by:—	Relative Position to be Fixed by:—
Seniority ...	Length of service in a man's rating.

Date of Passing ... Seniority in rating, then, if necessary, length of service in a man's rating.

Mid-date system ... Seniority in rating, then date of passing, then length of service in a man's rating.

4. Ratings lacking the necessary V.G. conduct qualifications have been included in the extracts.

5. These rosters remain in force until 28th February, 1965, being unaffected by recommendations made on 30th November, 1964. Such recommendations will be embodied in the roster when it is again revised with effect from 1st March, 1965

6. Figures in brackets indicate the number not yet educationally qualified.

<i>Advancement to and No. now on Roster</i>			<i>Position on Roster</i>	<i>Points</i>	<i>B13's issued to six months ended 30.9.64</i>	<i>Total Trickle Advancements authorised 1.10.64 to 31.3.65</i>
CCY ... 115	1-5	136-133	15	4
			6-39	132-110		
			40-65	109-78		
			66-85	77-67		
			86-115	66-39		
CY ... 53 Top Man Medically Unfit.	1	62	39	8
			2-8	58-53		
			9-30	52-37		
			31-53	36-7		
LRO (T) 91 (13)	1-12	37-36	58	12
			13-35	35-31		
			36-62	30-20		
			63-91	18-5		
CRS ... 168	1-5	142-140	7	6
			6-29	139-131		
			30-78	130-107		
			79-121	104-66		
			122-168	65-38		
RS ... 82	1-11	64-60	36	10
			12-34	59-50		
			35-57	47-38		
			58-82	37-15		
LRO (G) 144 (7)	1-16	39-37	78	18
			17-48	36-31		
			49-81	30-24		
			82-112	23-14		
			113-144	13-5		
CRS (W) 6	1-2	64-63	1	—
			3-4	59-46		
			5-6	45-41		
RS (W) Dry	—	—	10	—
LRO (W) 18 (2)	1-3	31-30	15	2
			4-10	25-10		
			11-18	8-5		



by courtesy of Warner Pathe

SUSAN HAMPSHIRE

COMMUNICATORS COMMUNICATIONS 1913

or

Those were the Days (of the Signalman)

by J. Lucas, Britannia Royal Naval College,
Civilian Signal Instructor (ex CCY)

With the 'Signalman' and his badge of crossed flags almost no longer in evidence, and the predominant badge of the 'Communicator' being that of the old Wireless Telegraphist, it seems that the branch and its badges have completely reversed from the times mentioned in the following extracts from K.R. and A.I. dated 13 June, 1913.

By the way, this KR and AI was signed by such notables as First Lord—Winston S. Churchill, First Sea Lord—Louis Battenberg (Lord Louis's father) and Admiral J. R. Jellicoe.

Control of Signalling—was vested in the Signal Lieut. (who was usually either a R.M. Officer or a Torpedo Officer) the Signal Boatswain, or Senior Signal Rating, who was responsible for:—

- (a) All signalling, except actual transmission by Wireless.
- (b) Reporting signals to Admiral/Captain, in their sequence of urgency.
- (c) Despatching of all messages, and informing Wireless Office of movements of all ships.

With this object therefore the Signal Officer, or Senior Signal Rating was entitled at anytime to have complete access to the Wireless Office, and to give orders to the Telegraphists, in respect of the sequence in which messages were to be despatched, and other matters of a kindred nature.

Apart from above, the control of exercising and training of the Wireless Telegraphists was under either the Warrant Telegraphist, Torpedo Lieut., or Senior Wireless rating. Telegraphists were also to fall in for Divisions with the Signal Division and were to be part of that Division for disciplinary organisation.

Signal Log—was an accurate log of all signals, except those W/T messages which were logged in the W/T log. The Signal Log was similar to the present day Deck Log, and such things as Ship Movements, Gun Salutes fired, Lighthouses/Lights sighted and passed were entered. Flagships' logs were kept for five years and other ships' for three years.

Signal Books—Under orders of the Captain, who ordered a stowage for the 'BOX' when in foul weather on the bridge, and they were mustered at the beginning and end of each watch, under the responsibility of the Officer of the Watch.

Training—Wireless ratings as required by Warrant Tel/Torpedo Lieut. Signal ratings by Signal Lieut/Signal Boatswain/Senior signal rating. Signal ratings had to carry out one hour's elementary wireless instruction, and half-an-hour's buzzer per

week. 'Backward Exercises' were almost on a par with those of today, except that instead of obtaining a certain percentage, one had to obtain a certain number of correct words in 5 minutes. If 90 words were correct the men had one exercise the next week, if 80 words two, 70 words three, under 70 five. Note, that if the Commander-in-Chief desired, any Signaller/Ord. Sig. who was thought to be incapable, was given a Branch change.

Advancement.—To Signal Lieut.—from Signal Boat-swain/Warrant Telegraphist, after LONG and ZEALOUS service.

To Chief Yeoman Signals/Yeoman of Signals—by Signal School.

To Chief P.O. Tel/P.O. Tel by Torpedo School, on same system as for Signal ratings.

Courses:

1. (SIGNAL) Flag Officers/Captains and Commanders, Signal School Portsmouth.
2. Signal Lieuts. Qualifying, Signal School Portsmouth, plus five weeks Wireless Course at Torpedo School Vernon. Having qualified they were then Lieut (S).
3. Warrant Telegraphists—selected and trained on course at Torpedo School Vernon.
4. Senior Signal Ratings—at their Signal Schools.
5. Senior Wireless Ratings—at the Torpedo School.
6. Junior ratings both departments—ships.

Note, that the Wireless Instructors were mainly Royal Marine Officers, and Torpedo Officers.

Ceremonial—COLOURS—all ships were to wear the White Ensign, but the Union Jack was only to be worn at the Jackstaff, 'when thought proper to do so!

There is no reference in this article of KR and AJ, to Half Mast, either Ensign or Jack, or Admiral Flags, Broad Pennant, etc.

Truly, the Communicators have gone a long way since those days, and although each department still has a dig at the other, we are certainly the COMMUNICATION BRANCH as a whole today.

WHAT IS "WHICH"?

WHICH? is the monthly magazine published by CA—short for Consumers' Association—and circulated to more than 440,000 members. WHICH? contains comparative test reports on named goods and services, from toy wheelbarrows to cars, and from aspirin to zip fasteners. CA is run by an independent, unpaid Council, none of whom is engaged in industry, shopkeeping or advertising.

The money comes from members' subscriptions—£1 or £2 a year. No money comes from Government or industry.

The goods to be tested are bought anonymously in the shops. The tests are designed by CA, in consultation with specialists and carried out by independent laboratories.

QUIZ

Here are ten questions produced by F Section, H.M.S. *Mercury*. Closing date is 1st July 1965, when all entries will be dealt with in a random order.

A prize of £1 will be awarded for the most correct entry found.

1. What Flag—

(a) Contains the phrase 'LA ILLAMA ILLA ALLAH WA MAHAMMAD UR-RUSUL ULLAH'?

(b) Contains the first five letters of the Greek alphabet in the form of a cross?

2. What connection have the following:

The hole.

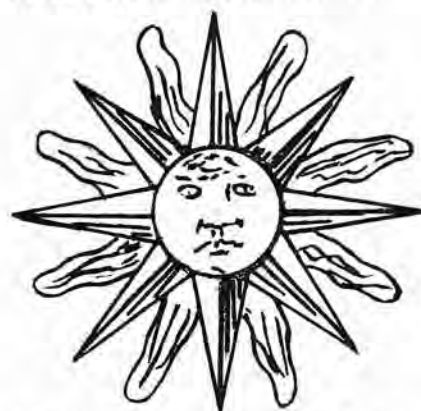
The buoy.

The Keel.

The Gun.

The Shackle.

3. What is this, and where can it be seen:



4. What country uses the Lone Star Banner as its national flag?

5. Which warship spent several months during the 1914-18 war up a jungle river in East Africa and was finally sunk there?

6. What connection has a Red Crescent, a Red Cross and a Red Lion?

7. Where would you expect to find a Docking Bridge?

8. Where might you see the Cap of Liberty and what does it symbolise?

9. How long does the earth take to complete one circuit of the sun? (To the nearest second).

10. Whose distinguishing flag has flag six with colours reversed, in one canton.

WINNERS OF CHRISTMAS COMPETITIONS

Crossword: RO1(G) J. R. Grant, Kranji W/T.

Radio: LRO(G) B. A. Holland, S/M Refitting Group, Devonport.

Editor's choice was D-O-A-F-M-J.

1st INTER-SERVICES TEN-PIN BOWLING TOURNAMENT

by CY B. Vince, H.M. Dockyard, Portsmouth

The first I knew of this tournament was when I was asked if I would represent the Royal Navy and Royal Marines at a meeting in London to discuss the rules, etc.

The tournament was promoted and sponsored by the International Division of the American Machine and Foundry Company, A.M.F. for short, the makers of a good percentage of bowling equipment used in British bowling centres, and its aim was to try to get ten-pin bowling established as a recognised sport in all the Services.

At the meeting all aspects of the competition were discussed, including such things as distribution of advertising material and the relation of the date of the tournament to leave dates, etc. All in all, it was a very interesting day with a fine lunch laid on by A.M.F.

There were other meetings after this one but the Services representatives were not required to be present and were thereafter not considered to be part of the tournament committee, a point which I was personally anxious about as I wanted to bowl in the competition and it would not have been possible if serving on the committee.

The tournament finals themselves were to be bowled on the 30th of January but due to the death of Sir Winston Churchill, the date was the following Saturday, 6th February.

Qualifying games had to be rolled some time before this and scores, properly verified by centre managers, posted to A.M.F. in London, who sifted and sorted and finally came up with the names of the finalists. The events scheduled were Five-man teams, Men's individual and Ladies' individual. It was intended that teams of three ladies compete as well but it appears that at the moment there is not a particularly great following of the game by the ladies and therefore the event was cancelled.

A system of handicapping was evolved which gave the less experienced bowlers more of a chance of success.

The finals were held at Corby Bowl in Northants and the whole proceedings went off well. At this point, the story must become rather personal. As well as bowling in the individual event I was a member of the team from H.M.S. *Victory*.

The time came round for the team to bowl and we started off with what we thought were two very good games and, although we had no thoughts of becoming Inter-Services champions, we did at that point think we were in with a good chance of taking the Naval championship. However, this was not to be, as the whole team went more or less to pieces and bowled a bad last game.

The Naval championship went to the team from H.M.S. *Ganges* followed by H.M.S. *Collingwood* and ourselves in third place.

In the individual event I am pleased to report that the Naval Championship, on handicap, went to another Communicator, CY Barrie, a member of the victorious *Ganges* team. However, I scored the top scratch series (that is without handicap) and therefore qualified to bowl for the Inter-Services Singles championship against the top scratch bowler from the R.A.F. and from the Army.

To cut a long story short, the final was rolled and, somehow, I took the championship. It must have been due to the 100% support I enjoyed from the naval contingent. Great stuff!

Last but not least, Wren Cindy Rooney who also bowls at the N.A.A.F.I. Club Bowl in Portsmouth, took the Ladies' Championship. So the first Inter-Service Ten-pin Bowling Tournament was quite a success for the Navy, although the team from R.A.F. Gaydon deservedly took the Team title.

I would like to say thanks to A.M.F. on behalf of all bowlers for a grand day on the lanes which must have been enjoyed by everyone. Roll on next year and let's get into the Second Tournament. Let's see a team from *Mercury* there too.

If winning was a surprise, there was a bigger one in store when, at the presentation of the prizes, I was invited together with the top R.A.F. bowler to join the A.M.F. "Staff of Champions" to bowl in



an international tournament in Paris on the 20th and 21st of February. This team consisted of some very well-known names in the ten-pin world such as Paul Lane, Doug Lyons and Bob Palmer.

The Paris weekend quickly arrived and we flew over on Friday evening, only two out of six missing the aircraft, and were soon checked into our hotel. Next morning, Saturday, with our complete crew, we arrived at the bowling centre, and what a centre! It seemed more like a night club.

This tournament was for teams and our team rolled qualifying games at 10.30 a.m. The idea was that the top twelve teams in the qualifying games would go through into the final but in this we were unsuccessful, gaining only 14th place against some really hot shooting. However there was a consolation tournament for the unsuccessful teams which was organised into doubles and singles events and each team split up into three sets of doubles.

The only success we did have was that Bob Palmer, a sergeant in the U.S.A.F. won the singles with three great games, rolling 211-220-211, and Paul Lane took second place in the All Events section. Paul, by the way, has never come home from Paris empty-handed.

It was a very hectic but most enjoyable tournament, highly organised, each event running exactly to schedule. Unfortunately, due to the programme, there was no time for sightseeing during the day, but we did have a ball during the evenings and altogether the weekend was "magnifique".

Next on the list is the National Championships at Manchester on April 10th and 11th when the team is just about the same. Maybe we will have a better result to show for our efforts at that meeting.

At least it is something else to look forward to and further valuable experience in this grand game of ten-pin bowling.

Good Luck and Good Bowling.

TIT-FOR-TAT

The Chief Jack Dusty rang the M.S.O. to see if he could have a copy of C-in-C's 221714z.

"Well, I suppose you can", said the Bunting, "but as it's Confidential you'll have to come up and get it personally".

The Chief protested: "My office is twelve decks below the water line and you're up by the Bridge. Can't you send it down to me?"

"No", said Bunts, "you'll have to come and get it personally".

After much heaving and grunting, the perspiring Chief finally climbed the dozen or so ladders to the bridge only to be confronted, to his horror, by a closed MSO door. On the door was a notice which said "CLOSED FOR STOCKTAKING".

CRS BURKE, *Ganges*.

HOW'S YOUR MORSE?

by Sub Lt. (SD) (C) J. M. Gawley

*"Bad Communications corrupt good Mariners",
(With apologies to Saint Paul).*

"Morse? MORSE? What's that?"

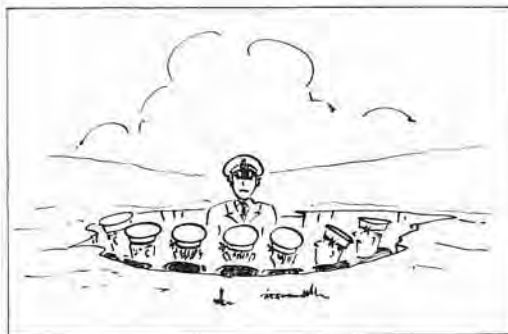
"Oh! It's what they used to have before RATT came in".

YOUNG MAN—YOU COULDN'T BE MORE WRONG!

The advent, in the past few years, of the use of RATT for broadcasts, fixed services, and ship-ship and ship-shore circuits, has not reduced to any great extent the need for morse in communications. Indeed, the requirement for morse in mobile communications has not at all diminished; it is, in fact, increasing.

To what extent has RATT supplanted morse? Fairly considerably, but only on specialised circuits: fixed services (Commonwealth), Primary Fleet/Ship Broadcasts, and some ship-ship and ship-shore circuits. Even its use on the Long Distance ship-shore service is by no means as widespread as it might be. And what of morse? It is still used for all Submarine Broadcasts (both high and manual speeds), for Primary Fleet/Ship Broadcasts serving non-RATT fitted ships, single and two-operator ships, for the main alternative for those RATT broadcasts which become unprintable because of atmospheric conditions, for Coastal Common and other direct working nets, and, of course, for ship-shore working (even for RATT working on ship-shore, communications must first be established using morse).

A new factor with which we have to contend has appeared. This year will see introduced more sophisticated forms of RATT broadcast, for which a reliable back-up system is essential. This back-up system will be the Morse Broadcast. Not only will the latter have to cope with its present traffic, but also it will have a considerable increase in traffic being re-run for various reasons from the RATT



"As I see it chaps, we're in a hole"

broadcast. The present transmission rate of information on morse broadcasts is inadequate for this traffic, so speeds of transmission will need to be raised by anything up to seven words per minute.

Most commercial and Government fixed stations operate using RATT (often at much higher speeds than we in the Service use), but nearly all commercial mobiles—of which the majority are merchant ships—still use morse. For various reasons, it has proved impracticable to shift most of them to RATT working. This means that whenever H.M. ships or shore stations wish to communicate with merchant ships by radio means, they must invariably use morse if voice is impossible. Important, too, is the fact that all Distress, Urgency and Safety communications which are not conducted by voice are conducted using morse. It is the duty of ALL radio operators to have a first class knowledge of the working required, and, with this knowledge, a first class operating ability. This ability consists primarily of being able to RECEIVE and to TRANSMIT morse.

Where does all this lead? The answer is simple. RATT is NOT the universal panacea, neither is it, by any means, the final answer to rapid communications.

Operators who think that RATT is the answer, and who either allow their morse skill to deteriorate or, worse still, don't bother from the start, are due for two unpleasant shocks. The first shock will be when someone, quite rightly, calls them incompetent fools for their inability to operate morse circuits, and the other will be when they sit an advancement examination—they just will not pass—EVER.

At what speed can *you* read morse? 18? 22? 25? More? It's not difficult to read at speeds in excess even of 30 wpm—a typewriter and about four hours' hard practice give the answer.

The ability of operators to read and transmit morse accurately and rapidly has decreased considerably during the past decade. This is partly because of a reduction in the required minimum operating speeds, but is also due to lack of interest by the operators themselves. And this lack of interest is in turn caused by an apparent lack of interest of the Supervisors, of all ranks and rates.

It manifests itself particularly in the incredibly poor standard of morse transmission evident in certain ratings coming through H.M.S. *Mercury* during the past twelve months on advancement courses. Investigation of ratings' inability to make morse reveals that few, if any, of them, have ever been properly criticised in their practical ability since leaving training. When did *you* last look properly at *your* operators? How often, yesterday, and today, did you give the RO3 on C.C.N. a signal and say "Here you are—one to go"—and then just leave him to get on with it? When did you last analyse your operators' morse? When, for that matter, did you last analyse your *own* morse? Do



? 3

you bang the key instead of holding it? Are you one of those who uses too small a gap, so that the morse slurs? A gap of a tenth of an inch is by no means too large for up to 20 wpm. Do you clip your dits—the invariable mark of a keybanger? Do you lose count of the number of dits in fives, sixes, hyphens, etc.? Again, the mark of a key-banger. Do you race your dits, sometimes so fast as not to key the aerial relay of a Type 618H?

In most ships—all, I hope—frequent and regular morse reception training sessions are held for operators. However, it doesn't matter how good an operator is at reception—he's quite useless as an operator unless he can transmit equally well. For every three or four practical reception sessions each week, there must be AT LEAST one practical transmission session, properly supervised. Why don't *you* start NOW?

LETTERS TO THE EDITOR

1245 Via Del Mar,
Winter Park, Florida
U.S.A.

Dear Sir,

I am attempting to prepare a tri-Service history on the development of tactical military communications. Any data, recollections, or suggestions of written and graphic sources will be greatly appreciated, acknowledged, and credited where applicable. Information concerning developments and happenings prior to 1920 are particularly desired.

Sincerely,

DAVID L. WOODS, Lt., USNR-R.

Dear Sir,

"Major Breakthrough" in the last edition of THE COMMUNICATOR certainly presents possibilities which could be exploited especially by a subversive type of government. I refer to the types of canines employed.

Mr. McLean, who I believe holds a position as a Communication Officer in Her Majesty's Navy, harbours and relishes the thought of dogs being used as messengers. Let him stop and ponder awhile on the "defectiveness" of some of his—ah—messengers. Russian wolfhounds may be subjected to calls from Mother Russia and the Pekinese may recall the Boxer rebellion and use it as a weapon for propaganda on the evils of capitalism and the imperialist's way of life.

Indeed inside our own camp we would encounter opposition and distrust of the project. The Germans would rave about their much superior Alsations, and de Gaulle would use it as an excuse for keeping us out of the Common Market, banning poodles from participation in this typical British project; NATO would erupt, disintegrate before our eyes; time would be reverted to the '40's when we were alone, and no wonder—DOGS!

The 'Signalman' and 'Sparker' are the greatest messengers, true to the cause, incorruptible, the true and effective weapon against any sort of subversion.

I hope their Lordships at the Admiralty (the Mod (Navy) title is another example of takeover bids) throw this project right out. Then and only then, can the country sigh with relief and think that our messages are entrusted to men of the finest force with the finest traditions.

I remain Sir,

Your most obedient Servant,

J. BOND, Cdr. R.N. (007).

ROYAL NAVAL RESERVE

Heavy training programmes await Reserve Personnel during the summer of 1965. The Signal Training Centre at Devonport gives mention of their plans in their Easter contribution to THE COMMUNICATOR. H.M.S. *Mercury* expects once again to welcome large numbers of Communicators who not only undertake refresher courses but meet old friends. In the summer edition of the magazine we hope to bring to you further news of this activity.

R.N.Z.N.

H.R.H. Princess Alexandra launched and named the frigate H.M.N.Z.S. *Waikato* at the Belfast yard of Harland and Wolff on 18th February.

When completed she will be yet another modern unit to join the New Zealand Navy. Modern frigates are expensive, yet this is justified by their increased versatility so necessary to an island nation.

JACKSON OF THE "DEFIANCE"

by Alan T. Rawles, Royal Naval Scientific Service

This article is reprinted by kind permission of The Editor of The Royal Naval Scientific Service Journal. The most recent edition of this Journal contains an article by R. F. Pocock, A.M.S.E., giving a somewhat different slant to the Jackson story. This we hope to publish in the near future.

Admiral of the Fleet Sir Henry Jackson held many appointments of national importance during his lifetime, but his fame may yet come to rest mainly on his early inspired work on wireless telegraphy, which he carried out aboard *Defiance*. But for the restrictions imposed on him by the naval life of those days Jackson might well have challenged Marconi in the invention of radio.

The career of Henry Bradwardine Jackson was, in some respects, a paradox. The picture that one conjures of him from the literature of his time is of a shy, retiring and rather nervous man—an image that ill accords with that of a man who held most of the important Admiralty appointments at one time or another, and who attained the highest rank that the Royal Navy can offer. It is hardly too much to say that he achieved greatness unwillingly for it is certain that he cared little for the succès d'estime that attended his position. What meant more to him than all these honours was his association with the development of radio from the earliest days. From 1895, when as Captain of the *Defiance* he demonstrated naval wireless communication for the first time, until his death in 1929 he held a unique position among the pioneers of the craft. It is true that the view held by the writer that Jackson invented wireless telegraphy is not generally accepted; but few would deny that his contribution to the science was of the greatest value. It is as "Jackson of the *Defiance*" that he will be remembered and that is as he would wish.

Early Concepts

Henry Jackson, a farmer's son, was born at Barnsley in 1855. He chose a naval career although his family had no strong connection with the sea and he joined the Service just before his 14th birthday. With his Daedalian mind it is not surprising that he asked to be allowed to qualify in the torpedo branch, which was then the only branch of the Navy that afforded opportunity for scientific research. At first his career followed a normal pattern and it was not until 1890 when he was appointed to *Vernon* that it becomes of unusual interest.

A task which then confronted *Vernon* was that of designing a device by which friendly torpedo boats might give warning of their approach to their parent ship. The possibility of using the newly discovered Hertzian waves immediately occurred to Jackson; they were then regarded merely as a



scientific curiosity—a practical demonstration of Maxwell's theory—and no useful application of them was known or envisaged. Since, however, at that time no means of readily detecting the presence of these waves was known, Jackson was forced to put the problem on one side and it was not for five years that he was able to make any progress.

The First Transmission of Signals

In 1895 he had read of the work on coherer detectors by Sir Jagadis Bose and at once saw the old problem was now capable of solution. By now he was in command of the torpedo training ship *Defiance* at Devonport and it was on board this ship that his experiments were carried out. They culminated one day in August when he succeeded in sending Morse signals from one end of the ship to the other.

The apparatus used by Jackson was naturally of a primitive nature. After detection by a cohere which Jackson made himself, the received signal operated a relay which in turn actuated an electric bell. The ringing of the bell without the agency of any external wiring heralded a new epoch—the radio age.

The report of the *Defiance* experiment seems to have been lost on the Admiralty who appear to

have made no attempt to patent Jackson's method. The consequences of this omission can hardly be exaggerated for in the following year an historic application was lodged at the Patent Office. It was in the name of Guglielmo Marconi.

Meeting with Marconi

The anti-climax caused by this somewhat lukewarm reaction left Jackson undismayed. He continued his experiments and in 1896—newly promoted Captain—he received signals over a distance of several hundred yards by the use of a larger spark and a more efficient coherer. By this time, after much advance publicity, Marconi arrived in England and was introduced to Jackson at a conference at the War Office. This oddly contrasted pair, the young Italian with all the flamboyance of his race and the taciturn Englishman, had in common a great belief in the future of their invention. Though regarded as rivals (as in a sense they were) this bond was the basis of a friendship which lasted until Jackson's death. Each had previously been unaware of the other's work; now most secrets were shared and neither ever abused the trust placed in the other. Jackson was now able to persuade the Admiralty that further experiments would be of value; they authorised him to continue them and allocated some money for the purpose. He was, unfortunately, unable to fully avail himself of this opportunity since he was appointed in the following year as Naval Attache in Paris, where such research was almost impossible.

Naval Restrictions

Whether or not Jackson would have seriously challenged Marconi in this field will never be known. The Italian had several advantages: he was untrammelled by the restrictions imposed by a Service career and had a small band of trained assistants to help him. Marconi and Jackson were popularly regarded as competitors in a sort of race to produce a workable wireless-telegraphy system. But, in truth, if we are to pursue this analogy, Jackson was clearly a non-starter. In Paris he could do nothing except give advice to his successor in *Defiance* (Captain Hamilton) who was continuing the experiments in a rather desultory fashion and with little success. Jackson's loyalty and devotion to duty were unquestioned but, even so, his chagrin at being taken from his work in *Defiance* could not be altogether concealed.

"I was naturally very disappointed", he wrote to Marconi, "at having to leave off my experiments when they were in a very interesting stage and at a time when probably my personal supervision was most required as, at the time, everyone seemed against the system except you and I".

Typically, however, he was able to refer to this, one of the greatest disappointments of his life, as "one of the little things one has to put up with in our Service".

During Jackson's absence from England, Marconi's demonstrations became almost weekly more ambitious. Jackson realized more than anyone else that he would no longer be able to compete with his friend and the gracious way in which he acknowledged defeat is typical of his disposition.

"Accept my congratulations on your recent successes", he wrote, "which have evidently surpassed those of any other experimenters on the subject, including myself".

Conversion of the Admiralty

Jackson cared not at all that the prestige and honour which so easily might have been his, would now devolve on Marconi; his one concern was that the Navy should enjoy the advantages of wireless as soon as possible. Accordingly he devoted his energies to trying to persuade the Admiralty that Marconi's equipment was worth a trial. The Admiralty, however, put forward a number of objections to this proposal, one of which was a report by the Signal Committee "against the use of wireless for fear that it would blow up the ship's magazine". This observation was not altogether unreasonable at a time when little was known about the new invention, but it was unfortunate in that it further increased the unwillingness of the Admiralty to try the equipment.

That in 1899 the Admiralty at last changed their minds was due almost entirely to Jackson's persistence; they agreed to let Marconi fit his equipment in four ships for the manoeuvres of that year. Jackson was home by now and in command of *Juno* which—he made sure—was one of the four ships selected for the trials. The trials were astonishingly successful, ranges of 60-70 miles were regularly obtained and the commander of the victorious force, Admiral Domville, attributed his success largely to the use of wireless which he said, with obvious wonderment, "was equally efficient in all weathers".

The doubts which the Admiralty had entertained were now removed and a contract was placed with the Marconi Company for 32 sets. Indeed so enthusiastically did the Admiralty now take up wireless telegraphy that we find Jackson, of all people, complaining in a letter to Marconi "that it was being done so hurriedly that we suffer from a want of skilled operators".

A Clash of Opinions

Under Jackson's guidance the development of the naval wireless service now proceeded rapidly, although at first the Admiralty were very reluctant to pay the royalty of £100 per installation which was asked by the Marconi Company.

Indeed expert advice was sought to determine whether an action to dispute the validity of the Marconi patents would be likely to succeed. Sir

Oliver Lodge was asked for his opinion and in his report he pointed out that on 1st June, 1894, a year before the *Defiance* demonstration—he had performed a very similar experiment. He implicitly accused Jackson and Marconi of copying his work, a charge that Jackson refuted with unusual heat:

"At the time I first commenced my experiments in 1895 I had not heard of Lodge's experiments and I had not read any of his works nor any of those mentioned by him and though I have since studied some of them and have learnt therefrom much of the phenomena connected with wireless telegraphy, I certainly have not learnt anything of any practical use from any of them".

With no less vigour Jackson defended his erstwhile rival Marconi from the charge of plagiarism. Describing Lodge's report as "extremely egotistical and biased" he pointed out that Marconi had begun his work in an Italian village where "Dr. Lodge's work and name were less well known than he thinks possible".

Jackson was convinced that Marconi was fully entitled to profit by his invention and it was partly as a result of his attitude that the Admiralty came to a mutually satisfactory arrangement with the Marconi Company.

This controversy is of interest in that it seems to be the only occasion on which Jackson took part in the dispute over priorities. The fact that Lodge's experiment took place a year before Jackson's does not, the present writer believes, deprive Jackson of the place as the father of wireless telegraphy. Lodge's case is spoiled by his admission that he "did not pursue the matter into telegraphic applications as he was unaware that there would be any demand for this kind of telegraphy". Because Jackson did immediately see just such a demand and as Marconi's first successful transmission did not take place until December, 1895, Jackson's precedence would seem to be indisputable.

Development Work

Jackson, who was from 1899 generally responsible for wireless development in the Navy, delighted in his new work. From the torpedo depot ship *Vulcan*, of which he was in command on the Mediterranean station, he reported frequently and enthusiastically both to the Admiralty and to Marconi. His researches were directed mainly to extracting the greatest possible efficiency from the equipment by careful tuning. He also carried out an exhaustive study of the screening effect of land and of the interference caused by atmospherics, which he embodied in his famous paper read to the Royal Society in 1902 to which he had been elected in the previous year.

In the years leading to the First World War, Jackson's reputation steadily increased. From 1905 to 1908 he served as Third Sea Lord and during this appointment he was promoted to Flag rank

and was knighted. His appointment as Commander of the Sixth Cruiser Squadron in the Mediterranean was followed by a two-year term in charge of the newly-created Royal Naval War College.

First Sea Lord

The outbreak of war in August, 1914, marked the beginning of a new phase in Jackson's career. He held a succession of appointments at the Admiralty which brought him from comparative obscurity to the scrutiny of the public gaze. When in the following year, the First Sea Lord, Lord Fisher, resigned in somewhat sensational circumstances, Jackson succeeded him. The appointment was everywhere well received. It was a time of the gravest anxiety; losses due to submarine warfare increased week by week and it was widely felt that Jackson with his scientific background and even temperament was well suited to fill this key post. It is sad to record that these hopes were ill-founded.

The U-boat campaign claimed more and more victims and Jackson's rooted objection to the convoy system must have been at least a contributory factor to this state of affairs. Dissatisfaction in the country at the way in which the war at sea was being waged found expression in the correspondence columns of *THE TIMES* and was brought to a peak when that most influential newspaper strongly criticised Jackson's direction in a leading article.

The Prime Minister, Mr. Asquith, could no longer ignore the clamour of public opinion and pressure from within the Cabinet, and so Jackson was swept from the public scene by a wave that engulfed not only him but the First Lord and feeling is evident from the obviously sincere letter of good wishes which he wrote to Jellicoe, his successor. Possibly he was not sorry to relinquish an office for which he was temperamentally unsuited.

One event in this somewhat unhappy episode of Jackson's career gave him great satisfaction. He revealed after the War that the Royal Navy was able to engage the German fleet at the battle of Jutland because of information received from naval direction-finding stations. They reported that a change in bearing of signals intercepted from some of the German ships indicated the fleet had left their moorings at Wilhelmshaven and were moving down the Jade River to the sea. This forewarning proved of the greatest value to the Royal Navy, which was thereby able to meet the enemy in favourable waters. Nothing could have vindicated Jackson's belief in the value of wireless more than this.

The Last Years

Jackson retired to the more peaceful scene of the Royal Naval College, Greenwich, where he remained as President until his promotion to Admiral of the Fleet in 1919.

In 1920 he was appointed First Chairman of the Radio Research Board of the Department of Scientific and Industrial Research and under his supervision research of the greatest importance was carried out for which he, characteristically, disclaimed all credit. He was a familiar and well-loved figure at meetings and conventions and did much useful experimental work at his home mainly in the field of short-wave propagation. An event that took place about this time, which gave him much pleasure, was the award in 1926 of the Hughes medal of the Royal Society.

In 1929 he moved to Saltern's House, Hayling Island, and on the 14th December of that year he died at the age of 74. His grave may be seen in St. Mary's Churchyard, South Hayling.

In the thirty-five years that have passed since Jackson's death the science of radio has made strides so great that we are perhaps inclined to overlook the remarkable achievements of the pioneers of the craft who persevered in the face of prejudice and opposition.

Acknowledgments

My thanks are due to Marconi's Wireless Telegraph Co. for allowing me access to correspondence in the Company's archives; to the staff at the Admiralty Library and to Mr. McLoughlin of the A.S.R.E. Library, for their cheerful and invaluable assistance.



COMPETITIONS

TWO yes! TWO prizes to be won!

A **FREE FIVE YEAR** subscription to the 'Communicator' Magazine will be awarded to the contributor of *THE BEST CARTOON* published in the Summer edition of the Magazine.

ALSO

A **TWO GUINEA PRIZE** will be awarded to the contributor of the *BEST SHORT STORY* published in the Summer edition of THE COMMUNICATOR. (Limited to 500 words.)

Enter now — No previous experience necessary — Give it a try.

CONDITIONS

Work must be original and must not have been published elsewhere previously. Closing date 1st July.

Entries will be returned only on request and if postage is prepaid. The decision of the Editor is final.

SPRING CLEANING

I had eighteen bottles of Whisky in my cellar, and was told by my wife to empty the contents of each and every one down the sink or else.

I said I would and proceeded with the unpleasant task.

I withdrew the cork from the first bottle and poured the contents down the sink with the exception of one glassful, which I drank.

I then withdrew the cork from the second bottle and did likewise, with the exception of one glassful, which I drank.

I extracted the cork from the third and poured the whisky down the sink, which I drank.

I pulled the cork from the fourth bottle down the sink, and poured the bottle down the glass, which I drank.

I pulled the bottle from the cork of the next and drank one sinkful out of it, and threw the rest down the glass.

I pulled the sink out of the next glass and poured the cork down the bottle, then I corked the sink with the glass, bottled the drink, and drank the pour.

When I had emptied everything, I steadied the house with one hand, counted the glass, bottles, corks and sinks with the other, and counted twenty-nine. As the house came by I counted them again,

and finally had all the houses in one bottle, which I drank.

I am not under the affluence of incohol as some tinkle peep I am; I'm not half as thunk as you might drink and the drunker I stand here the longer I get.

ACTION ADDRESSEE

Addressed Admiralty Rescue Tug Dept

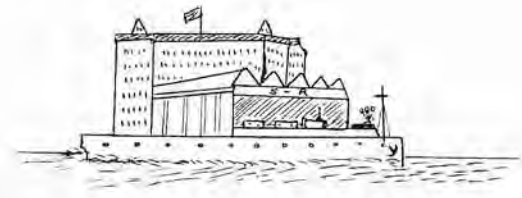
From A C O S

N O I C Aberdeen

R A Invergordon

"Departure 5th February. Charing Cross for Scapa."

1500/5 Feb. 1941



COMMISSIONING FORECAST

The following details are forecasts only, changes may well take place at short notice. We have included all details of these ships with the exception of L.E.P. Manning which does not normally concern the Communication Branch. Details are given in the order: Ship, Type, Exact date if known, Commitment, (1) U.K. Base Port, (2) Place of Commissioning, (a) Type of Service, (b) Previous type of Service.

<i>Ulster</i> ...	(A/S Frigate) 20th May. Trials crew, Commission 15th July, 17th FS. Vice <i>Wizard</i> (T) (1) D under consideration (2) D. (a) HSS (b) PS.
<i>Beachampton</i> ...	(CMS) May. Steaming Crew to Aden where <i>Chilcompton's</i> Crew transfer. (a) (b) FS Middle East (<i>Chilcompton's</i> Crew).
<i>Wilkieston</i> ...	(CMS) May. Transfers to 8th M/S Sq. <i>Dufton's</i> crew transfer. (a) (b) LFS FE, <i>Dufton's</i> crew.
<i>Woodlark</i> ...	(Survey Ship conversion) May. Commission (T), (1) D (2) C, (a) HSS (b) PS.
<i>Bastion</i> ...	(LCT) 1st June. Recommission Amphibious Warfare Squadron, (2) Bahrein, (a) (b) FS M.E.
<i>Mohawk</i> ...	(GP Frigate) 3rd June. Recommission (Phased) 9th FS (1) (2) Rosyth (a) (b) GSC Home/ME.
<i>Lynx</i> ...	(A/A Frigate) 24th June. Recommission (phased) 7th FS. (1) (2) P, (a) (b) GSC/Home/SA & SA/Home/SA & SA.
<i>Caprice</i> ...	(Destroyer) End June. Trials crew, to reserve on completion, (2) R (a) (b) PS.
<i>Blackwood</i> ...	(A/S Frigate) 1st July. Commissions Capt. F.P. (T), (1) (2) R, (a) HSS (b) PS Trials.
<i>Lincoln</i> ...	(A/D Frigate) 13th July. Recommission (Phased) 24th ES, (2) Singapore, (a) (b) FS E of Suez.
<i>Ajax</i> ...	(A/S Frigate) 13th July. Recommission (Phased) Capt. (D) 24th ES Dec 1965, (2) Singapore, (a) (b) FS, E. of Suez.
<i>Arethusa</i> ...	(A/S Frigate) 14th July. Commission 24th ES Div. Ldr. (2) Cowes, (A) (b) HSS/Jan FS, E of Suez (b) PS Bldg.
<i>Ulster</i> ...	(A/S Frigate) 14th July. Commission 17th FS Vice <i>Wizard</i> , (1) D (under consideration) (2) D, (a) HSS (b) PS Trials.
<i>Anzio</i> ...	(LST & No. 1 Assault Sqd.) Recommission Amphibious Warfare Sqd. (2) Gibraltar, (a) (b) FS ME.
<i>Maryton</i> ...	(CMS) July. Steam to Aden where <i>Kemerton's</i> crew transfer, (a) (b) FS ME (<i>Kemerton's</i> crew).
<i>Kemerton</i> ...	(CMS) July. Steaming crew to UK Portsmouth, (2) Aden, (a) PS (b) FS ME, crew transferred to <i>Maryton</i> .
<i>Murray</i> ...	(A/S Frigate) July. 2nd FS (T).
<i>Leander</i> ...	(A/S Frigate) 12th August. Recommission (Phased) Div. Ldr. 21st ES, (1) Portsmouth (2) Chatham, (a) (b) GSC Home/E of Suez/Home/E of Suez.
<i>Dampier</i> ...	(Surveying Ship) 31st August. Recommission, (2) Singapore, (a) FS SW Pacific (b) FS.
<i>Daring</i> ...	(Destroyer) August. Trials Crew (To reserve on completion of Long Refit and D/4), (2) D, (a) (b) PS.
<i>Kent</i> ...	(GM Destroyer) 9th Sept. Recommission (Phased), (1) (2) C, (a) (b) GSC Home/E of Suez/Home/E of Suez.
<i>Bossington</i> ...	(M/H Conversion) 9th Sept. Commission 6th M/S Sq., (2) C, (a) LFS FE (b) PS.
<i>Zulu</i> ...	(GP Frigate) Recommission (Phased) 9th FS, (1) (2) R, (a) (b) GSC Home/ME. Home/ME.
<i>Cleopatra</i> ...	(A/S Frigate) Sept. Trials Crew, Commission Dec. 1965, Div. Ldr. 26th ES, (2) D, (a) HSS, June FS/E of Suez (b) PS.
<i>Duncan</i> ...	(A/S Frigate) Sept. LRP Complement at Rosyth. (a) (b) HSS.
<i>Vidal</i> ...	(Surveying Ship) 9th Sept. Recommissioning, (1) (2) C, (a) (b) GSC North Atlantic.
<i>Undaunted</i> ...	(A/S Frigate) 30th Sept. Trials Crew, Commissions 2nd Dec. 1965 (T), (1) D, (2) C, (a) (b) PS.
<i>Bulwark</i> ...	(Commando Ship) 30th Sept. Recommission, method of recommissioning under consideration, (1) (2) D, (a) HSS/FS (Date of sailing) FE (b) FS E of Suez.
<i>Corunna</i> ...	(A/D Conversion) Sept. LRP Complement (T) at Rosyth, (a) PS (b) GSC Home/E of Suez.

October		November		December	
<i>Llandaff</i> ...	Trials	<i>Phoebe</i> ...	GSC (1) C	<i>Undaunted</i> ...	HSS (1) D
<i>Ashanti</i> ...	GSC (1) D	<i>Sirius</i> ...	FS	<i>Leopard</i> ...	To reserve
<i>Appleton</i> ...	FS ME	<i>Penelope</i> ...	2nd FS	<i>Nurton</i> ...	HSS (1) R
<i>London</i> ...	GSC (1) P	<i>Cavalier</i> ...	To reserve	<i>Llandaff</i> ...	FS
January				<i>Beachampton</i> ...	FS
<i>Aurora</i> ...	GSC			<i>Maryton</i> ...	FS
<i>Falmouth</i> ...	GSC			<i>Burnaston</i> ...	FS
<i>Brighton</i> ...	GSC			<i>Parapet</i> ...	FS
<i>Cleopatra</i> ...	HS/FS			<i>Cleopatra</i> ...	FS

SHIP-SHORE NEWS

H.M.S. ADAMANT

2nd Submarine Squadron at Devonport

A quick glance through the last edition and the articles from other ships makes me wonder sometimes if we are all in the same Navy. We certainly aren't the Navy's newest ship, and we don't have all this marvellous new equipment which makes life easier. We aren't sweating it out up the Gulf or capturing Indonesian infiltrators off the Malaysian Coast; in fact we've only moved twice in the last six months; that was from 11 wharf to 7 wharf and back again. We have been threatened with some sea time, maybe even a foreign visit to Scotland or somewhere like that; we might even see the Med at the end of the year. I'll be glad when I've finished this Home Sea Service and can get some shore time in.

Talking about being in a different navy, *Carysfort* thought just that last month. Some clever person had sewn the whole top panel of the Jack upside down. It looked O.K. to us. Well it was the right colour anyway; this just goes to prove you can't trust the label.

From our "Black messengers of death" (the boats) and from *Adamant*.

Code W A Y

ADEN

Since the last contribution, the hiring and married quarter situation has improved somewhat. Wives are arriving on the station between three and six months after their husbands; this compares with six to ten months a year ago. The situation may change again of course for better or worse, depending on flow of arrival and departures and the numbers who elect to become accompanied.

The midnight curfew that has been enforced for all Servicemen and their families also applies to visiting ships. Nevertheless, the various functions continue, but until 2330 only, instead of stretching the pleasures provided into the small hours of the morning.

Anyone being drafted to Aden in the near future who is a budding John Lennon or who can play any instrument at all will be in great demand here. There are many good Beat Groups and Dance Bands in Aden, always in great demand. When members return to U.K., replacements are hard to find. It is amazing to see how these groups improve in a few short months. Usually they start by playing to their chums in a small back room. Suddenly they find themselves in demand by the biggest and best hotels, clubs and the many Service and Civilian Messes.

We are coming to the end of the cool season now. The temperature has been very pleasant at around



Santa Joe Franks

82 degrees with very cool nights, but signs such as the sea water losing its chill, overnight moisture on cars and Arabs discarding their woollies are indications of the coming hot weather.

Aden harbour continues to be one of the busiest in the world. An average of about 100 ships per week visit this port for refuelling and supplies. A favourite hobby of many children is "ship spotting". They collect funnel markings, flags, ships' names, etc., and there is great rivalry in collaring an unusual shipping line or nationality.

Warships of every nationality continue to spend a day or two at Aden. We try to make their stay enjoyable by arranging sporting programmes, social activities, shopping tours and beach parties. They show their appreciation in various ways. In the Sheba Senior Rates' Mess, a ship's plaque is normally presented, and now the walls are covered by a very fine collection, admired and envied by many guests of other Services.

This is the fishing season. The sea around Aden abounds with sharks, barracuda, ray, sea trout, squids, king fish and such like and there is no need to go out to deep water to catch these. These are regularly caught from a beach, or a jetty or from rocks by young and old alike. Some of the best fishing tackle in the world is available here.

H.M.S. AGINCOURT

by LRO Greatrex

The staff consists of Sub. Lt. (SD) (C) Wilcock, CY Talbot, RS Stubbs, RS (W) Rowney, LRO's Foord, Greatrex, Ferguson, Badham, Hamilton, RO2's O'Driscoll, O'Rourke, Dicker, Fletcher, Hobley, Bragg, Abell, RO3's Williamson and Cunningham; plus, of course, a myriad of

unclassified bods (including twins) buzzing from department to department absorbing knowledge like blotting paper. Ten of the above are, from the bossman down, attempting to disguise themselves under beards of various shapes, shades and sizes.

The 'Grand old Lady', to quote the Pompey EVENING NEWS, sailed from Portsmouth on January 4th to the expected wailing of the RA's. We almost called at the 'Still and West' on the way, due to a communication failure twist bridge and wheelhouse. In company with *Galatea* (D27) and *Carysfort* we sailed for Gib, doing full power trials on the way, which resulted in *Agin-court* having to hot-foot it to Gib. Whilst in Gib we met the 30th E.S. and renewed many old acquaintances, and also laughed at them for spending best part of their Med leg in the FES. On passage to Malta we received our own orders to go to the mystic East, and are not looking forward to meeting again the 30th ES. Our stay at Malta was brief; we beat the Stokers 6-3 at soccer after their claim to be invincible. We towed *Wave Ruler* to Suez, transitted the Canal, and then were ourselves towed into Aden, where we are now sweating it out. If the 'Grand old Lady' manages to convey us to Singapore we will write from there.

Overheard on A.I.O.:

OPS-EWO Submarine at 130.

EWO-OPS Roger, it is flying on a Southeasterly course.

H.M.S. ALBION

by LRO(T) Trumper

"Grey ghost of the Borneo Coast"

Manxman beware! Do not try to take the title from the fairest of the fair (Christmas Edition 1964). You should know that if we were not ghosts we would appear much more often. We have to give you a glimpse now and again of our sister ship and ourselves, for in work and play we must go our way.

We started the commission early on a cold and dismal day in April and the sight of a grey hulk lying in Portsmouth Dockyard gave some of us the shivers. Life for the hands soon became routine under CCY Palfrey, CRS Ridgley, CY Davenport and RS Maguire (now CRS). CRS Ridgley has now left us. Commissioning day arrived, and with our families and friends we wondered what all the fuss was about a Commando Carrier; we were soon to find out.

To mark the occasion of Sir Winston Churchill's 90th birthday, *Albion*, as the officially adopted ship of the Cinque Ports called briefly at Dover on 29th November and embarked by helicopter the Registrar and the Speaker together with the Mayors and Mayoresses of all the Cinque Ports—a unique occasion indeed.

848 Squadron embarked from Culdrose, and FOST welcomed us at Portland whence we had to proceed to Gibraltar for the remainder of our work up, to be used, as *Bulwark* said as "Taxi for the Commandos". We had a fruitful work period and

a week-end alongside, when a certain LRO(G), who shall be nameless, paid a visit to the Casino, trying we imagine to imitate James Bond. He won a few pounds on the first night, then thinking that his luck was in, proceeded to gamble half his life away on the next two nights, or would have done so, if he had had the opportunity.

Back at Plymouth we heard with sadness of the illness and death of Sir Winston Churchill who was Lord Warden of the Cinque Ports. In memory we add this verse supplied by one of the many on board.

Lay him now gently in the soil
Her lover; let him rest,
Weary from his country's toil,
Lay him at her breast.

In war he led, at peace he died,
This England's finest flower;
Her leader, lover and her pride
Throughout her darkest hour.

He does not need memorial grim
Of cold and chiselled stone,
For his people will remember him,
While Britain's flag is flown.

Let no tomb of marble press him down;
Our warrior at rest;
The English sky shall be his crown,
The English earth his crest.

H.M.S. ASHANTI

by LRO(G) M. A. Pattman

I won't start this article "Since we last wrote", because as far as I can make out nobody has written before. For the benefit of those who have never come across the Tribals, we are the prototype. This is a politely technical way of saying "guinea-pig", and anything that blows up or falls off is carefully noted, and not included in later models. As this is only the ship's second commission, we are still comparatively new, though the casual observer might possibly be forgiven for thinking that we had anything to do with the old navy.



After an extensive refit in Guzz dockyard, with plenty of long weekends to break the monotony, we held the Commissioning Ceremony on the 21st May 1964 in Drake's splendid drill shed, because it was raining heavily at the time. The usual day sorties from Devonport followed, for the benefit of men and machinery.

All good ships go to Portland sooner or later, and we had our share of work-up. Four weeks of earning money the hard way were followed by two weeks leave in which to spend it, and then another two or three weeks of work-up before finally satisfying FOST that we were fit to be sent to the Middle East. I should mention here that somewhere along the line we embarked a Wasp helicopter with all its attendant serfs, and it has been devoutly worshipped ever since. For those of you who still think that only carriers carry aircraft, think again; even little frigates keep 'R' series these days.

We finally sailed from the U.K. on October 12th. On coming out into the Red Sea after transitting the Canal we passed *Ghurka* on her way north, and attacked at low level with things from the galley. She unfortunately didn't have a helicopter, so they have their uses, you see. Our parting shot was a magnificent piece of showmanship: a mortar tube stuffed with flour, toilet rolls, scraps and other choice articles was fired off with great ceremony. A whole pusser's toilet roll stretched out hundreds of feet in the air is a sight few men are privileged to see. There was a slight breeze, just enough to blow most of it back on to us.

We arrived in Aden on 28th October to start our foreign leg proper. The Christmas and New Year period was spent alongside the wall at Bahrain, and we are indebted to the merchant ships *Tabaristan* and *Hurley Beacon* and others for providing enough beer to fill a dry dock, thus making our Christmas a merry one. May their glasses never be empty.

We were all lined up to do "Janex" with the amphibious warfare types, but this never materialised. We slipped rather suddenly one night to follow up reports about a gun runner, leaving most of the VS staff behind, including the Chief Yeoman and LRO(T). After a rather fruitless week chasing backwards and forwards across the mouth of the Gulf, we left *Kemerton* to look for smugglers and proceeded to Aden to fuel and pick up fifteen of the crew who had been left behind. This was followed by ten glorious days at Mombasa. On the way there we held a crossing-the-line ceremony, and most of the crew were summoned and sentenced. The show went on for hours.

Mombasa was enjoyed by all, and those who spent their four days station leave at Silversands leave centre found it wonderful value for money, with every facility laid on, including excellent food and tea in bed in the mornings (Duty PO please note). Mombasa itself we found fairly expensive, though wood carvings are cheap enough after lengthy bargaining, and make good rabbits. There's a bit of night life too, for lovers of the after dark, but

you've got to be fit to survive. After ten days of fast living we'd all been reduced to poverty, so we left for Aden with a shipload of wooden animals and skin drums.

Our latest visit to date has been Jedda, the port of Mecca in the Red Sea, strictly a dry run. It's also the worst spot in the world for ship-shore. We spent two very frustrating days trying to raise someone, but nobody wanted to know us. Only when we were out in the Red Sea again did we manage to raise anyone (Darwin) with fourteen signals, mostly long groupers, poor bloke. Our normal contacts out here are Mauritius, Cape, and now and again Portishead and Darwin.

Our staff includes: CCY Wagstaffe, RS Arbuckle, LRO(T) Ingram, LRO(G) Pattman, RO2's (G) Whayman, Russell, Dryburgh, RO2's(T) Simcock and Taylor, and a host of (U's). Four have recently passed for RO2(U) and RO2(G) Russell has recently passed his Fleet Board.

A Merry Easter from all of us in the Gulf to all of you. Beware Mercurians, with your little brown bags; the long arm of CND will catch up with you yet!

MY FIRST SHIP

by RO3 Kinsley, H.M.S. "Centaur"

On arrival at Portsmouth Dockyard on the 2nd December, 1963, my first sight of *Centaur* was not a very promising one, as she had just completed a week's sea trials after a long period in dry dock.

After struggling up the gangway with kitbags and various other items, it was an ordeal to try and find the Regulating Office without tripping over cables and pipes lying around the ship. The Communication messdeck at first seemed to be all bunks.

After stand-easy in the mess, I had to go to the Lower Receiving Room to meet the Chief Radio Supervisor and Divisional Officer. I was shown the quickest way down (a route which I have since used many times). In the LRR, I was amazed at the number of B40's and the amount of equipment in such a small space. Next door (the LTR), I was fascinated by the number of dials and meters on transmitters.

APOLOGIES

The Editor acknowledges contributions from the following ships which arrived too late for inclusion in this issue.

H.M.S.'s *Ark Royal*, *Chichester*, *Eastbourne*, *Euryalus*, *Falmouth*, *Hampshire*, *London*, *Manxman*, *Tenby*, *Troubridge*, *Victorious*, *Whitby* and *Zulu*.

Once settled in, I was put on various shore parties, as the ship was due to sail on 21st December. Shortly afterwards I was on 500 kc/s for the first time (I had been allotted to the W/T Department for two months). Our first task was to assist in the operations at the scene of the *Lakonia* disaster. As time progressed, I was placed on RATT Broadcast, which is a responsible job.

At last, the time came for me to have a spell with the V/S Department. I was an M.S.O. Messenger, which entailed rolling off the ormic masters and distributing signals to the various officers and offices in the ship; a fast method of finding my way around and also of getting acquainted with the officers onboard.

At last the time came when we had to sail for U.K. Whilst waiting to transit the Suez Canal, most of us gained some experience using commercial procedure with the Canal Authorities.

As we were going to arrive three days later than scheduled, it was obvious that relatives and friends had to be informed, and immediately the department was over-run by people wanting to send telegrams. When we could, we got in direct contact with Portishead to clear most of them. As they were being sent out over two circuits, I was employed in logging them. In a week we handled in the region of 900 telegrams.

After a year on the Far East Station we arrived in Portsmouth on 21st December, 1964, where we met our families and proceeded on two weeks' leave. On return from leave, I was sent to *Mercury* for a week's refresher course and my RO2's exam, which I passed.

This is a stepping stone but who knows what adventures lie ahead?

CAPE NAVAL RADIO

by Anon

So far as can be ascertained, the first R.N. Wireless Station at the Cape was inaugurated in the early 1930's. Certainly in 1937 it was situated in what is now the Duty Instructor's cabin at the S.A.N. Signal School. The deck insulator for one of the transmitters is still fitted in the roof and the tabernacle for the mast was removed about two years ago. The equipment fitted consisted of two transmitters, a type 37(?) and a home-made effort! It is thought that there were two receivers.

The function in those days was as at present, to provide communication between Admiralty and Commanders-in-Chief and to ships under C-in-C's command. Limitations of equipment precluded a fixed service direct with Whitehall, so the link was Whitehall—Bombay Fort—Simonstown. The second requirement was met by a direct service between Simonstown W/T and ships at sea, working on 8 mcs at each even hour, 6 mcs at each odd hour during the night and 12 mcs at each odd hour during the day. One of the ships in the Dockyard (a cruiser), when present, kept 500 kc/s guard and SLT guard. The SLT guard was required to pass

telegrams direct to Portishead. This involved commencing calling at about 1700 on 16 mcs and after several changes of frequency, it was usually possible to say that the half-dozen or so telegrams on hand had been cleared by about 2200. Of possible interest was the fact that each overseas Command had an SLT guard, the call sign of the African station being LL5, China Station LL4 and so on.

In late August 1939, the Commander-in-Chief moved ashore in Freetown and the functions provided by Simonstown were carried out from the Cable and Wireless Office at Freetown. During the first year of the war, the receiving station was built at King Tom and transmitters were remote controlled successively from H.M.S. *Maidstone* and H.M.S. *Edinburgh Castle*. Later the transmitting station at Wilberforce took over this commitment.

It became obvious during the *Graf Spee* action that Station H/F could not cope with the amount of traffic passing between ships and shore and ships. This was further borne out by the abortive invasion of Dakar when the present writer was obliged to tell four ships with OU traffic to wait while he cleared OU traffic to them. H.M.S. *Edinburgh Castle* had been fitted out as a W/T Depot Ship and it was possible to institute a broadcast using three H/F's simultaneously.

Early in 1942, the Commander-in-Chief moved back to the Cape and Broadcast SL was instituted. The operators had moved into the GPO Receiving Station at Slangkop. This remained the situation until 1961, when the operating centre moved to Youngsfield. In June 1964 the S.A.N. took over the control and operation of the station, and is almost entirely manned by S.A.N. personnel, the small R.N. contingent gradually dwindling. Early 1966 will see the departure of the last of the R.N. Radio Operators.

H.M.S. CORUNNA

Since *Corunna's* last contribution was submitted quite a lot has happened to us. We have left the sordid atmosphere of dockyards and now form part of the Far East Fleet.

Our passage out was uneventful with no stop-overs apart from two days in Malta, then on arrival at



Singapore we were immediately out on patrol for a fortnight. This is a quiet occupation for the most part especially now that a curfew is imposed on the fishing fleet. Communication requirements are simple and nothing has happened to break the quiet.

In the middle of January we lost four members of the staff as our contribution to the phased recommissioning and their replacements have now settled down, helped by the short "work-out" provided by Singapore. More patrols followed until the beginning of February when, at last, we sailed for the delights of the Fragrant Isle.

Here in Hing King the younger members savour the delights of the colony for the first time whilst older members recapture their youth in a surprising number of ways.

Our future programme is not particularly noteworthy, consisting mainly of Patrols and Fleet Exercises but, I suppose, someone has to do them.

S.T.C. DEVONPORT

by RS E. Jones

The mystery surrounding the origin of the figure-head mentioned in the Christmas edition seems to be still as deep. Nobody has written to enlighten us, so we're putting it back into the "too difficult" tray. The term "West Country" is often associated with the Rear, as in "West Country Defence", and here in *Drake* we are certainly in the rear of the queue for improved accommodation, but at least work has begun on Raleigh Block. The outer shell remains, but the inside is being completely rebuilt. Meanwhile, the Junior ratings have to climb 98 steps to their temporary mess on the fifth floor of Cunningham-Fraser Block. The new STC which is to be sited in the Old East Battery is also progressing, and we hope to make the move in the latter part of this year.

Sub.-Lieut. Buckland has departed for Malta and his relief is Sub.-Lieut. Wenn who has already shown us his talents at soccer. The first round of the Commodore's Cup was disastrous from our point of view as we were beaten by *Hermes'* Seamen. The winning goal was brilliantly scored by our own centre-half—LRO Ferguson. We had a fair side as can be seen by the results. However, *Hermes* had a Command centre-forward. We didn't want to win anyway!!! Of course, there are plenty of friendly matches all through the season.

Soccer Results: Played 8; Won 6; Lost 2.

The bulldozers and diggers are still busy in Plymouth, as the Old City is gradually being replaced. The last to fall has been most of Drake Circus where there is to be a big intersection of Tavistock Road, Coburg Street and Old Town Street.

The S.T.C. is free-wheeling at the moment on mainly J.C. Courses and odd refreshers but the long

preparation for the summer period has begun, when all the Reservists come down for their training. CRS Houghton and RS Williams are working on a new comprehensive syllabus-cum-programme, so that one can obtain at a glance the standard required for any class, what they have to be taught and in which session. This should help in the summer rush. CCY Bellamy is leaving soon for Gibraltar and CCY Hopkins is taking the chair.

The courses for the remainder of the year are added below. We hope that this advance information will help our colleagues in the Fleet. We were told recently by the way, that "Emerg R Dipped" means "I am preparing to come alongside at the rush"!! (Out all fenders).

Courses: JC and Exams. Every other week from 8th May.

Fleetboard for LRO(G) and (T). One week refresher, One week exams. 26th July and 29th November.

SR. Second week of every month excluding June, July, and August.

RRS. Third week of every month.

JR. By request.

CC. By request.

H.M.S. DUNDAS

Looking back through previous editions of the magazine, we notice that an article has not been sent in from *Dundas* for some time.

If it is sea time and practical experience you are after, slap in your preference draft cards now, but before you do we will try to enlighten you on the sort of thing you are letting yourself in for.

The Squadron is employed primarily in the sea training of U.C's qualifying for higher rate, and assisting ships during their work-up period. Most of our time is spent day running, with the occasional visit to the Continent—Denmark this summer and a week-end at Rotterdam during March. Despite





H.M.S. Dundas

the fact that we are a Guzz ship, visits there are few and far between, which, needless to say, pleases the R.A.'s in Portland a great deal.

We have recently turned over our duties and privileges of half Leader to *Penelope*, one of the Leander Class Frigates. We hope she can live up to our standard.

Our present staff consists of A/RS Willson, LRO(G) Lawley, LRO(T) Morrison, RO2(G) Vickers, RO2(G) Bee, RO2(T) Brooker, RO3(U)'s Nonis, Hatch and Watkins. We expect some staff changes shortly.

We would like to wish RS Maddran and CY Sarson (ex-Dundas) all the best for the future.

One morning we were leaving harbour ahead of our Leader, and the engineroom made a tiny puff of smoke.

FROM: F2 TO DUNDAS: You smoke too much.

FROM: DUNDAS TO F2: *Exodus* Chapter 13, Verse 21 . . . "And the Lord went before them in a pillar of a cloud, to lead them the way".

H.M.S. EAGLE

by CRS P. Fleming

There is so much "Classified" information on carriers' movements these days, that it is difficult to find something which is "Unclass" that will be of interest to all. Even that which is "Unclass" about our visits could, by some people be given the "Exclusive" rating, bearing in mind our WRNS readers, "Where would we be without them?" However, the SCO has kindly consented to vet this article for possible compromises, so if you find any blank spaces, don't blame the author; they will be where the material was classified as either (a) THE COMMUNICATOR does not print that kind of information (incidentally they are still "Out of Bounds") or (b) We would not want to spoil the enjoyment of finding out for yourselves.

By the information that has been filtering through to us out here, the "Dailys" and "TV" have given you an account of *Eagle's* trials and tribulations. To this we say "Don't believe all you read". Trials—Yes, tribulations—No. During our trials, excellent assistance was provided by *Whitby* and H.M.A.S. *Derwent*, to whom we are very grateful.

Life in the Royal Navy's biggest carrier (sorry *Ark Royal*, we pip you) is not without excitement, and to date we have one call for medical assistance, intercepted on five ton, and two "man overboards" to our credit. The five ton operator's face was a joy to behold on

picking up the call for the services of our doctor. Anyone would have thought that 'draftie' had granted him the next commission in *Eagle*.

As was mentioned in our first article in THE COMMUNICATOR, much was done to improve living conditions during *Eagle's* modernisation. After spending Christmas on the equator, we can safely say that the air conditioning works and the messes are very pleasant to live in.

The visits to the various ports, both on the way out here and on the Far East Station, have been enjoyed by many. Without going into a lengthy discussion on their merits and demerits, we thought it might be helpful to future visitors to give them an *Eagle* star rating, as done in the well known motoring journal, on the sort of things that go to make a port worth while, e.g. food, rabbits and entertainment (we use the word entertainment loosely). Here is the first of our ratings: Mombasa, three stars; Singapore, three stars; Subic, five stars. To any of you who may be calling at Subic we say "start saving now". Hong Kong is yet to come, so watch this space for future ratings.

H.M.S. GANGES

by Lieut. R. A. Thompson

Ganges is *Ganges* for ever; still as tough for the Junior—in spite of what the grizzled old instructor says; still as uncompromising, and yet quite “gear” with its bowling alleys, cinemascope and hobbies centre. What has changed and what has stood still in *Ganges* over the past few years? The boys have not altered; take a handful of these lads and compare them with the 1944 or 1924 article and you’ll find little difference.

If you compare the geography of *Ganges* with that of 1924—or even 1914—you would be surprised how little it has changed. The Signal School, which thousands of you must know, was once the Sick Quarters, but that’s going back to 1906. There was no roller skating in Nelson Hall then, or squadron organisation, nor bowling alley or hobbies centre, but all these are very recent arrivals and give confirmation to the point that a boy’s recreation is just as important as his work.

In the bowling alley one can spend money on a battery of vending machines or just watch the balls rolling. Although the Juniors use it a lot, when they are at work it is made available to the Ship’s Company and their wives. In the Hobbies centre one can photograph, build boats, construct radios, learn to dance, appreciate music or just get away from one’s instructor for an hour.

Nearby is Enright Block. This too is very new, named after a very eminent old boy of *Ganges* and is the Technical Training School. As you know by now, *Ganges* no longer confines its teaching to Seamen and Communications ratings. It embraces every Junior except J.E.M.—and there’s a possibility that by Christmas even he will be here. Junior Cook’s, S.A.’s, J.N.A.’s, J.N.A.M., S.N.A.’s, M.E.’s you name them, we’ve got ‘em. In Enright Block are vast machines which the Juniors study, strip and repair. They have a collection of motor bikes which are regularly taken apart and put together again, and alongside on the ‘tarmac’ is a real aeroplane, regularly serviced and started, upon which the J.N.A. and J.N.A.M. first learn their skill.

To return to the boy: what of these lads as radio operators? The fact is that *Mercury* is better qualified to speak on this subject than *Ganges*. The course here is designed to teach them some very basic skills; typing (25 wpm) morse reading (15 wpm), a little flashing and transmitting and a sound but basic knowledge of procedure and organisation. From *Ganges* they go to *Mercury* for seventeen weeks and it is there that they really get to grips with their job.

The best comment that one can make on this programme is that if the lad has succeeded in getting to *Mercury*, the chances are that he has the makings of a good R.O. If a Junior can pass his final examination, he must have shown a lot of determination in “keeping his nose to the grindstone”.

One last word on the Juniors. When you get them in your ship, please do let them see all three aspects of the Branch and savour each to the utmost. At *Ganges* no attempt is made to edge a lad into any particular sub branch and for obvious reasons the (W) specialisation gets, perhaps, less publicity here than the other two. So let them ‘shop’ around. Much better to have square pegs in square holes.

Finally, the increase in the school-leaving age is beginning to cast a small shadow on the horizon. Whatever shape *Ganges* has when it emerges from this shadow is difficult to forecast right now, but one thing is certain. The boys will be as good and *Ganges* just as tough for them.

R.N.A.S. HAL FAR

by CRS Shotbolt

As R.N.A.S. Hal Far is not likely to feature again, we feel we ought to make a farewell effort. The station is scheduled to close during January 1966 but by the end of July this year the Observer School and their attendant Squadron will have left us for Lissiemouth. However, it is visualised that the FRU Squadron will remain for a couple of months after this time working on limited facilities. We have to disappoint anyone who has visions of being drafted here, as the present staff, with the exception of RO2(G) Atrill, who leave us in April without relief, will be remaining until closure. On the fairer sex side, the end of April will see us with a completely new staff, who will remain until closure and then transfer to Malta Comcen. At the time of writing however, even the SCO, Lt. Jupp, has no idea of what is eventually going to happen.

Two of our girls who departed in November, L/W Ansell and Wren Davies, took the hazardous route back to U.K. (i.e. hitch-hiking overland). We



know that they did arrive, but have no details of their journey. Possibly Wren Davies who is now at Whitehall Wireless will write an article. On March 11th we have another two intrepid members of our female staff taking the hitch-hiking overland route, L/W's Christmas and Biggs. It appears that the girls are far more adventurous than the men, as the majority have spent their local station leave hitch-hiking about the various Med. countries. Possibly the fact that the males are all R.A. is the reason why they can't do the same, however much they'd like to!

All readers who knew ex-PO Wren Steel will wish her the very best on her marriage on 27th January to Sgt. Eason of the Royal Sussex Regt.

Since the summer, sport has been negligible as far as Communicators go, although LRO(G) Cosslett has held the station hockey team together. The majority of the staff have some sort of life-saving award. Three have the Award of Merit and hope to go further.

Christmas time extended our resources to the limit, workwise and social-wise. Hal Far were hosts to 1,200 Maltese children and the department were responsible for erecting, decorating and lighting a large stage. RS Donaldson and RO2(G) Atrill did excellent work overall.

It was intended to finish off this article with a staff photograph but in its stead we say farewell from the staff comprising, Lieut. Jupp, CRS Shotbolt, A/RS Cosslett, LRO Brentnall, RO2's Atrill and Foulds, L/W's Verity, Biggs, Christmas, Pitt, Wrens Pitt, Gray, Stone and Kelsall.

GOING THE ROUNDS IN KRANJI

by A.V.S.

Despite the loss of one officer and sixty-seven ratings to the Comcen in May last year, Kranji has gone from strength to strength and is now as popular a hill station as ever it was. Apart from a regular influx of ratings for courses at the S.T.C., there is a continual change round of faces in the Fleet Pool, the Sea Training Pool, security sentries, Fleet Air Arm ratings working at R.A.F. Tengah and others from ships, who just come up for a change of air. We have also had two Scout camps on the flat piece of ground adjacent to 'C' block and more are expected.

By the time this goes to print, Lieut. G. Glarke (ex *Bulwark*), will have assumed the duties of First Lieutenant and head gardener of Kranji's 177½ acres which have had quite a face-lift during the past six months.

This has been achieved by the completion of two road widening schemes, new paths and flower borders. The lawns have been greatly improved and over one hundred young cypress and other fir trees planted to compensate for those trees cut down. A brand new galley from the deck up, new roofing, on the C.R.R. and senior rates' mess, a new coffee and quiet room built on to the Kranji Klub and a

general renovation of all other buildings is now in progress.

The C.R.R.

It is the custom here to have a competition during the busy Christmas period to see which watch handles the most ship-shore traffic. Winners last Christmas were 'A' Watch.

Since Christmas there have been several changes in the R.N. staff. CRS Gardner, RS Carpenter, RS Harris, LRO Tarple, RO2(G) Gibson and RO2(G) Rose have gone; newcomers are CRS Huggett, LRO Watmore, LRO Scott, RO2(G) Wilson and RO2(G) Bettaney.

The S.T.C. (The College of Knowledge, Far East)

Expert staff with highest qualifications (all graduates of Leydene University).

Dean: R. H. Bunting, Sub.-Lt. (SD) (C).

Fellows:

Tom Ryrie CCY (TCI): (T) House (Senior Headmaster).

Mac MacArthur CCY (TCI): Cypher Master (with GCI).

Gordon Kesteven CRS (RCI): Electronics, Elocution with Tapes).

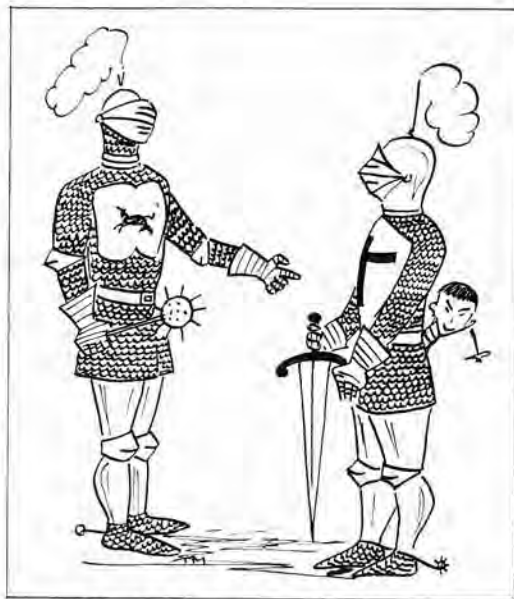
Mike Baker RS (RCI): Radio Organiser with Procedure (W/T).

Ivor Woodfin RS: Bursar and Regulator.

Bob Sylvester CY: Librarian and Junior Housemaster.

Why not send us your ratings who are eligible for advancement? (We enjoy our work).

We ran seven 4-week preparation courses followed by Fleet Board Examinations last year, and have



"There's a chink in your armour, mate"

vacancies for approximately the same number in 1965.

January saw us begin our first courses for the (G) and (T) Sub Specialisation and we are most impressed by the keen and thorough application shown by all the candidates. We look forward to training more later this year.

Most Monday mornings see the start of a one or two-week refresher course followed by examinations for RO3's qualifying for RO2.

Far East Fleet Morse Handicap Competition (Golden Pencil)

There is a saying that "every soldier has a Field Marshal's Baton in the bottom of his kitbag". Taking a new slant on this, it is also possible to say that "every Communicator in the Far East Fleet has a golden pencil at his fingertips". With last month's record entry of seventy-nine, it would appear that every Communicator in the Far East Fleet is trying to become the owner of such a pencil, and it seems very likely that we will top the 'ton', as far as competitors go, within the next few months. Winners for the last five months from September are: LRO (W) McKay, *Berwick*, RO2 Hook, *Berwick*, RO2(G) Walker, *Berwick*, RO3(G) West, *Manxman* and RO2(G) Kirven, *Berwick*.

The Kranji Klub

The Christmas decorations were no sooner down than a swift-moving team of contract Painters and decorators moved in and gave the Club a new and glossy appearance. The bar billiards table has gone for renovation. The new coffee and guest room is a welcome addition, as will be the new billiards room at the far end of the Club.

In early January, in conjunction with a Welfare Committee change, the Kranji Klub had a cabinet reshuffle. The Committee is now REM Putt, RO2 Smith, RO1 Grant and LRO Collins.

H.M.S. LOCHINVAR

Since the rather hurried departure of the crews of the 2nd M.S.S. for the Far East to man the newly formed 11th M.S.S. who help in the fight against Soekarno, life in *Lochinvar* has been fairly quiet. Even our usual panic period during Exercise "Fish Centex 'V'" failed to materialise when the number of participating ships was reduced to four, and was further reduced when one of these was detached to planeguard duties with the *Ark Royal*. However, we still justify our existence looking after the "Fish" Squadron, with *Duncan*, *Keppel* and *Malcolm* prowling the Northern waters around Iceland, the Faroes and the coast of Norway, and the small ships, *Wasperton*, *Soberton* and *Wotton*, the waters around the British Isles.

We must not forget the Channel Division of the "Fish" Squadron, *Squirrel* and *Watchful* who for years have prowled the South Coast but have now gone into retirement, being relieved by *Brereton* and *Letterston*.

Staff changes have been frequent, with supernumeraries coming and going; on occasions as many as twelve communicators have been on our books. Usually though we soldier on with our normal complement of Yeoman, Radio Supervisor, one Leading Hand and two R.O's. We never close, so occasionally we are fairly hard pushed for watchkeepers. At the moment CY Mitchinson and RS Linskill rule the roost with LRO(T) Gregory. The other two permanent hands are LRO(T) Gamble, only recently rated, and RO2(T) E. Smith.

H.M.S. LONDONDERRY

by LRO(G) A. Jackson

We commissioned on November 5th, 1964, joining the 29th Escort Squadron. Our movements for the future are undecided but we have the choice of two stations, East or West of Suez depending where trouble breaks out.

During our February refit the Communication Staff took advantage of the many courses run at the school. We give our thanks to the instructional staff.

On board are CY Butler, RS Rietzler, LRO(T) Kemp, RO2(T)'s Harris and Brady, RO2(G)'s Smart, Seville, Welch and Macduff, RO3's Macnally, Dopson, Darkin, Jones, JRO's Cowburn and Love.

We are due for sea trials during April and May, then it's down to Portland for our work-up.

So whether we see the 'Hula Hula' girls or the girls with 'Slit Skirts' I will inform you in episode two in the next edition. C.U. Then.

H.M.S. MEDUSA

by RO1(G) Nolan

The Staff Communications Officer on the staff of C-in-C Plymouth was invited onboard one day by the Captain for lunch. He was observed wandering round the Reserve Inshore Minesweeper alongside, looking for a way in, until he realised that the small black, white and buff object outside her was the *Medusa*.

It should be pointed out at this stage that H.M.S. *Medusa* is a 72-ft. Harbour Defence Motor Launch, converted for surveying and employed on the west coast of England. The communications equipment on board consists of an Aldis lamp, a 619 and associated receiver and a Marconi trans-receiver which was rabbitied from a previous surveying ship now paid off. With the electrical supply provided by a series of car batteries wired together and kept charged by the original stone-crusher generator, neither receivers nor transmitters can be relied upon to produce the answer, and the 'sparker' needs the patience of Job and the assurance of a reserved bed at Netley when he finally gives up the unequal struggle.

Because of the size of the ship he must also be a jack-of-all-trades, able to do anything from rigging a tide pole to charging around the countryside sticking bamboo poles and flags on the top of mountains. He must also be able to cook (the Captain's favourite dish is Lobster Mayonnaise) and be prepared to sit on a disused jetty watching a tide pole and copying the HF broadcast on a transistor radio with a very persistent crowd of breeding seagulls for company. It should be pointed out that these are not pipe dreams, but are all quoted from my experience in the last eight months. During part of this time, when mountain-locked in Tremadoc Bay on the Welsh coast, I discovered the true meaning of Ship-Shore; the only way to get signals out of the ship was to row ashore and phone them through!

Once a year the ship forgets about surveying for a week and goes abroad for her "foreign visit". Last year we went to Lezardrieux in Brittany. Vin Ordinaire being the price it is, not a great deal was remembered of this trip, but on the way back the Captain was heard to wonder why so many of the crew were seasick on a flat calm Channel crossing. Perhaps this was due to the heavy consumption of garlic sausage guaranteed to defeat the most persuasive Lifebuoy advertisement.

The main advantages of being on the *Medusa* are the food we eat and the places we visit. We buy all our food ashore at our place of work and consequently live like kings. Since I have been on board we have worked from Morecambe and Barrow in Lancashire, and Barmouth and Portmadoc in North Wales, the *Medusa* being the first "big ship" to enter Barmouth harbour for fifty years. Barmouth was, in most people's opinion, the best run of the season. Two single people, myself being one, are not staying single much longer, alas! A third teetering on the brink, will make a third of the ships' company fallen to one town.

COMMUNICATIONS AT PORTSMOUTH

There have been changes in the communication organisation at Portsmouth and many Communicators are not familiar with the present set-up.

The Command Communication Centre is situated in Fort Southwick and is manned by naval ratings, Wrens and civilians. The naval ratings run the Tape Relay, the Wrens the Wireless Office and the civilians the traffic centre, tape factory, etc. Naval ratings are accommodated in R.N.B. and the Wrens in the Duchess of Kent Barracks.

All ships, and this includes frigates who are capable of being connected to the D.T.N. should request to be connected on arrival at Portsmouth. Besides speeding up the message flow, it gives operators much needed practice in A.T. procedure. As mentioned in the previous COMMUNICATOR by

Kranji, ships are very reluctant to send messages by teleprinter.

Ships arriving at Portsmouth for refits are required to loan ratings to supplement the staff at Fort Southwick. Experience to date has shown that ratings enjoy a few weeks in the Comcen and this helps to bring them up to date in A.T. Our thanks go to *Devonshire*, *Albion*, *Centaur*, *Hampshire* and the other ships, whose ratings have worked very well.

The C-in-C's M.S.O. is civilian manned, as are all the Port Signal Stations—Central, Blockhouse and Gilkicker. Gilkicker is also a Lloyd's signal station and is involved in organising the rescue work for any local disasters.

The signal stations are a little short-handed at the moment, so any Communicator about to complete his time who wants to carry on in communications will be welcome.

Lastly, the Command Touch Typing School, situated at the rear of the Staff Officers' Mess in the Dockyard (at present being run by CY Vince) is available to all Communicators to keep up to date with their practical exercises. In 1964, 1,133 ratings used the facilities.

M.H.Q. ROSYTH

by CRS G. Lucas

The many Communicators who have passed through this Comcen, either as permanent or supernumerary staff, will recall the old "Pitreavie Pit" with its isolated Communication Offices. More recently, they will recall the "Interim Comcen" with its odd, yet very workable layout. We would like to introduce you to our new "Pit", or more properly, the Headquarters of FOSNI, 18 Group,



R.A.F., plus a few others. New indeed, and as each day passes more equipment is being installed. At the same time, many make-shift arrangements are in use, for we are still awaiting the arrival of that ingenious robot, TARE, which, when it becomes operational, will take over so much of our work. We believe it will be the most sophisticated, singiest, dancingest box of tricks ever. It is rumoured that this electronic communicator is so programmed that, at regular intervals, it will "wet the tea", with correct application of sugar and milk segregation.

Preparations for the future are already under way, particularly in the field of inter-office handling, in which tape-relay circuits are used, and "Journals" rather than logging sheets help to reduce handling times. Use of the correct routing indicators, such as RBDJCF for Broadcast Control, by other stations, greatly assists this form of message handling, and greatly speeds up traffic-flow.

All Communication Offices are grouped together, with the Joint Traffic Centre as the central point. Offices are linked by a pneumatic ring main system in which terminal selection is effected by dialling a number on the message carrier. The speed at which the carriers circulate is alarming, but no-one has, to date, been maimed.

Circuits enter the Comcen through the Circuit Control Room, which is manned jointly by Naval ratings and R.A.F. O.R.'s. From the CCR, circuits are patched to the required operating position, via "black boxes" if necessary. A full range of monitoring and fault-finding equipment is fitted. The CRR is separated from the Comcen, but a keyboard on the Circuit Engineer's desk provides a link between the CCR and all offices. All the telephone handsets on this network are coloured blue.

Virtualised members of both Services are accommodated in the R.A.F. Station at Turnhouse, Edinburgh, about ten miles from Rosyth. Living conditions are good, but ratings joining are advised to provide themselves with an alarm clock—the R.A.F. do not believe in "Calling the Hands".

We started operations down below in an atmosphere reminiscent of the last few days of a refit in a Royal Yard. Surrounded by contractors and engineers, we had to face a NATO exercise. There are pious mutterings that perhaps by the time we have another one behind us we shall have stopped learning lessons. A number of ships have been most co-operative in helping us to tidy up our methods: *Yarmouth* and her flock, and *Ark Royal*, as well as our own hard-working Fish Squadron. We hope they will accept both gratitude and apologies.

In this, the first article from our new abode, we would like to thank Draftie for his help with supernumeraries. CRS Wilson left us in December to chance his arm with civilian life. We know he will, by now, have the firm's watchbill re-organised, and the coffee-boat placed on a proper footing.

Lt.-Cdr. Perryman (just recently presented with a future Scotland team member) holds the chair

as SCO. Lt. Dawson, DSCO, has that look of concern about the number of steps to the top floor, which he maintains increases daily.

H.M.S. ROTHESAY

by RO1 Chapman

Address: *Go West (Indies), Young Man,*
Go West...

We are on that very much unheard of station in the West Indies. However, we are—due to constant reminders such as action stations, shoots, etc.—part of The Fleet abroad. Normally, due to programmes and the area to be covered there are not many occasions when two or more Grey Funnel Liners meet.

Signalwise, according to a survey done by the RS recently, we do have a high average traffic load, especially if S.N.O.W.I. is embarked. These are not always signals in accordance with current doctrine, in particular, "Is this signal necessary?" Quote: *Fm Decay To Rotheray*

Have embarked 1152 bottles of rum and am still afloat.

2. We thought we were giving a double header party, however W.M.P.

How many 'buntings', Signalmen, or RO(T)'s—or whatever they're called these days, have had the privilege of performing ceremonial sunset for the Duke of Edinburgh? RO(T)'s Jacklin and Chapman did and nearly caused a major island disaster at Antigua, which is in the Leeward Islands. How? Take one 120-ft wooden mast in the Old Nelson harbour there which was about one foot thick and tapered to the top. On explicit instructions from the Yeoman they tied sailmakers round the rolled up Jack (Union) and hoisted ready for breaking. According to experience one sharp jerk should unfurl it, but eye-witnesses claim the top 20-ft. of mast descended on to three local steel bands who were joined together in melody. Who was to know the mast had been there since Nelson's days!

What is a Stevedore? About 200 of us could tell all about it. The locals in Bermuda tried on a partial national strike and due to the lack of food



were liable to starve, so "Jack" being most helpful unloaded 250 tons of food from a merchant ship. It usually takes the local Stevedores two days; we started at 1000 and finished at 1900 the same day plus an hour off for tot and big eats.

To end the beginning of the end, where we went and hope to go: St. Petersburg and Key West in U.S.A., Georgetown in British Guiana, Chaguanas (Port of Spain) in Trinidad, Hamilton in Bermuda and San Juan in Puerto Rico, plus a round trip of the Leeward Islands with the Windwards and Virgins thrown in—Grand Cayman, Antigua, Montserrat, St. Vincent and Grenada, and of course Bridgetown in Barbados. In Jamaica we went to Kingston and Montego Bay, then to Belize in British Honduras. Yet to come, Washington maybe and Norfolk maybe and Portsmouth (U.K.).

While at Montserrat the communications department, led temporarily by the Navigating Officer until we picked up a local guide, climbed the Montserrat Mountain which is only 3,001 feet high but is very difficult to "conquer" as it is extremely steep and thickly wooded. However we made it in record time (we being the only ones going up in an organised team), but the last few hundred feet were made in low cloud, dense fog and rain. The guide, whose dress, method of ascent and descent left much to be desired, managed to go down a completely different route from that climbed. But for those who went, it proved an exciting day ashore.

For those who have been here in the last two years, once more round the Cay Sal Bank won't hurt after 113 days on Bahamas Patrol.

AU REVOIR.

Ten brand new squash rackets all awaiting their fate,
Some careless fellows broke two and then there were eight;

Eight shiny squash rackets hanging in the store,
Half needed re-stringing and then there were four;
Four shaky squash rackets looking far from new,
The store key went missing, then there were two;
Two lonely rackets waiting to annihilate,
NAAFI paid a visit, now we are back to eight;
Eight lovely squash rackets hanging on the walls,
Not a bit of use, 'cause you've lost all the balls.

SINGAPORE COMCEN

by CCY Tyler

Hanging on the wall in my glass-fronted office in the Traffic Centre (derisively called the Gold Fish Bowl), hangs a plaque stating THERE MUST BE AN EASIER WAY TO GET ULCERS.

Having now completed nearly two of my twenty-five months sojourn I'm beginning to get the message. Nevertheless, the new Comcen is beginning to flex its muscles and with the new OIC is endeavouring to get rid of the teething troubles that are sure to arise in any large organisation. Shortage of staff is always a problem and this is aggravated by sickness, leave and expectant fathers. Despite

this the traffic flows thick and fast and every man-jack has to knuckle down to a really hard flog every watch he keeps. Because of the seven-and-a-half hour time lag in the U.K. our heaviest traffic flow is during the all night watch when most Communicators look forward to a quiet period. This discrepancy in time presents its problems with the employment of daymen (not that we can afford such luxuries) but if we could they would only be available during our quietest watches. However the staff find the time and the energy to produce a soccer team that gives most of its opponents a fair trouncing. In addition, Comcen water polo and hockey teams are taking shape. Our short title, R.N.C.C., which is used to avoid confusion with the other two Services Comcens on the Island, has resulted in our being confused with the Royal Navy Cricket Club—did I hear someone say OVER?

We were rather concerned about our friends on the *Hartland Point* the other day when the following signal was received: "Intend to dive at 'C' buoy from 0800 to 1200".

Devilishly clever these Chinese.

Thought for the term: Do I detect a trace of irony in the choice of the D.I.G. for Officers' Retirement?

H.M.S. TRIUMPH

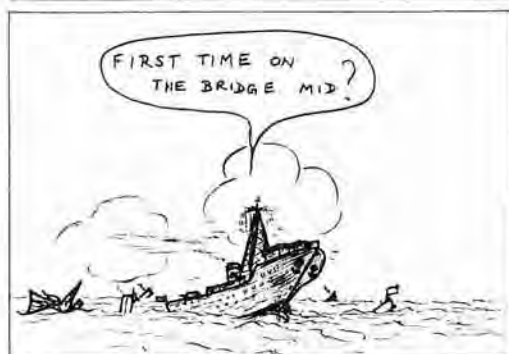
by LRO(G)'s Elliott and Rutter

H.M.S. *Triumph* (Captain I. F. Sommerville) was commissioned on 7th January, 1965 by Admiral, Sir Wilfrid Woods. The Commander-in-Chief Portsmouth.

The Staff is as follows: Lieutenant A. G. G. Cazalet, CRS Macdonald, CY Morton, LRO(G) Elliott, LRO(T) Burke, LRO(G) Rutter, Rogers, RO1(T) Dickens, RO2(T) Grainger, Huxley, RO1(G) Hopkins, RO2(G) Stock, Smith, Wilson, RO2(U) Hocking, Lucas, RO3 Hoskins, Lynch, Bissell, JRO1 Brown, Fosberry.

Considering the size of the ship this seems about adequate.

Owing to the situation in the Far East, *Triumph* sailed for Singapore on 1st February, having had only one week at sea on post conversion trials and having given fourteen days F.D.L. to eighty per cent of the ship's company.



The trip so far has given us a four-hour visit to Gibraltar (no leave), one day in Cyprus to deliver three U.N. helicopters (Wessex) and take on four more Whirlwinds for the R.A.F. (again no leave). After being delayed by bad weather and in the Canal we managed to transit to Suez late in the evening of 12th February and we dropped into Aden for fuel and, wait for it ... four hours no leave. The ship arrives in Singapore on 25th February, where we are sure that at least *Harland Point* will be glad to see us.

For four of the staff the trip out means just time to get a suntan before they fly home again for their F.D.L. (sign of the times?). We would like to thank Malta W/T in particular for their help in our testing and tuning and work-up.

We hope that by the time the next COMMUNICATOR is due there will be a bit more news and at least a couple of comments from the younger members of our staff.

"EYEWASH and OGGWASH"

by LRO(G) D. L. Jones, H.M.S. Vidal

"Well, there was *Mystery*", the *Mock Turtle* replied, counting off the subjects on his flappers, "—*Mystery*, ancient and modern with *Seaography*. . . ."—LEWIS CARROLL.

The *Vidal*, the largest survey ship of the Royal Navy is at present employed, together with ships of other nations, in helping to throw new light on the oceans and the ocean floor. In the age of the true submarine, the structure of the ocean floor has navigational interest, whereas the nature of the water has an exact bearing upon the detection or otherwise of submarines by surface craft. This international project has been given the nickname 'NAVADO', and was begun by *Vidal* in 1963. The operation consists of an oceanographical survey of the whole of the North Atlantic to be carried out by a number of surveying ships from more than one country and with scientists from several countries collaborating.

The first leg of the present commission was taken up with four 'NAVADO' lines running across the Atlantic at three-degree intervals, beginning at 10 degrees North. Along these lines we carried out a number of observations both underway and stopped on pre-arranged stations. Some of these observations are designed to find out more about the ocean floor, some to find out about the water. When stopped on station, samples of the bottom are taken and later sent ashore for analysis. Successful photographs taken with a specially designed deep-sea camera showed the rugged rocks of the Mid Atlantic Ridge.

Each of these lines meant a period of three weeks at sea, but with the West Indian climate this proved to be no real hardship.

The second leg has been the exploration of 18,000 square miles of ocean lying to the West of the Straits of Gibraltar. During this survey, the ship's position was required frequently and accurately, and this was obtained with the use of the Decca Lambda system. The arrangements necessitated two 'Slave' stations being set up ashore: one at Sancti Petri near Cadiz, and the other at Redondela, near the Portuguese border. Personnel on each Slave were one RO, one REM one M(E), and a civilian Decca engineer. They all wore plain clothes and lived in a large modern caravan, which had been towed by landrover from Deptford. A Bedford truck housed the Decca equipment and the radio, and became the W/T Office, Decca Operations Room and Workshop when the 100-ft. mast had been erected and the station was operational.

When the ship's area of operation moved westward, the Red Slave station moved from Redondela to El Jadida in Morocco, where bullfights and fiestas had to be forgotten, and conversion to the French language became an immediate necessity. Here they remained until relieved by a Slave crew from *Owen*, who is continuing the survey. The Slave crews rejoined the ship at Gibraltar last September, but Wine, Women and Toros are still the main topics of conversation in the Wireless Office.

After a maintenance period of three months at Chatham which included Christmas leave, we once again left for the West Indies, and with new and improved equipment, began re-running the Navado Lines done during the first leg to obtain additional information required.

While recently re-running a Navado line, a new piece of equipment known as an Airgun Profiler, which measures the varying thickness of the carpet



"There's still 'Bull' in the Survey Navy"

THE REDIFON SSB GR. 345 IS THE
SUPERMANPACK



of sediment on the bottom, told us that the sediment was 2,500 feet thick in that area, and as this accumulates at the rate of $\frac{1}{2}$ inch per 1,000 years it poses the question, how long has it been sinking to the ocean floor? How old is the world?

So, for any single or "wish I were single again" gentleman, interested enough to find out what is in and below this "Mystery, ancient and modern with Seaography," we re-commission in September with an allocation of 50,000 cubic miles of the stuff! (Give or take a few buckets full). Any offers?

H.M.S. WARRIOR

At noon on Monday, 15th February, 1965, a ceremony took place at the entrance to the NATO Headquarters of the Commander-in-Chief, Eastern Atlantic Area, at Northwood, Middlesex when the new Canadian National Flag was hoisted for the first time to take its place with the national flags of the other nations of the Allied Command Atlantic.

Before an assembled parade of the officers of the NATO Staff headed by their Commander-in-Chief, Admiral Sir Charles Madden, Royal Navy, a Royal Naval armed guard, Royal Navy and Royal Air Force unarmed contingents, the new flag was hoisted and the old flag hauled down to the stirring notes of a Royal Marine bugler sounding 'Colours'.

Colour Party were: Lieut. (SD) (C) D. W. Green, R.N., CCY G. C. Briggs, New Flag LRO(T) R. N. Morrison, Old Flag RO2(T) M. E. Fielder.

H.M.S. WHIRLWIND

by LRO (G) H. F. Borrett

On reading the Christmas edition of THE COMMUNICATOR it became apparent that *Whirlwind* was the only ship on the West Indies Station which had not submitted an article. Not to be outdone, it was decided that do or die, we would submit at least one before the ship pays off in 1966.

The present, and final commission commenced in February 1964, and looking back over the first half, as we sit in Bermuda awaiting our return home, we realise that although this last nine months may be called many things, it could in no way be called uneventful.

After commissioning in February and going through the usual horrors of a Portland work-up, it became apparent that the ship was very attached to the United Kingdom, (no, they didn't forget to let go aft) as every time *Whirlwind* sailed she ended up in one or other of the dockyards. This little period was aptly summed up by one rating with the cry "The sea shall not have her, but the dockyards are doing their best".

When we finally headed out into the Atlantic, it became increasingly difficult to find a Communicator without his head firmly wedged inside a bucket and many were the sighs of relief when Bermuda was sighted on the horizon. After a week of recuperation at Bermuda, we set off for a cruise of the Lesser Antilles and before completion lost one RS and one LRO(G) to UK. As none were carried in stores, a demand was sent to *Mercury* for replacements. Meanwhile the W/T department was ably held together



by LRO(G), now RS Mick Nash, who was on loan from Admiralty to S.N.O.W.I. staff and who was subsequently loaned to *Whirlwind* until replacements could be found. On reaching San Juan, S.N.O.W.I. embarked along with two gentlemen uttering something about crash drafts to the West Indies and things settled down, with the W/T department under new management and the V/S department under the old. (This in no way refers to the Yeoman's age).

Most of our time has been spent moving from Bahamas Patrol to short cruises around the islands. Amongst our several trips to San Juan for fuel, is one never-to-be-forgotten occasion when the RS tried to get the ship berthed alongside a frequency. (Any rumours that he had been drinking at the time are vehemently denied).

After spending Christmas at Georgetown B.G. we headed up to what must have been the highlight of the commission, a visit to New Orleans. Our visit was to commemorate 150 years of peace between the United Kingdom and the U.S.A., and apart from the fact that half the staff are madly in love again, most emerged only slightly scarred. When this edition of *THE COMMUNICATOR* goes to print, we will once again be in home waters, but few will forget this first half of the commission.

For those who may have long lost 'oppos' floating round the fleet (not that this lot have any 'oppos'), here is our staff, CY Cooper, RO1(T) Castle, RO2(T)'s Warfield, A. J. Barry, C. J. Smith, RO3(T) T. J. Paffett, RS Hendry, LRO(G) Borrett, RO2(G)'s M. A. Johnson, McNevin, W. B. Jackson, RO3(G) P. Jacobs, RO3(U)'s Jess, Luffman, M. Soles, JRO1's M. C. Gard and D. L. Matthews.

RO2's RATES OF PAY

DCI 40/65 states that ratings who were RO2(T), (T) or (W) on 1st January 1963, were considered to be qualified as sub-specialists under the revised Communication Branch regulations and were therefore entitled to an additional 9d. per day from that date. (Due to an ambiguity, this entitlement was not apparent in earlier Admiralty Fleet Orders on the subject).

Daily Standard Rate of Pay	s.	d.
From 1st January, 1963: RO2 Unspecialised	22	3
RO2 Specialised	23	0
From 1st April, 1963: RO2 Unspecialised	23	6
RO2 Specialised	24	3
From 1st April, 1964: RO2 Unspecialised	25	0
RO2 Specialised	25	9

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GOING THE ROUNDS IN "MERCURY"

Term Dates for 1965

Summer Term: 3rd May to 13th August.
Autumn Term: 31st August to 17th December.

Other Dates

May 1—F.A. Cup Final, Wembley Stadium.
.. 18—C-in-C's Visit and Training Efficiency Inspection.
.. 22—New Entries Sports Day.
June 2—Derby Day.
.. 3—Sports—Open Day.
.. 4/7—Whit Holiday.
.. 14/16—Command Athletic Championships.
Aug. 1—Cowes week.
.. 6—Wardroom Summer Ball.
.. 7—Cowes Week ends.
Sept. 5—Brigands v. Lords Taverners.

Dreadnought Block

Construction of the new *Dreadnought Block* is now underway. It lies behind and virtually parallel to the present New Instructional Block. It is to have three floors and a basement. When completed, Nissen huts, with their cosy stoves will no longer be used as classrooms. A move will also be made from the garage courtyard. All Section Offices, Instructors' Rooms, M Staff, Training Regulating Office, ECP, Instructional Cinema, will be conveniently grouped together within the two blocks.

You are warned to keep well clear of the building operations—accidents CAN happen—to YOU.

The Mercury Club

The pulsating beat of "The Sailor's Hornpipe" to a twist tempo, the slow sweet melody of the theme from "Exodus" and for longer memories, the soft simple tones of "My Blue Heaven". Karl and the Rapiers smoothly rendered these for the benefit of 300 happy faces attended the W.R.N.S. Valentine venture into the world of entertainment in the Mercury Club. Thank you girls for helping to show the way.

For the uninitiated, the Mercury Club is your club. We have had many good functions in the past, and have greater things to come, so please, when in the vicinity, come and see us and join in the fun.

Christmas term was very busy; Signal School Mess, Petty Officers and Chief Petty Officers in turn taking advantage of the facilities provided by the club, all with marked success. Perhaps the highlights of the festive season were the Mercury children's party and the Christmas day dinner. Who can argue with the happy spontaneous laughter of children when punch is "clobbered" yet again, or when Jerry puts another one over on Tom? Christmas day dinner fit for a Queen; what a fitting tribute from the S. and S. to the Communications on the greatest day of the year.



If you have any bright ideas which may provide entertainment and happiness for others, please tell us. The Club Committee is here to help you. In conclusion, no article in this Magazine would be complete without once again a word of thanks to the N.A.A.F.I. staff and cleaners. We hope you in turn realise the wonderful service they provide.

Chairman, Secretary and Committee.

SPORT IN "MERCURY"

X-COUNTRY

The Inter-Squadron Spring X-Country Championships were held on Tuesday 2nd February. A full muster of Divisional teams, all volunteers, lined up at the start to face three miles of the beautiful Leydene countryside. Results were quite astounding:

1st Wardroom	66 pts.
2nd Leopard	74 pts.
3rd Somerville	115 pts.

(Would the result have been different had there been no Subs. course present?)

First individual home was—

RO3 Corbett Time 17 mins 40 secs
second—

S/Lt Webber time 17 mins 50 secs

For those far from *Mercury*, there will be a new course when you return. This will be a straight three miles run, taking in even more of the beautiful Leydene countryside.

Portsmouth Command Spring Championships

Congratulations to our Junior team. They finished 6th out of a total of 15 competing teams. Star of the team was JRO Donovan, who came second. Of course this takes away no credit from the remaining members of the team, for overall they improved two places on the results of last year. Unfortunately our Senior team was not able to show the promise of the Junior, for they finished 9th, but then they had to run three miles further.

HOCKEY

At the time of writing our record is as follows:

P	W	D	L
17	8	4	5

Included in the above record is the 2nd round, Navy Cup match which was played on November 11th v. S.D. School Fraser. After a very hard, clean game the SD School got the winner with about three minutes left for play. Most of our "stars" have been with us all season. We now look forward to the Command six-a-side Tournament to be played at Eastney.

In the Inter Squadron competitions, Chief and P.O's have won the Squadron League and are in the Knock-Out final versus the Wardroom. Congratulations to all Squadrons on always fielding a team when asked to do so.

SOCCER

Mercury 1st XI stand about half way in the League but with luck can finish in the top four. Both teams are out of the cup competitions. The 2nd XI are at the moment holding up the rest of the League, having gained only three points from ten games.

Record to date:

	P	W	D	L	F	A	PTS
1st XI	11	4	0	7	30	35	8
2nd XI	10	1	1	8	20	44	3

Inter-part

Somerville are once again to be congratulated on winning the Inter-Part Trophy for the second year in succession. They beat Blake Squadron 4-1 in a very hard fought game.

SIGNAL SCHOOL MESS

We have had a very quiet Term except, so I have been told, that sport goes on outside the precincts of Mountbatten Block and by all accounts this isn't a buzz. In fact I have been informed that I can watch the Cross Country through the Office window.

The lads turned out en masse to watch the N.E's "filling each other in" at their boxing tournament, and they made a good job of it.

Many faces have changed since the beginning of the New Year and we were honoured for a short period with the presence of LRO Stocker (B.E.M.) who needed no persuading to recall his arduous task in the Bahamas when wearing "flip flops" and brandishing a glass of rum punch firmly in his right hand he fought off Cuban exiles. (What married man wouldn't do the same or more for a draft to RNO Nassau?). Seriously, we congratulate him and wish him the best of luck in civvy street.

The Christmas dance was very successful, with the added attraction of a "Miss Christmas" who would have looked great in Bunny rig but looked great anyway. Our End of Term Dance is well under way and it is hoped will be as successful as previous dances.

For those who are far from the Native Land: Ena Sharples is still fighting it out with the rest of Coronation Strasse.

CHIEFS' CHATTER

The mess continues as ever. The number of RA Members to victualled members is still about six to one. This has its problems when organising social events.



"Knocker and his Electric Light Bulb" Christmas Pantomime 1964

We said farewell to the last President, CRS Gray. He has gone to grass in the Midlands. CRS Almond left us a fortnight later and if he gets the job that he applied for, he will actually join 'Dolly'.

As already hinted, the social life of the mess has not been too hectic the Christmas Dance was a great success; over two hundred attended. We are hosts to the Southern Area Amateur Radio Rally to be held in *Mercury* in May. The amateur/professional confrontation caused little concern. One non-Communicator was worried about the number of foreign gentlemen in the mess as he was being greeted by 'Good evening, I am G3XYZ'. He replied that he was English and did not understand their language. Who does? The most recent social held was to entertain the Esso Social Club. Contacts had been made by the weekend hockey team and it proved a suitable way to return their hospitality.

Members joining should not be surprised to see a Staff Sergeant in the mess. A recent exchange between the Instructing Staff at Catterick resulted in Bill Leach of the Royal Corps of Signals joining *Mercury* in exchange for CRS White. CRS White would be happy to exchange uniforms but Bill is happy to keep his khaki. He remarks that the chatter that goes on once a member has been detailed for a ship would cause him great concern.

We have continued to take part in all sports. Our hockey team are through to the final of the Inter Part Knockout competition. We have again entered the Senior Rates Inter Establishment Dart League. March sees the first games, with a grand finale in October; any experts will be of value to bolster our present number of about fifteen. The individual cup is held by the mess. We are now hoping for success in the newly instituted Doubles and Individual Knockout competitions. "The Dart" (a trophy played for between CPO's and PO's Messes) will be at stake shortly. We hope for a hat-trick.

RE-UNION

It is hoped to hold a Chief Communicators reunion during the Summer term. The intention is to gather as many ex-CPO's of the branch as possible. This should be an ideal chance to meet our forebears and talk of things past and present. A Saturday will be chosen to allow maximum attendance. Will all those interested please write to the CPO's Mess Secretary so that a list can be compiled and addresses noted so that full details can be passed when known.

P.O's MESS

The Christmas Ball was a great success with a good seventy per cent support from the Mess. With guests, the total attendance was in the region of about 300.

In the sporting world, after being eliminated from the rugby and soccer competitions, we were successful in winning the loser's plate for both sports. The mess has (again) reached the final of the

hockey K.O. competition which will be played off in the near future.

The mess is again entering the Senior Rates Summer Darts league (fine weather players), which commences 18th March. We have great hopes of bettering last year's third position.

We realise that the mess is out in the wilds, but if you are at a loss in the evenings please pay us a visit. We can't refund your travelling expenses, but you will be made welcome.

The Mess Secretary, CY Cogger is in the process of turning over to RS Mugeridge. We would like to wish him all the best for the future in civvy street. In years to come he may even recall that winter morning when the "animal fraternity" were shaken by the M.A.A.

TAS CK.

MEON MAID, 1965

It is hoped to launch *Meon Maid* early in April and keep her in the water until October.

We intend to enter her for five Ocean Races and various shorter races in the Solent including Cowes Week. Otherwise she will be available for week-end cruising and, during leave periods, longer cruises.

There are far too few qualified "Meon Maid Skippers". Anyone interested in qualifying as a skipper is encouraged to apply.

1965 season bookings will be accepted any time after 1st February. There are still many vacant spaces.

Anyone who wants to crew, qualify as a skipper, or charter *Meon Maid* should apply to—

Lt.-Cdr. C. Maitland Dougall,

H.M.S. *Mercury*.

W.R.N.S

The Director of W.R.N.S., Miss Margaret Drummond, accompanied by Supt. B. S. Brown, W.R.N.S., visited *Mercury* during February to inspect all W.R.N.S. training and working departments.

Wren Wilkes, Wren Radio Operator (Morse) has been selected for the Portsmouth Command Rifle shooting team.

Chief Wren Bignell was awarded her LS and GC medal on 5th February 1965, and left the W.R.N.S. at the end of February.

Chief Officer Gwen Lucas, O.B.E., W.R.N.S., Senior W.R.N.S. Officer on the Staff of the Commander-in-Chief, Plymouth, retired from the W.R.N.S. on 17th October, 1964, twenty-five years after joining the Service in Plymouth.

Recently two *Mercury* Wrens under training returned to their old schools to collect prizes and certificates won before joining the W.R.N.S. They are: Wren Karen Porter who left Kidbrooke Comprehensive School in July and entered the W.R.N.S. on 25th August, 1964, and Wren Juliet Sunderland, who left Sutton High School in July

and entered the W.R.N.S. on 13th October, 1964.

Wrens Advancement Classes 1 and 2 included A/PO Crawford, L. Wrens Hobler and Roddis, Wrens Cooper, Craig, Edmonds, James, Sharp, Steward, Wright, L. Wrens Edgar, Norman, Whawell, Wrens Arther, Buller, McNeilly, Francis, Laws, Sims, Sutherland and Taylor.

Recent Promotions to Probationary Third Officer W.R.N.S.

J. F. Beaumont, B. I. Billings, G. M. C. Cunningham, C. S. Green, M. E. L. Henshaw, E. Laurence, P. E. Nicholls, E. M. Patrick, S. A. Skelton, B. P. Smith, C. A. Sturgin, S. V. Tollerfield, D. Wekeley and P. P. Wright.

Spring Term Advancement Classes

No. 3—10.5.65-18.6.65.

No. 4—28.6.65-6.8.65.

COMMATCHRON

by CCY Izzard

On the 18th February, 1965 at 1200z in Rosyth, H.M.S. *Leander* broke the broad pendant of the Commander Match Maker Squadron at the Starboard yardarm. At that moment Captain D. V. M. Macleod, D.S.C., R.N. assumed command of the first squadron of N.A.T.O. ships to be formed as one unit.

The Match Maker Squadron consists of H.M.S. *Leander* (Cdr. T. A. C. Clack, R.N.), H.M.C.S. *Columbia* (Cdr. P. R. Hinton, R.C.N.), H. M. Neth. S. *Overijssel* (Cdr. J. Fennema, R. Neth. N.) and U.S.S. *Hammerberg* (Lt. Cdr. T. E. Lukas, U.S.N.). It has been formed with the objective of discovering the problems and, if possible, the answers in the operation and logistic support of a mixed N.A.T.O. unit.

During the five months the squadron will be together it will take part in various exercises on both sides of the Atlantic and will pay visits to several N.A.T.O. countries making use of the support facilities in the naval ports visited. The first exercise to plague us is Pilot Light which will be a matter of history by the time this goes to press.

'F' Section Instructors please note: the broad pendant in use in the squadron will not be found in any B.R., having been designed and made within the space of 48 hours with the willing co-operation of Rosyth Dockyard. It is based on the Flotilla flag, with the N.A.T.O. emblem superimposed on a blue ball near the mast and is the same size and shape as a 4 Bdth. Commodore's Pendant, the colours being royal blue and white.

The Command situation of the squadron is also unique so far as the R.N. is concerned in that the Senior Officer of a small ship squadron is not also in command of a ship. This leaves him free to transfer to other ships of the squadron as the situation demands.

It is hoped to give further news of our experiment in the next edition of THE COMMUNICATOR.



HOW CAN I SAVE ?



Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age, until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

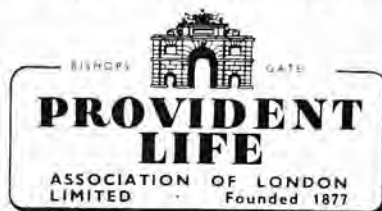
Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

* For members of the W.R.N.S. the Pension is £149 a year.



Send this coupon to 246 Bishopsgate, London, E.C.2.

Please send me details of the Progressive Savings Scheme

Name

Address

Rating or Rank

Age Next Birthday

C



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is the Word for Beer

FORTHCOMING COURSES AT H.M.S. "MERCURY"

Course					Commence	Complete
TCI	...	...	...	No. 1	3rd May	13th August
LRO (G) FBPC	...	...	...	No. 4	3rd May	28th May
CY	...	...	...	No. 2	3rd May	23rd July
RS	...	...	...	No. 2	3rd May	1st October
EWI	...	...	...	No. 1	4th October	3rd December
LRO (T) FBPC	...	...	...	No. 3	3rd May	28th May
LRO (W) FBPC	...	...	...	No. 3	3rd May	28th May
RS (W)	...	...	...	No. 2	3rd May	1st October
ICS Senior Rates	...	...	...		10th May	11th May
ICS Senior Rates	...	...	...		24th May	25th May
Fleetboard "A"	...	...	...	Shore	1st June	1st June
LRO (G) FBPC	...	...	...	No. 5	21st June	16th July
ICS Senior Rates	...	...	...		21st June	22nd June
RS	...	...	...	No. 3	5th July	3rd December
LRO (T) FBPC	...	...	...	No. 4	12th July	6th August
LRO (G) FBPC	...	...	...	No. 6	12th July	6th August
LRO (W) FBPC	...	...	...	No. 4	12th July	6th August
ICS Senior Rates	...	...	...		19th July	20th July
CY	...	...	...	No. 3	30th August	19th November
Fleetboard "B"	...	...	...	Ships	10th August	10th August
LRO (T) FBPC	...	...	...	No. 5	30th August	24th September
LRO (G) FBPC	...	...	...	No. 7	30th August	24th September
RS (W)	...	...	...	No. 3	30th August	24th Jan. 1966
ICS Senior Rates	...	...	...		6th September	7th September
ICS Senior Rates	...	...	...		27th September	28th September
LRO (T) FBPC	...	...	...	No. 6	4th October	29th October
LRO (G) FBPC	...	...	...	No. 8	4th October	29th October
LRO (W) FBPC	...	...	...	No. 5	4th October	29th October
RS (W)	...	...	...	No. 4	1st November	
RS	...	...	...	No. 4	1st November	

Separate ICS Courses for Officers have been discontinued; this instruction now forms part of other refresher courses.

Note earlier completion dates of FBPC's.

Readers are reminded that for a variety of reasons some of the courses shown may be cancelled or others added and dates may well change. The Forecast is correct at the time of going to press.—EDITOR.

E.T.L.R. IS DEAD

by Inst. Commander R. H. McIntosh, B.Sc.,
A.M.I.E.E.

Birth and Death can happen any time, even in the educational world. This year NAMET has been born and death has come to ETLR—Educational Test for Leading Rate. Not that ETLR had lived for long. It was only born in 1962, phoenix like, from the ashes of E.T.1, the junior member of the old Educational Test family of E.T.1, E.T.2, and H.E.T.

"But is this a real change or just another fancy name for an old product?"

No and Yes.

No, because there has been no change in the educational requirements for advancement; you still have to achieve the same educational standard before you can become a Leading Rate in the Seaman Specialisation, a Corporal in the Royals, or an Air Mechanic in the Fleet Air Arm. Yes, because it is an entirely different kind of test.

NAMET, when at home, is the Naval Mathematics and English Test. Like ETLR, therefore, it contains test papers in English and Arithmetic. Where it differs from ETLR is in the type of questions set. Suppose you go to an interview and are asked "How do you tell the time?" This could be answered in a number of ways such as:—

- A. I look at my watch.
- B. I look round for a clock which I know keeps reliable time.
- C. I use a chronometer which I know has been accurately set against the standard maintained by the Astronomer Royal.
- D. You go into the whole story of clocks and watches and methods of keeping time.

All of these answers are right but you will be marked anywhere from 0 to 100% depending upon whether your answer is the one the examiner considers appropriate. On the other hand the questioner could have asked, "What is the time by that clock on the wall?" This time the answer could only be

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right or wrong. You would get either full marks or no marks.

It is easy to see that the marks given by examiners to questions of the first kind depend very much on the opinion of the examiner himself. A knowledge of the examiner and the person marking the examination become almost as important as the marks. This in turn means that such questions should only be marked by skilled markers with an exact knowledge of the standard required. Questions of this kind are broadly branded 'subjective' questions.

Examinations with subjective questions are well suited to establishing a required standard. Suppose you wish to pick suitable candidates for entry to the Supply Branch. A question paper using subjective questions could be easily constructed for this purpose. If then you tried to use the same paper to select candidates for entry to the Air Mechanic Branch as well it would provide a much less reliable guide.

Questions such as, "What is the time by the clock on the wall?" are called 'objective' questions. One big advantage of an objective question is that it has only one correct answer, and therefore anyone can mark such questions with absolute accuracy. The second big advantage is that the mark can be made to reflect the candidate's ability and not just whether he is above or below a specific standard. This means there is no longer the same need to talk in terms of 'pass' and 'fail'; we can indicate the standard reached by the candidate and the employing section can then decide whether this standard is adequate for their purpose. Thus one good objective type examination can be used to select suitable candidates for a wide range of jobs and can be set and accurately marked by almost anyone.

NAMET has been introduced to exploit these advantages of objective type questions. Simple examples are:—

- (i) Write down a noun formed from each of the following verbs:—

Example: to lose
to live
to solve

- (ii) Express $\frac{3}{20}$ ths as a decimal

"These questions look pretty easy. Is it easier to qualify educationally for Leading Rate with NAMET?"

No! The standard is unchanged. If you look at a specimen NAMET paper you will see that the questions are graded and get harder as the paper progresses. If you are not educationally qualified for Leading Rate you must get to know the new form of the examination.

"But how can I look at the questions? Surely we're not allowed to see the papers before the examination?"

Go and see your Instructor Officer or Education Officer. He can't show you THE examination paper but he has a specimen paper which shows the type of questions set.

"I've been swotting-up to take ETLR and now

they go and change the examination. All my work wasted. Or can you still take the old style ETLR papers?"

The answer is no. You haven't wasted any time and there will be no more old style ETLR papers. The new NAMET examination will be held on the 30th March 1965 and then at the normal times in the summer and autumn. Any preparation you have already done for the old style examination is equally preparation for NAMET. It will be a help to see the specimen NAMET papers however, so get in touch with your Education Officer.

"If objective type questions are so much better than subjective type why haven't they been used before?"

The answer is R and D, Research and Development. The idea of examining by means of objective questions is relatively new. Like all new things it has to go through a series of processes before it comes into common use. Firstly, tests have to be made to ensure that the idea in fact works. Then it is necessary to convince the user that the idea works and this can be a long job. Finally, one has to apply the idea to one's own specific requirements. This latter task is an equally long one. The questions have to be written, then they have to be tested many times to make sure they are right for the job and finally the organisation has to be developed to exploit the new style questions. Now we think that NAMET provides a better system of selecting and testing than the mixed bag of examinations used in the past. The old ones were not bad; no one has been cheated in the past but the new NAMET should be better; better for both the examiner and the candidates.

EDUCATION


Examination Dates 1965:

GCE/HET	...	1st-5th November.
NAMET	...	6th July, 2nd November.
GCE (Forces)	...	13th-16th July. Ordinary and Advanced Level. 22nd November-3rd December. Ordinary Level.







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ROYAL NAVAL AMATEUR RADIO SOCIETY

As reported in the summer edition of THE COMMUNICATOR, the Society is sponsoring a Mobile Rally to be held at the Signal School on the 30th May.

At the end of last year a steering committee was formed consisting of CRS "Mike" Matthews, G3JFF, as chairman, RS "Gordon" Perry, G3SJC and "Harry" Woodman, G30RR (Secretary, Portsmouth and District Radio Society). Their terms of reference were to organise the available resources of the two Societies so that the event should be a success. Much hard work is now behind the committee and the results so far indicate that the event should be well attended.

With the experience of several mobile rallies under their belts the committee are aware that arrangements must be made to keep the XYL's and children happy during the course of such an event. With this in mind the emphasis has been on keeping plenty of interest going throughout the afternoon. Some of the events which will be put on are displays by a Police Dog Handling Unit, Red Cross Society and the Civil Defence. A talk in station will operate on 1880 kc/s, 70.26 mc/s and 144.2 mc/s with the special callsign GB3RN. Special arrangements can be made for G3BZU to operate on 3.5 mc/s for any mobiles wishing to use that band. With the height of all stations being in excess of 600 feet above sea level, and in open country, the ranges we expect to get should prove adequate for talk-in purposes. Members are reminded that an entrance fee of one bottle of anything "consumable" will be levied at the entrance to the rally site. Further details of this event will be promulgated in radio magazines and in the local press.

The last four months have been a very satisfactory period of recruitment to the Society. Twenty-three new members have been added to the roll call, including G3SGN, G3EPU, G6LQ, G3TRV, GM3NCS, G6FV, G5NP, G3SGQ, GW3AQV, G3TGW and overseas members 9L1JR (Sierra Leone), VQ8AW (Mauritius); also two short wave listener members BRS 19066 and BRS 25322.

A regular annual visitor to G3BZU and member of the Society since its inception is "Bill" Hunter, GM3HUN. Until recently he was a member of the Edinburgh RNR and has now transferred to the RNR (SCC). He expects to be visiting HQ later this year—possibly drinking Pink Gins instead of his Tot! Bill can be regularly found on 80 metres at week-ends looking for RNARS members.

Members G3FMN and G3HIS have made the required number of contacts for the Mercury award.

G3HIS has at last managed to collect the QSL cards required, whilst G3FMN bemoans the fact that he has eight unconfirmed contacts still. Perhaps members who may have worked Tom will check up on their QSL chores!

A regular operator at G3BZU has been Alex, G3SWK (ex ZB2AI). He has now left the service for "civvy street" and we wish him luck in his new occupation. Alex says that he will be on the lookout for members during the monthly activity periods.

RS "Bernie" Miles, G3NIR, late of H.M.S. *Dido*, reports in a recent letter that he will be going to Whitehall W.T on completion of his foreign service leave. At present he is temporarily QRT until he collects his Viceroy transmitter when *Dido* returns home later this year.

CRS "Mike" Matthews, G3JFF, is due to leave the Signal School for a period of service on the Rock of Gibraltar in June. He assures one and all that he will be dispensing ZB2 contacts soon after his arrival. Being a keen Top Band man "Mike" says his plans include operating on 160 metres during winter 1965/1966 and also some experiments on 70 mc/s.

One of our African members, 5Z4SNA, of Songhor in Kenya, reports that he is once again active after having enjoyed a short holiday in the U.K. He says there is a possibility soon that one of the requirements for an amateur transmitting licence in that country will be Kenya citizenship. This will mean a drastic reduction in stations active from that area.

In a long letter from VP9VV, "Tom" of Bermuda, we hear of major alterations to that Island's broadcasting system. Due to the expanding requirements of ZBM the station has been moved out of Hamilton. Tom is a regular SSB operator on 14 mc/s and recently has replaced his AR88 with a Heathkit SB300. He says the difference is so great that "On a clear night he can hear signals that were not there before". Tom laments the fact that there are no hams onboard the two current RN visitors to the Island—H.M.S. *Rothsay* and *Whirlwind*. The last RN amateur to visit him was RS "Gordon" Perry, G3SJC (ex VP2ZS), when he was serving in *Whirlwind*. Gordon is now at HQ and on the current RCI's course.

RS "Harry" Julian, who is at present onboard *Protector* in Antarctic waters, is now active on the HF bands under the call sign VP8IH/MM. He is using a KW Vanguard transmitter running 50 watts to a vertical antenna. So far he has not raised



Crown copyright Photo.

This telephone 'hangs on'

ACTION STATIONS!... conditions where a breakdown in communications can be disastrous, yet all too easy when a hand-set is accidentally dislodged. In conditions such as these the STC hand-set for shipboard automatic telephone exchanges hangs on like a bulldog. Yet it lifts just as

easily as an ordinary hand-set. STC hand-sets are installed in *Hermes* and *Eagle* and 50 have been put through their paces by the Royal Navy. There was not a single instance of detachment or breakdown during full shock testing. The secret of this success lies in the hand-set support... jaws which are locked by spring-loaded plungers and sliding weights held in tension

by springs. STC hand-sets for shipboard communications have set a new standard for reliability and efficiency and remove all fears of accidental dislodgement. Standard Telephones and Cables Limited, Connaught House, 63 Aldwych, London, W.C.2.

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G3BZU but is still keeping his fingers crossed.

The committee have been looking into the provision of new equipment at the HQ station to complement the KW Viceroy and Linear. A more efficient aerial system than that currently in use was high on the list of requirements. It was decided that a beam was definitely needed and an order was placed for a three-element triband beam, beam rotator and tower. These should be in use by the time this article appears in print. A 144 mc/s station is also envisaged in the near future. To complete the installation a Top Band transmitter is also being provided.

Since February 1963 the Society has transmitted at monthly intervals code proficiency runs at speeds from 20 to 35 WPM. A certificate is issued to those who copy these runs 100% correctly. The qualifying run has always been transmitted on 3550 kc/s and whilst this frequency is all right for "inter-G" working during the summer months, the skip lengthens during the winter and UK operators are unable to hear G3BZU. The committee have now decided that an additional proficiency transmission will be made on 1880 kc/s at 1900 GMT. The transmission on 3550 kc/s will still continue to be made at 2000 GMT—both runs on the first Tuesday of each month. The committee have also decided, by popular request, to extend the upper speed limit to 40 WPM, issuing a special "Gold" seal to the basic certificate.

Members interested in improving their capability of CW reception might also be interested in the code transmission made by the Dutch Radio Society—VERON—on the last Friday of each month. Three minutes of PL text are transmitted at speeds between 15 and 40 WPM, one minute of text copied 100% will qualify for their certificate. The transmission is made from station PA0AA on 3600 kc/s at 2130 GMT. For overseas members this transmission can be heard on 14100 kc/s, and it is also transmitted on 145.1 mc/s. At 2115 GMT this station also broadcasts a bulletin of DX news.

With a bi-monthly newsletter, plus the three editions of THE COMMUNICATOR to keep well stocked, the editorial staff always welcome material. News and items of interest, no matter how small, are most welcome. Please help them to produce your magazine!

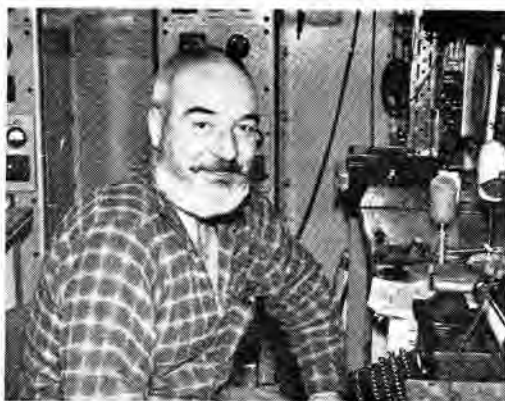
CU on the 30th May O.M.?

PERSONALITY PIECE

"Vic" Vickers, ZL2PW, Ex ZL5AD

This edition we meet one of our members from "down under".

Vic joined the Royal Navy as a Boy Telegraphist at H.M.S. Ganges in 1933. On completion of his basic training he went to sea in the old county class cruiser *Devonshire* which was commissioned for service in the Mediterranean. This was followed by a period of service in *Lowestoft* which lasted from



"Vic" Vickers, ZL2PW, ex ZL5AD

1937 to 1940. At about this time he decided that he would like a change of scenery (!) and he decided to join the submarine service. Vic remained a submariner for the rest of his Service career, his last boats being *Thorough* and *Tactician* which were with the 4th Submarine Squadron based at Sydney. He left the R.N. as a C.R.S.

Whilst he was serving in Sydney he met his XYL to be—a Kiwi—whom he married in 1952. This important change in his life together with two other factors—the amenable climate and a prospective job with the New Zealand post office—made him take his pension in Sydney and emigrate to New Zealand.

Vic settled down in civvy life with the status of Radio Inspector and was soon getting to know his new fellow countrymen whilst travelling around locating and eliminating radio and television interference. He says the latter is still a rare occurrence, with TV being in its infancy in New Zealand, but with the channels being similar to those used in the United Kingdom this state of affairs may not last much longer! His job also entails dealing with licensing and inspection of land-based and ship stations.

In 1961 Vic volunteered for the position of Radio Officer at Scott Base in Antarctica. He was accepted for the job and seconded to the department of Industrial and Scientific Research (Antarctica Division) which amongst its other benefits included extra pay and a bonus of £500.

In October 1961 he flew from the operation deep freeze air base at Christchurch in a Globemaster of the U.S.A.A.F. for a twelve-hour flight which was to end at McMurdo Sound on Ross Island (77 south, 166 east) about 800 miles from the South Pole.

Life in Antarctica was extremely busy with numerous radio schedules to be kept including nightly phone links with New Zealand for those members of the base staff who wanted to talk to the "folks back home".

In between his official operating Vic managed a little amateur operation, mostly on 14 Mc/s using the

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callsign ZL5AD. The equipment in use at Scott Base consisted of an RCA ET4336 transmitter (known in the RN as type 89), which pushed 350 watts into a Rhombic antenna, together with a Philips communications receiver. Quite a change from 55M's and B28's!

Communications were often made difficult by the action of natural phenomena such as solar flares and magnetic storms which prevail during the winter months (April to October) causing signals to disappear altogether. Another hazard often encountered was loss of aërials due to blizzards. Vic recalls one particular time when a wind in excess of 100 mph blew down his main transmitting aerial and that he was able to maintain normal communications with New Zealand. This, we are told, was due to the fact that the terrain in Antarctica acts as a good insulator—in fact it is very hard to get a decent earth system down there. Sledge parties laid their transmitting aërials on the snow for their routines with the base station.



THE MAN WHO SHOT LINCOLN

by LRO(G) G. P. J. Burke

The time was April 1865—one hundred years ago.

In England, Queen Victoria ruled. It was the era of horse-drawn carriages and gaslit streets. In Lancashire, cotton spinners and weavers had been having a lean time because of the boycott which they had imposed on American cotton as their protest against slavery.

In America the Civil War was drawing to an end after four years of bitter fighting. Sherman's Union

In spite of the above, an aerial farm, all supported on 60-ft. masts was maintained at Scott base and one of Vic's chores was to regularly inspect these aërials. With the temperatures ranging from —5 degrees Centigrade right down to —56 degrees Centigrade this job was not particularly well liked.

In October 1962 he made the flight back to New Zealand and settled down in Palmerston North where he is once again carrying out the functions of Radio Inspector. Although night duty and 'three devils of boys' keep him fairly busy Vic hopes to get his ART 13 transmitter and BC348 receiver back on the air in time to work back to his home country when the sunspot maxima arrives. He will be using his callsign ZL2PW.

He says he enjoys keeping in touch with the "Andrew" through the columns of THE COMMUNICATOR and often recognises people he knew when in the R.N. Finally, he adds, "I can recommend my work to anyone who is interested. A PMG first-class certificate being essential".

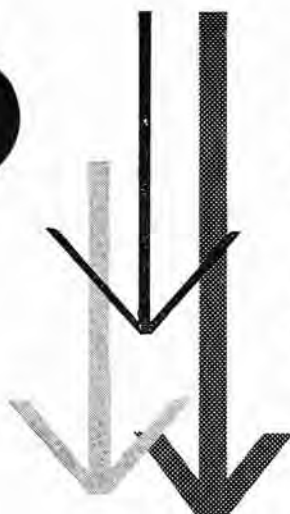
Army was pressing General Joseph Johnston's Confederates hard and the Confederate Army under Lee hung on vainly and desperately as Grant's Army of the Potomac tightened its stranglehold.

In Washington the people were celebrating the inauguration of President Abraham Lincoln in his second term of office and the anticipated end of the war.

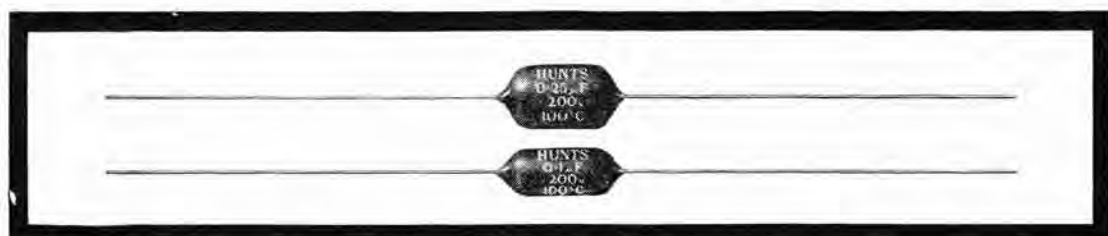
On April 2nd the Confederacy fell and the next day when the news reached Washington, the city began to celebrate in earnest.

In this time and at this place came a man who was to change the course of history. John Wilks Booth was a very successful Shakespearian actor. Although he was born in Northern Maryland, a State pledged to support the Union, he passionately, though discreetly, supported the Confederacy. When, towards the end of the Civil War, it became apparent that the South would lose, Booth decided to kidnap President Lincoln and thus help the Southern cause. To help him he enlisted several accomplices, the chief of whom were George Atzerodt (a drunkard), David Herold (who had the mentality of an eleven-year-old child) and Lewis Paine (a brutal killer who attached no value to life—his own included).

Booth himself was a vain man, both in his appearance and his mentality. He had bow legs and concealed them with specially cut trousers and extra long frock coats: he was meticulous about his appearance and considered himself very much a ladies' man. As a boy, he told a close friend that his ambition was: "Not to be so fine an actor as my father, but rather to be a name in history. I will make my name remembered by succeeding generations". Booth's early attempts to kidnap the President failed



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miserably in spite of the comparatively lax security arrangements which prevailed. He had made the kidnapping attempts with neither the knowledge nor the sanction of the Confederate government in Richmond. It was also entirely his own decision to assassinate Lincoln. When he finally decided to kill the President, the South had already lost the war and the death of Lincoln could not help them. This fact is conclusive. Booth was far more of an egotist than a Southern patriot. He was going to "make his name remembered by succeeding generations", and cloak his crime in Southern patriotism. To ensure that nobody would be in doubt as to who killed the President, Booth left a letter to be despatched to a newspaper in the event of his death or capture, telling of his plans and giving the names of his accomplices.

Booth's chance came when he learned that the President and Mrs. Lincoln, together with General Grant and his wife, were to appear at a performance of the play "Our American Cousin" at Ford's Theatre on the 14th April. The occasion was one where the people could acknowledge their President and acclaim Grant fresh from his victories. The situation could not have been more suitable for Booth's design.

As an actor he knew the layout of the theatre intimately: he knew the staff and the actors: he even knew the part during the play which would be the most opportune moment to strike and the time at which this would occur. Basically Booth's plan was to assassinate the President and General Grant in the Presidential box and make his escape by jumping from the box which overhung the stage and leaving by the stage door.

At the same time Atzerodt was to assassinate the Vice-President (Johnson!); Paine, guided through the unfamiliar city by Herold, was to assassinate the Secretary of State (Seward) who was lying badly injured at his home as a result of a carriage accident. Then they were all to make their escape via the Navy Yard Bridge into Maryland and on to Port Tobacco. Booth hoped that with three simultaneous assassinations the resulting confusion would completely disorganise pursuit.

The 14th came and Booth began to put his plans into operation. Then came a minor upset. General Grant, or more properly, Mrs. Grant, tactfully declined the First Lady's theatre invitation. This probably saved Grant's life. The Lincolns invited an acquaintance, Major Rathbone and his fiancée to take their place.

Booth's main objective, the death of the President, remained unimpaired and he carried on with his preparations. He hired a horse and made arrangements for it to be kept in readiness at the stage door during the evening performance. Then he went to the theatre when he knew there would be only two men working on the scenes. He knew them and invited them to a nearby tavern for a drink. When they were drinking he made an excuse to leave and returned to the now empty theatre. Taking a length

of wood from the props room, he went to the gallery which gave entrance to the Presidential Box. Here he left the wood to use as a door jamb so that when he had passed through to go to the Presidential Box, nobody could follow. Then he bored a small hole in the door of the box so that he would be able to see the President. He noted the wicker chair outside the door and realised that he would have to eliminate the President's bodyguard before he could enter the box. Going into the box he gauged the jump down to the stage, which was about eleven feet, and decided he could do it easily. His preparations were now complete.

A final meeting with his accomplices followed. He told them that he had left evidence implicating them all and therefore it was pointless for any of them to back down at the last minute.

Shortly before 8.30 p.m. that evening, the President's party arrived at the theatre. The audience cheered the President and then settled down to watch the play.

At about 10 p.m. Paine and Herold dismounted in front of the house of the Secretary of State. Booth had told Paine that he would probably gain admission if he claimed to be delivering some medicine to the injured Seward. Herold held the horses and Paine rang the bell. He was answered by a negro servant. Paine told his story but the servant refused to let him in, saying that he would take delivery of the medicine. Paine brushed past him and started up the stairs. His way was barred at the top by Seward's son, who had been deputising for his father in cabinet duties. Paine savagely clubbed the younger Seward down with his pistol, breaking it in the process.

The servant who had been following Paine up the stairs ran back down into the street calling out the alarm. Herold, thinking that this referred to the Secretary of State's murder spurred his horse away, leaving Paine's tied to the hitching rail.

In the house, Paine stepped over the unconscious body of Seward's son and, drawing a knife, he threw himself at the door of the Secretary of State's bedroom. He felt the resistance of someone standing behind the door and with a burst of fury charged again. The door gave and Paine staggered into the room. It was dark but by the light from the open door he saw a figure; the sick Seward. He lunged forward, stabbing. Seward screamed and fell on to the bed. Paine leapt on to him and began a frenzy of stabbing. He was hardly aware of the person clinging to his back but in the instant when he paused to throw off the encumbrance, Seward rolled off the far side of the bed. Paine now became aware that a third person had entered the room. He allowed the man, a secretary, to come close then fatally stabbed him in the chest.

By now the alarm was raised and Paine could hear shouts of approaching soldiers. He ran down the stairs and, because of the confusion in the doorway, he was able to mount his horse and ride away.

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He had not succeeded in his attempt. Seward's life was saved by the surgical iron jawbrace he was wearing and by the intervention of his daughter, the person who had clung to Paine's back.

At Ford's Theatre the play continued, neither actors nor audience being aware of the attempt on Seward's life. Booth left his horse in the care of a stage-hand at the stage door and after having a drink in a tavern he entered the theatre by the front door. He was armed with a single-shot derringer pistol and a knife. He passed through the gallery door and placed the door jamb, which he had previously arranged, in position. He then had a piece of extraordinary good luck. The President's bodyguard was not sitting outside the entrance to the Presidential Box. He had become bored and slipped out of the theatre to go with the President's coach driver for a drink.

Booth moved to the door and peered through the hole he had made. He could see the back of the President's head. To the President's left was a curtain screening him from the audience. On his right sat his wife. Behind and slightly to the right of them sat Major Rathbone and his fiancée. Before them was the stage.

Booth opened the door and slipped into the box. He stepped up behind the President and pointed his pistol at the back of Lincoln's head. There was a bang and a cloud of blue smoke. The President's head slumped forward. Quietly and with no hint

of madness in his voice Booth said: "*Sic semper tyrannis*" (Thus ever to tyrants—the motto of the state of Virginia).

As Booth moved between the President and the confused Mrs. Lincoln to the front of the box, Major Rathbone tried to overpower him. Booth slashed with his knife and the Major's arm was cut to the bone. Booth climbed on to the balcony and shouted: "Revenge for the South". Then he jumped. As he leapt, his spur caught in the decorative flags which draped the box and he landed awkwardly, breaking his ankle.

He staggered past the only actor on the stage, who was too confused to stop him, and via the backstage passages to the stage door, where his horse was waiting. He mounted and galloped hard for the Navy Yard Bridge.

Lincoln was mortally wounded. He was carried to a house near the theatre where he died early in the morning of the 15th without regaining consciousness.

Paine and Herold were later captured and hanged. Atzerodt, who had panicked and not even attempted to carry out his part of the plot, which was to kill Vice-President Johnson, was also caught and hanged.

Booth, the man who wanted history to remember him, was cornered in a barn and shot dead: a fitting end for the man who shot Lincoln.

GUESS WHERE

In the magazine you will find eight photographs simply identified by ? followed by a number. Readers are invited to attempt to identify these photos.

A prize of 21/- will be given to whoever correctly identifies the greatest number of photos. All entries should be addressed to The Editor to arrive not later than 1st July, 1965. All entries will be kept unmarked until this date, when they will be attended to in a random order. Only entry forms taken from THE COMMUNICATOR will be accepted.

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R. M. ALLAN	Lieut.-Commander	Rhyl	S.M.3
J. M. BEATTIE	Lieut.-Commander	Leverton I/C	Mercury
G. A. F. BOWER	Commander	RN Tactical School	Decoy I/C
R. COOMBER	Lieut.-Commander (SD) (C)	Heron	Saker
D. D. DAVIES	Sub-Lieut. (SD) (C)	Mercury	Staff C-in-C Med
R. DURNFORD	Commander	JSSC Latimer	Staff C-in-C F.E.
D. A. DUNCAN	A/Sub-Lieut. (SD) (C)	S. D. Courses	Tenby
P. T. EDWARDS	Lieut.-Commander	Mercury	D.G.N.P.S.
J. M. S. EKin	Lieut.-Commander	Exmouth 1st Lt.	F.O. Gib.
I. FERGIE-WOOD	Lieut.-Commander	Striker I/C	Mercury
J. FLETCHER	Lieutenant (SD) (C)	Tiger	Staff C-in-C Med.
M. J. L. FREEMAN	Commander	Mercury II	J.S.S.C.
J. S. GEORGE	Lieut.-Commander	Mercury	Staff Com. AF (Home)
I. F. GRANT	Lieut.-Commander	Verulam 1st Lt.	Mod DGW (N) DWR (N)
D. A. GUNN	Lieut.-Commander	FOF Home	Mercury
K. H. JAY	Lieutenant	Mercury	Centaur
C. A. LAWRENCE	Lieut.-Commander	Centaur	Goldcrest 1st Lt.
P. R. LEONARD	Sub.-Lieut. (SD) (C)	Tenby	Adamant
P. G. LOASBY	Captain	Cassandra I/C	Falmouth Capt. D.30
G. W. LOWDEN	Lieut.-Commander	Lowestoft 1st Lt.	Mercury II
J. T. LORD	Lieut.-Commander	Hampshire	Mercury II
D. MACINDOE	Sub.-Lieut. (SD) (C)	Mercury	Capt. M/C (Home)
P. R. MARTINEAU	Commander	Torquay I/C	Staff D.N.S.
R. V. McDONNELL	A/Sub-Lieut (SD) (C)	Mercury	Cerberus II Reversion to R.A.N.
M. MURPHY	Sub.-Lieut. (SD) (C)	Appleton	Mercury
H. B. PARKER	Lieut.-Commander	Mercury	Chichester I/C
J. PEARCE	Lieut.-Commander (SD) (C)	Staff Com. F.E.F.	Cinceastlant
M. D. Y. PHILLIPS	Sub.-Lieut (SD) (C)	Surprise	Ganges
T. D. PICKEN	A/Sub.-Lieut. (SD) (C)	S.D. Courses	Brereton
D. G. PIKE	A/Sub.-Lieut. (SD) (C)	Dido	Whitehall W/T
B. D. SALWEY	Lieut.-Commander	Glasserton I/C	Calton I/C
M. D. M. SELLAR	Lieut.-Commander	F.O. Gib.	H.M.Y. Britannia
P. W. SPENCER	Commander	MOD Def. Sig. Staff	Staff C-in-C H.F.
W. L. B. STACEY	A/Sub.-Lieut. (SD) (C)	S.D. Courses	Naiad
J. TATE	A/Sub.-Lieut. (SD) (C)	Cassandra	Mercury
D. T. TAYLOR	Sub.-Lieut. (SD) (C)	Lochinvar	Royal Malaysian Navy
B. H. TODD	Lieut.-Commander	Mercury	Staff D.N.S.
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C. J. WHIFFIN	Lieut.-Commander (SD) (C)	Whitehall W/T	Staff A.C.R.
R. M. WHITE	Lieut.-Commander (SD) (C)	C-in-C Malta Comcen	C-in-C Whitehall W/T Mercury
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DRAFTING

Only names that have been included in articles from ships and establishments and not printed elsewhere in the magazine are shown here. Reading the SHIP-SHORE NEWS will give you the whereabouts of many of your friends. Please forward any drafts you wish shown in our next edition with your article for the Summer edition of the magazine. Individuals may write directly to the editor if they wish. Although every endeavour is made to ensure that the information in this section is correct we ask readers not to treat it as authoritative in the strict sense.

Name	Rate	Whence	Whither
ALLEN, J. S.	CRS	Whitehall W/T	Mercury
ALMOND, R.	CRS	Mercury	Pension
ARTHUR	Wren	Culdrose	Sea Eagle
ALLEN, J.	RO2(G)	Cochrane	Afrikander
ADAMS	A RS(W)	Mercury	Aurora
BIGLAND, E.	CCY	Cavendish	Mercury
BILL, A. T.	CCY	Maidstone	Northwood
BACK	CRE	Mercury	Mauritius
BARROW	Wren	Mercury	MHQ Plymouth
BONHAM, N. M.	PO Wren	St. Angelo	Condor
BARDEN, G.	LRO(T)	Fulmar	Sheba
BIGGS, H. J.	Wren	Mercury	Fulmar
BOWYER, P.	L/Wren	Fulmar	President
BEARD, C.	A/CY	Ark Royal	Mercury
BROWN, S. J.	A/CY	Afrikander	Victory
BATTLE	Wren	Culdrose	Portsmouth W/T
BOYD, N. M.	LRO(T)	Afrikander	Victory
BRADFORD, G. M.	RS	Loch Fada	Mercury
BARNETT, K. T.	CY	Gurkha	Mercury
BETTANEY	RO2(G)	MHQ Plymouth	Terror
BUTCHER, M. G.	A RS	Dolphin	Mercury
BURN, C. J.	RO3	Mercury	Lowestoft
BONFIELD	L Wren	Culdrose	Sea Eagle
BROAD, R. E.	JRO	Mercury	Eskimo
BRAMLEY, N.	RS	Mercury	St. Angelo
BROWN, W.	Wren	Fulmar	President
CROOK, D. F.	CCY	Lion	Dido
CHERRIMAN, P. G.	CY	Mercury	Barrosa
CUMMINS, R. C.	CRS	Drake	Mercury
COYLE, J. W.	CCY	Rhyl	Mercury
CLACK	RO2(G)	Ganges	Mauritius W/T
CHERRY, D.	RS	Culdrose	Berwick
CULLINAN, J. B.	RO1(G)	Afrikander	Victory
CHALKER	Wren	Culdrose	Malta
CLARKE	RS(W)	St. Angelo	Mercury
CODD	A/LRO(G)	MHW Plymouth	11th M.SS.
COOPER, D. S.	CY	Mercury	SD School
COLLING	Wren	MHQ Plymouth	St. Angelo
COYLE	RO2(G)	Cochrane	Sheba
DAVIDSON	RO1(T)	Terror	MHQ Plymouth
DAVIS, R. K.	CY	Victory	Mercury
DARKIN, W.	RO3	Mercury	Naiad
DOUGLAS, D. G.	CY	Mercury	Naiad
DANCE, J.	CY	Mercury	Loch Fada
DAVIES, A. C. P.	RS	HMY Britannia	Mercury
DOBSON, J. R.	RO2(G)	Diamond	Fulmar
DOODY	RO1(G)	MHQ Plymouth	11th M.S.S.
EXCELL, K. H.	CRS	HMY Britannia	Mercury
EDGE, H.	RO3	Mercury	Hartland Point

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Name	Rank	Whence	Whither
EAMES, O. A.	CRS	Mercury	St. Angelo
EAGER	LRO(G)	Sheba	Victory (FSL)
EVANS, P. J.	CRS	Mercury	Ajax
EMERY, L. J.	LRO	Corunna	R.N.S.(P)
EDMONDS, L. D.	Wren	Golderest	Fulmar
EDMONDSON, G.	CY	St. Angelo	Mercury (Release)
ENTICKNAP	CRS	M.H.Q. Plymouth	Tenby
FLETCHER	LRO(T)	Mercury	Afrikaner
FROST	CRS	Ganges	Mercury
GIBBS, B. J.	RO3	Mercury	Lowestoft
GOODING, L. A.	CY	Hardy	Mercury
GODLEY, R. D.	RS	Lion	Mercury
GEORGE, R. T.	RS	Whitehall W/T	Mercury
GAUGHAN, M.	A CY	Aisne	Mercury
GOOCH, L.	RS(W)	Mercury	FOAC
GRAY, D.	CRS	Mercury	Pension
GORE, A.	CY	Mercury	Decoy
GRAHAM	LRO(G)	Sheba	Release
HULSE, T. N.	CY	Ganges	Mercury
HARTLEY, M. W.	CY	Terror	Mercury
HOWARD, R. J.	CY	Barrosa	Mercury
HUMPHREYS, R. R.	RS	Victory	Mercury
HENLEY, G.	RS	Whitehall W/T	Mercury
HUGHES, D. R.	RS	Russell	Mercury
HIBBERD	Wren	Culdrose	Malta
HALES, R. G.	CY	Mercury	S.D. School
HOBLER	L Wren	Culdrose	Release (Marriage)
HULSE, T. N.	CY	Mercury	Dainty
HOOD, T. B.	RS	Mercury	Lynx
HOWELL, R. J.	CY	Mercury	R.N.M. Libya
HANCOCK, C. E.	RO1(T)	Chilcompton	Fulmar
HARROLD, M. N.	RO2(G)	Hampshire	Fulmar
HILLS, E. M.	Wren	Mercury	Fulmar
HOUGHTON, C.	Wren	Victory	Fulmar
HOWARTH	RO2(G)	Grafton	MHQ Plymouth
HOLLINGSWORTH	LRO(T)	Ganges	Leander
HOWLETT	RO2(G)	Terror	MHQ Plymouth
HILL, R. C.	CRS	Mercury	Fearless
IZZARD, D. W.	CCY	Victory	Leander
INGHAM, A. H.	CY	Mercury	Lowestoft
JARROLD, I. S.	RS	Mercury	Albion
JOHNSON, P.	CRO(T)	Whitehall	Afrikaner
JAMES, K. H.	RS	Terror	Fulmar
JUPP, R. E.	CCY	Afrikaner	Victory
JUNOR, A. R.	RO2(G)	Fulmar	Keppel
JOHNSON, A. R.	RO2(G)	Mercury	Arethusa
JACKSON	CRS(W)	Mercury	Dryad
JOHNSON, B. M.	RO3	Mercury	Mohawk
KENNETT, F. J.	CRS	Victory	Mercury
KANE, T. B.	LRO(T)	Afrikaner	Victory
LUCAS, B. A.	RS	Mercury	Mohawk
LUCE, D.	RO2(G)	Mercury	Leander
LOVE, J.	RS	Loch Lomond	Mercury
LEECH, W.	S.Sgt.	Catterick R.S.S.	Mercury
LAWS, R.	CRS	Mercury	Dido
LOVE, I. K. W.	JRO	Mercury	Naiad
MARSTON, J. K.	CRS	Mercury	Pension
MUNRO, P. O.	CY	Mercury	Eastbourne
MOLONEY, J. P.	RS	Mercury	Lincoln
MADDREN, W. J.	RS	Mercury	Hampshire

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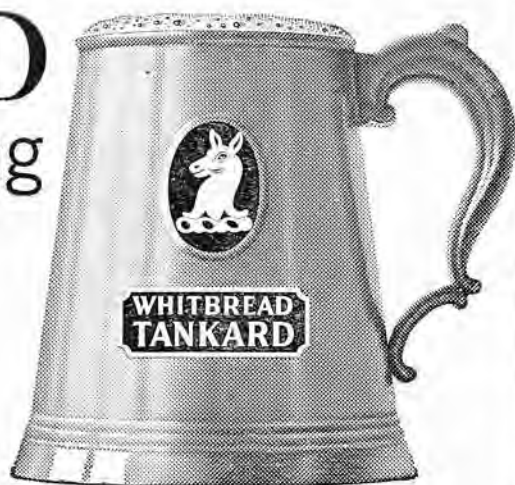
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MATTHEWS, M. J.	CRS	Mercury	Rooke
MILLS, J. W.	CY	Mercury	Release
MADDISON	LRO(G)	Whitehall W/T	Sheba
MELVILLE	...	...	RO2(G)	Drake	Sheba
MANLEY	...	...	LRO(T)	Decoy	MHQ Plymouth
MARTIN	...	...	Wren	Culdrose	Rooke
McLEAN, P. P.	...	...	RO2(G)	Cochrane	Fulmar
McALISTER, E. A.	...	...	Wren	Mercury	Fulmar
MCGINN	...	...	RO3	Mercury	Centaur
MAGINNIS, D.	...	...	RO2	Corruna	Mercury
McDONALD, A. T.	...	...	CRS	Mercury	London
MORGAN	...	...	Wren	MHQ Plymouth	St. Angelo
MORRIS, P.	...	...	CRS	Victory	Mercury
MILLS, R.	...	...	CRS	Mercury	YARMOUTH
NOYES, R. W.	...	...	RO3	Mercury	Ajax
NEWTON, B.	...	...	Wren	Condor	St. Angelo
NICOLL, J. M.	...	...	RS	Mercury	Yarmouth
O'SHEA	...	...	CRS(W)	Mercury	Hampshire
PENROSE	...	...	LRO(T)	Ganges	Aisne
PENFOLD, A. F.	...	...	LRO(T)	Afrikander	Victory
PHILLIPS, B. A.	...	...	Wren	Seahawk	Fulmar
PEARSON	...	...	Wren	Culdrose	Rooke
PERRY, M. F.	...	...	RS	Victorious	Mercury
PERKISS, W.	...	...	JRO	Mercury	Naiad
PALMER	...	...	A RS(W)	Salisbury	Mercury
POTTER	...	...	CRS	Drake	MHQ Plymouth
PRITCHARD, M.	...	...	CY	Victory	Mercury
PYCOCK	...	...	Wren	President	MHQ Plymouth
RUNDLE, T. J.	...	...	CCY	Ganges	Mercury
RICHARDSON	...	...	RO2(G)	Surprise	MHQ Plymouth
RILEY, J. I. S.	...	...	Wren	Fulmar	St. Angelo
ROACH, C. A.	...	...	Wren	Heron	Fulmar
ROBINSON	...	...	RO1(G)	Sheba	Victory FSL
RUGMEN	...	...	CY	Mercury	Tiger
ROBERTSON, P. E.	...	...	RO2(G)	Mercury	St. Angelo
ROGERS, G.	...	...	RS	Mercury	Release
SCOTT	...	...	RO1(G)	MHQ Plymouth	Terror
SMITH, G. C.	...	...	CY	Mercury	Rothsay
STEEL, M. R.	...	...	RS	Wakeful	Mercury
SANDERS, P.	...	...	LRO(T)	Mercury	Afrikander
SHOREY, D.	...	...	RO1(G)	Fulmar	Tamar
SCARDIFIELD	...	...	CRS	Ganges	Southend RN(W)R
SPENCER, K. D.	...	...	LRO(T)	Whitehall	Afrikander
STEVENSON	...	...	LRO(T)	Mercury	Ganges
STAFFORD, A.	...	...	CRS	Mercury	St. Angelo
STEVENS	...	...	CCY	Mercury	Afrikander
TOON, D. T.	...	...	CRS	Ganges	Mercury
TOMLINSON, B.	...	...	RO2	Corunna	Mercury
TAYLOR, B. J.	...	...	L Wren	Fulmar	Vernon
TAYLOR, B.	...	...	LRO(G)	Victorious	Ganges
TOOK, I. D.	...	...	RO3	Mercury	Loch Fada
WINTLE, J. E.	...	...	CCY	Mercury	St. Angelo
WILKINSON, P.	...	...	RO2(G)	Mercury	Hampshire
WARD, R.	...	...	CCY	Mercury	Dolphin
WIGHT, A. B.	...	...	CCY	Leander	Mercury
WOODLAND	...	...	JRO	Berwick	MHQ Plymouth
WOOLSCROFT	...	...	RO1(T)	Ganges	Fiskerton
WHITING	...	...	RO2	Corunna	Mercury
WILSON, D.	...	...	RO2(G)	Fulmar	Terror
WARD, M.	...	...	Wren	Mercury	Fulmar

Name	Rank	Whence	Whither
WALTERS	Wren	Culdrose	President
WATSON	LRO(G)	Warrior	Sheba
WILLIAMS, G.	RS	Mercury	Mauritius
WILLIS, C. E.	LRO(T)	Afrikander	Victory
WITHERS, P.	CY	Mercury	Defender
WILLSON, P. E.	A RS	Gib Comcen	Dundas

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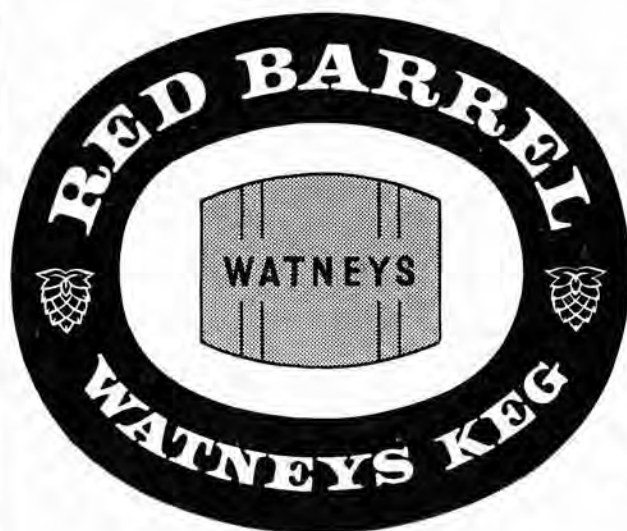
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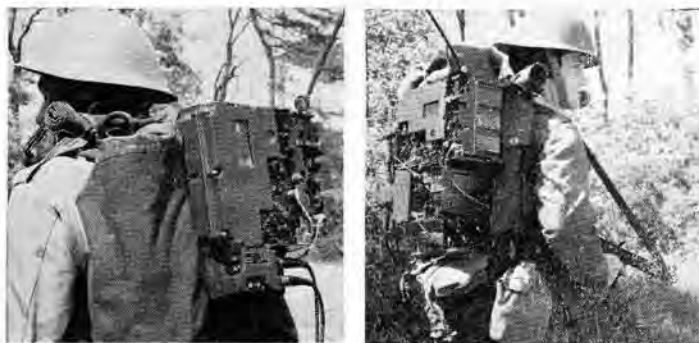
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