

# THE COMMUNICATOR



VOL 18 • No. 1 **SPRING 1966**

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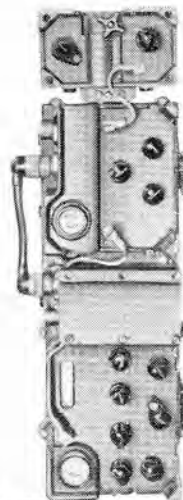
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# THE COMMUNICATOR

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

SPRING 1966

VOL. 18, No. 1

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## CONTRIBUTIONS

All MSS, photographs and cartoons should be sent to the Editor at HMS *Mercury* as below. These will be returned to the sender only if asked for and responsibility for them cannot be accepted by the Editor. Contributions for the Summer 1966 edition must be in the Editor's hands by 1st July, bulk orders by 10th July.

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PUBLISHED AT HMS "MERCURY"





**CAPTAIN J. R. MCKAIG, ROYAL NAVY**

- |  |   |
|--|---|
| 1946 Qualified in Signals.                       | 1956 FCO to C IN C HF.                            |
| 1946 RNAS Ford.                                  | 1958 <i>Ganges</i> as Executive Officer.          |
| 1947 Signal Division.                            | 1959 Promoted Captain.                            |
| 1948 SCO to 3rd Training Flotilla (Londonderry). | 1959 <i>President</i> as DDWRD.                   |
| 1950 Flag Lieutenant to F.O. Air (Home).         | 1962 Imperial Defence College.                    |
| 1951 SOO and SCO to SNO PG.                      | 1962 <i>Manxman</i> in Command.                   |
| 1953 Promoted Commander.                         | 1963 <i>President</i> for Duty with CPE as Deputy |
| 1953 Staff of ACR.                               | Polaris Executive.                                |
| 1954 <i>Mercury</i> as TC.                       | 1966 <i>Mercury</i> in Command.                   |

## EDITORIAL

The continued success of the magazine is due in no small measure to our treasurer of the past two years, David Forsey who leaves shortly to take up his new appointment at BRNC Dartmouth.

Recently increased costs now mean that each issue costs approximately £700 yet he has maintained the price at 2/6 and has increased the Balance Creditor by almost £140.

Many well known firms who support the Communication Branch with services, equipment, or employment upon leaving the Service, continue to show their regard by advertising generously in THE COMMUNICATOR.

In future it is intended to discontinue the method of posting magazines in the rolled up form; envelopes will be used instead. Ships Establishments who do not wish to be liable for collecting the money when a parcel of magazines arrives on board are requested to include a detailed mailing list and CASH with their order. Copies will then be posted directly to individuals at the bulk order price of 2/6. By request copies may be AIRMAILED at 5/6d. per copy including postage.

C. H. SANDERS  
Subj.-Lieutenant (SD) (C)

## LETTERS TO THE EDITOR

The Captain (F),  
Dartmouth Training Squadron,  
HMS Eastbourne.  
12th February 1966

Dear Editor,

I was interested to read CY Harrison's article in the Winter 1965 COMMUNICATOR about the manoeuvres which took place in the Mediterranean in May 1954 but I doubt very much if anyone could win the prize you offer unless in possession of one of the signal logs of the time. As the person who made the signals, I could, with an effort make a list at reproducing them but I am not going to! My copy of the orders was given to the training staff at Mercury in case it should ever be of interest and it may still be somewhere in the archives.

There are some points of interest in connection with these manoeuvres which are perhaps worth passing on.

The fleet was well practised in the manoeuvres and thus the sequence of signals was well known, the signals themselves being relatively unimportant. It was the execution of the signals that really mattered. I was probably accused of "belt and braces" but all signals were made by flags and repeated by voice. In the days when TBS sets were worn out and Ingfield clips had a nasty habit of carrying away, such precautions were necessary. I lived in terror that some vital flaghoist would execute itself and ruin the whole show.

Perfect timing was essential and this was the headache of the Fleet Navigator. For instance, the last gun of the salute had to coincide with the signal executing the wheel of the columns in towards the Yacht. The wheel could not wait for the guns and there is no margin for error at 25 knots with

cruisers 2 cables apart and other ships 1½ although *Eagle* was allowed to keep her distance at 3 cables. Ships were ordered to pass *Britannia* at a distance of 100 yards.

*Britannia* led the fleet to Malta and the 3 Cruisers entered Grand Harbour, 2 cables apart, and turned together at their buoys.

Safely back in my office at Lascaris, I was visited by an excited Navigator from the Yacht who said:—"C'est magnifique mais ce n'est pas la guerre"—and never do it again." The sight of the Fleet bearing down on him had been bad enough but then as we steamed past he had had to use 25 degrees of wheel to keep the Yacht steady.

I imagine that CY Harrison has an original copy of the orders. In fact these had to be changed by a long and rather complicated signal as we sailed from Malta. Just before sailing, approval was received for the manoeuvres as a whole but with the instruction that no ship was to be stationed, at any time, ahead of *Britannia*. This is worth remembering for anyone who may be involved in future escort duties.

After the manoeuvres were over I said to the Fleet Navigator and well out of the C in C's, Admiral Mountbatten's, hearing "I reckon there is only one thing we can do now which could be worse and that is a grid-iron ahead of the ship". A few months later we were sent for by the C in C who said:—"The Emperor of Ethiopia is going from Malta to England in *Gambia*. I want to do some manoeuvres for him and this time we shall do a grid-iron ahead of the ship." We did. It was an 18 ship grid-iron, including 4 Pakistan destroyers, done at 24 knots with ships 2 cables apart. As the ships passed each other the nearest was 3 cables ahead of *Gambia*. It was fun but I was glad when it was over.

Yours sincerely,  
C. B. H. WAKE WALKER, Captain

## THE MAIN SIGNAL OFFICE

H.M.S. Drake, Devonport

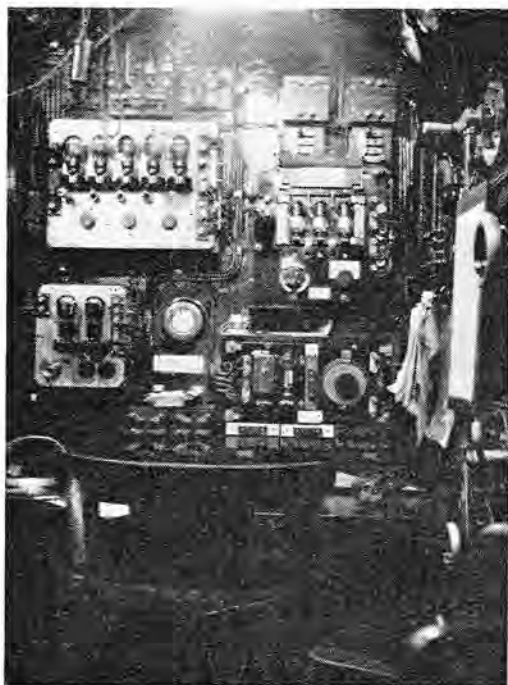
Dear Sir,

I wonder if you would like to publish the following print of the W/T Office of HM Submarine *Perseus* taken in 1931. They will give the present day "sparker" an idea of what the equipment looked like in those days. Middle right is the Note Magnifier "N.9" which comprised three valves operated by a Three Way switch to bring in 1, 2 or 3 Valves and then was controlled by a volume control. Bottom right is the Unit called Heterodyne Unit K.5 used for tuning. Top left is the Model "E" Attachment on which we used to read GBR on 16 Kc/s in the China Seas submerged to 30 ft. Receiving was done on a Loop Aerial connected from Bow to Stern.

Under the "E" Attachment is the Aerial Tuning Unit A.11 and amplifier M.11 and under that the amplifier for Fessenden under water signalling.

Yours sincerely,

A. E. GLASS



H.M.S. 'Perseus'

Stormbound in the old arm chair

29 Spillmans Road,  
Rosborough, Stroud, Glos.

Dear Sir,

During this inclement weather one cannot get out to wander at will about the hills—when the daylight fades, down goes the book and out comes the pipe and to h-ll with the Chancellor,

It is during such times that thoughts often wander, I have been wondering whether, besides myself, there are any chaps still knocking about who can remember HMS *Mars* (Atlantic Fleet) carrying out the experiment of using a jet of water from the fire hose as an aerial for transmission of W/T. I cannot remember any results that were achieved, but I do remember that several bare-footed matelots did a bit of a war dance on the wet deck,

Yours sincerely,

A. Musk

P.S. The year 1906.

## CANADA COMMONWEALTH CO-OPERATION IN COMMUNICATIONS

by P2RM3 R. D. Yerrell

Communications are the sinews which link all countries of the Commonwealth. Every year they provide for greater exchange of ideas and information, and this is particularly true of the Naval World-Wide organisation. Each year sees more technical advances in radio, enabling greater use to be made of fixed services, ship-shore and all the other facilities provided by this example of international co-operation.

Almost all the traffic passed through this vast network is handled by naval communicators of many nationalities who use common procedures and operating techniques. However, how well do they understand one another's communications problems? Through ship visits many contacts are made with other Communicators but these are mainly in their off-duty hours or on a one hour visit to their Comcen. The value of these meetings is soon lost in our own day-to-day operating problems.

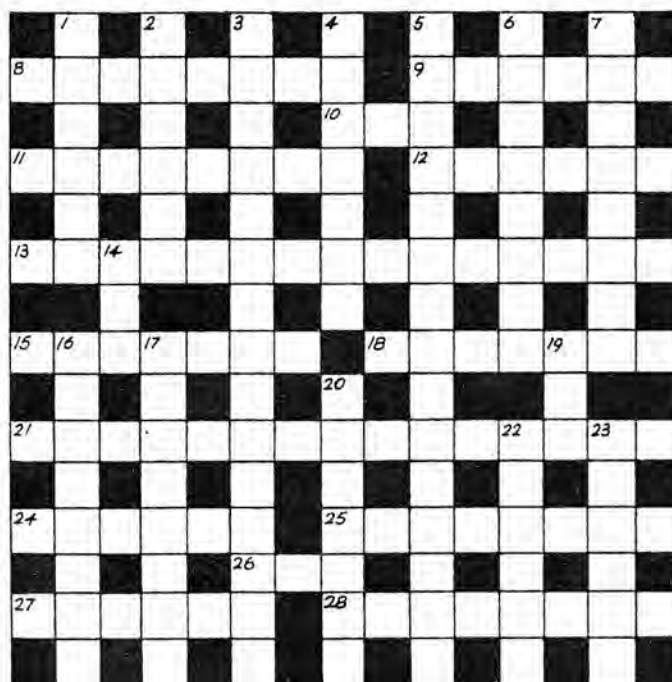
I believe that the time is right for a formal system of exchange between personnel of RS CRS or equivalent rates. The officers exchange programme has given much valuable insight into the aims and problems of other Commonwealth Navies and I believe this exchange programme could prove as beneficial for the Communications Branches of these same Navies.

The starting point for such a scheme could be between supervisory personnel at shore radio stations connected by fixed services. Later, operators might also be exchanged between shore stations to man ship-shore and other circuits and shipboard exchanges to depend upon success of the above stages. This programme might have the added benefit of stimulating interest among young men who might be serving in a smaller Navy doing very few foreign cruises.

There may be some administrative problems involved but if NATO "Mixed Manning" concept can be considered and even tried out, surely this would be comparatively simple.



## EASTER CROSSWORD



by ANN JEWELL

All entries should be addressed to the Editor to arrive no later than 1st July. A prize of ONE GUINEA will be given for the first correct solution found.

### CLUES

#### Across:—

8. Is it overneat to renew it? (8)
9. No raid? But it is. (6)
10. Flee from lesser unions. (3)
11. "I am the ——— of Earth and Water,  
And the nursling of the Sky;" (P. B. Shelley). (8)
12. Assemble a radioactive element in a confused  
rage. (6)
13. Reserve patients for agents. (15)
15. Affirms during trials. (7)
18. A couple of coppers, the Sappers, and the  
Saints make up a speech. (7)
21. Would this give one's writing more point? (6, 9)
24. One proposal a minute to hide the sausage. (6)
25. "A phantasime, a ———, and one that makes  
sport To the prince and his book-mates,"  
(Love's Labours Lost). (8)
26. Pat leaves the potato as well. (3)
27. No tricks with this one. (6)
28. The outer part of 1. (8)

#### Down:—

1. The boy attendant around the Spanish fur. (6)
2. This cat has a cousin without offence, and a  
backward scrap. (6)
3. Is the latest real? (anag.) (5, 10)
4. Does this fish show that she is engaged? (7)
5. Henry I to VIII and their sons. (5, 3, 7)
6. Can the trite rep be lovelier? (8)
7. Sees about the young cow without a dial. (8)
14. The vessel used to distil 1419. (3)
- 16, 20. He arrived too early and wanted to go to  
Norwich. (3, 3, 2, 3, 4)
17. Chemical bonds can form such enclosures. (8)
19. See 14. (3)
22. The ray is gross. (6)
23. Teeth nicotine stains go yellow, and conceal a  
heathen. (6)

## CHRISTMAS CROSSWORD

Winner—Lieutenant (SD) (C) D. C. Mitchell, RN, who receives a prize of ONE GUINEA.

Runner up—3/0 A. V. Bird, WRNR

#### SOLUTION

**CHART 1, Across:—**1. Shepherds. 9. Carols. 10. Tradition. 11. Dahlia. 12. Slenderly. 13. Coastal. 17. Ode. 19. Excited. 20. Kernels. 21. Due. 23. Scenes. 27. Mince-pies. 28. Meatus. 29. Torch race. 30. Orient. 31. Interrupt. **Down:—**2. Herald. 3. Padang. 4. Esteem. 5. Doodled. 6. Paramours. 7. Holly tree. 8. Establish. 14. Persimmon. 15. Schematic. 16. Attenuant. 17. Odd. 18. Eke. 22. Unicorn. 24. Icicle. 25. Sparer. 26. Teacup.

**CHART 2, Across:—**1. Admission. 9. Bireme. 10. Partridge. 11. Fetish. 12. Relations. 13. Endear. 17. Ynd. 19. Immerse. 20. Extreme. 21. Spy. 23. Turkey. 27. Gentlemen. 28. Epigon. 29. Feminises. 30. Opener. 31. Streamers. **Down:—**2. Dealer. 3. Iatral. 4. Spirit. 5. Organon. 6. Hibernator. 7. Perimeter. 8. Sea-horses. 14. Mistletoe. 15. Embroider. 16. True loves. 17. Yes. 18. Dey. 22. Present. 24. Strife. 25. Medium. 26. Veneer.

# HOLIDAYS 1966

## SWANAGE—ISLE OF PURBECK

Frequently, owing to changes in a ship's programme or for various other unforeseen reasons, we find ourselves having to arrange a holiday for the family at very short notice. The result is that many feel it is all too difficult and so stay at home with an extremely disappointed family!

Hotel booking during the season is difficult, particularly with a young family.

Have you ever considered a holiday in a caravan where you pay approximately £14 at the height of the season (less at other times) for a seven day booking of a five berth caravan with no other hidden expenses whatsoever, such as 10% for tips etc.

Swanage on the south coast has a Municipal Caravan Park open from 1st April to 31st October. All caravans on the park are privately owned, a number being let on behalf of the owners by the Urban District Council. Owing to the large number of caravans involved, frequently, even at the height of the season, caravans are available to let at short notice. Enquiries can be dealt with either at the Park Reception Office, Tel. Swanage 2130, or by s.a.e. stating the type of caravan required and the desired dates.

The Park is approximately one mile from the beach and main shopping centre and covers some 30 acres of natural undulating hillside to the south of the town, with commanding views of Swanage

Bay and the Isle of Wight. The caravans are either sited individually or in small, well spaced groups stepped up the hillside. The roads are good; parking adequate. All service buildings are virtually new, built of Portland Stone and provide amenities of the highest standard, convenient to all groupings of caravans. They consist of:—flush toilets, hot and cold showers, wash hand basins, laundry and ironing rooms, electric shaving facilities and main water standpipes. The main reception building contains a restaurant, general shop, quiet writing room, mail rack and a booking enquiries desk.

Swanage, with its high sunshine record, offers a clean sandy beach with an extremely small tidal range, resulting in safe bathing for children. It has Punch and Judy. Paddle boats, sailing, rowing, inboard and outboard motor boats are for hire. There is skin diving, golf, tennis, angling and an amusement arcade.

Children will enjoy a visit to the Lighthouse, Lifeboat station, Tilly Whim Caves or a day at Bournemouth and the Isle of Wight by steamer. During August there are a Carnival and Regatta.

Within easy reach by foot are Peveril Point, Dancing Ledge, St. Aldhelm's Head, Old Harry Rock and by car, Lulworth Cove, Weymouth Purbeck Quarries, Corfe Castle and Bournemouth (via the ferry).



The Beach at Swanage



Studland Bay

Studland Bay provides an easily reached alternative should you wish an afternoon free from the distractions of Punch and Judy, paddle boats etc.

Further details of Swanage can be obtained from The Publicity Manager, Information Bureau, Shore Road, Swanage, Dorset. Tel 2885.

Remember, it is NEVER too late to try for a booking. Your family will enjoy a seaside holiday... you too can sit back and see the ships pass... without you.

## WHERE TO FLY IT AND WHY?

by F. A. J. Lucas, Ex CCY

I am sure that every one in the Communication Branch who read the Christmas edition 1965, admired the wonderful 'Model Mast' which was presented to Earl Mountbatten last year: truly a magnificent present. Of the three Distinguishing Flags flying, the two on the Topsail Yardarm must have caused everyone to look twice. Here we find on the Starboard side, the flag of the Chief of Defence Staff, and on the Port side, that of an Elder Brother of Trinity House; yet another single authority, with however, three Distinguishing Flags.

What with these, and all the other Distinguishing Flags and Pendants in use, one must begin to think perhaps of—

**WHERE TO FLY IT?**—surely this must be one of the problems confronting every CCY and CY on Commissioning any of the 'New Design' ships of

the Royal Navy, whose masts and superstructures do not allow the hoisting of 'Distinguishing Flags Broad and Masthead Pendants' at the customary or authorised positions.

The answer to their problems, can now be found in Q.R. and A.I. Chapter 12 (dated 30th June 1965) article 1216, which also clarifies the positions with regard to 'Standards, Ensigns, and Dressing Lines' in these ships.

**WHY?**—the authorised positions at which we fly these Distinguishing Flags and Pendants and even the design of same have changed many times in history, even as late as 1961, through necessity or tradition.

At the end of the last century, through necessity, the Admiralty authorised our present day system when, due to the coming of the 'New Design' ships, such as the Mastless Ironclads, Single and Two Masted Men of War, the then used Distinguishing Flags and Pendants of the Three Masted ships became inadequate.

These were the Union Flag, and Admiral's Flag (the St. George's Cross), a Commodore's Broad Pendant, and the Masthead Pendant. Flown to denote the presence of the appropriate authority:—

*(See foot of page)*

At this time however, to distinguish the various ranks, when the appropriate authorities were afloat in their boats, three other flags were used. The Admiral's Flag with a red ball in the upper canton indicated the presence of a Vice Admiral, and with a red ball in both the upper and lower canton, a Rear Admiral. For a Commodore 2nd Class, a red ball was placed in the upper canton of the Commodore's Broad Pendant.

These three new flags and pendants were known as the 'boat' form of Vice and Rear Admiral's Flags, and Commodore 2nd Class Broad Pendant, and were adopted by these ranks for use in the 'New Design' ships instead of using the plain St. George's Cross at the respective masthead. What and Where to fly these Distinguishing Flags and Pendants was finally raised by Admiralty in 1898 when our present system was brought into force. This problem then being solved, with the Flags and Pendants of the new design clearly distinguishing the various ranks, it was thought that finality had been reached.

We know now this was not so, as in 1906, and later in 1913, the Senior Officer's Pendant was first reduced in size, and second was to be flown only

### WHERE TO FLY IT—

Union	Mainmast	Admiral of the Fleet
Admiral's Flag	Mainmast	Admiral
Admiral's Flag	Foremast	Vice-Admiral
Admiral's Flag	Mizzenmast	Rear-Admiral
Commodore's Broad Pt.	Mainmast	Commodore 1st Class
Commodore's Broad Pt.	Foremast	Commodore 2nd Class
Commodore's Broad Pt.	Mizzenmast	Senior Officer Present
Masthead Pendant	Mainmast	Captain, and below in command

from the Starboard Topsail Yard. Then in the 1950's it was abolished and replaced by the use of the Starboard Pennant.

The latest change was in 1961 when the term 1st and 2nd Class was suspended from the rank of Commodore. Their Lordships decided that the Broad Pendant of Commodore 2nd Class should be retained and used as that of a Commodore RN.

Thus in less than a century, 'New Design' ships have necessitated a change in both design and the system of "WHERE to FLY" our Distinguishing Flags and Pendants.

What will the future bring? Flags and Pendants painted on the Funnel, Bridges, Hulls, a 'Colour Scheme' or what? I wonder.

## MY HOBBY—WHAT'S YOURS?

by LRO (G) Burnett

Times without number people have said to me "Birds! What a strange hobby for someone in the Navy." I suppose they are right but it's a hobby which gives satisfaction to me and thousands more like me. My hobby covers only British birds and canaries.

Have you ever stopped to think how important birds are to us? We all know something about birds, whether we live in the City or the country or just go to sea but most of us never really stop to think about them. You are probably asking yourself just how birds are important; what they really have to do with us. They are pretty, many of them have wonderful voices like the Nightingale and Linnet, they can be interesting to watch and in some cases, like the Blue Tit, extremely funny—but why are they important?

Experts have judged that if all our birds suddenly died man himself would cease to exist within a year. Strange to think that the small House Sparrow or the beautiful Goldfinch controls our very lives. For if all the birds did die, the insects and weeds would multiply so rapidly that there would be nothing left for us. But what about chemical sprays and insecticides? Surely they would take care of the weeds and insects you may say. Remember that insects and weeds have developed immunity to most

of them, so in spite of all that chemistry and science have done for us we still need birds.

Many people advocate that it is cruel to breed British birds in captivity but this is not so; the expected life of a bird bred in captivity is more than double that of his wild counterpart.

An Association was formed 30 years ago (known as the British Bird Breeders' Association) and the object of this Association is to learn all there is to learn about the breeding of our native species. Anyone joining is asked to report his breeding results, all of which are carefully registered by the BBBA secretary. In the event of any particular breed being threatened by extinction the secretary could then ask members who breed that particular species to concentrate on it and release the birds if necessary.

To me birds aren't just a hobby but a necessity, so remember the next time you hurl abuse and gash at the gulls; they too have their uses.

## AUSTRALIA

### THE WIND OF CHANGE

by S/LT. (SD) (C) A. H. R. Brecht, RAN

During the latter months of 1963 a new concept in Junior Rates training was introduced into the Royal Australian Navy. At the beginning of the following year the whole shape of new entry and junior recruit training had been altered to provide what was considered to be a better balanced and more modernistic method of absorbing young men into the ways of the Navy. As expected, the new scheme has been an unqualified success, permitting a much wider aspect of training in general seamanship subjects and stimulating the interest and keenness of recruits at a very early stage of their Naval education.

Consequent upon this change in structure, the RAN Communication Branch undertook a searching examination of its own methods of selection, instruction, and categorisation of communication ratings together with an investigation of their prospects of promotion. Proposals for improvement were duly put forward and this article briefly outlines the present structure of the branch together with some information on the methods of training now employed.

Four main sub-departments function under the general heading of the Communications Branch, these being Radio (RO's), Visual (TO's), Data (DO's) and Electronic Warfare (RO (S)). The introduction of computers into the Navy on what may be described as a 'large scale', brought forward the need for men specially trained in handling data. Thus was formed the Data branch, which is proving a most interesting one and its members, virtually 'foundation members', are demonstrating that they are a valuable asset to the Service.



Tawny Owl



Along with recruits for all branches, Communication ratings join and receive basic training at HMAS *Cerberus* in Victoria (Adult entry only) or at the Junior Recruit Training Establishment, HMAS *Leeuwin*, situated in Perth, Western Australia. On completion of this phase of his new entry course, approximately three months, a recruit goes to sea in a training ship where he spends a year receiving his introduction in messdeck life and seamanship. While getting to know the Navy at sea he receives instruction from senior rates of every branch, his Communication Branch training comprising an elementary outline of the day-to-day communications within a ship, and totalling eighty-four hours.

Selected ratings are categorised Ordinary Seaman (CO), and at the end of their time at sea proceed to HMA Signal School at Crib Point in Victoria, where formal instruction begins. A six weeks course is undertaken in practical subjects with a view to final categorisation within the Communications branch. In addition to the course, candidates are expected to acquire a thorough knowledge of flags and meanings in their own time. Examinations are held in all subjects including flags. After categorisation, ratings commence the Able Rates course in their respective categories, and this lasts approximately twenty-eight weeks. A sea draft in a complement billet follows completion of this course.

Promotion beyond Able Rate is granted subsequent upon passing a promotion board which is convened to examine candidates for Leading Rate, Petty Officer and Chief Petty Officer in all branches. Section One of this board concerns itself primarily

with a candidate's ability to take charge and his power of command, with his potential in the higher rate being assessed by the officers comprising the board. For Petty Officer candidates, Section Two of the board (the professional section) consists of the course carried out by their own branch schools but a written paper is set by the board for prospective Leading Hands and Chief Petty Officers.

Communication Branch candidates have ready access to questionnaire pamphlets issued from HMA Signal School and all questions in the professional papers are set from these. Candidates for Leading Rate may also take advantage of refresher courses which are run regularly prior to each board.

The decision to abolish the system of advancing Petty Officers to C.P.O. on a purely seniority basis provided perhaps the most radical change that the Royal Australian Navy has seen for a long time. It is an undoubted fact however, that rosters tend to become choked and the Service has lost many excellent men who went outside because their chances of reaching the top were slim. Examinations for Chief Petty Officer have to a large extent obviated this action because advancement now depends less upon seniority and more upon ability.

Despite the teething troubles which have naturally occurred, the present system appears to be functioning most satisfactorily and great hopes are held for its future. One drawback to the inception of this method of training however, is the fact that during the change-over period there must come a time when the flow of trained communicators from Signal School to the Fleet dwindles to the point where severe shortages occur. Unfortunate as this may be, it is however necessary, and although a heavy work load is placed upon already busy men, results have indicated that the efficiency of the branch is unimpaired. Fortunately, the transition period is now almost complete with things back to normal.

The arguments for and against changes in training methods are many and varied. Only time can tell the wisdom of such a move and it is useless to speculate on what 'might have been' until the methods in use have been tried and tested. With this theory in mind, Communicators of the Royal Australian Navy are looking forward to richer and wider horizons.



#### ACKNOWLEDGEMENTS, etc.

**Apologies:** The Editor regrets that articles from the following arrived too late for inclusion—HMS's *Berwick*, *Warrior*, *Malcolm*, *Blackpool*, RNAS's *Brawdy* and *Sembawang*.

**Sky Diving** The author of the article in the last issue was LRO J. A. Atkinson of Nee Soon Camp, Singapore. Our resident cartoonist is RO1 (T) Tanner—We also gratefully acknowledge cartoons from other sources.



## ADVANCEMENT NOTES

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

### Examination for Petty Officer (Provisional)

Since the success of three candidates from *Naiad* last October there has been increased interest in this examination.

So far as *Mercury* is concerned this examination can be arranged to suit the requirements of ships/establishments although normally the most suitable two day period is one which coincides with a Fleetboard.

The examining effort involved is considerable with the introduction of the revised examination, hence it should not be entered into lightly. Failure at any Provisional examination in no way affects the original basic date.

### Fleetboards

In *Mercury* there has been a noticeable decrease in the failure rate of those ratings taking the FLEETBOARD EXAMINATION only (not preceded by a Prep Course) from 72% in 1964 to 38% in 1965. Many ratings now appreciate the importance of concentrating an adequate proportion of their efforts on the *STARRED* subjects if self study time prior to the examination is limited. They can then spend the next six months studying up to two of the less difficult non-starred resit subjects.

Several queries have been received as to when a man may be again recommended if he fails any of the resit subjects in the two to six months bracket after the original Fleetboard. He may be again recommended for LRO six months from the date of the original Fleetboard, not six months from the date on which he failed the resit subject.

The reasoning behind this is that the poorer candidate who completely failed the original Fleetboard needs to wait only six months from the date of the Fleetboard before he is eligible to be recommended again, so there would be no justification in making the man who was in a position to resit certain subjects wait for any longer than the poorer man.

### Qualifying for RO2

Well over 500 ratings have qualified for RO2. Since the introduction of the revised RO2's examination there has been a marked improvement in the % pass rate. Junior Ratings now seem much more aware that success at this examination means speedy selection for one permanent sub specialisation.

### Advancement Roster

The Advancement Roster was revised on 1st March 1966 and will be published shortly. Many ratings on the rosters find it difficult to believe that it is not possible to give them the actual date on which they will be advanced. There are so many variable factors that an accurate date could rarely

be given. However, it is believed that many would prefer to be given an estimate rather than nothing at all. The table shown covers a fifteen months' period, Estimated Wastage for the period 1st September 1965 to 31st December 1966, A-D

Rating	A	B	C	D	R
CCY	24	14	—	3	124
CY	39	23	2	7	49
LRO(T)	72	43	—	10	115
CRS	18	10	1	5	182
RS	78	46	4	10	54
LRO(G)	127	76	—	17	169
CRS(W)	Nil	—	—	2	1
RS(W)	3	2	—	2	Dry
LRO(W)	3	2	—	4	30

- A. Complete current engagement and have not yet re-engaged.
- B. From current re-engaging statistics numbers of above expected to re-engage.
- C. Those to be promoted Sub Lieut. (SD).
- D. Casual wastage (Deaths, invalidings, Discharge by purchase etc.).
- R. Numbers on Roster at 1st October 1965.

### Accelerated Advancement to RO2

DCI 163.66 introduces new rules for accelerated Advancement to RO2.

## QUESTIONS AND ANSWERS

- Q. The Fleetboard Question Pamphlet seemed an extremely useful guide for an LRO qualifying. Why then has it been cancelled?
- A. This pamphlet was produced by *Mercury* based on current signal publications. Unless it was corrected at the same time as the relevant publications it was bound to get out of date. By the time it was cancelled on the 1st January, 1966 it was in fact seriously out of date. Candidates may apply through their Divisional Officers to the Signal School or STC's for a sample of recent up to date Fleetboard Examination papers.
- Q. Can a man be recommended for LRO before sub specialising?
- A. An above average man may be recommended for LRO any time after being rated RO2, and may sit the Fleetboard appropriate to the sub specialisation for which CND has chosen him. If he passes he will be rated an RO1(T) (G) or (W) when additionally qualified educationally and by service. He will not be required to undergo a sub specialisation course.
- Q. Why cannot an RO2 whose practical results are good be granted the same privileges as an LRO and only read one such exercise per month?
- A. LRO's are not automatically granted the privilege of reading only one practical exercise per month of the appropriate type. The CTM states that at the Communication Officer's discretion any man, regardless of rate, may be granted the privilege of reading only one exercise per month. In *Mercury* this discretion is exercised for anyone who achieves the following for TWO

consecutive weeks: RRX 90%, FRX, MMX/MKX, TTX 98% accuracy (No allowance for high speeds, since accuracy at the laid down speed is all important.) Anyone below these standards, including Leading Hands, revert to one exercise per week.

- Q. The Basic Branch badge with two stars is worn by (a) an RO1, (b) an Acting LRO, (c) a confirmed LRO (d) an Acting Petty Officer. Are any changes proposed to clarify this situation?

- A. Attempts to change the badges of any branch involve much more than is often realised, not least Treasury approval. The badges of many branches in the Navy have changed over the past 20 years. *Bearing in mind that Stars are more easily added than any other feature, the Editor invites Communicators to submit any proposals they may have in the form of an article. A prize of ONE GUINEA will be awarded for any article subsequently published.*

## FORTHCOMING COURSES AT HMS MERCURY

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

Course		No.	Commence	Complete
TC1	...	No. 1	2nd May	12th August
CY	...	No. 2	2nd May	22nd July
RS(W)	...	No. 2	2nd May	30th September
JRO/RO3 Refresher	...	JC	2nd May	6th May
FBPC (G) (T) (W)	...		9th May	3rd June
RO2 Exam	...	JCX	9th May	10th May
WRNS Advancement	...	No. 3	9th May	17th June
JRO/RO3 Refresher	...	JC	16th May	20th May
R.N. Long Course	...		16th May	Into 1967
RO2 Exam	...	JCX	23rd May	24th May
JRO/RO3 Refresher	...	JC	6th June	10th June
Fleetboard (G) (T) (W)	...		7th June	7th June
FBPC (G) (T) (W)	...		13th June	8th July
RO2 Exam	...	JCX	13th June	14th June
RS	...	No. 3	20th June	18th November
JRO/RO3 Refresher	...	JC	20th June	24th June
RS (W)	...	No. 3	27th June	25th November
RO2 Exam	...	JCX	27th June	28th June
WRNS Advancement	...	No. 4	27th June	5th July
JRO/RO3 Refresher	...	JC	4th July	8th July
RO2 Exam	...	JCX	11th July	12th July
FBPC (G) (T) (W)	...		18th July	12th August
JRO/RO3 Refresher	...	JC	18th July	22nd July
RO2 Exam	...	JCX	25th July	26th July
JRO/RO3 Refresher	...	JC	1st August	5th August
Fleetboard (G) (T) (W)	...		2nd August	2nd August
RO2 Exam	...	JCX	8th August	9th August
SUMMER LEAVE	...		12th August	30th August
EWI	...	No. 1	5th September	11th November
CY	...	No. 3	5th September	25th November
WRNS Advancement	...	No. 5	5th September	14th October
JRO/RO3 Refresher	...	JC	5th September	9th September
FBPC (G) (T) (W)	...		12th September	7th October
RO2 Exam	...	JCX	12th September	13th September
Fleetboard (G) (T) (W)	...		13th September	13th September
RS	...	No. 4	19th September	17th February, 67
JRO/RO3 Refresher	...	JC	19th September	23rd September
RO2 Exam	...	JCX	26th September	27th September
JRO/RO3 Refresher	...	JC	3rd October	7th October
RS (W)	...	No. 4	10th October	10th March, 67
RO2 Exam	...	JCX	10th October	11th October
JRO/RO3 Refresher	...	JC	17th October	21st October
FBPC (G) (T) (W)	...		24th October	18th November
RO2 Exam	...	JCX	24th October	25th October
WRNS Advancement	...	No. 6	24th October	2nd December
JRO/RO3 Refresher	...	JC	7th November	11th November
RO2 Exam	...	JCX	14th November	15th November
RS	...	No. 5	21st November	5th May, 67
JRO/RO3 Refresher	...	JC	21st November	25th November
RO2 Exam	...	JCX	28th November	29th November
JRO/RO3 Refresher	...	JC	5th December	9th December
Fleetboard (G) (T) (W)	...		6th December	6th December
RO2 Exam	...	JCX	12th December	13th December
CHRISTMAS LEAVE	...		16th December	3rd January, 67

## WRNS NEWS

### Wren Radio Operators' Advancement

At the end of February, 1966 the Advancement Rosters stood as follows.

Leading Wren Radio Operator/Radio Operator (Morse) to Petty Officer Wren Radio Supervisor ... 8  
Wren Radio Operator/Radio Operator (Morse) to Leading Wren ... 86

(Note: These figures do not include provisional nominations for Advancement Course No. 2/66 which commenced on 28th February, 1966.)

During the last six months the average waiting time on the roster from application for Advancement course to starting the course was one year for Leading Wren to Petty Officer Wren, and eleven months for Wrens to Leading Wren. Four more Advancement Courses are planned for 1966, giving a total of 48 places. Advancement Course No. 3 will commence on 9th May.

### Advancements

During the past six months there were six advancements to Petty Officer Wren Radio Supervisor, and fourteen to Leading Wren Radio Operator/Radio Operator (Morse).

The Advancement Courses this term have included: No. 1, Act P.O. 1. Brown, L. Wren (M) P. Sweeting, Wrens M. A. Denny, C. A. Holding, M. A. Kelsall, V. Ricketts, J. I. S. Riley, M. A. Stone, J. M. Tennant, K. C. Till, A. Westwood and S. D. Wilson. No. 2 L. Wren L. J. Taylor, L. Wren (M) S. F. L. Perley, L. Wren P. F. Mayes, Wrens H. M. Waterhouse, S. M. Martin, M. Y. Higgins, A. M. Gliddon, E. A. F. Thomson, D. Cummings, G. A. R. Blagdon (M), M. E. Turner and S. Hirst.

### Congratulations to

Judy Tomlinson WRO, of Whitehall Wireless, upon achieving the Duke of Edinburgh's Gold Award. She received her Gold Award Certificate personally from the Duke of Edinburgh at a reception at Buckingham Palace. Also to Vinnette Marson WRO who recently returned to the Kingsway College of Further Education for the presentation of a book to the College by the Ministry of Defence. These presentations are given to schools whose former pupils have done particularly well while under training. Vinnette was awarded the Captain's prize at HMS *Mercury* for outstanding results on completion of her training in 1965.

### Promotions

To Proby, 3rd Officer, WRNS: S. C. Clark, E. A. Hungerford Morgan, A. R. Prees, K. Taylor, S. M. Loader, K. M. Martin, J. S. Corp, R. J. Handford, K. A. King, P. J. Cundall, W. E. Rogers, S. L. Newman, R. N. Ball and P. J. Heanley.

### New Year's Honours List 1966

Commandant E. M. Drummond, OBE, Hon. A. D. C. Director WRNS, who becomes a Dame Commander of the Order of the British Empire.

Superintendent B. S. Brown, WRNS, who becomes a Commander of the British Empire.

### HMS Mercury WRNS

The Netball team have again done particularly well and have reached the finals of The Portsmouth Command Championships.

Wrens G. M. Evans and A. D. E. Lalor have been awarded a Portsmouth Command Sports Association Badge for .22 Rifle shooting. They have also been awarded *Mercury* Shooting Colours, having shot for the WRNS Team and the *Mercury* 'B' Team in the Hampshire League.

Wren E. R. Drewett was awarded her Marksmanship Badge for .303 Rifle Shooting with a score of 94.

Wren D. Horsfield is playing the part of "Clarissa" in the *Mercury* entry to the RN Drama Festival, "The Reluctant Debutante".

### Engagements

Leading Wren E. Robinson to Ldg. Sea. Spiller, HMS *Penelope*. Wren Janice Muckle to Cook Kenneth Hooson, RNAS Lossiemouth.

### Forthcoming Marriage

Wren M. E. Gaudion to J. Woodruff, HMS *Fearless*, on 11th April.

### Drafts

In Chief Wren S. Lonsdale from HMS *Warrior*  
P.O. Wren G. Knight from HMS *Seahawk*  
L/Wren J. P. Martin from RMD Deal.

Out Wren M. J. Markwell to *President*.

Wren B. A. Stanford to *President*.

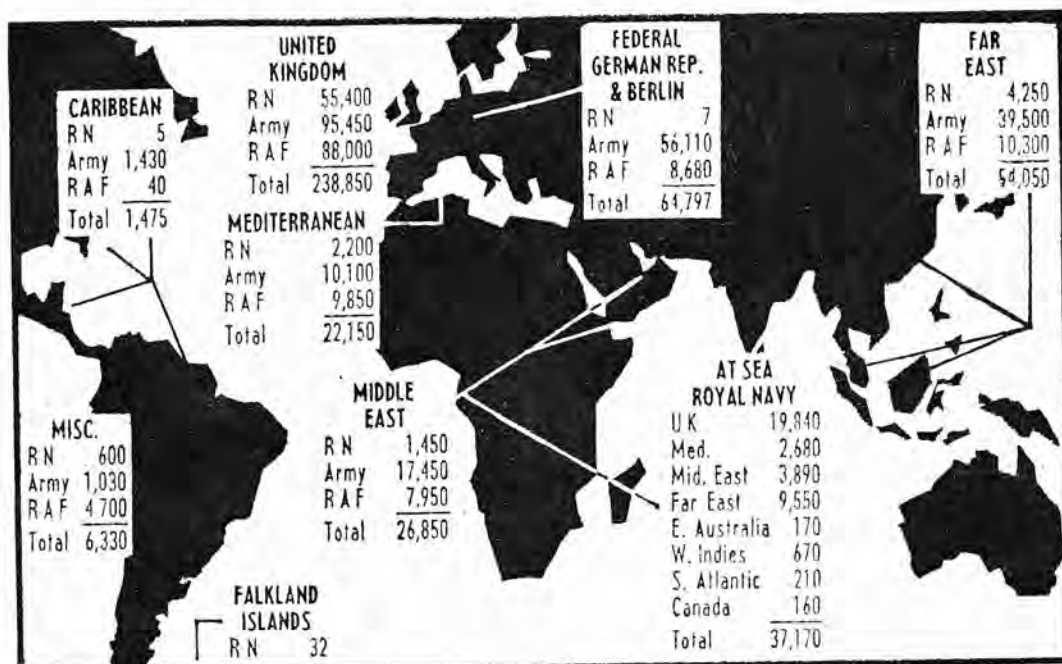
### To Pension

Chief Wren K. I. Barker.



## DISPOSITION OF BRITISH FORCES—1st JANUARY 1966

(from the Defence White Paper)



## COMMUNICATORS BRANCH NEWS

### Abolition of Semaphore DCI 65/66

Experience has shown that at the present standard of eight words per minute, semaphore is not a practical method of communication. The teaching of semaphore at this speed is therefore a waste of training effort and for this reason the Admiralty Board have decided that training in semaphore is to cease in the Royal Navy from the date of this Instruction.

All reference to Semaphore will be removed from the Communication Training Manual by the proposed change 1.

### Are you with it?

A one week course dealing with Modern Communications Techniques is available in HMS *Mercury* for Qualified Communication Officers from 4th July to 8th July and from 31st October to 4th November, 1966. Application should be made direct to the Captain of the Signal School.

### Preparation for Courses

Candidates who arrive for courses or examination with their practical skills below standard start with quite an unnecessary disadvantage which can overshadow the whole course and eventually lead to failure.

A syllabus is designed to cover all that needs to be known to pass the subsequent qualifying examinations but it is based on the assumption that the candidates start the course with a standard of knowledge at least equal to the rate they hold as laid down in the C.T.M. This lack of adequate basic knowledge often results in the complaint that the syllabus is badly conceived despite the fact it has likely been proved with many previous courses.

It must be remembered that although success at certain courses appears to offer only a small immediate reward it is of course an essential stepping stone to the rate of Chief Petty Officer.

Divisional Officers and ratings must remember that a recommendation can and should be cancelled if a man becomes unsuitable. This is the only fair way to ensure that the most suitable men achieve early advancement.

### Communication Training Manual (Revised 1965)

The Revised CTM has now been distributed and was made effective upon receipt by a DCI.

It was appreciated when it became effective that certain articles were already in need of revision. This of course is inevitable with the long interval between despatch of copy from the Signal School and the distribution to ships and authorities.



The Manual completely incorporates the New Structure and includes an illustration of a typical Rating's career.

The proposed Change 1 is already in preparation. It is intended in future that the Manual be corrected whenever the need arises in order that the confidence of the Branch in the Manual as an up to date source of information on Communication Training be maintained.



## THE 1966 NATO NAVAL COMMUNICATOR COMPETITION

by Lieutenant (SD) (C) J. R. Edwards

As forecast in the Summer Edition of THE COMMUNICATOR the annual NATO Naval Communication Competition will be held this year at the Federal German Naval Communications School, Flensburg-Murwik from 26th June to 1st July.

All NATO Nations have been invited to participate and the Royal Navy, as current joint holders of the NATO Communications Challenge Cup, will require volunteers to form a strong team to bring the Cup back to *Mercury*.

The team will consist of four male operators, who must be under the age of 24 or have less than six years experience in the communications branch, one to compete in each of the practical skills making up the competition. All team members will be awarded a certificate for representing their Navy and the winners of each of the four events a further certificate designating them "NATO Naval Communication Champion 1966". NATO Champions of previous years are not eligible to compete again.

Since the names of competitors have to be reported to Flensburg not later than 10th June it is intended to select the RN team, at *Mercury*, commencing 30th May and follow this with a two week practice period prior to the sea-rail journey to Germany on 24th/25th June.

As in earlier years the competition comprises four practical skills conducted as follows:—

(a) Flashing Light Reception at a fixed 12 wpm. Contestants will receive groups of five mixed characters for 10 minutes and record on a tape recorder. Marking will be based on accuracy only.

(b) Radiotelegraph Reception at 25 wpm minimum. Contestants will receive groups of five mixed characters for 20 minutes and copy on a typewriter or by hand as desired. Competitors may increase their own reception speed at their own discretion up to a maximum of 34 wpm.

(c) Radiotelegraph Transmission at 20 wpm minimum. Contestants will transmit groups of five mixed characters followed by groups of five letters for 20 minutes. Transmissions will be copied by the evaluation group and recorded on a morse undulator.

(d) Teletypewriter Transmission at 40 wpm minimum. Contestants will transmit groups of five mixed characters followed by groups of five letters for 20 minutes. The marking for (b) (c) and (d) will be based on a combination of speed and accuracy with additional marks being awarded for style in the case of Radiotelegraph Transmission. Each competitor will carry out his type of exercise five times, once each forenoon, with the total of his best three results to count.

Men, of any rate, who are within the age/service limits as above and who will be in the UK or Home Waters in June are encouraged to train for this worth while competition. To assist operators to prepare themselves, morse exercises are being transmitted on Broadcast NL at 0900Z and 1615Z daily; exercises should be marked with name and ship and be forwarded to "O" Section (NATO Comp) *Mercury*.

Initially exercises will be transmitted at 25 wpm, the speed being progressively increased dependent upon the results achieved in the exercises received. Copies of typical NATO exercises can be supplied to guide operators who wish to prepare for one of the other events; application should be made to myself at "O" Section, *Mercury*.

In conclusion, prospective competitors should know that apart from the satisfaction of taking part in this competition the week in Germany will by no means be all work and no play. Since the competition is confined to the forenoons only, the afternoons and of course evenings are free time, with tours to Glucksburg and Schleswig arranged for two afternoons. So, if you are capable of high practical averages and are prepared to work to improve further your standard, volunteer as early as possible to have your name forwarded.

## IN THEIR HANDS

by L.L.G.

Opposite the main gate in *Mercury* are three interconnected huts housing X Section. Those working there are tasked by the Director of Naval Signals in London to plan detailed ship and shore



layouts and draw up long term user requirements for naval communications.

Work is divided into four groups under Lieutenant Commander Hammond (communication systems) (XC), Lieutenant Commander Daubney (Ship installations and inspections) (XM), Lieutenant Commander Graham-Clarke (EW) (XE) and Instructor Lieutenant Commander Butler (statistics) (XX).

The communications you will use one day will, to an extent, be in their hands. It may therefore be of interest to you to make a tour of the section and we will start with XC.

Work in this office is mainly concerned with future requirements as it takes many years for an idea to reach the stage where it has been designed by ASWE, built by a firm, evaluated and finally fitted. Money is hard to come by these days for all of us, and this is one of the many factors which decide when XC's "idea" gets "there". Needless to say the difficult part of the business is done by ASWE who will have converted the idea into reality.

When the equipments comprising the system initiated by XC have been manufactured, they have to be fitted into the ships or shore stations concerned. While fulfilment of the staff requirement is often hard enough for ASWE, fitting it into the confines of a ship is invariably even harder as it involves power, environment and ventilation problems. These last points determine how up to date a ship will be when she leaves the yard. Detailed installation instructions need to be provided to DG (Ships) some 18 months before the ship is taken in hand. Those of you who are afloat now have only to look at bulkhead wiring to appreciate the detailed work which begins on the draughtsman's board and finishes with installation. We are giving increasing attention to ships' layouts to ensure that the facilities you get are the best that can be provided. To do this we need your helpful ideas when you meet someone from X Section on board or ashore, or by letter.

Next, a word about ship-shore RATT improvements. We want to provide a world-wide service to enable ships to come up at any time and clear their traffic in the minimum time. This has involved firstly, a complete revision of the ship shore RATT procedure and secondly, the use of improved equipment ashore; attention is also being given to the quality of transmissions from ships. Our first trial was successful and will be followed up shortly by an operational trial.

In conclusion, I would like to emphasize that X Section exists to represent the communication users' interests. In this respect we can never receive too much help from those of you on "active duty".

## MORSE TRAINING

by Sub.-Lieut. J. M. Gawley (SD) (C)

At the end of February delivery is expected in HMS *Mercury* of new Morse Transmitters AP 0555

106639 GNT 115, made by the Great Northern Telegraph Company of Denmark. The transmitters are conventional in that they transmit morse from ordinary perforated tape, but what makes them so suitable for the training role is that they automatically grade the tape. By grading is meant the insertion of spaces of predetermined length between letters of words, to allow "thinking" time. The use of the machines will therefore allow an immediate and considerable saving in the amount of morse tape requiring perforation, since any tape will suffice for any degree of grading, instead of having to cut special tapes for each step of grading. What is most important, however, is that the machine enables the trainee to make the step from a one-space grading to no-space grading in an easy barely-detectable manner, instead of having to attempt to jump from one space to no space morse in one step. This step has always proved to be a big stumbling block and normally occurs at about 12 words per minute. The symbol transmission speed of the GNT 115 can be varied from 5 to 35 wpm, and the variable spacing can be injected at speeds up to 16 wpm, so that, at 16 wpm, the final transmission speed can be reduced to 7 wpm. It seems evident that some graded tapes will need to be provided initially, but once classes are up to 7 wpm, the machine can take over the task of grading.

Consonant with the introduction of the GNT 115, and in fact slightly in anticipation of its arrival, the first classes are now starting to learn morse at an INITIAL speed of 16 wpm. This is a fairly revolutionary step, but already the first results are appearing, and they are most encouraging. It is hoped, by using this higher speed, to reduce the time taken by trainees to reach the passing-out speed of 22 wpm and so to allow a longer and more reasonable consolidation time at 22 wpm. It will be seen that the speed of 16 wpm is geared directly to the "break" speed of the GNT 115, above which it is not possible to grade morse, but below which it is possible to introduce grading in the coarsest or the finest degree. It is of interest that the French naval operators start learning morse at 22 wpm, and appear to have no undue trouble.

With the delivery of GNT 115's is expected a delivery of GNT 1532 Morse Inkers. Some of you may remember the old undulator which printed a continuous undulating line of morse on a tape. The morse inker presents the printed morse as straight forward dots and dashes, so making it much more easily read by the uninitiated, but it has the additional advantages of being very small and light (hence, portable), of being keyed direct by anyone wishing to practise his morse transmission skill, and of being plugged in to classroom circuits without the need for adapting relays such as were required by the undulators. It should now be possible for all classes at all times to have available a visual presentation of anyone's morse, with the length of dots and dashes on the tape set by the variable tape speed controller.

## COMMISSIONING FORECAST

The following details are forecasts only, changes may well take place at short notice.

Details are given in the order: Ship, Type, Exact date if known, Commitment, (1) UK Base Port, (2) Place of Commissioning, (a) Type of Service, (b) Previous type of Service.

<i>Yarmouth</i>	...	A/S Frigate. April. Special Refit (DY Control) (1) (2) Portsmouth. (a) PS (b) HSS.
<i>Naiad</i>	...	A/S Frigate. April. F. 20 (vice Yarmouth) (1) (2) Portsmouth (a) (b) HSS.
<i>Whitby</i>	...	A/S Frigate. May. Recommission 20th FS (1) (2) Portsmouth. (a) HSS (b) FS Far East.
<i>Nubian</i>	...	GP Frigate. 12th May. Recommission (Phased) 9th FS (1) (2) Portsmouth. (a) (b) GSC Home/Middle East/Home/W. Indies.
<i>Fife</i>	...	GM Destroyer. May Commission. (1) Portsmouth (2) Glasgow. (a) GSC Home/Far East/Home. (b) PS (Bldg.).
<i>Decoy</i>	...	Destroyer. May. Trials Crew to reserve on completion. (1) (2) Portsmouth. (a) (b) PS.
<i>Hartland Point</i>	...	EM Ship. 19th May. Trials Crew to reserve on completion. (1) (2) Rosyth. (a) (b) PS.
<i>Corunna</i>	...	A/D Conversion. 26th May. Commission. (1) (2) Rosyth. (a) GSC Home/Far East/Home/SA and SA. (b) PS Trials.
<i>Rothsay</i>	...	A/S Frigate. June. Special refit (DY Control). (1) (2) Rosyth. (a) PS (b) GSC Home W. Indies
<i>Lincoln</i>	...	A/D Frigate. June. LRP Complement. (1) (2) Devonport. (a) PS (b) FS Far East.
<i>Protector</i>	...	Ice Patrol Ship. June. Recommission. (1) (2) Portsmouth. (a) (b) GSC Home/SA and SA.
<i>Daring</i>	...	Destroyer. June. Trials Crew. (2) Devonport. (a) (b) PS.
<i>Barrosa</i>	...	A/D Conversion. June. Recommission (Phased) 24th ES. (1) (2) Devonport. (a) GSC Home/Far East/Home. (b) FS E of Suez.
<i>Undaunted</i>	...	A/S Frigate. June. Trials Crew. (1) (2) Chatham. (a) (b) PS.
<i>Kedleston</i>	...	CMS. June. Towing Crew to UK. (2) Aden.
<i>Sirius</i>	...	A/S Frigate. 14th June. Commission 24th ES. (2) Portsmouth. (a) HSS FS (date of sailing) Far East. (b) PS (Trials).
<i>Yarnton</i>	...	CMS. 1st July. Commission 9th MCM Sq. (2) Chatham. (a) FS Middle East. (b) PS.
<i>Chichester</i>	...	A/D Frigate. 9th July. Recommission (Phased) 24th ES. (2) Singapore. (a) FS Far East. (b) GSC E of Suez/Home 29th ES.
<i>Loch Fada</i>	...	Frigate. 16th July. Recommission (Phased) 26th ES. (2) Singapore. (a) (b) FS Far East.
<i>Eskima</i>	...	GP Frigate. 28th July. Recommission (Phased) 9th FS. (1) (2) Chatham. (a) (b) GSC Home/Middle East/Home/W. Indies.
<i>Plymouth</i>	...	A/S Frigate. August. Special refit (DY Control). (1) (2) Chatham. (a) PS (b) GSC E of Suez/Home
<i>Glamorgan</i>	...	GM Destroyer. End August. Commission. (1) Portsmouth (2) Newcastle. (a) GSC Home/Far East/Home. (b) PS (Bldg.).
<i>Daring</i>	...	Destroyer. August. Commission 29th ES. (1) (2) Devonport. (a) GSC Home/Far East/Home/W. Indies. (b) PS (Trials).
<i>Cambrian</i>	...	Destroyer. 25th August. Recommission (Phased) 29th ES. (1) (2) Portsmouth. (a) GSC Home/Far East/Home/Med. (b) GSC Home E of Suez.
<i>Undaunted</i>	...	A/S Frigate. August. Commission 2nd FS. (1) (2) Chatham. (a) HSS (b) PS (Trials).
<i>Euryalus</i>	...	A/S Frigate. September. Recommission (Phased) Capt. D. (1) (2) Devonport. (a) Home/Far East/Home/Med. (b) FS E of Suez.
<i>Gurkha</i>	...	GP Frigate. 1st September. Recommission (Phased) 9th FS. (1) (2) Rosyth. (a) (b) GSC Home/Middle East/Home.
<i>Penelope</i>	...	A/S Frigate. September. Trials Crew. (1) (2) Devonport. (a) (b) PS. Commission date uncertain.
<i>Galatea</i>	...	A/S Frigate. 29th September. Recommission (Phased) Capt. D. 27th ES. (1) (2) Portsmouth. (a) GSC Home/Far East/Home/SA and SA. (b) Home/Med.
<i>Albion</i>	...	Commando Ship. October. Recommission. (1) (2) Portsmouth. (a) HSS FS Far East (date of sailing). (b) FS Far East.
<i>Carysfort</i>	...	Destroyer. 6th October. Recommission (Phased) 27th ES. (1) (2) Devonport. (a) GSC Home/Far East/Home/W. Indies. (b) GSC Home/Med.
<i>Troubridge</i>	...	A/S Frigate. 6th October. Recommission (Phased) 27th ES. (1) (2) Chatham. (a) GSC Home/Med Home/Far East. (b) GSC Home Med.
<i>Agincourt</i>	...	Destroyer. 6th October. Recommission (Phased) 27th ES. (1) (2) Portsmouth. (a) GSC Home/Far East/Home/Med. (b) GSC Home/Med.
<i>Beachampton</i>	...	CMS. October. Recommission 9th MCM Sq. (2) Bahrain (a) (b) FS Middle East.
<i>Burnaston</i>	...	CMS. October. Recommission 9th MCM Sq. (2) Bahrain (a) (b) FS Middle East.
<i>Devonshire</i>	...	GM Destroyer. 6th October. Recommission (Phased). (1) (2) Portsmouth. (a) GSC Home/Far East/Home. (b) GSC Home/E of Suez/Home.
<i>Intrepid</i>	...	Assault Ship. 20th October. Commission. (2) Clydebank. (a) HSS/FS (date of sailing) E of Suez. (b) PS (Bldg.).
<i>Duncan</i>	...	A/S Frigate. 27th October. Trials Crew. (To Reserve on completion.) (1) (2) Rosyth. (a) (b) PS.
<i>Chawton</i>	...	CMS. November. Recommission 9th MCM Sq. (2) Bahrain. (a) (b) FS Middle East.
<i>Ursa</i>	...	A/S Frigate. 24th November. Recommission (Phased) 8th FS. (1) (2) Devonport. (a) GSC Home/Far East/Home/Med. (b) GSC Home/W Indies.
<i>Dampier</i>	...	Surveying Ship. 1st November. Recommission. (2) Singapore. (a) (b) FS Far East.
		1967
<i>Ajax</i>	...	A/S Frigate. Jan. Recommission (Phased) Capt. (D) 24th ES (2) Singapore. (a) (b) FS E of Suez.
<i>Tartar</i>	...	A/S Frigate. 5th January. Recommission (Phased) 8th FS (1) (2) Devonport. (a) (b) GSC Home/Middle East/Home/W Indies.
<i>Puma</i>	...	A/A Frigate. 12th January. Recommission (Phased) 7th FS (1) (2) Devonport. (a) GSC Home/Far East/Home SA and SA. (b) Home/S Atlantic.

## LOCAL FOREIGN SERVICE BILLETS

Numerous requests have been made for details of the LFS billets available to Communication Ratings.

The billets in NATO Commands in France, Denmark and Germany are regarded as Home Sea Service, but ratings may be accompanied by their families and are entitled to family passages. No guarantee can be given that HM Ships will remain in the vicinity of the base for a given period.

Station	Ship Establishment	Rates
Mediterranean	<i>Layburn</i> 7th Minesweeping Squadron	RO(G) LRO(T), RO(T), LRO(G), RO(G)
Far East	<i>Triumph</i> <i>Forth</i> <i>Manxman</i> 6th Minesweeping Squadron 8th Minesweeping Squadron 11th Minesweeping Squadron	All ratings except CCY, CRS and RS(W) All ratings All ratings except CCY, RS and RO(W) LRO(T), RO(T), LRO(G), RO(G) RO(T), RO(G) LRO(T), RO(T), LRO(G), RO(G)
South Africa	<i>Afrikander</i>	Tactical ratings only
Mauritius	<i>Mauritius</i>	CY, RO(T), CRS, RS, LRO(G), RO(G)
Bermuda	<i>Malabar</i>	CY, LRO(T), (G) or (W), RO(T), (G) or (W) CY, RO(T) CCY, RO(T), CRS, RS, LRO(G), RO(G)
Malta	<i>St. Angela</i>	CY, RO(T), CRS, LRO(G), RO(G)
Gibraltar	<i>Rooke</i>	All ratings except Radio (W)
Bahrain	<i>Jufair</i>	All ratings
Aden	<i>Sheba</i>	All ratings incl. RS(W), RO(W)
Hong Kong	<i>Tamar</i>	LRO(G), RO(G)
Singapore	<i>Terror</i>	LRO(G)
Singapore	<i>Simbang</i>	LRO(G)
West Indies	Staff of SNO	CRS, RS
West Indies	Staff of RNO Nassau	CY, RS, LRO(T), RO(T)
Ghana	British Joint Service Training Team	LRO(T), RS, LRO(G)
Kenya	Staff of RN TT	RS, LRO(G)
East Africa	Staff of NLO, Mombasa	
South Australia	Maralinga (Unaccompanied Service)	
France (Fontainebleau)	Naval Deputy AFCENT	CCY, CRS, CRS(W), LRO(G), (T) or (W)
Norway (Kolsaas)	CINCNORTH	CCY, CY, CRS, LRO(G)
Denmark (Karup)	HQ BALTAP	CCY, RS, LRO(G), RO(G)
Germany (Holttau)	COMNAV BALTAP	CY, RO(G)
Malta	CINCAF MED	CY, LRO(T)(G) or (W), CRS, LRO(G), RO(G), RS(W)

## SHIP-SHORE NEWS

### HMS ARETHUSA

by LRO(G) G. E. Dixon

The 8th *Arethusa* under the command of Captain R. S. Butt, R.N. (who Devonians will remember as a recent Executive Officer of HMS *Drake*) commissioned on the 24th November, 1965.

*Arethusa* was built by J. S. White at Cowes and is the last of a long line of warships to leave that yard, as the Directors decided that shipbuilding was becoming unprofitable.

J. S. White bought the Cowes yard of Nyes (a firm who already had a great reputation for various types of warships and smuggling craft). At first Joseph White excelled at turning out fast yachts, and for years was the unofficial designer and constructor for the Royal Yacht Squadron. High speed without sacrificing sea worthiness was an essential quality of Whites craft.

In 1832 White built a brig for Lord Belfast named *Water Witch* which beat naval 12 gun brigs again and again in all types of weather. The Admiralty were forced to buy *Water Witch* and give J. S. White

orders for naval brigs. From this they progressed to clippers and subsequently many famous warships of recent years.

In 1867 Whites offered to build a naval 36 foot steam lifeboat guaranteed faster than all other existing steamboats in service. Out of these steamboats grew the torpedo boat (J. S. White were invited to build the first of these boats for the fleet). Many such boats were built, and these led in turn to torpedo boat destroyers and to the destroyers and frigates of the present day.

White-built destroyers greatly distinguished themselves in the Dover Patrols, in the Dardenelles and at Jutland. In 1916 the firm built their first and very successful submarine, the E.32. Another famous vessel from this yard was HMS *Grey Goose* who, under the command of Commander Peter Scott, ran the gauntlet of the German blockade to collect ball bearings from Sweden.

Today *Arethusa* is the last of 252 ships to be built there for the Admiralty. The first was the first *Vanguard* built in 1748. As shipbuilders, J. S. White greatly deserved their position of oldest firm on the Admiralty Lists.

*Arethusa* has not been in commission long, so there is not much departmental news, but progress is steady, and the tuning and testing programme should be complete by the time this is in print.

## ARK ROYAL

by RS Deane

At last we have made it and the *Ark* is now well into the latter half of her 12 month "Foreign Leg". At the time of going to press we shall all be getting our blue suits out of moth balls and wrapping up tropical gear in polythene bags, all ready for our belated return to U.K. by mid June.

The rumours about the *Ark* being one of CS Singapore departments were quashed when we eventually moved away from the dockyard wall on 7th December. Unfortunately this wasn't for long, owing to a spot of bother with our boilers, (Cdr (E) didn't quite put it like that) so we had to return to Singapore. This delay meant that we had to drop out of exercise "Warrior", and also meant the cancellation, alas, of our visit to Sydney. We managed to sail by 16th December and arrived at Fremantle on the 23rd. The hospitality during our 5 day stay was terrific and there were more than enough invitations to go round. The fact that "sparkers" man the telephone exchange via which come incoming calls offering hospitality was fortuitous to say the least. Our return trip to Singapore didn't serve as a recuperation period owing to the New Year festivities taking place.

At the time of writing we are at sea again, having relieved the *Eagle* of her Middle East commitment off Gan. After two days of diversion flying we are now en route to Mombasa for a 14 day S.M.P. and a spot of leave up country (for the lucky few). Some of the staff have already fixed 5 days leave at ranches near Nairobi and at Silver Sands Rest Camp.

CCY Cull and LRO(G) McGirr have left for release and our hard working CRS "Jimmy" Edge will also be leaving us for civvy street shortly; we wish them all good fortune and job hunting in civilian life. The two new heads of department will be CCY Sayers and RS (CRS designate) Combes.

All being well the next contribution from *Ark* will come from the peace and serenity of "GUZZ" Dockyard; until then—our best wishes to everyone.

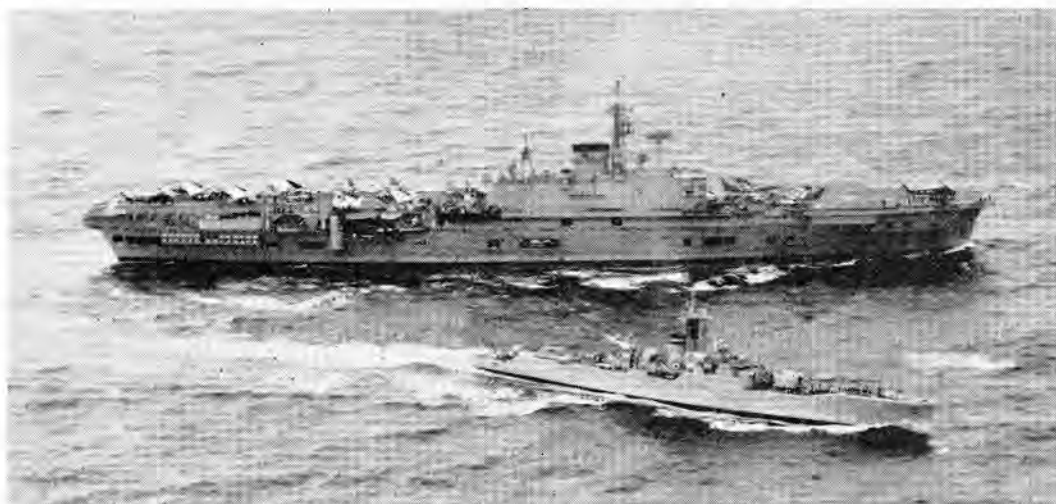
## THE NAVY IN BORNEO

by Sub.Lieut. (SD) (C) A. H. Brooks

East Malaysia consists of the states of Sarawak and Sabah (previously British North Borneo). Wedged between these two states is the small State of Brunei, which although not part of Malaysia is closely allied to it. These three States make up about one third of the huge island of Borneo. The rest of it belongs to Indonesia. The border between East Malaysia and Indonesia is 971 miles long and the East Malaysian coastline is over 1,300 miles. The country is rough, mountainous jungle where no roads exist, except in and around the few towns that are scattered mainly along its coastline.

What of the Navy ashore? Among the assortment of sailors ashore there are 15 Communicators who work for the Joint Communication Unit (Borneo) and are divided between the Joint Communication Centres at Labuan and Kuching. Three more work for the detachment of 848 Naval Air Commando Squadron from HMS *Albion* whose helicopters re-supply the troops scattered along certain sectors of the border.

A new UHF relay station has been opened on a mountain top (3,000 feet up) a few miles outside Kuching and CMS's have been worked at ranges of over 70 miles. At the moment two RO's spend a week at a time up there doing the relay work. We



HMS's Ark Royal and Blackpool—Away Sea Boat



hope one day to get some automatic re-broadcast equipment. Meantime the two sailors, along with some Gurkha signallers, keep their lonely vigil. For those of you who remember the idyllic days of Tanjong Po, they are I'm afraid, no more.

At Labuan, four RO's, together with RS 'Sharkey' Ward, who keeps a fatherly eye on them, again work in a completely Joint Comcen.

## HMS AURORA



This is the first time an article from *Aurora* has been presented for publication. We tender our apologies and promise to keep you better informed in future.

The original staff, who commissioned the ship in April, 1964, have now been replaced. The new regime of Senior Rates are well and truly established and like all new brooms had themselves a ball.

For the benefit of all Communicators who have never heard of us (and I had not until I joined) *Aurora* is an I.C.S. fitted, Leander Class Frigate. Leader of the Second Frigate Squadron, we have a Squadron of ten ships (shades of the old days), half of which we rarely see. Most of our time is taken up doing flying training at Portland and needless to say it keeps us on the go. It would appear that the "Casex's" have almost disappeared from the Weekly Practice Programme.

The occasional 'jolly' to the Continent comes our way and we are off to Bergen shortly.

Most people find an I.C.S. fitted ship less of a problem than they imagine at first, and the odd bodies we have had from time to time for training have left in a much relieved frame of mind, generally extolling its virtues. We have been singled out for several more trials all of which in the past have been most successful.

In conclusion, if you fancy a ship that is as big as a Daring, or you just want a married quarter in Portland, Pompey or Chatham, slap in my friend. We will fix you up with a "SWOP" draft.

## HM YACHT BRITANNIA

by RS Reynolds

We are now well into Her Majesty's visit to the West Indies. Accompanied by her husband, The Duke of Edinburgh, she has been afforded welcomes amounting to nothing less than hysteria by the people of these Calypso Islands. The infectious, ever popular, steel bands, beat out their tunes of

welcome from every quarter. The limbo dancers shake exotically in dances. The children sing new calypso songs composed for the Queen. The sincerity and warmth extended to the royal couple by the West Indian people during this, the first visit of Her Majesty since her accession to the throne, is a joy to see.

So far, the Royal Tour has embraced Barbados, British Guiana, Trinidad and Tobago, Grenada and St. Vincent. These are but the first half dozen of our actual 16 different visits, as we wind our way through the maze of islands that curve northward towards the Atlantic coast of the United States. For the most part, especially at the very small islands, our stay will be of no more than a few hours duration. This imposes, as one can well imagine, a great burden upon the V/S Staff, for it entails dressing and undressing ship no fewer than 36 times. (Who said the market for bunting had disappeared?)

Our R.N. Escorts for the present Royal Tour include *Rothersey*, *Dainty* and *Ursa*. *Vidal* was, unfortunately, delayed by adverse weather crossing the Atlantic, and was unable to fulfil her stint as escort. She later joined company in Trinidad. In addition we were escorted by the Trinidad and Tobago coastguard vessels HMTS *Trinity* and HMTS *Corlund Bay* for the visit to the two islands, and were very impressed by their smartness and efficiency, not to mention the excellence of their steel band, which enlivened our shore side jump ups.

As for *Britannia's* programme on the completion of our present commitments here in the West Indies, we shall be journeying across the Pacific, eventually taking up station at Fiji in readiness for the Queen Mother's tour of New Zealand, which is due to begin on the 7th of April. This will, of course, be after a suitable excursion into the 'primitive' magnificence of Tahiti, where, no doubt, many of us will renew old acquaintances!

With New Zealand behind us, we shall embark upon the long haul back, via Aden and Gibraltar, to the dear old mother country, every day scanning the horizon for the first familiar glimpse of those 'wonderful' Southern Electricity Board power station chimneys, which we all know will not appear in view until the morning of the 15th June anyway! To close, we would like to wish all our past, and future, 'Yachtie' communicators all the very best of luck.

## HMS BLACKWOOD

by RO1 Long

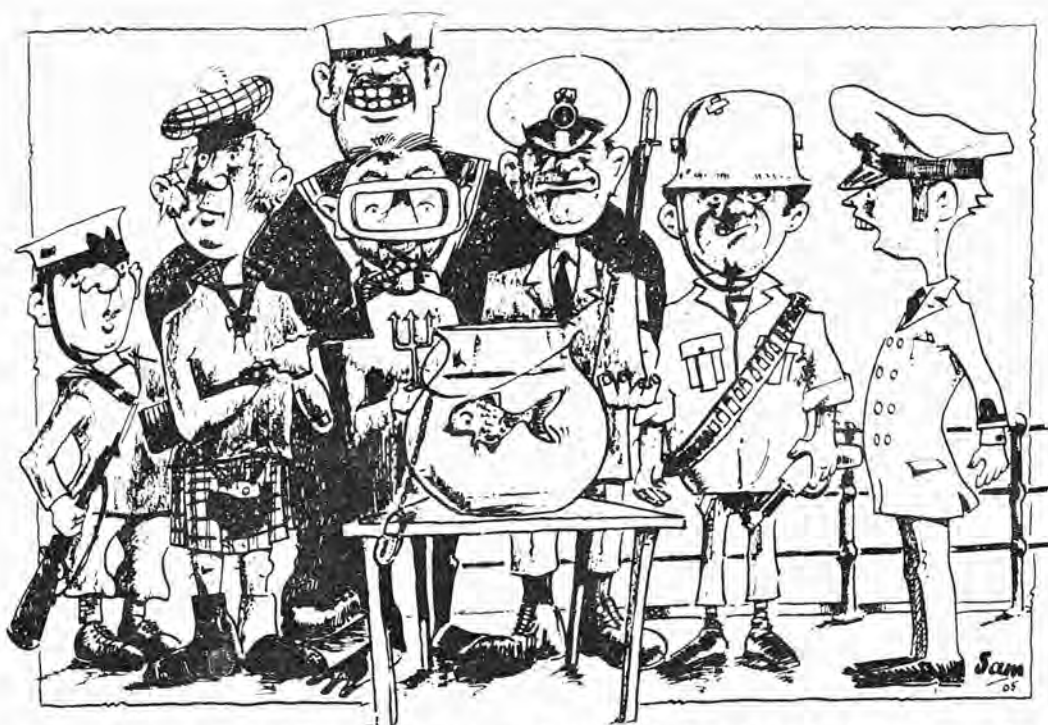
After reading of banyans in the FES, the good times in Hong Kong, quiet numbers in Whitehall and many sun drenched drafts, we hereby warn you, what could happen.

Ship: HMS *Blackwood* (Captain FPS)

Base: Rosyth.

Domain: North of the Arctic Circle (with an occasional trip to Grimsby, Portland and Milford Haven).





Communications staff of HMS Blackwood, with one of their Wards plus S.Lt. Holland in his younger days.

Purpose: First patrol in November (after commissioning); three weeks around Iceland to get the feel of cold weather, acquire a taste for fresh fish and generally meet our wards, the fishing fleets; four days in Reykjavik, where all hopes of a Christmas 'rabbit' run were dashed when we found out the fantastic prices of everything ashore (the one thing you still get for a penny in UK costs 8d. in Iceland!)

At the time of writing (second patrol) the Arctic Circle has been left way behind to the south. Our first stop this trip was Oslo; too cold to venture ashore. Second stop was Bodø, where conditions were identical. Tromsø provided consolation, in the only beer bar in Norway, and this closes at 5 p.m. (what a nightmare, with libertymen at 4.30 p.m.). Skiing seems the only social activity during our harbour visits.

Hospitality so far has consisted of two brewery trips, a trip around a fish factory in Tromsø, where we were greeted with the plaintive cry of a 'Scouse' prawn peeler "ANYONE 'ERE FROM POOL?"; she was later well entertained onboard.

Working among the fishing fleets has its lighter moments, as when the following conversation was overheard, "That sounds like the flippin' *Blackwood* again, Charlie; know her any flippin' where; talks all flippin' posh and doesn't flippin' swear."

Just for the record our staff consists of the following: S.Lt. Holland, CCY Hogan ex Malta

STC, RS Saunders ex Gibraltar Comcen, LRO (T) Lonsdale ex *Cochrane*, LRO (T) Hall ex *Lanton*, LRO (G) Clark ex Hafmed Malta Comcen, RO1 (G) Grimwood ex *Tamar*, RO1 (T) Beacon ex MSC Singapore, RO1 (G) Long, RO2 Burgess ex Kranji W/T, plus RO3's Cropley, Fleming and Mowatt.

## HMS DEFENDER

"The time has come," the Walrus said, "to talk of many things," or something similar I believe. But to bore you all with details of the many things this particular ship has done in the way of Exercises, Long Course Gunnery Firings, Smashex's, Duty Ship (we are the only one big enough to be called a ship on the Mediterranean station anyway), and similar hardships, would be to take your patience to task.

The list of achievements in sport is comparatively short and so I will not bore you with that either.

At present we have gales, choppy water and on odd occasions rain, all these belying the Malta Tourist Board advertisement in the *SUNDAY TIMES*. The beaches are deserted and we cannot persuade even the hardy inmates of Whitehall Mansions to go on a day beach party, let alone an evening barbeque.

To give the advert. its due it has lured the biggest fleet in the world into port on a semi-permanent basis. They (the U.S. for those who don't know), have

moved in with a repair ship and a couple of escorts as liberty boats, and insist on charging around soaking everyone with their wash, much to the delight of some of the aforesaid inmates of the Mansions. (Gnashing of teeth from those onboard who can't stand a little competition.)

Wireless-wise we have had some luck raising the other side of the world with the new Comist equipment on board, but getting hold of Tug net from outside the breakwater is difficult at times. Still, it gives one the old sense of power to hold up all the shipping movements because the 618 refuses to function.

Our (T) staff uphold the good traditions by refusing to even look when one of the U.S. gentlemen starts waving handflags about and flashing like the Needles lighthouse.

Recently, while watching from close alongside Layburn, PTA launching and the resulting gesticulations from their aircraft controller to ours, the comment was heard on the bridge. "The last time I saw something as good as this I had to pay the earth for it in a Mombasa nightclub!" We have not yet had the pleasure of going to a Mombasa night club but entertain hopes of being able to go to a Chatham one by the time this is printed.

If anyone is interested enough to want to know our staff, and where we are being drafted in the distant future kindly contact CND and let us know the answer. Alternatively call in on the next Navy Days in Rosyth. Lucky old us, we have dipped in again.

Be good and be warned—we do our Home station leg from March to August.

## STC DEVONPORT

by Sub.-Lieutenant D. Wenn

The cycle is at last complete and the Communicators are once more back in *Drake* in a well designed, well equipped building where the old Gunners School East Battery used to be. The path has been Boscawen Block, the site where the Chief and PO's Block now stands, Glenholt, Vicarage Road, St. Budeaux and back home. Two members of the present staff have travelled the full circle. Lieutenant Tonkin and CCY Bill Smith who have served a term in all the stopping places.

We are very pleased with our new abode and the well lit classrooms, good training aids and well planned technical rooms speak highly of the thoroughness of Lieutenant "Jan" Headon's careful planning. Nor should the hard work put in by CRS Cory, CRE Wright and LRO (G) Walker be forgotten. Teething troubles we still have in plenty—CRE Wright, ably assisted by the lads from the FMU is coping well and the future is full of promise. We said goodbye to our charming "hostesses", the Wrens of St. Budeaux, with real regret. No one could have been more co-operative or helpful than they, but it cannot be denied that we are better off in every respect in our new home.



"That's not part of the gear to be moved!"

We also open the STC from 1700-1800 Mondays to Fridays when 2 LRO's are available to transmit Backward Practicals. Ships are welcome to use this facility and marked exercises will be sent to ships concerned. Please, however, remember that we are not complemented to take several different classes, each consisting of one or two pupils, at the same time.

Now we are here, what can we do for you chaps in the Devonport ships? Apart from the officially stated courses we are prepared to give communications instruction on literally any subject up to and including "Comist". We have a RS (W) on the staff so don't think that we have nothing to offer that sub-specialisation. Shortly, a DSL will appear on the top of the huge Cunningham/Fraser block and we shall be transmitting FRX's at routine times for the benefit of ourselves and ships in harbour.

In the world of sport our soccer team has the following impressive record:

Played 7: Won 1: Drawn 1: Lost 5.

but what we lack in skill we make up for in enthusiasm. Devonport AC frequently use the talents of RS Hampton, who can be seen most evenings trotting round the highways and byeways of Plymouth.

Finally, the following was overheard during an RO2's oral examination:

Q. Give one occasion of Dress Ship.

A. Navy Days.

Q. What is a Spot Number?

A. 1, 2, 3!

Q. What is shown by a ship with a man overboard at night?

A. Two pulsating black balls.

## HMS EAGLE

by CRS P. Fleming

The half way mark in our Far East leg has now been reached, and to say that things have been uneventful would be the understatement of the year, the main event of course being *Eagle's* participation in the "Zambia Operation". The operation caused many communication problems. However these were soon overcome and useful lessons learned for the future.



**H.M.S. Eagle  
for the new commission!**

Although most of *Eagle's* time in the Far East has been spent wearing a groove in the Indian Ocean, we have had our periods in harbour. We are beginning to think that the drafting forecast was wrong as we seem to be part of the Mombasa squadron with Ras Kilindini our base port. We could do worse, as the "Copper Kettle" steaks are excellent to say nothing of the floor show in the "Florida".

At the time of writing we are having a brief SMP in Singapore, the first time alongside a real live wall since sailing from the fair shores of Plymouth in August 1965. We do not claim this as a record.

During the past few weeks an ITV team from Rediffusion London has been on board filming various activities, so for past and future *Eagles* May 24th is a date to mark up, as the film should be well worth watching.

On reading the last edition of *THE COMMUNICATOR* we note that *Albion* reports on the use of the long distance radio telephone circuit with London Terminal. We in *Eagle* have also made good use of this service with excellent results, and it is worth the effort just to hear the surprise in the recipients' voices.

On the field of sport *Eagle* has been active and the "China Shield" is safely tucked away in the trophy cabinet.

The staff is now under the management of Lieut. Commander Gilchrist, Lieut. Commander Penny having left to face the winter snow of the Meon Valley.

With regard to ICS and its inherent problems of 10% we now intend to feed our computer with the

basic knowledge and let it do the work for us, so life in the CCR should be easier.

A recent signal.

Fm *Eagle* to COMFEF—Request whereabouts of L/Stwd Smith due to join on arrival SNB.

FM COMFEF to *Eagle*—Your . . . L Stwd Smith awaiting *Eagle* in TERROR.

## **HMS ESKIMO**

Since we commissioned in October, 1964 our life has been varied though not always interesting. Our work-up at Portland went off well with everything crammed into 5 weeks instead of the usual 8. On passing out, we were detailed to find an army launch that had sailed from Poole harbour for Le Havre but had supposedly failed to arrive. All communications with it had been lost for about 7 hours.

We sped across channel with our pre-sailing leave looking very shaky. When we were some 3 miles away from Le Havre harbour entrance we received a signal on broadcast saying that the army boat had been safely alongside the harbour wall in Le Havre for the previous 24 hours (much muttering).

We returned to Pompey and 16 days GSC leave, much needed and thoroughly enjoyed by all. Finally on the 6th of September we sailed for the Middle East, with the usual stops at Gib, Port Said and Aden; a fine time to arrive at the latter place with riots in Crater City and strikes etc. We were there for 15 days with jetty and upper deck sentries mounted during the night as a precaution.

After the New Year we sailed for Massawa (Ethiopia) via Aden, for the Ethiopian Navy officers' passing out parade. For this we were joined by the USS *W. C. Lawe*, FS *Commandante Riviere*, USSRS *Plamewnuj* and HMS *Ethiopia*. Also present was King Olaf of Norway and His Imperial Majesty Emperor Haile Selassie. The Russians brought along the Biarritz Fleet dancers and singers, but as retaliation we took the Prince of Wales Own Band, who executed ceremonial sunset and Beating the Retreat, ably assisted by the ship's Marine detachment.

To our surprise the next day, with a scratch team, we won the pulling race in a borrowed boat (we haven't seen the CY since).

Once in Mombasa we were off on leave to Silversands rest camp, Nairobi and also a couple of safaris, leaving half the staff in two watches for a week guarding for NLO Mombasa and other services. They were made more busy by the pending visit of *Ark Royal* and escorts. We had a good time and sailed feeling more in need of a "Rest and recreation period" than anything else. Now we are getting tuned up for FOME's Sea and Harbour inspections before returning to the UK at the end of June.

Our staff consists of:—Lt. Taylor, NO DO, S/Lt. Stratton, SCO, RS Champney, RS Beirne, CY Underwood, LRO(T) Hart, LRO(G) Livingstone, RO1(G) Middleditch, RO1(G) Wadey, Mnc. Steers, RO2(T) Grant, RO2(T) Doughty, RO3(U) Heaume, RO2(U) Hill T.C., RO2(U) Hill, G. J., RO3(U) Broad, RO3(U) Strange, RO3(U) Atkinson, RO3(U) Jack, \*JRO (U) Guilfoyle, JRO(U) Stevens.

"Charge that pad and take it to Navi."

By \*JRO . . . How much shall I charge him???

Doc.



## HMS EXMOUTH

### NORWEGIAN PATROL

by RO (G) A. S. Fawcett

The early morning mist softened the rigid steel outline of the Forth Bridge as it passed from view astern of the frigate HMS *Exmouth*.

To a civilian's eye, the upperdeck would have seemed a profusion of neatly secured covers. Lines criss-crossed all movable objects, once gleaming brightwork was dulled with a covering of thick grease to combat the harshness of ice and snow anticipated in the Arctic seas. Even now, a thousand miles south of their first destination, the Norwegian port of Tromsø, men were in heavy winter clothing, no doubt contemplating the long weeks ahead in the cold Norse-land. The younger, inexperienced sailors had perhaps formed their own picture, based on tales from old hands, of a country enveloped in virgin whiteness, with rugged mountains and long deep fiords.

The first storm of the patrol was weathered out. The gale expended itself late in the day, leaving in its wake the first taste of sea sickness, wet clothing, muttered curses, and that ever present tinge of fear always felt during the hammering of Mother Nature's unpredictable giant, "the sea".

Two days out the ship passed the unseen Arctic Line, leaving all officially classed as true "Bluenoses" of Neptune's northern domain, a humorous "nickname" in the Royal Navy, affixed to Arctic visitors. The two remaining days passed uneventfully.

Early on the fourth day the island of Hekkingen was passed to starboard, Straums Fiord was eventually reached and there commenced the three hour run into Tromsø. On either side of the ship sloped the mountains, and dotted near the shoreline were tiny houses in every colour of the spectrum, toylike compared with the massive blanket of snow as a background. So this was Norway, the historic home of the Viking. But, it was not the long boats, and pagan followers of Valhalla who were met as the ship manoeuvred alongside the quay in Tromsø harbour, but a long, slender, modern construction of concrete and steel spanning the fiord, connecting Tromsø with the mainland. An odd diamond shaped church faced the ship from across the water, hidden lighting adding to its artistic design. People walking in the visible part of the town were used to seeing strange warships living alongside, and paid little heed to the shouted commands from the bridge, directing the securing lines.

So much for the story of our voyage to Tromsø. Down to earth once more—Mail—lifeblood of the sailor away from home, was distributed, telling us all of the milder climates in the south, enquiring after our health, the journey, and "How cold is it really?" Well cold!!—No one onboard would use that simple adjective. 'It was freezing.' The spray, gathered over the superstructure during the previous day, had solidified inches thick, rigging had gathered ice, doubling its normal size, making blocks and



tackles immovable. Hours of monotonous hacking and shovelling finally cleared the unwelcome tons of topweight. To erase the grime collected on paintwork from the funnel, boiling water was used only to see it visibly freeze almost immediately on contact with the steel. Somehow we managed to get the ship into some semblance of the cleanliness expected of the Royal Navy.

Ski-ing provided a welcome change from the customary recreational activities, football and rugby. Some, disregarding the words of caution (in an attempt to copy the ease with which the young Norwegian children careered downhill), found that once the descent had started, applying the brakes was a little difficult. No matter, tensions were released, and our bodies exercised. To our surprise, the effort required to trek uphill on planks of wood warmed us considerably. In all, an enjoyable few hours, terminating in a visit to the local swimming pool, an experience to be remembered, with hot rooms, and a meticulous regard for cleanliness.

Time passed all too rapidly during our three day visit. Early in the morning, fuelled and provisioned with fresh food supplies, we slipped and proceeded to the open sea, to the task we had come for, the assistance of the British deep sea trawlers fishing off the coastline of a foreign land.

## HMS FIFE

by CRS D. L. Alderson

What, Where, Whither, When? What are we?—We are HMS *Fife*; Where are we?—We are building in Glasgow; Where do we go?—We are a General Service Commission ship, based on Portsmouth; When do we go?—The ship's company are due to fall in on the after blast platform on June 3rd ready for immediate 'all systems go' commissioning.

The *Fife*, known as ship No. 817 to Messrs. Fairfield (Glasgow) Ltd, as DLG 06 to draughtsmen, shipwrights, electricians and overseers and as GKBU/D20 to Communicators, is in fact the

Royal Navy's fifth County class guided missile destroyer and the first ship in the history of the Royal Navy to bear the name '*Fife*'.

The ship, costing approximately £7 million to build will realise a final bill of about £13 million by the time her sophisticated and complex weapon system is installed. The latest techniques in automation are employed with the ship's Action Data Automation (ADA), which, inter alia, provides the Command with an up-to-the-second picture of the tactical situation in the air, on the surface and under the surface. The ship's missile systems are the Seaslug for main armament and the Seacat for secondary ship-to-air armament. In addition she has a gun armament of four 4.5 inch (in twin turrets) and two Oerlikons. For ASW operations, a Wessex helicopter is carried, armed with its own sonar and homing torpedoes.

The ship is in many ways, a 'first fit' ship. From the latest type of Seaslug to the latest type of Radars—if it's brand new—it is fitted in *Fife*! A most interesting period will elapse immediately after commissioning, during which time the ship's highly complex weapon systems will be 'set to work'. Indeed, the *Fife* will pioneer this new equipment, not only for ships of the same class, but for the Royal Navy as a whole.

The *Fife* is also the first DLG with a Standard 3 fit (ICS) and we look forward to the day when the equipment is 'ours' to use operationally and we can get on with the task of overcoming the interesting problems of Radhaz and Freceps. No doubt the next few months will see the *Fife* sending a good many ZPT's to Ship-Shore and CCN stations!

The Communications department, headed by Lieut. Commander G. C. Clark, CCY Freeman, CRS Alderson and CRS (W) Borman consists of 41 Junior ratings, which represents some 10% of the entire ship's company, and we hope that with these numbers we shall make our presence felt in the sporting activities of the ship.



HMS Fife



## HMS FISKERTON

by RO1(G) McCubbin

Hello sparkers one and all—pull up a hot brick and sit down. To anyone who has contacts in CND and has the misfortune to receive this type of draft, here's a sample of what to expect. First and foremost, your primary means of communication will be CW so a good knowledge of procedure will be required. Secondly you will be reading a CW broadcast and if you are not trained in Morse Typing then here's your chance to learn. The other things are general communications as carried out in all ships; logs, books etc.

It's better to get the idea out of your head that you are solely a sparker or bunting on one of these ships because as I've found out, you're not. One minute you are piping the side, or Quartermaster, Coxswain of the boat, or Postman, just to name a few. All in all, it's not a bad life. For anyone wishing to save money, this is the draft you've been looking for because you are never alongside to spend it. Perhaps we'll meet again the next edition but we can't promise because the future is unpredictable. I'm shortly losing my office to LRO Woodrow who is coming from Fleet Pool Kranji on a permanent basis and we hope to get an RO2(G) in the near future.

Some of those who have passed through recently are RO2's Payne, Watson, Edwards, Mortar, Cordle and LRO Hope, who I relieved. The permanent staff, LRO(T) Wooliscroft and myself, RO1(G) McCubbin, wish everyone in the communications world all the very best.

## HMS FOREST MOOR

by RS J. Farley

A Communicator among System Engineering: this is the weird world of Radio Mechs with the odd communication ratings thrown in for good measure. A unique 5 watch system is worked with 2 LRO RO's in a watch, their work being concerned mainly with the system engineering of the fixed services. We are governed by Electrical (R) Officers and ratings although the First Lieutenant is an (SD) (C) who has virtually gone 'X' and 'S'.

In the summer it is very pleasant, but the winter seems to provide more than our fair share of rain, fog and snow. Just prior to Christmas we were snow bound for 3 days.

The station is situated about 9 miles from Harrogate, but with very limited public transport. If you have your own transport, Leeds, Bradford and Halifax are all within striking distance for a run ashore.

Married quarters are situated near the station and the waiting time if any is very short indeed.

The Complemented staff is 1 RS and 9 LRO/RO'S. Lately we seem to be overborne with G's and W's, and to complete the cycle we have now been drafted an LRO(T). Is this because we are an HMS instead of being an R.N. W/T Station?



## GIBRALTAR COMCEN

by CRS Matthews

The local inhabitants of the Rock celebrate Christmas mainly as a religious festival and leave their present giving etc. until the 12th Night. Every year in Gibraltar on this night there is a "Carnival of the Three Kings" and a very colourful event it turned out to be this year. The carnival procession, headed by the three kings suitably mounted on camels brought over from Tangier specially for the occasion, consisted of floats produced by various organisations, government departments and the three armed Services. Although the Army and RAF produced separate floats, the RN contribution was a "Joint" effort illustrating the theme of "Gibraltar—Keepers of NATO's Southern bastion". The model of the Rock was superb in its authenticity, even down to the aircraft beacon flashing "GB", and was a worthy reminder of the amount of time and hard work put into producing it. Male and female members of the three Services were joined by a member of the newly formed RNR unit to accompany the Rock on its travels through the city.

Looking across the sunlit Bay of Gibraltar one finds it hard to believe that not many miles away there exist some of the finest ski slopes in Southern Europe. I refer to the Sierra Nevadas of Southern Spain. They were the venue recently for a skiing expedition consisting of three ratings and three Wrens from *Rooke*. One of the Wrens was WRO(M) Pat Pearson. The party arrived at Albercúe de Universitaro in the middle of a blizzard (rather reminiscent of *Mercury* in January!) but this didn't deter them from soon getting down to the rudiments of skiing.

Once again the marriage stakes claim more of our bachelors and maidens. The banns are now being called for RO2 Morris and WRO(M) Joady Brockman, both of whom are now in U.K., and RO1 Larter and L/Wren Megan Walters. We wish them luck in their lives together.

Familiar names still leave the watchbill at regular intervals and this edition we record the drafting of P.O. Wren Smethurst, RS Littlewood, L/Wrens Schofield, Jamieson, Whawell and Carroll, RO2's Ewan and Rolls and WRO Haldane.



Jean Wallace

*Rank Film Distributors*

## HONG KONG HMS TAMAR

The Naval Base (HMS *Tamar*) now consists of one corner of the old dockyard centred around the tidal basin. The dry dock has been filled in and is now the parade ground which apparently, even nowadays, one cannot do without in a naval establishment. The new naval base with its modern operational and administration block (housing the Commodore-in-Charge Hong Kong and his staff), and modern accommodation block, is perhaps, the most compact and tidy British naval base in the world.

Communications in Hong Kong consist of the naval CRR in Victoria Barracks, the Joint Services Transmitter Station (a naval agency on Stonecutters Island) and the MSO in HMS *Tamar*.

The naval CRR has had a much-needed face lift and is now resplendent in formica topped bays and working benches. There is a completely modernised receiver outfit and a general re-organisation of the old bunch of knitting which went under the misnomer of 'wiring'. During this major upheaval the RSOW could be seen sitting under a tent-like contraption (designed to fend off flying debris) and surrounded by teleprinters and receivers, the majority of which were on the deck, but still working, thanks to lots of red flex and ginger string.

The re-organisation of the MSO and CRR reached a peak of chaos concurrently and the BCO (Lieut. Carter) was noted to be getting more grey each day. However we are now settled in efficient offices fit for human habitation and the BCO is slowly regaining his sanity. It is much to the credit and forbearance of the staff that during the work which went on over a 4 month period no circuits were closed down and not one signal was lost.

Joint Communications are very much to the forefront here. Although complete 'jointing-up' has not yet been achieved, much has been done towards this end. All three Services now use the same transmitter station (JSTS Stonecutters) and the reception of all long haul circuits is carried out by the Cable and Wireless receiver station on Mount Butler. As yet the Joint Comcen has not been opened but plans are at an advanced stage and it is hoped will be implemented in the not too distant future. The spirit of co-operation among the three Services is very good, particularly between the WRAC's in the Army Comcen and the staff of the Naval CRR.

We have had our fair share of visitors during the last few months. These included DNS, FCO & FCA FES. Each one managed to do the rounds of communications in Hong Kong and also managed to fit in some shopping.

A word of warning to all bachelors. If you want to remain so, don't come to Hong Kong. In the last six months four of the staff, RO2(G)'s Smith, Owen, Barrand and Thomas have married.

We are just about to lose CRS Vincent-Spall and wish him and his wife the very best of luck in the future. CRS(W) Strangeway has now taken the weight.

During the past 12 months Hong Kong has seen most of the ships of the fleet, who are always welcome. Although we have only a small staff and limited technical facilities we are always pleased to help out any ships in any way within our limited capabilities. Our condolences to ships who have had their visits cancelled at the last moment; better luck next time.



"I'll forgive you this time if you promise to try it again"

## HMS HUBBERSTON

by LRO(T) B. G. Barnham,  
RO2(G) D. M. Brown

Although only a Minehunter, or to be exact a Minehunter Conversion, we have travelled the route of many a large ship. After converting and commissioning at Chatham (18th December, 1964) we visited Portsmouth, Portland and Lochinvar for the various workups. Unfortunately we were unable to visit the town of Hubberston (Milford Haven) due to operational demands, as we had been called to the Far East.

The ship sailed on 21st May, 1965, calling at Gib., Malta, Port Said, Cochin (India), Penang, for fuel and water (plus a run ashore) arriving at Singapore on 30th June.

*Hubberston* being the first Minehunter on the



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FES had to play the dual role of patrolling the Singapore and Malacca Straits at night, mine-hunting by day. Although set back by numerous 'Tiger' cans, we managed to find a couple of wartime bombs and other interesting pieces of junk, including parts of aircraft that pilots had decided (hastily?) to leave while the going was good.

I dare say many people have heard of the job we (Capt. I.F.'s PRIVATE NAVY) are doing so I'll spare the details.

As mentioned by other sweepers, we are indebted to the Fleet Pool for the loan of George Jubb, and to refitting ships for the loan of Communicators, *Ajax* for Jock Gamble and *Devonshire* for Burke and Richard (both U's), to name only a couple.

When this goes to press, no doubt *Hubberston* will have a new staff as both myself and Buster have drafts to U.K. We wish the new staff the best of luck as no doubt they'll need it, or as is said, "That's how the BUBBLE bursts".

## HMS KENT

The end of the refit seemed a very long way ahead when we last wrote, and now, quite suddenly, it is all over and we are about to go to sea again. We commission on 4th March and of course hope that the second commission of *Kent* will prove a worthy successor to the first. Lord Cornwallis, Lord Lieutenant of the County of Kent, will be our guest of honour on the 4th, and after the ceremony families will be entertained on board.

The last fortnight has been typically 'end of refit', with everyone scrubbing, painting and humping stores, and getting us ready for sea again, not to mention post refit trials. During the refit nearly all RO3's have passed for RO2, while PCT's, CTT, and all those other odd courses in strange parts of the country have been completed. So we are fit and ready to face what's coming, with CCY Hastings, CRS Early and CRS (W) Jackson heading the departments.

Once we leave Chatham, spare time for sports will not be so readily available, but we look forward to accepting challenges wherever we are. The refit has enabled us to form good teams at most games, especially soccer, and we are keen for some new opposition. We will be around the coasts of England for a few months, so let's hope we meet up somewhere.

## KRANJI W/T STATION

by EXHO

Lieutenant Commander Salter, after two and a half years as, in the beginning 1st Lieutenant and then as Officer in Charge, will be leaving to take up an appointment at *Dolphin*. He is being relieved by Lieutenant Commander Dawson, presently serving at Rosyth. During Lieutenant Commander Salter's time in office many changes have taken place, changes that have improved out of all countenance the efficiency, comfort and general standard of living of all who come to Kranji as Staff or for short



stays. We have indeed been fortunate in having such an officer in charge at this time. Mrs. Salter will be leaving behind a thriving "Wives Guild" which she has chaired. She will also be missed by the local Guides whose Captain she has been for a long time. To the family we wish a pleasant and safe flight home, prosperous futures and a hearty vote of thanks for all they have done in their own ways to make Kranji that much more of a home from home.

Another major change is that Lieutenant Bunting is leaving in March. His promotion came as no surprise to those of us who know him, and was well deserved. Mrs. Bunting has been an active Guider and will be sorely missed by her Company. It's a pity she will be unable to pass her swimming test before she leaves. However we hope her efforts will be rewarded with success in the Southsea Seas!

#### The CRR

There have been a few staff changes: RS Lochhead, LRO's Downey, Beal, Collins and Lewis have returned to sunny UK. Their reliefs—LRO's Evans, Briscoe, Brown and RO1 Girling are now enjoying the pleasures of shore station life and Bougie Street Singapore.

The annual Christmas traffic inter-watch com-

petition was held over the period 10th December to 25th December and was won by "BRAVO" watch; as a result one has now to request through abnormal channels to speak to RS Williamson.

Our congratulations this issue go to LRO Scott, LRO Watmore, and RO2 A. E. Smith who achieved great results in the Far East Station Morse transmitting competition, each winning for himself the "Golden Pencil award".

#### STC Kranji

The STC continues to flourish; 561 enlightened young men passed through our brain washer in 1965.

Since our last contribution staff movements have been mainly on the tactical side, with CCY McArthur returning to the realm of air-conditioned streets and CCY Greenfield having departed to that communicator's paradise—Singapore Comcen. To replace these stalwarts we have now CCY Whitlock (late *Ganges*) and CCY Tillet. RS Woodfin has gone over to the CRR and in his place RS Whistlecraft has struggled into the Regulator's garb. Residents of Grimsby however are hereby forewarned that by the time this article goes to press CRS Baker will have returned home. The OC of the STC, Lieutenant



HMS Triumph with her flock



RO2(T) Harris is hoping for his draft cut soon to rejoin CY Butler in *Mercury* (for release).

The Comms and S & S football team have acquitted themselves well so far, being the only undefeated inter part team on the ship. Nobody wants to play us any more which is understandable really as RS Rietzler, LSA Henry, Wtr Murphy, RO3 Grady, LRO(W) Murphy, L Stwd Dalgleish and L Stwd Ryan have played or are currently playing in the ship's first team.

L Stwd Ryan and RS Rietzler represent the department in the ship's rugby team, unfortunately not one of the Communicator's strong points. We have the weight for rugby but that is all. However we field a good tug of war team, LRO Kemp—ex *Mercury* Club official—being the anchor.

By the time this edition comes out we will have had our leave in the U.K. and be preparing for the next foreign leg of the commission which starts around June.

## MALTA COMCEN

With our exceptionally mild winter behind us and the prospect of another summer of Malta sunshine looming large on the horizon, there is an air of expectancy in the atmosphere. Beach tents, picnic hampers and air mattresses are currently undergoing a crash refit programme and the ladies are caning their menfolk for new swimsuits. Folks are already talking about beach trips, Bar-B-Q's and boat picnics.

The STC at Manoel Island has finally closed and training is now done at Lascaris. Harbour exercises are now also controlled from this new training facility which is situated at Lascaris Tower.

Lieutenant Commander Gormely, the OI/C, leaves us within the next three or four months. This ends a naval career of some 34 years and we all join in wishing him well. His relief will be Lieutenant Commander D. W. Coggeshall.

A Christmas Pantomime, "Knocker and the Magic Electric Light Bulb", was staged at Manoel Island by Sub-Lieutenant Davies early in December. It was almost a repeat of the one staged in *Mercury* the year before but with a little local colour added. Many of the on stage characters were played by Communicators and wives. As a result of this pantomime a cheque for £15 was presented to the local Sea Cadets.

With the departure of Lieutenant Riggs, the job of FCA has now lapsed.

The social life in Malta continues to flourish. During the winter months watch socials have been the order of the day and have been held regularly. In fact the problem in Malta has not been to find something to do but rather to find sufficient time to attend everything.

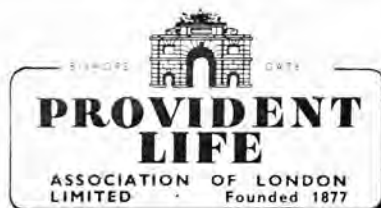
One sign of the times is that no longer will be seen a Dghaisa man paddling his boat across Grand Harbour. These days he sits leisurely in the stern sheets and lets an outboard motor do the work for him.



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## MATCHMAKER 11

Captain P. Armstrong USN hoisted his broad Pennant in *Agincourt* on January 11th, and another NATO experimental squadron was under way. We rendezvoused with the Dutch contingent HNMS *Drenthe* and sailed for Puerto Rico where the squadron leader USS *Garcia* was awaiting our arrival. The flag was transferred to *Drenthe* at Ponta del Gada in the Azores where we refuelled and gave a few hours leave. Bermuda for an overnight stop was our next port of call, finally arriving in San Juan on January 22nd.

The squadron took part in Exercise "Spring-board", which is the US Navy's annual work up period. Most differences in procedures have been ironed out and the squadron hopes to give a good account of itself in future exercises.

As regards the social life the pattern was set in San Juan; "up spirits" on board *Agincourt*, beer on *Drenthe* and then "big eats" on *Garcia*. Exchange visits have been made by personnel to see how the other "third" lives and operates. Future ports of call are Gibraltar, Lisbon and Plymouth, where *Agincourt* leaves the squadron.

We then take part in a "Join the Navy" campaign around the East Coast including Newcastle and Sunderland, so lock up your brothers and sisters. For the record the staff now consists of S/Lt. SD (C) Sayce, CY Talbot, RS's Stubbs, Rowney and Greatrex, LRO's Ferguson, Badham, Hamilton and Dicker, RO1's O'Rourke, Fletcher, Hobley, Bragg and Abell, RO2's O'Driscoll, Dufton Williamson and Cunningham and of course a bevy of aspiring unclassifieds, ten in number. LRO Foord could not stand the pace and departed to *Mercury* for a CY's course; best of luck Flo. *Agincourt* pays off in September, so move over you stanchions and make way for 27 storm tossed salt encrusted communicators.



## MAURITIUS W/T

Fly away in the superb comfort of a pressurized VC10 to a holiday of your dreams. You can stay at Le Chaland, a comfortable hotel in the vicinity of Blue Bay, laze on uncrowded palm-fringed beaches, swim in the translucent waters of peaceful lagoons. Try yachting at Grand Bay. Play golf at the Gymkhana Club. Go horse racing at Champ de Mars. Dine at excellent Continental or Chinese restaurants. WORK in the most up to date, air conditioned, fully automated Comcen. Mauritius is indeed the perfect resort for a family vacation so why not slap in to draftie and come and join us. Waiting time for married quarters (which are situated within the camp) is now about 6 to 9 months but private accommodation near the camp is plentiful. Incidentally, it is the normal procedure these days to come out accompanied and a line to the MAA or the person you are to relieve will bring all the necessary information and assistance your way. Cost of living is much higher than UK but this is offset by an adequate LOA.

Sportswise we are very fortunate in having some of the best facilities in the island and our swimming pool is very much in demand during the hot months, November to April (which is also the cyclone season). Entertainment is for the most part home grown with a helping hand from the Cinema, Tombola, Dances, etc., and while there is very little entertainment outside the camp we do have an excellent rest centre, "Le Chaland", which is ideal for station leave and weekends at the beach.

There is a Royal Naval Hospital complete with a maternity ward from which a regular flow of "One in- Two out" takes place; book your bed well in advance!!!

New arrivals are S Lt. Atkinson, CRS McMinn, RS Johnson, RS Eaton and RS Perry, Lt. Wallis, CRS White, RS Shuter, RS Gollidge and RS Boon have recently left us. By the time this goes to press we will have said farewell to Cdr. Lavender and Cdr. J. B. D. Miller will be in Command.

Your co-authors are firmly entrenched in their "Oak Lined" files room (the only one of its kind in the Navy) and they, with all past and present "Martians" send the Compliments of the Season to all communicators everywhere.

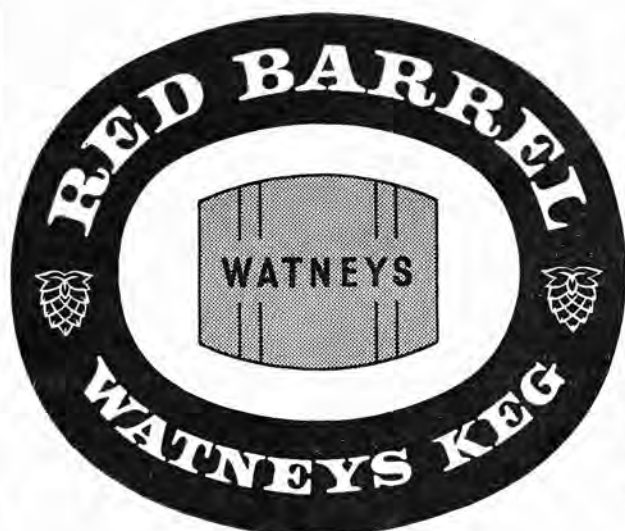
## NAIAD NEWS

At the time of writing, the first year in commission is almost complete. Please Mr. Editor don't say that we are too late again because most of us will not be here for the next issue.

As this first year also signifies the approaching takeover by Captain (F) 20 it is a good time to take stock.

The commission started with the basic Leander Class complement diluted to the extent of having 1 LRO(G), 1 RO1(G) and 1 RO1(W) all taking a step up and becoming Acting Local in the next

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higher rate. This was quickly followed by LRO(T) Kinder departing, unfortunately sick (or was it the thought of Portland?). Half way through the work-up we at last had RO1(T) Hancock join us and he quickly added to our list of Acting Local rates. By this time it was noticed that the SCO's head was starting to sprout through his thinning locks. However, a new ship breeds its own enthusiasm and in spite of a very rigorous programme much has been achieved.

The achievements are perhaps the more remarkable because quite frankly HFO5 and CTM minimum requirements could never be even remotely approached. In this year 3 out of 4 eligible leading rates passed for petty officer rate, 5 able rates passed for leading rate and 11 out of 13 eligible RO(U)'s passed for RO2. Our two outstanding RO3's are in fact both late starters. In addition RO3 Payne achieved a unique hat-trick, being the only Communicator to reach all 3 finals in the Autumn Home Fleet Communications Efficiency competition, while RO2(W) Cooper won the MMX section and RO3 Perkiss reached the FRX finals.

These achievements are listed to illustrate what can be done under difficult conditions if every Petty Officer and Leading Rate fosters the ambitions of his subordinates. In addition, rigid adherence to a rotation plan for (U) rates must be maintained; yes, even during the Portland work-up. Our rotation plan is based on the allocation of 3 each to (T) and (G) and 5 to (W) sub departments, each (U) rate having six weeks (G) and (T) and ten weeks (W). Because exercises etc. cannot readily be fitted in to the programme, the practice is to insist on these junior rates being employed on live communications under supervision. This is backed up by regular "quizzes" to stimulate interest. While working-up at Portland, the opportunity was taken to speed rotation to give the maximum experience to these youngsters. In a large part our successes stem from this much maligned work-up team for the help and advice so readily given.

Sporting activities have been somewhat limited because of the ship's programme. However, the Communicators have been well to the fore with CY Douglas, basketball and rugby, RO2 Mason and RO1 Holmes, cricket and football, RO3 Payne, football and hockey, LRO Hancock, LRO Seers and JRO McMillan made an appearance for the 2nd XI hockey and regularly run the line. How does such an old man finish up as Sports Officer?

Our other notable achievements, too numerous to list but for which we offer our congratulations, are 7 new babies, 2 to come and two newly weds.

Our "Guests" have included sea time for *Grafton* and *London* stalwarts and a host of visitors whenever we are in harbour. Please keep coming. Our gear is modern and well worth a look and everyone is welcome. Our *London* guests, LRO(W) Robson and RO2(T) Gemmel have been particularly welcome, enabling us to get 2 more ratings through the LRO examination.

Now our team is falling apart as the draft notes roll in. To all ex-*Naiad*'s who started us off on the 16th March 1965 we wish smooth sailing and fair winds. To your successors, welcome to a good ship and may your commission be as successful.



## HMS NUBIAN

In late November we slipped from the clutch of S.N.O.P.G. and soon found ourselves caught in the net of COMFEE. Thus Singapore and someone across the Straits had his first glimpse of a Tribal. All the hard earned money that had sent the POSB deposit soaring past all previous records soon broke all withdrawal records with runs ashore in Singapore and a roaring time in Hong Kong at Christmas.

Alas it passed all too quickly and we now find ourselves back in Bahrain, preparing for F.O.M.E.'s harbour inspection. With 'Chippy' Nash (by the way he's the R.S.) in charge we wonder if we'll ever be straight in time! After the inspection it's "Fomex 23" for us then homeward bound via the Seychelles in time to collect our copies of the Mag. at Pompey. The Staff are rather shy and wish to remain Incognito; so be it.

## HMS PROTECTOR

by LRO(T) Morgan

The Staff: RS Harry Jullian, LRO(T) 'Rattler' Morgan, LRO(G) 'Elsie' Tanner, RO1(G) 'Jan' Keeling, RO2(G) 'Ginge' Graham, RO2(G) 'Cyclops' Riddell, RO2(G) 'Gene' Gorman, RO3(U) 'Lofty' Phelps, RO3(U) 'Flash' Davies.

The 6th of September saw us sailing for acceptance trials whence we arrived in Portsmouth on the 10th. This four days gave us a chance to settle down and learn to enjoy the comfort and majesty of this 30 year old 'Lady of the South'. It also sorted out the shore loving ratings such as 'Ginge' Graham who

we call it

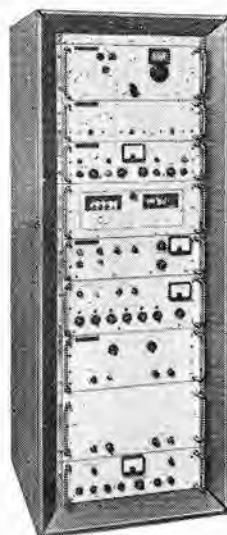
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set watch on CCN with a bucket between his legs.

After more storing, a week's leave and numerous weekends, we commissioned the 'Old Girl' on the 7th of October and were informed that we would sail on the 11th, but 'Pompey' didn't see the back of us until the 21st when we sailed for 'Gib'. We struck a bad patch en route when a junior seaman was taken ill and was operated on at sea. We landed him and his appendix at El Ferrol in Spain on the 23rd.

El Ferrol was to be the first of our fleeting (and we mean fleeting) visits. We had two hours there, then sailed at a stately 12 knots for 'The Rock'. Here we managed to get in for four hours, just enough time for 'stokes' to do his bit with the FFO, and drop off our passengers, LRO(G) 'Ginge' Davy and three 'Buntings' from C in C HF's staff, get a couple of days mail, and push off again. This time we headed for the 'Port and Cheese' islands of Cape Verde, arriving on the 29th. We spent all of six hours here and leave was granted to two watches.

On sailing we headed for Santos, King Neptune paying his customary visit on the way. After staying five days we sailed down the coast to Rio Grande where once again the ship's company struck out and the Communicators were among the leaders.

We left Brazil on the 19th November to sail down to Port Stanley in the Falkland Islands. This was to be our home port for four months. After the usual rounds of sport and getting to know the locals we left for our first patrol 'Down the Ice', arriving off Signey Island on the 29th November, where we supported our own survey team and members of the British Antarctic Survey who had been there for months. This is where we began to play 'Hide and Seek', dodging the 'Icky Bergs', Growlers and bits of Pack Ice. When the survey team were safely ashore and all the stores landed etc, we carried out 8 days of seismic work with the Royal Research Ship *Shackleton*. On completion of this we sailed back to the Falkland Islands where the Governor and Lady Haskard were picked up by helicopter and taken to a small bird sanctuary called Beauchene Island.

We arrived back in Port Stanley on the 19th of December for the Christmas and New Year rest period, although not much rest was had due to the lively festivities. The department sent off two expedition teams, who were full of enthusiasm until they found out that the 'Choppers' couldn't take them to their destination, and that they had to 'Hoof' it. The first team comprised Rattler, Jan, Ginge, and an 'Airy Fairy' called Bogey Knight. The second crew consisted of Cyclops and Lofly.

New Year's Day saw us sailing again, this time to the South Shetlands and Grahamland and a rendezvous with RRS *John Biscoe* on the way.

We arrived back in Stanley on the 21st January to paint ship after dropping off a small survey party to the north of the island. We then sailed for Montevideo in Uruguay where we pick up C in C SASA for his trip with us down south.

We expect to be home again some time in May, ready for a refit. We lose RS Julian and LRO(G) Tanner, who will have completed their two years on board, and hope to welcome their reliefs.

Remember the old saying? 'If you can't beat 'em, join 'em'. We have done. (Joined 'em.)



## HMS VERNON

by Leading Wren B. J. Taylor

This report comes to you from Room 5 in the Administrative Block of HMS *Vernon*, better known as the MSO.

At the beginning of January 1966, we said goodbye to the 5th MSS who left us under a new name for more luxurious 'digs' at Port Edgar.

The Squadron's departure, witnessed by the Commander in Chief Portsmouth, caused a few problems but none so big as that which was presented to MS5 when, for a few moments, it looked as if the Isle of Wight Car Ferry might join the Squadron as they left harbour in formation.

We were sorry to lose the Squadron Operations Officer/SCO who left to take up a new appointment in the Far East. His duties are now being undertaken by the First Lieutenant and Commander's Assistant respectively.

The 1st FPB Squadron have recently arrived to help fill the gap left by the 5th MSS and they, together with a number of visiting ships of various shapes and sizes, have kept the staff busy and the berths in *Vernon* as heavily populated as in the halcyon days.

At present the staff consists of RS R. G. Edwards, L/Wren Jill Hodgson, L/Wren Barbara Taylor and our messenger Mr. Greenwood, who, if only half

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his stories are true, must know a good percentage of all the Communicators in the Navy. For a short period this term the strength was augmented by a GPO Mechanic who all but took up residence when T P troubles developed.

## HMS RHYL

by RO2 (G) D. Ashley



FOST's Inspection

As the ship was originally supposed to stay in the Med. (we have just left Singapore), no one on board has really had much idea of where we have been going or what we have been doing. True to the tradition of the Branch, we have been able to spread around some really good buzzes, cunningly thought up over the rum table. The classic example of this was when a sparker casually mentioned in the forward bathroom that we were leaving Hong Kong early. Within the hour, the officer of the day was broad casting to the ship's company that there was no truth in the rumour that we were going back to UK three months early via South America.

Without doubt, the greatest amount of energy in

the Comms. Dept. is directed towards the giving of instructions to the Juniors and RO3's.

CRS Snowden, CCY Brayley and RS (W) Davis are supported by: LRO (G)'s Gillham, Montgomery and Bailie, LRO (T) Band, RO1 (G)'s Barnes and Walton, RO1 (T) Bostock, RO2 (G) Ashley, RO2 (T)'s Deveney, Murphy and Forsyth, RO's Mackin, Streeter, Lawson, Yeoman, Shipman, Trantum, Appleby, Murchie, Brawn and Tattersall.

## HMS VICTORIOUS

by LRO (G) I. Blommer

We are at the moment living in *Centaur* and rushing to and from *Victorious* who is lying recumbent in her dry dock.

The Communication offices and things (those items whose identity we know not yet) appear to be progressing with a fair degree of rapidity. We say this with great confidence in our dockyard colleagues. The aforementioned seem, however unintentionally, to be all out to challenge our sanity by leaving miles of cables (at tripping-up height, of course) snaking about in the many unlit passageways.

The UHF and HF teams are rushing about trying to look important with their "state boards" (newly pressed) tucked under their arms, assuring everyone in sight that all is under control. We were not at all put out by one JRO who decided that ICS must stand for "Ice Cream Soda!"

As we are all new faces, we are sounding each other out with the tenacity of a herd of none too friendly buffalo. However, we are glad to say that the SCO, Lieutenant Commander Bruce-Gardyne, has managed to sail through the present rumpus calm and serene.

It is in the lap of the Gods what happens when we go to sea eventually. You will, we have no doubt, be hearing from us again.

# NEWS FROM THE RESERVES

## GIBRALTAR

A highlight of the naval calendar in Gibraltar has been the addition to the Navy List of HMS *Calpe*, the Gibraltar HQ Reserves unit. This group, the first to be formed outside the United Kingdom, was formally commissioned on November 18th before a distinguished assembly of Service and local dignitaries, including His Excellency, General Sir Gerald Lathbury, Governor and Commander in Chief, Rear Admiral T. W. Best, Flag Officer Gibraltar, and Rear Admiral Carew-Hunt, Admiral Commanding Reserves.

After the Governor had inspected and addressed the ship's company, Rear Admiral Best gave those assembled some idea of the importance attached to the forming of this "unique" unit, and of the task they would be undertaking. In an address he utilised the letters of the new ship's name to provide some points he wanted to make.



Two members of HMS *Calpe*, Gibraltar HQ Reserves Unit. Left: Mr. Serfarty. Right: Mr. Duran.

Pointing out that the unit was part of a much larger organisation, Rear Admiral Best said that they would be co-operating with their RN counterparts and providing much needed assistance when such assistance was vital and necessary. As they would be entering a new field they would need to pay particular attention to all that they would be taught and shown and that much of this would be classified information which they must not discuss outside their new job. He finished up by saying that the unit was charged with being prepared for any emergency, or war, that might occur and that any problems that might beset it could easily be overcome with an enthusiastic approach to the task in hand.

The Commanding Officer, Commander P. J. S. Coombes, RNR, then read out the commissioning warrant after which Rear Admiral Carew-Hunt added a few more points from their "Alma Mater".

The unit is now fully integrated into the MHQ Comcen complex and they are fast becoming a recognised part of the Tuesday evening watch bill. Several of them will receive their first experience of watchkeeping under realistic three watch conditions when they join the Comcen for the NATO Spring exercise, "Sailor's Pride". Others will join up as watchkeepers for exercises yet to come.

## **"SENIOR SERVICE"** **No. 5 DISTRICT**

It is with admiration and regret that we make the announcement of the retirement of Lieutenant Commander Senior, VRD, RNR; admiration for a fine man and an excellent officer; regret that he will no longer be seen around No. 5 district and particularly in Sheffield.

Lieutenant Commander Senior began his long acquaintance with the Navy in 1938. He joined the RNV(W)R, which had recently been reformed from the RN Wireless Auxiliary Reserve.

In August 1939 he was mobilised and drafted to Liverpool to man the local ship-shore in HMS *Eaglet*, but on arrival found that the wireless station had not even been set up. He was then rerouted to join a minesweeper operating between Liverpool and Holyhead. After keeping this stretch of the Irish Sea clear for several months he was then drafted to HMS *Malaya*, an ex P & O liner, armed with 6" guns, some of which were pre-World War I vintage.

The ship was on Northern Patrol for a while—highly recommended if you like wet, icy conditions and are suicidal by nature. Later the *Malaya* was assigned to slow convoys, the Clyde to Freetown and back at a steady six knots. Later still the ship was stationed at Halifax in the West Atlantic and ran convoys from either Halifax or Bermuda to a rendezvous 200 miles west of Ireland where they were turned over to a destroyer escort from the UK. In all this convoy work, *Malaya* was in sole charge of anything up to 60 ships but as Lieutenant Commander Senior says, "We didn't use our 6" guns much but got through a lot of depth charges."



Lt. Cdr. J. B. Johnson, V.R.D., R.N.C. (right) presenting to Lt. Cdr. J. R. Senior, V.R.D., R.N.C. (left) an oil painting subscribed to by all members of No. 5 Wireless District.

1941 saw him back in England taking an executive commission at *King Alfred*. Immediately on passing out as a Sub-Lieutenant he was sent to HMS *Mercury* to take one of the first RDF (later Radar) courses. The penalty for doing rather well was that on passing out, he was assigned to trials, tuning, testing, and fitting out of Radar for the rest of the war.

On being discharged in 1945, and being a glutton for punishment, he joined the supplementary reserve and was appointed Section Officer, Sheffield RNV (W) R in 1951 and CO No. 5 Wireless District in 1954. He retired as CO 5 in 1964 but continued as Honorary Section Officer, Sheffield until the end of 1965.

Lieutenant Commander Senior is well liked and respected by the whole of No. 5 district both as Commanding Officer and as a friend. We would like to send him our best wishes and our thanks for the many hours he has put in for the RN, RNV, and RNR.

## **No. 7 WIRELESS DISTRICT RNR** **by D. Owens**

This year for the first time the communication dinner—usually held on board HMS *Calliope*, Tyne Division RNR, took place at the Empire Theatre, Sunderland on Saturday 29th January.

40 people sat down to an excellent meal, which was very much enjoyed. CO 7 welcomed guests and gave a resume of the district's activities throughout 1965.

We were delighted to see a contingent from *Calliope* including Commander Barr, Lieutenant McLaine and 3/O Lansberry. Lieutenant Commander K. Allan and his wife came over from Stockton with a few of his faithful followers. It is quite understood that the greater number of Stockton's members live a distance from their training centre, and the distance involved travelling to Sunderland would be very great indeed—anyway we drank to 'absent friends'.

The Loyal Toast was proposed by CRS J. Karsten BEM.



# GOING THE ROUNDS IN MERCURY

## Term Dates

Summer '66 2nd May to 12th August.  
Autumn '66 30th August to 16th December.  
Spring '67 3rd January.

## A SUGGESTED NEW BLAZER BADGE

## CHIEFS' CHATTER

The usual number of In's and Out's have kept the mess on the move. Familiar faces are still with us and the normal speculation of how they manage to remain makes the usual stand-easy conversation.

George Mayers went to pension in December. John Hilder moved to HMS Forth. Gordon Laws has taken the chair and finances are run by CRS Lewington. Jeff Farnell (Dad to most) leaves for pension at the end of February. The 'New Look' Pete Anstey has left a gap in the Darts fraternity but is presumably making his mark with a Combined Services team at Saceur HQ.

We are at present making moves to bring back the social life of the mess. After a very successful Christmas Ball it was decided to inject a fresh approach during the Spring Term. A trial Saturday evening social has been held and with an attendance of seventy-five from the mess, it would appear that support is forthcoming. Saturday was chosen to take account of those who would prefer not to work after an evening out. The Easter Ball will be held on Wednesday 13th April. Readers who may be in the vicinity should contact the President for details.

The Sea Dads Trophy, still held by the mess, will be played for at the usual Denmead venue shortly.

Honorary Membership of the Mess for ex-members has been approved by the Captain. Official cards have been printed and are at present being distributed. A mailing list is held and all should receive a card. However, those wishing to visit the mess may care to contact the Secretary and thus expedite their membership.

## P.O.s' PATTERN

After a very successful Christmas Dance the term settled down to its winter routine. A Darts Social with the Cabin's Rest was enjoyed by all. A Valentine's Dance turned out to be a very great success but we would like to see more support for these Mess Social functions. The job of Mess Secretary has now been taken over by RS Love, as we bid farewell to RS (W) Muggeridge who is leaving us for *Sirius*.

## Sport

The Bridge team are having a successful first season in the local league. The Football, Rugby and Hockey teams are through to the semi-finals in the inter-part. Here's wishing them all luck.

## Final Note

All communication PO's are welcome in the mess, so let's have your support for Social occasions.



Colours  
Hood - Red  
Flag - White and Blue  
Ring - Red  
Ward - Green  
Hand mass, light blue  
Ocean  
Rope - White  
Buckram - White



and the letters G, T or W as appropriate to the Branch rating is serving in, under the device in the shield submitted by RS (RC1) G. Henley

## SIGNAL SCHOOL MESS MATTER

by LRO (T) J. Brown

Once again it has been a very eventful term, and a very successful one in the sporting world. The stranglehold on the hockey cup by the Chiefs and PO's was at last broken by *Kempfenfelt*, though admittedly only by goal average. Unfortunately *Kempfenfelt's* captain LRO (T) Ivol, along with LRO (T)'s Diestler and Ingram, have now left us on loan to the RAN. *Somerville* also excelled themselves again by winning both cup and plate in the six-a-side rugby and the league soccer cup.

There are, as always, many incoming and outgoing drafts. LRO (T) Burtenshaw is in Aden. (LRO (T) Bounds and RO1 (T) Baldry have also changed their haunts. One newcomer with dozens of new ideas is LRO (G) (Wally) Parr. We still have plenty of room here so hope some of you sea-going types will soon join us.

The end of term dance was a great success, thanks to the great support given by Communicators from ships and establishments in the area. I am sure the next one which will be over by the time this goes to print will be equally good but we are certain to have seen many more of you by then.



## NEW ENTRY NEWS

MFV 1060

by M.M.

A call for volunteers was made in HMS *Mercury* for a crew to man MFV 1060 for an expedition to Cherbourg and as usual the exped officer was overwhelmed with volunteers. With the able assistance of the Victualling Office and the Galley staffs all the preparations were completed and the crew embarked in their vessel for the weekend.

On passing the Nab tower just to the North-East of the Isle of Wight the first indication that this was to be an expedition with a difference occurred: THE ENGINE STOPPED. However after half an hour we were once more underway and the feeling of disappointment at the prospect of our adventure being called to a sudden halt subsided.

The Isle of Wight slowly disappeared into the background and all eyes were turned to give their owner the first sight of France when, for a second time, THE ENGINE STOPPED.

By this time the wind was blowing at about force three and our vessel began to roll with increasing vigour in the channel swell. There were those among us at this time who wished they had not eaten so well earlier in the day.

Commander-in-Chief Portsmouth was informed of our second engine failure and an estimate of the repair time was given. This forecast was unfortunately to prove incorrect as the repair could not be effected by our engineer, even with the willing help of those "expeders" who had helped dad clean his car.

Darkness was coming quickly and wind was rising when our signal for assistance to C in C Portsmouth was made from position 195 St. Catherine's Light 20.

Adrift in the Channel, darkness descending and an armada of shipping which we seemed not to have noticed previously, all around us. We exchanged identities with several merchantmen. One huge steamer circled us completely and offered assistance on sighting our NUC lights. However, still brimful of confidence and with imaginations running riot, we were content with a verification of our position.

The hours ticked by and the watches changed with increasing regularity as those who went below found that either the increasing roll or the excitement prevented them from sleeping.

At last, at four in the morning, a light flashed over the horizon in a challenge and on replying we found that our rescuer HMS *Badminton*, the *Vernon* duty minesweeper, had arrived. A longer wait had been avoided by the keen eyes of *Badminton's* Midshipman who had picked us up at the extreme range of his radar when their planned course would have caused them to miss us.

*Badminton* hove to alongside and their Chief ERA and First Lieut. boarded us, the one to inspect the engines and the other to discuss the best method of towing. The chief confirmed our engineer's diagnosis that help from the dockyard would be required with the engine and so we were taken in tow on the port sweepwire. This was a first class seamanship exercise for Communicators who had so far spent their days reading morse and learning the complexities of communication procedures.

The tow went well and eventually we were slipped by *Badminton* at Spithead. The duty tug from Portsmouth then took us in tow into the harbour.

As we unloaded our supplies and equipment at Whale Island an apt summary was made of our adventure by one of the stalwarts "This will be more exciting to relate to our grand-children than a trip to Cherbourg." I agree.

WRNS NEWS APPEARS ON PAGE 14





## ROYAL NAVAL AMATEUR RADIO SOCIETY

### THE MERCANTILE MARINE RADIO OFFICER

by G. C. Cushion (G3RHW)

It is often said that one half of the world does not know how the other half lives. I think this is undoubtedly true in the case of Communicators in the Royal and Merchant Navies. I have had experience in both Services and whilst the job in both cases is basically similar, it is also very different. Perhaps this article will give Communicators in the RN an idea of how we in the Merchant Navy go about our business.

Whilst in the Royal Navy I saw service on the *Vengeance*, *Unicorn*, *Cossack*, *Birmingham*, and Submarines *Alliance*, *Tabard* and *Tiptoe*. There were of course periods ashore at RNB Chatham, *Dolphin* and *Mercury*, where I passed for my 'hook'.

After leaving the Navy, I worked ashore for five years, all the time feeling restless for far away places and the world of dots and dashes. I made enquiries and obtained details of the Mercantile Marine radio service. The PMG certificate seemed rather a forbidding task to one who has never found radio theory particularly easy but I decided I was sufficiently determined and interested to have a go.

I obtained financial aid from a very generous local Education Officer and commenced my studies at the Grimsby College of Further Education in September 1961. By July 1963 I was ready for sea, having obtained a First Class PMG Certificate, Ministry of Transport Radar Maintenance Certificate and a Certificate issued by the College stating that I had completed a course in electronic aids to navigation. During this period I also obtained my Amateur Licence.

The next step was to find an employer. There are three main openings to the man who wants to go to sea (i) Employment with a Radio Company. (ii) Direct employment with a shipping company and (iii) Freelance, with a foreign company such as a Greek, Panamanian, Liberian or Scandinavian. There are points for and against all three and after much debating I decided on a Radio Company. The advantages of a Radio Company are the availability of shore appointments on their technical staff if one decides to 'come ashore' and whilst at sea one gets a good variety of shipping companies and voyages. Perhaps I had better explain here that radio companies such as Marconi International Marine Co. Ltd., Associated Electrical Industries Ltd., and International Marine Radio Co. Ltd., hire out radio stations and officers to ship owners so that

a Radio Officer if he so desires, can sail with most of the UK shipping companies during his career without actually changing his employer. The disadvantage of a radio company is that the pay is usually slightly lower than that paid by a shipping company.

My first ship turned out to be the Royal Mail passenger/cargo liner *Amazon* of some 20,000 gross tons, trading between Europe and South America. I was rather apprehensive about joining such a big ship for my first trip as Third Radio Officer.

My two seniors, who had both been at sea for over forty years, soon put me at ease however and showed sufficient confidence in me to leave me on watch on my own when we left Tilbury one sunny Sunday afternoon. Watchkeeping on a merchant ship is different from the system employed in the Navy in as much as a man has the same watches each day throughout a voyage. Being the junior, I, of course, had the twelve to four or in Navy terms the afternoon and middle. One consolation was that after the middle there was no need for me to get up until it was time to go on watch again at noon.

Whilst on watch I was usually very busy as we carried about 500 passengers which meant plenty of telegrams and radiotelephone calls between the ship and various parts of the world. At the same time, a good watch had to be kept on 500 kc/s for SOS's, XXX's and TTT's. As we carried a doctor (in fact we carried three) it was essential that we did not miss a request for medical advice or assistance from other vessels. There was also the daily press bulletin to read, which came through in two sections, each lasting almost an hour, at about 22 wpm. This presents no problem in the early stages of a voyage but as we got nearer the River Plate it was not so easy with a lot of QRM from powerful American stations.

Apart from our watchkeeping there was maintenance and repair of the equipment to cope with. However, maintenance of the Radar was not our responsibility on this particular ship. A difficult state of affairs exists in the Merchant Service today. With some shipping companies, where the Radar is hired from a firm independent of the one employing the Radio Officer the responsibility for its maintenance is that of the Second Officer. With all due respect, sometimes these gentlemen do not have sufficient knowledge of electronics to maintain or repair such a complicated piece of equipment. The Radio Officer, even if he has not taken the MOT Radar Maintenance course, is far better qualified to diagnose and repair a fault and in the end he is usually called in.

My accommodation on the *Amazon* was good, with a small but comfortable cabin to myself. There were two stewards to look after three Radio Officers and six Deck Officers and they kept our cabins and bathrooms reasonably clean and tidy. I ate, with the other junior officers, in the cabin class dining saloon and the food was generally good although not as good as one would expect to find on a passenger liner.

The social life on board was quite good and we were allowed to mix freely with the passengers. During the evenings there was always a dance in either the First, Cabin or Third class lounges and a film show in one of the others.

Altogether, I did three trips on the *Amazon* which took me up to six months sea time, this being the amount of time I had to do as a junior before being allowed to sail in charge of a ship's radio station (cargo ship or tanker).

My next ship, in complete contrast to the *Amazon*, was the Southeastern Gas Board Collier *Chessington* of under 2,000 gross tons, freighting coal from the Tyne to the Thames. I shall never forget first seeing her through driving rain, berthed in mid-river at Sunderland, the most depressing sight I think I have ever seen. Luckily the radio station was in a spotless and first class condition, the crew were extremely helpful and friendly and I really enjoyed my two weeks on board whilst the regular Radio Officer had a spot of leave.

From the Tyne, I returned to my Norfolk home to await, rather nervously, my first solo foreign going voyage. I did not have long to wait before I was instructed to join the Motor Vessel *City of St. Albans* for a voyage to the Far East. She turned out to be a cargo vessel of just under 5,000 gross tons and only about four years old. The voyage lasted just over three and a half months and took us to Singapore, N. Borneo, Philippines, Thailand, Taiway, Hong Kong and Penang. It gave me a great thrill to work GYL and GZO once again, having worked them during my RN days whilst on the *Birmingham* and *Cossack*. I must say I found GZO most efficient and helpful in clearing my 'Area Scheme' and other traffic.

Naturally there is not nearly as much traffic to handle on a cargo ship as there is on a passenger ship. Watchkeeping is also different, as usually there is only one Radio Officer.

He does two hours on and off commencing at a time GMT depending on the whereabouts of the ship. This lasts until he has completed four two hour watch periods and they are so arranged that they are done during the hours of daylight. This means that he gets 'all night in' every night. Whilst he is off watch, the Auto Alarm keeps a 'Listen out' on 500 kc/s and reacts, by the ringing of alarm bells, to the International Alarm Signal (12 dashes each of four seconds duration with an interval of one second

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between each dash) which would be transmitted by a ship in distress prior to the distress call.

The fact that a cargo vessel usually carries only one Radio Officer can mean a busy time for him. For example on the *City of St. Albans*, apart from my watches I have to maintain and repair as necessary the following equipment:- Main transmitter and receiver, HF Transmitter and receiver, Emergency receiver, Emergency transmitter, Automatic Keying Device, Auto Alarm, Loudspeaker watch Receiver, Emergency power supply, Lifeboat portable transmitter/receiver, Broadcast receiver, Radar, Echo sounder, Direction finder, VHF R/T and Aerials.

I am still on the *City of St. Albans* and expect shortly to commence a three or four month voyage to Calcutta. It's a very interesting and absorbing life and I would certainly recommend it to any R.N. Communicator keen on the sea and Radio and who feels he would like a change from the 'Andrew'.

## COMPUTERS

by Lieut. Cdr. D. Gunn

A radar set has been described as the eyes of the fleet and telecommunications are sometimes called the tongue and ears of sea forces. Can a shipborne action information computer in its turn be described as the brain behind modern naval tactics? The analogies I have drawn would indicate that the many recent advances in scientific development are merely extensions of man himself, extensions of his ability to see, speak, hear and think. It is a frightening thought to know that man has invented a robot which supposedly can think and take decisions. Who is going to be the master of whom? To what extent can a computer replace a man in his thinking role?

First of all, what in broad terms is a computer? It is a very complicated piece of electronic equipment which has the tremendous advantage over human beings in that it can solve certain problems for us at an incredible speed, an advantage which gives it special significance in the realm of modern warfare.

The action information computers fitted in the fleet carry out additions and subtractions digit by digit as man does, and are called digital computers. They employ, however, only two digits, zero and one. It is perhaps difficult to understand why such computers can solve tactical problems.

To understand this we must make a brief study of the two digit or binary system. All numbers can be formed from combinations of the symbols zero and one. The following combination of zeros and ones shows how a digital computer using this binary system counts from zero to nine.

8421—Total	8421—Total
0000 = 0	0101 = 5
0001 = 1	0110 = 6
0010 = 2	0111 = 7
0011 = 3	1000 = 8
0100 = 4	1001 = 9

This looks odd to us as we are accustomed to working in the decimal system or, in other words, to the base 10 and you may well ask why this peculiar system has been adopted for computers. The answer isn't difficult to find. Computers can be easily designed on a two state basis, a pulse exists (one) or doesn't (zero). In electrical terms this can be represented by opened and closed switches, conducting and non-conducting transistors. Thus, using the binary system, a computer can add or subtract in terms of ones and zeros, pulses and non pulses and holes and no holes. Although it can't multiply or divide in the sense that three times nine equals twenty-seven, or that nine divided by three equals three, the computer can achieve the answers by adding nine to itself three times in the first case and by subtracting three from nine three times in the second. The amazing speed of addition and subtraction more than compensates for the laborious method employed. The problems need not be of a purely arithmetical nature. Tactical problems, like most non arithmetical problems, can be viewed using an accept and reject basis, which is ideally suited for the binary system. In other words they can be translated into arithmetical language.

Although a computer works at a remarkable speed, its principle of operation, as we have seen, is elementary. Before it can use its vast potential to solve the simplest equation, it must be given advice from man, its creator. This advice, the programme, takes the form of steps the computer must take to solve even the easiest problem. The programme is written in computer language by a Programmer who requires a knowledge of the computer, the problem and the rules governing the solution of the problem. The last mentioned are supplied by a team of rule writers.

Thus, we can see that the computer resembles man in its ability to add, subtract, multiply, divide, and choose between alternatives. This in itself is a remarkable achievement, but more is required if the computer is to be compared with the brain.

In addition to the arithmetic—logic part of the computer, there are its memory and control devices. The memory, comprising magnetic tape, punched cards, and/or punched paper tape, equates roughly to diaries, pigeon holes, in-trays, and calendars. The control unit apes man's ability to regulate the priority of tasks to be done.

A computer, therefore, is a brain, but a brain with a difference. It does not think in the noblest sense of the word; it simply operates in accordance with the programmer's instructions. The computer is the slave of the programmer although it solves its problems more quickly than its master. As far as the Navy is concerned, this is a tremendous advantage, if not a necessity these days of high-speed aircraft and missiles, when split-second decisions are more the rule than the exception.

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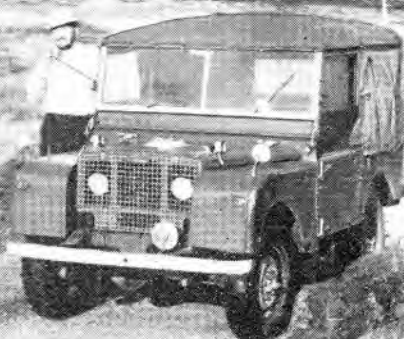
## COMMUNICATIONS GAZETTE

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

Name	Rank	Whence	Whither
N. J. BINNS	... A Sub.-Lieut. (SD) (C)	Excellent	Manxman
H. P. BOYS STONES	... Lieut.-Commander	Rothsay	HMY Britannia
A. H. R. BRECHT	... A Sub.-Lieut. (SD) (C)	Mercury	Revert to RAN.
H. BROWN	... Lieut. (SD) (C)	Malta Comcen	Forest Moor as 1st Lt.
C. F. BRYANT	... Lieut. (SD) (C)	Mercury	RNZN Loan
J. BYWATER	... A Sub.-Lieut. (SD) (C)	SD Course	Manxman
W. J. CARTER	... A Sub.-Lieut. (SD) (C)	Mercury	Aisne
D. J. CARVER	... Lieutenant	Long Course	Devonshire
W. J. CHRISTIE	... Sub.-Lieut. (SD) (C)	Ganges	Minerva
D. S. COOPER	... A Sub.-Lieut. (SD) (C)	SD Course	Brereton
D. G. COOPER	... Sub.-Lieut. (SD) (C)	Albion	Mercury
J. DAVIES	... Lieutenant	Long Course	RAN Exchange
B. A. DAVIES	... A Sub.-Lieut.	Mercury	Hermes
W. H. DAVIES	... Sub.-Lieut. (SD) (C)	Mercury	Cleopatra
W. H. DAWSON	... Lieut.-Commander	(SD) (C) Cochrane	Kranji as OIC
A. H. DICKENS	... Lieut.-Commander	SCO FO2 FES	President
D. A. DUNCAN	... A Sub.-Lieut. (SD) (C)	Mercury	Forth
N. F. FAWCETT	... Commander	Hampshire	Staff of CINC Portsmouth
D. J. B. FORSEY	... Sub.-Lieut. (SD) (C)	Mercury	BRNC Dartmouth
J. T. FRANKS	... Lieutenant (SD) (C)	Sheba	Staff of CINC EASTLANT
W. L. R. GILCHRIST	... Lieut.-Commander	Mercury	Eagle
R. W. GRAHAM-CLARKE	... Lieut.-Commander	Ganges	Mercury
M. C. GWINNER	... Lieut.-Commander	Heron	Staff of FO2 HF
P. A. L. HARLAND	... Commander	Albion	President
R. G. HALES	... A Sub.-Lieut. (SD) (C)	SD Course	Wakeful
D. H. HEAPE	... 3/0 WRNS	President	Staff of CINC EASTLANT
R. G. HEARN	... Lieut.-Commander	(SD) (C) President	Mercury
G. JUBB	... Lieutenant (SD) (C)	Victorious	Staff of Captain IF
J. L. B. LARKINS	... Lieut.-Commander	FOSM	FOAC
C. A. LAWRENCE	... Lieut.-Commander	Tangmere	Mercury
N. G. LODDER	... Sub.-Lieut. (SD) (C)	Mercury II	Maidstone
G. W. LOWDEN	... Commander	Mercury II	Zest I C
A. MACKAY	... Sub.-Lieut. (SD) (C)	Aisne	Mercury
T. MAWSON	... Sub.-Lieut. (SD) (C)	Drake	Ganges
K. MILLER	... Sub.-Lieut. (SD) (C)	Mercury	Kranji STC
D. V. MORGAN	... Captain	Mercury	CSO to FO Medway
C. A. O'BRIEN	... A Sub.-Lieut. (SD) (C)	Mercury	Plover
J. PENNY	... Lieut.-Commander	Eagle	Mercury
A. T. S. PERRY	... Sub.-Lieut. (SD) (C)	Mercury	Llandaff
T. D. PICKEN	... A Sub.-Lieut. (SD) (C)	Mercury	Chawton
J. W. PURVIS	... A Sub.-Lieut. (SD) (C)	Mercury	Houghton
J. J. RIGGS	... Lieutenant (SD) (C)	St. Angelo	Victorious
M. J. RIVETT-CARNAC	... Lieut.-Commander	Woolaston	Mercury
M. A. ROBINSON	... Sub.-Lieut. (SD) (C)	Appleton	Mercury
F. SAMPSON	... A Sub.-Lieut. (SD) (C)	SD Course	Tiger
D. C. SAYCE	... A Sub.-Lieut. (SD) (C)	Mercury	Agincourt
M. D. H. SELLAR	... Lieut.-Commander	HMY Britannia	Matchmaker Sqdn.
R. A. SHELTON-AGAR	... Lieutenant	Mercury	Blackpool
W. L. B. STACEY	... Sub.-Lieut. (SD) (C)	Mercury	Leverton
B. J. STRAKER	... Commander	President	(Washington)
L. G. TERRY	... Lieutenant	Long Course	Defender I C
G. M. TIMPSON	... Lieut.-Commander	Falmouth	Staff of FO2 HF
R. J. TRUDGETT	... Lieut.-Commander	St. Angelo	Staff of FONFT
P. J. V. TUKE	... Lieut.-Commander	St. Vincent	DCC
C. H. WALKETT	... Sub.-Lieut. (SD) (C)	Corunna	Whitby as 1st Lieut.
J. J. WATSON	... Lieutenant	Long Course	Mercury
M. L. WOOLCOMBE	... Commander	President	Dido as SCO to D21
R. J. E. WOOLEY	... Lieut.-Commander	Mercury	NA Stockholm
			Staff of FO2 FES



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<b>To Captain</b> R. C. MORGAN (GL)	<b>To Commander</b> A. H. DICKENS (GL)	J. F. VAN DEN AREND (PL)	M. J. RIVETT-CARNAC (PL)
<b>To Lieutenant-Commander</b> D. C. ALLEN P. H. DEMERINDOL	<b>To Lieutenant-Commander RNR</b> J. E. KEVILLE		
<b>To A Sub.-Lieutenant (SD) (C)</b> C. C. SMITH J. A. CRADDOCK W. J. WINKLESS R. K. DAVIS	J. M. NICOL G. E. J. HOOPER P. O. MUNRO	<b>30 WRNS WRNR</b> R. M. H. FLEMING D. A. WOODHOUSE	

### 1966 Long Course Lieutenants

R. K. DIBBLE J. E. DYKES D. J. FREEMANTLE	N. J. HILL NORTON B. E. SEATH
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## RETIREMENTS

Commander, Hon. Captain W. R. WELLS, D.S.C.  
Lieutenant-Commander (SD) (C) G. FROUD D.S.M.  
Lieutenant-Commander (SD) (C) P. E. D. SETFORD

## CONGRATULATIONS

Lieutenant-Commander (SD) (C) C. H. COX. Awarded the M.B.E.	
CRS V. G. FISHER	} Awarded the B.E.M.
CCY H. J. STOCKWELL	
CRS J. KARSTEN	
CRS (S) D. W. HART	

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W. H. HODGESON	JX 613592	17.12.65
J. JORDAN	JX 661842	3.11.66



## MALTA

### Miss Lilian Fitt, MBE

Many officers and ratings in the Communications Branch will remember Miss Fitt who was awarded the MBE in this year's New Year's Honours List. For many years she has been associated with Naval Communications in Malta, having joined the old Malta Comcen on 18th December, 1939. Miss Fitt was originally employed as a cypher operator and now works as a book corrector and as the Administrator of Civilian Employees in Lascaris Comcen. Everyone who has at any time known Miss Fitt will be pleased to know of this Royal recognition of many years of faithful service.

Miss Fitt recalls with nostalgia her service with many officers of the Communications Branch. The first officer in charge she remembers was Lieut. Commander J. Ennion who in those days was known as the Port Wireless Officer. Since then she has served with Commanders Butler, Parker, Stannard, Wake-Walker and Woolcombe and Lieut.-Commanders Anthony, Cox, White and Whiffin.



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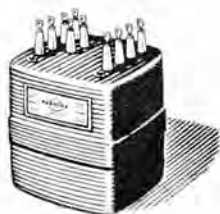
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## DRAFTING

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
ANNESS ...	RO3	Carysfort	Mercury
ANSTEY ...	CRS	Mercury	AFCE
ADAMS, E. T. ...	RO2(G)	Fulmar	Albion
AYLING, P. F. ...	L.WRO	Fulmar	Seahawk
AGNELLI ...	RS(W)	Mercury	Cleopatra
BARNES ...	RS	St. Angelo	Mercury
BLATHARWICK ...	RS	Mercury	Zulu
BROWNE ...	CY	Lion	Mercury
BEVAN ...	RS(W)	Afrikander	Mercury
BILLING ...	CY	Northwood	Mercury
BAILEY ...	RS	Ganges	Mercury
BELL ...	CY	Mercury	Cleopatra
BEVAN ...	RS(W)	Mercury	Naiad
BEETON J. ...	LRO(G)	CINC Portsmouth	Striker
BULLEN, P. ...	RO2(T)	CINC Portsmouth	Penston
BAVINGTON ...	CRS	Mercury	Devonshire
BERNARD, W. G. R. ...	CRS	Maidstone	Mercury
BROWN ...	JRO	Carysfort	Mercury
CURRIE ...	RO3	Carysfort	Mercury
COKE, A. J. ...	CRS	FOAC Staff	Mercury
CULL, R. ...	CCY	Victory (FSL)	Mercury
COKE, A. J. ...	CRS	Mercury	Ganges
CHEESMAN ...	RO1(T)	CND	Britannia
CROSS, M. J. ...	LRO(G)	CINC Portsmouth	SNOWI
CRYER, J. M. ...	L.WRO	Fulmar	Heron
CROOKS, V. A. ...	WRO(M)	Goldcrest	Fulmar
CHALLENGER ...	RS	Mercury	Hydra
CARSON ...	RS	Hardy	Mercury
COLLINS ...	RS(W)	FSL	Mercury
CLARKE ...	RS(W)	Naiad	Mercury
DUCKWORTH ...	RS	Lion	Mercury
DYER ...	RS	Wizard	Mercury
DEAN ...	RS(W)	St. Angelo	Mercury
DOUGLAS ...	CY	Naiad	Mercury
DONK ...	CY	Osprey	Mercury
DAVIES ...	CY	Centurion	Mercury
DAVIES ...	RS(W)	Mercury	Rhyl
DOBSON, J. R. ...	RO2(G)	Fulmar	Hydra
DRIVER, J. R. ...	WRO	Mercury	Fulmar
DUMBRILL ...	RO1(T)	Britannia	CND
EVANS, M. ...	A LRO(T)	Britannia	Brawdy
ELLIS ...	CY	Mercury	Victorious
EMERY ...	RS(W)	Mercury	Victorious
EADE ...	RS(W)	Mercury	Llandaff
EDWARDS ...	CY	St. Angelo	Mercury
EXLEY ...	CY	St. Angelo	Mercury
EDWARDS ...	RS	Goldcrest	Mercury
FARLEY ...	RS	Forestmoor	Mercury
FORSEY, J. I. ...	WRO	Mercury	Fulmar
GREEN, E. ...	RO2(G)	Drake	Fulmar
GREEN, E. ...	RO2(G)	Fulmar	Mauritius W/T
GURDLER ...	CY	Mercury	RAN Loan
GEORGE ...	RS	Mercury	St. Angelo
GOODING ...	CY	Hardy	Carysfort
GATES ...	CCY	Mercury	Release
HANSHAW ...	CY	Cochrane	Mercury
HARTING ...	CY	FSL	Mercury
HILDRITH ...	CY	Mercury	SD School
HARRIS ...	RS	Mercury	Dolphin
HOUGHTON, C. ...	WRO(M)	Fulmar	Rooke
HIGHTON ...	CY	Mercury	RAN Loan
HILLS, E. M. ...	WRO	Fulmar	President
HUGHES, G. ...	LRO(G)	Pellew	CINC Portsmouth



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Name	Rate	Whence	Whither
HALE ...	LRO(T)	Mercury	Britannia
HARRISON ...	RO1(G)	Letterston	Britannia
HILDER ...	CRS	Mercury	Forth
JAMES ...	RS	Mercury	SD School
JACKSON, P. L. ...	WRO	Mercury	Fulmar
JENNINGS, J. ...	RO2(G)	London	Fulmar
JUNOR, A. R. ...	RO2(T)	Keppel	Fulmar
JOHNSTON, R. ...	RO2(G)	Fulmar	Puma
JAHME, R. ...	CCY	Falmouth	Mercury
KELLY ...	RS	FSL	Mercury
KEMP ...	RS	Mercury	Hermes
LANDELLS, R. H. ...	RO2(G)	Fulmar	Aisne
LONGDON ...	RS	Nubian	Mercury
LARSEN, C. J. ...	RO1(T)	CINC Portsmouth	Maxton
LAYZELL ...	RS	Carysfort	Chichester
MORRIS ...	RO2	Carysfort	Mercury
MCNEIR, J. L. ...	CRS(W)	Mercury	Phoebe
MASKELL ...	CRS	Mercury	NAAFI Rep.
MCWALTER, L. ...	CRS(W)	Eagle	Mercury
MACDONALD, H. ...	CRS	Drake	Mercury
MACLEOD, L. ...	CCY	Victory (FSL)	Mercury
MCDONALD, A. ...	CRS	WW/G	Mercury
MILLINER ...	RO2(G)	Rooke	Britannia
MARKHAM ...	RO2(T)	Singapore Comcen	Britannia
MCCOY ...	A/LRO(G)	Britannia	CINC Portsmouth
MCALISTER, E. A. ...	WRO	Fulmar	President
MCKINNEY, C. ...	WRO	Mercury	Fulmar
MAYES ...	RS	Mercury	Dolphin
MONGER ...	RS	Mercury	Hermes
MERRITT ...	CY	Mercury	COMNAV BALTAP
MATTHEWS ...	RS	Victorious	Mercury
MANSER ...	CY	FSL	Mercury
NETHERTON ...	RS	Drake (FSL)	Mercury
O'CONNOR ...	L.WRO	Malta	Fulmar
O'KEEFE ...	RS(W)	Drake	Mercury
O'HARE ...	RS(W)	FSL	Mercury
PENLINGTON ...	CY	Mercury	St. Vincent
PERRY ...	RS	Mercury	Terror
PEARSON ...	RS	Mercury	Torquay
PARTINGTON, H. J. ...	CY	Fulmar	Relentless
PHILLIPS, B. A. ...	WRO(M)	Fulmar	Goldcrest
PITT ...	L.WRO	Fulmar	Release
PHILLIPS, R. H. ...	RO2(T)	CINC Portsmouth	Fife
PEARCE, G. ...	CCY	Victorious	Mercury
ROBERTS ...	CY	Whitby	Mercury
ROBERTSON ...	RS	Mercury	Fulmar
RUGMAN ...	CCY	Mercury	Warrior
SWEENEY ...	CY	Carysfort	Release
SANDERS, R. ...	CRS	Osprey	Mercury
STRANGWAYS ...	CRS(W)	Mercury	Tamar
STEPHEN, M. A. ...	WRO	Mercury	Fulmar
STERN ...	RS	Mercury	Cleopatra
SMITH, A. J. ...	CY	Mercury	Zest
STEELE, K. ...	RS	Mercury	Dolphin
SCUDDER ...	CY	Cassandra	Mercury
SMITH ...	RS	Drake	Mercury
THIPTHORPE ...	CY	Lion	Mercury
TURLEY ...	RS(W)	FOST	Mercury
TURLEY ...	RS(W)	Mercury	Barrosa
TILLET, A. R. ...	CCY	Mercury	Terror
TAYLOR, J. F. ...	CRS	Adamant	Mercury
UNDERWOOD ...	CY	Mercury	Victorious
VERITY, A. ...	L.WRO	Fulmar	Release
WEST ...	RO2	Carysfort	Mercury
WILLIAMS ...	RO2	Carysfort	Mercury
WEST, J. E. ...	CRS	Lion	Mercury
WILLIS, G. ...	RO2(G)	Lewiston	Fulmar
WILLIS, G. ...	RO2(G)	Fulmar	Rooke
WOOLER, J. M. ...	WRO	Fulmar	Seahawk
WICKS, S. M. ...	WRO	Mercury	Fulmar
WETHARICK ...	CY	Mercury	Loch Fada
WELLS ...	CY	Mercury	Defender
WORBOYS ...	CY	Maidstone	Mercury

Name	Rate	Whence	Whither
EXCELL, K. H. ...	CRS	Mercury	Victorious
WRIGHT, M. H. ...	CCY	Mercury	Victorious
LLOYD, E. R. ...	RS	Mercury	Victorious
PEARSON, B. S. ...	CY	Mercury	Victorious
ELLIS, R. G. ...	CY	Mercury	Victorious
NICHOLSON, A. ...	RS	Warrior	Victorious
LAWLEY, C. J. ...	RS	Osprey	Victorious
UNDERWOOD, J. ...	CY	Mercury	Victorious
BLOOMER, I. ...	LRO(G)	Forest Moor	Victorious
PARKINSON, S. ...	LRO(T)	Mercury	Victorious
POLLARD, G. D. ...	LRO(G)	Whitehall	Victorious
GOODSPEED, V. B. ...	LRO(G)	Mercury	Victorious
GILROY, M. C. ...	LRO(W)	Mercury	Victorious
AMERY, J. ...	RS(W)	Mercury	Victorious
ATKINSON ...	RS	Whitehall	Victorious
HARDY, H. R. ...	LRO(G)	Ariel	Victorious
BALDRY, F. A. ...	RO1(T)	Mercury	Victorious
GRAHAM, D. P. B. ...	RO1(T)	Sea Eagle	Victorious
MASON, B. S. ...	RO2(T)	Cochrane	Victorious
FAKES, J. T. ...	RO2(T)	Ganges	Victorious
LETHBRIDGE, J. A. ...	LRO(G)	Mercury	Victorious
MARKHAM, K. S. ...	RO2(G)	Mercury	Victorious
DOWNNEY, D. L. ...	RO2(G)	Orion	Victorious
HARVEY, T. G. ...	RO2	Drake	Victorious
BOWLES, D. E. ...	RO2(G)	Mercury	Victorious
HOLLOBON, A. ...	RO2(G)	Pembroke	Victorious
McNICHOL, J. E. G. ...	RO2(G)	Mercury	Victorious
REEVES, R. T. ...	RO2	Mercury	Victorious
STRACHAN, G. D. ...	RO2	Mercury	Victorious
HAWKINS, T. ...	RO2(T)	Mercury	Victorious
SCOTT, M. J. ...	RO2(T)	Mercury	Victorious
JEFFERIES, K. P. ...	RO2(T)	Mercury	Victorious
WARBURTON, B. K. G. ...	RO2(G)	Mercury	Victorious
GREEN, R. ...	RO2(G)	Mercury	Victorious
HANHAM, R. I. ...	RO2(G)	Mercury	Victorious
GRATTAN, W. ...	RO2(G)	Mercury	Victorious
FINDLAY, D. T. ...	RO2(G)	Mercury	Victorious
WATKIN, D. H. ...	RO2(W)	Mercury	Victorious
GOLDFINCH, D. ...	RO2	Ganges	Victorious
EDGHILL, D. ...	RO2	Carysfort	Victorious
MILLS, J. A. ...	RO3	Relentless	Victorious
DUGARD, J. ...	RO3	Mercury	Victorious
LAWMAN, I. R. ...	RO3	Mercury	Victorious
RICHARDS, D. ...	RO3	Mercury	Victorious
McCULLUM, K. M. ...	RO3	Mercury	Victorious
GAMBLE, M. E. ...	JRO	Mercury	Victorious
YOUNG, B. C. F. ...	JRO	Mercury	Victorious
PAINE, R. A. ...	JRO	Mercury	Victorious
BELL, D. ...	JRO	Mercury	Victorious
STEVENSON, D. J. ...	JRO	Mercury	Victorious
HINDSOM, J. ...	JRO	Carysfort	Victorious
HULBERT, C. I. ...	LRO(T)	Victory	Fort Southwick Portsmouth Command Seamanship School
HENDRY, G. U. ...	RS	Whirlwind	Heron
COOPER, A. ...	CY	Whirlwind	Fulmar
FELTHAM, J. D. ...	LRO(G)	Whirlwind	Whitehall W/T
CASTLE, N. J. ...	LRO(T)	Whirlwind	Warrior (Staff of CINCEASTLANT)
JOHNSON, M. A. ...	RO1(G)	Whirlwind	Excellent (for Fraser Gunnery Range)
JACKSON, W. B. ...	RO2(G)	Whirlwind	Corunna
PAFFETT, T. J. ...	RO2(T)	Whirlwind	Warrior
SOLES, M. ...	RO2(U)	Whirlwind	Mercury
DAVIES, E. H. ...	RO2(U)	Whirlwind	Mercury
GARD, M. C. ...	RO3	Whirlwind	Drake
MURRAY, P. ...	RO3	Whirlwind	Brighton
LITTLE, G. ...	RO3	Whirlwind	Mercury
WILLIAMS, I. V. ...	JRO	Whirlwind	Falmouth
WILLIAMS, P. S. ...	JRO	Whirlwind	Phoebe
HUCKIN, P. ...	JRO	Whirlwind	Brighton
PELLIGRINETTI, A. J. ...	MNE(S2)	Whirlwind	RMB Eastney
BEALE, C. G. ...	RO2(G)	Walkerton	Highburton
RICKWOOD, R. E. ...	LRO(T)	Malta Comcen	Highburton

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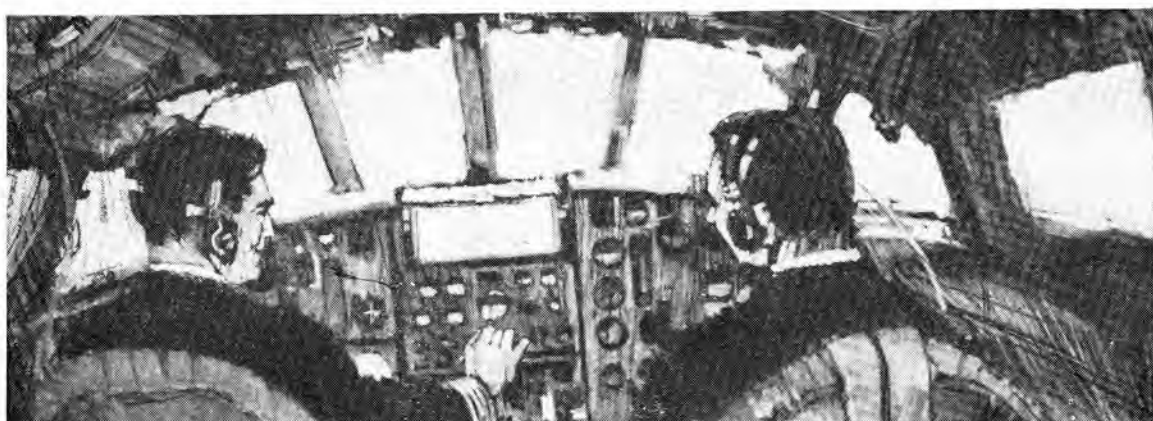


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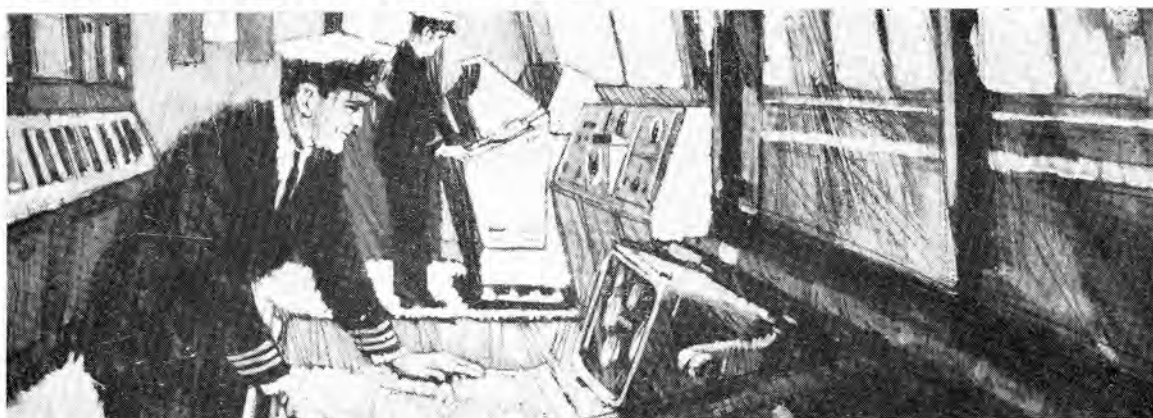
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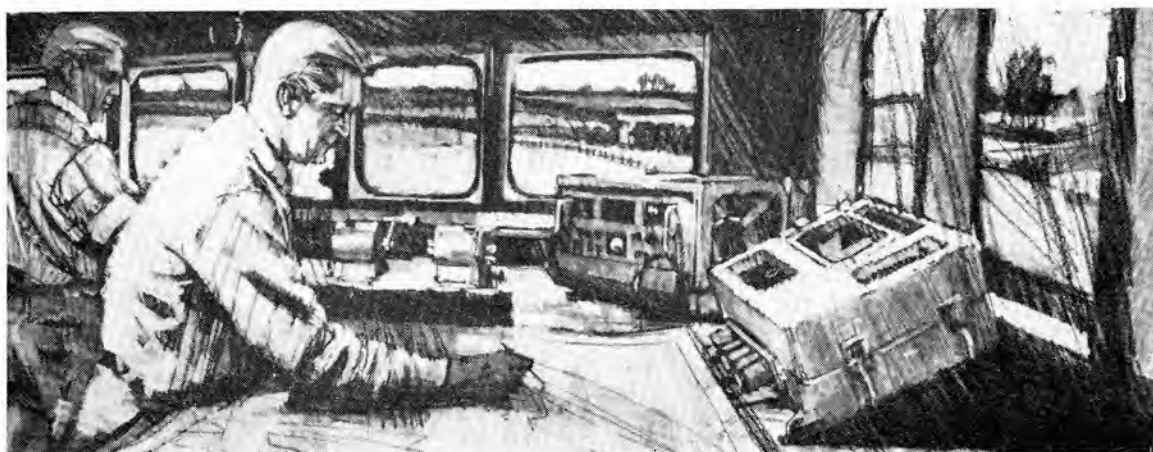




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