

THE COMMUNICATOR



VOL 19 - No. 4 SPRING 1969

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THE COMMUNICATOR

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

SPRING 1969

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All MSS, photographs and cartoons should be sent to the Editor. 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 1969 edition must be in the Editor's hands by 1st July 1969, and bulk orders by 10th July 1969.**

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This address should also be used for placing orders.

All other correspondence should be addressed to the Editor at the same address.

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EDITORIAL

THE COMMUNICATOR is, as you probably know, a self-supporting magazine and other than being sponsored by the Captain, HMS *Mercury*, it has no official backing and is dependent on those who run it to keep within the financial limits. Various measures are being considered to try and improve the magazine, without increasing its selling price, and one of them — a revision of the system for ordering copies, is being introduced for trial for the Summer and Winter 1969 editions, in order to reduce the high postal charges resulting from the present system.

PRESENT SYSTEM

A DCI(RN) is issued about 5 weeks before the closing date of an edition requesting ships and establishments to send their orders to the editor by the stated date. As this DCI has little effect, reminders are sent out by letter, *postage paid by the magazine*, to all concerned about 2 weeks before the closing date, and, about one week later, yet another reminder to those who have still not sent in an order. The two main disadvantages of this system are that reminders by letter from the editor are too remote to be effective; and reminders by letter are too expensive.

NEW SYSTEM

A considerable number of SCOs have volunteered to act as magazine representatives. They are serving ashore in all the well-known naval bases at home and abroad and in a position to authorise reminders being sent through the base hand message organization when included with normal Service hand messages. They are also being supplied with the 'masters' of Order Forms and standard formats for issue about 5 weeks before the closing date for each edition, so that they need only produce sufficient copies for a general distribution to all ships and authorities in their respective Commands by the date indicated on the 'masters'. The particular feature of this new system as it affects THE COMMUNICATOR is the introduction of an Acquaint Note as a tear-off slip immediately above the Order Form portion of the standard format. When you receive the standard order form the 'TO' space on the Acquaint Note should indicate the particular SCO to whom you should return it when the details requested have been inserted. If all our readers would adopt the procedure of sending their ORDER FORMS direct to the Editor, and their ACQUAINT NOTES direct to the named SCO, then this should have

the desired effect of reducing postal charges and, at the same time, assist all those who have, or are about to, 'forget to order their copies!' It will make the editorial staff purr too!

STRAIGHT IN THE EYE

The article 'Around and About Weekend' on page 177 was extracted from 'Weekend' by kind permission of David Hill the editor. It's a great feeling to be able to look anyone straight in the eye and say 'I'm a Communicator'.

PRESENTATION OF SWORD BY LIEUTENANT W. T. ASH, RN (Retd)

Lieutenant Ash visited HMS *Mercury* to present his sword to the officer coming top of the 1968/9 (SD) (C) Qualifying Course. Lieut Ash, who is 95, joined as a signal boy on July 9, 1890 and was trained in the *Victory*, which was then the Signal School. He later transferred to the W/T Branch and was employed in the Coast-guard Service, qualifying as a PO Tel in HMS *Vernon* sometime after 1907.

He was subsequently employed in the Shore Wireless Service and was promoted Chief Officer (SWS) in 1919, at which time he bought his sword. He retired on January 10, 1929, with the rank of Lieutenant.

Our photograph below shows Lieut Ash presenting his sword to Sub-Lieut R. C. Styles, who came 'top' and, from l to r, Lieut Ash's daughter, the Captain, the Commander and Lieut P. J. Stembridge, the (SD) (C) course officer.



CRS J. PETCHEY

January heralded the departure from the Royal Navy of CRS John Petchey after nearly 30 years' service. The last four years were spent on an NCS engagement as an instructor in the EW section of *Mercury*. During this time he instructed several Netherlands Navy courses in current EW equipment.

In December CRS Petchey was invited to visit the Netherlands Naval Communication School and whilst there received a presentation from the Commanding Officer of the School. The following is a freely translated extract of an article concerning the visit that appeared in their magazine:



NETHERLAND NAVY MAGAZINE 'ALLE HENS'

'On December 9 at the Communications School all hands were summoned to tender thanks to CRS J. Petchey before he leaves the Royal Navy.

Chief Petchey has, at the British Signal School HMS *Mercury*, rendered a large contribution to the training of Netherlands Telegraphists in Electronic Warfare. He not only did this with much dedication and enthusiasm but also always offered great hospitality to the pupils in the, for them, strange surroundings.

The Commanding Officer of the Communications School, Commander H. G. D. Eysink-Smeets expressed the thanks of the Netherlands Navy to CRS Petchey and read out a letter from the Netherlands Ministry of Defence stating their appreciation for his dedication and hospitality. The Commanding Officer then presented this framed letter and a crest of the Communications School to CRS Petchey.

As the Fleet were in harbour many former pupils and friends of CRS Petchey were gathered in the CPO's mess later to say good-

bye. On their behalf the chief EW instructor of the school CPO W. Van der Veer presented CRS Petchey with a scale model of a UA8/9 and a Delft blue tea set.

These events served as a good example of the excellent relationship between communications personnel of both navies and their schools.'

AROUND AND ABOUT 'WEEKEND'

by the editor of 'Weekend'

If there is anything about which I feel a warm glow of achievement it is the fact that I once learned how to be a Petty Officer Telegraphist, Royal Navy.

During the War it was possible for the hard-pressed staff of HMS *King Alfred* to take in almost anybody and six weeks later turn out the reasonable facsimile of a Sub-Lieutenant.

The Signals Schools of Chatty Chats, Pompey and Guzz were, however made of sterner stuff, six weeks would get you halfway through a course that would make you an Ordinary Telegraphist.

Then you had to learn to be a Telegraphist, then a Telegraphist (Trained Operator).

If you still had the stamina to flog through yet another course you could aspire to become a WT3. This meant that after all that effort you were now a third-class wireless telegraphist. There was even a classification for a Lower Grade Third Class. It was humbling stuff.

The penultimate was to become a WT2. With this went the rank of Petty Officer. Petty, mark you. They gave nothing away in the Communications Branch.

It follows that without a slightest doubt the most superior person in the whole of His Majesty's Forces was a one-badge PO Tel.

Practically the only commissioned officers in whose company he would care to find himself were those of Flag rank. He treated all other alleged superiors with the condescension of a maitre d'hotel confronted by a tourist wanting beans on toast.

I am reminded of this because I was privileged to meet another, and more recently ex-PO Tel, while about my duties the other evening.

He was, curiously enough, virtually the only ex-serviceman I have met since the war who did not claim to be an ex-officer, had been about to be an officer, or wasn't an officer because he 'wanted to stay with the boys'.

I mentioned this to him and he was distinctly affronted. The real peril he suggested was that there were a lot of ex-Lieutenant-Commanders going around pretending to be ex-PO Tels.

It was a comforting meeting. I was relieved to learn that a proper sense of Naval values had not died with the wooden ditty box.

A SALUTE TO MR L. V. LITTLE

On March 19, Mr L. V. Little who has served as the senior steward in the Wardroom of HMS *Mercury*, retires after 22 years in that capacity. As Mr Little has given great service to the Wardroom throughout this period, the Captain, Sir Peter Anson, wrote to more than 400 serving and retired signal officers suggesting that a donation towards a present be made to mark Mr Little's retirement. The response to this suggestion was immediate and resulted in Mr Little being presented with a television set and over £100 in cash.

Mr Little started his Service career at Greenwich School in 1918 and qualified as a ship's Steward Assistant in HMS *Ganges* in 1919. He was rated a Supply Petty Officer in 1935, promoted a Temporary Warrant Supply Officer in 1942 and served in that rank until he retired in 1946. During his service career he served in HM ships *Coventry*, *Nelson*, *Royal Sovereign*, *London*, *Iron Duke* and *Blenheim*. His last appointment took him to Malta when the Islanders were beginning to recover from the effects of the blitz they had endured since Italy entered the war in 1940.

Mr Little has two outstanding recollections, first, that of all the Wardroom Mess Presidents during the 22 years, only one nearly made him 'hand in his cards' and secondly, the Derby in 1952, when, feeling quite convinced of the winner, he flogged Tulyar to all the occupants of the Wardroom Derby Coach, none of whom took the tip. But Mr Little did, at very good odds.

For the statistically minded, Mr Little served the thirsty with 7,982 bottles of champagne, 1,842 bottles of spirits and 7,776 gallons of beer, during the 22 years.



'In'



'Out'

STATUS QUO

by Lieut-Comdr Coggeshall

The article by 'Systems Engineer' in the Summer 1968 edition called upon us to keep things simple in order that they — the engineers — can get our signals through. He also hints that Communicators do not understand modern communication techniques. As one who has been in 'coloured material' and transistor type communications I can assure him that the boot is on the other foot. I would also remind him that many of today's best and certainly most experienced System Engineers are ex-brightwork polishing POT's.

For many years Communicators have successfully got on with the business of getting signals from A to B and kept the circuit open without the aid/hindrance? of swarms of technicians and a mass of complicated equipment. Technicians have created their own need for what are termed engineering channels which in turn has created a need for additional equipment. Furthermore they seem incapable of maintaining a circuit successfully unless they have an additional transmitter and receiver. This all requires more technicians to service the equipment and so Parkinson's Law is proved once again. Talking of DIGs and DTGs, etc, existing callsigns are apparently not suitable for engineers, are they fur-

ther trying to expand their empire? One can visualise a system engineering callsign book in addition to MOSE and MODCEINS.

The final straw is that, apparently, it is the quality of the circuit and not passing signals that matters. If a circuit is not 100 per cent — by their standards — then everything must cease until it is so. The last channel of communication is for engineering, if you please, and if we do have a message of sufficient earth shattering importance they may deign to pass it. No, System Engineer, it is you who must keep things simple or else communications will wind up as a means to technical perfection and we shall have lost sight of their true worth. As a tailpiece the following is an example of scientific technical jargon on which our communications depend (the channel being NATO, callsigns are used).

GYG DE ONY 27 — HAS YOUR MAINT
FINISHED ON BL 2001 PAL ???K K K K
DE GYG — AND RGRG MY MAINT
FINISHED K K
DE ONY 27 — WHAT WAS THE TBL K K K
DE GYG — TEE PEE TRUBS K K
DE ONY 27 — HUH? K
DE GYG — YEA TEE PEE TRUBS DONT
YOU BELIEVE ME OR SOMETHING K K
DE ONY 27 — WHAT HAPPENED YOUR
WIGWAM CATCH FIRE ??? K
DE GYG — OK TELEPRINTER K K
DE ONY 27 — GOT IT NOW AND WILL
GIVE TO ME APES TO SET WIT CHA
K K K K K
DE GYG — RGRG

GUGLIELMO MARCONI

1874-1937

by W. Collins

Signor Guglielmo Marconi was born of an Italian father, Giuseppe, and a Scots-Irish mother, Anna, at Bologna, Italy. He was interested at an early age in physics, chemistry and electricity. On the death of the German scientist Heinrich Hertz, who experimented with electromagnetic waves, Marconi decided to follow on his work, with the idea of making these waves a means of communication.

He was a practical man, and studied the theories and experiments of Hertz and other scientists, as far as he had been able. He succeeded in his experiments, and offered his invention to the Italian Government, but they showed little interest. He had learned English from his mother, and she suggested that he went to England, where he arrived in February, 1896.

Marconi visited the General Post Office, London, and was given every facility to continue his experiments by the Engineer, Sir William Preece. Here, on the roof, Mr. Kemp asked if he could assist the inventor, and so commenced an employ-

ment which was to last for many years. Kemp gave personal help, and also when necessary engaged other labour, and purchased material. This would be necessary when temporary aerials were needed. Soon Marconi was able to announce he could transmit a mile through the air without wires, and in June 1896 he took out, in London, the first patent in the field of wireless telegraphy. As with many new inventions, several countries had would-be inventors wrestling with the same problem, with a good deal of success.

Mention may be made of one, Poulsen, a Dane, who used an arc instead of a spark, to cause an aerial to oscillate. This was heard as an easily readable high note, much better than the flat crackle of a spark. The method and apparatus used to send and receive signals by radio, can be simply described as follows: the transmitter was an induction coil, joined to a spark gap inserted between an aerial and earth. When the morse key was pressed a spark took place, and the violent discharge set up electrical waves in the surrounding air. The receiver was a 'coherer' — a fine glass tube filled with iron and silver filings, which when influenced by the electrical waves, permitted the passage of the current from a local battery, which worked an 'inker' tape recorder.

Improved types of coherers came along — and were finally superseded by the magnetic detector, followed by the better known crystals. In 1897 Marconi and some farseeing friends formed a company. Marconi received half the capital stock and £15,000. At Chelmsford a plaque on the Marconi works reads: 'In this building was established in 1899, the first radio factory in the world, by the Wireless Telegraph Company Limited — later known as Marconi Wireless Telegraph Company Limited'. In 1897 Marconi made the first ship to shore broadcast between the mainland and the Italian Fleet. At Italy's request he set up a station at Spezia. In 1898 W/T was used to keep Goodwin Sands light vessel in touch with the Kent coast.

In 1899 the first message was sent across the English Channel to a point 32 miles distant. Also in 1899 a British light vessel equipped with W/T heard the distress whistle of a steamer wrecked in the Channel and radioed the shore, boats were sent to the rescue and all lives saved. In 1900 Marconi went to the USA and used his apparatus to report the Presidential election. In January 1901 Marconi, on Signal Hill, St John's Newfoundland, with a kite aerial, heard the letter 'S' (...) being repeated by his station at Poldu, near Mullions Cove, Cornwall. This success confounded those who thought it would be impossible because of the curvature of the earth's surface. In 1858 the first Atlantic cable was laid between Valentia, Ireland and Trinity Bay, Newfoundland, for the Anglo-American Cable Company, later renamed the Commercial Cable Company, in 1909. When the writer first visited this western end of

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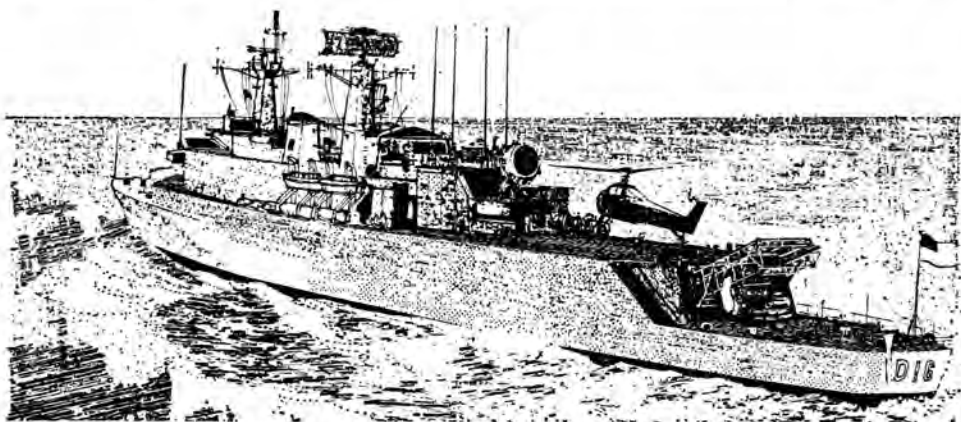
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the cables, the office was on the cliff where the cables landed. The cable instruments were the syphon recorders, and drum relays for automatic transmitting to New York, and other places, by cables of more recent date.

Trouble with kites to carry his aerial on the windy height of Signal Hill, near the entrance of St John's harbour in 1900-01 caused Marconi to later consider the idea of erecting a 200 foot mast on this site.

When this became known the cable company who had been watching the inventor's activities, claimed that they had the monopoly of communication on the Island, and Marconi was officially asked to cease his experiments there. The Canadian Government through its Minister of Finance, Wm S. Fielding, offered Marconi land at Glace Bay at Sydney, on Cape Breton Island, on which to erect a fully equipped station, gave him a sum of 60,000 dollars and entered into an agreement for him to build other stations in Canada. Building began in the spring of 1901, and by October the station was ready and trials with Poldhu began. Poldhu station had been destroyed by a storm and rebuilt.

An early transatlantic message from Glace Bay on December 21st, 1902, was from the United States of America, Theodore Roosevelt, to King Edward VII. This W/T station was later destroyed by fire, and rebuilt by 1910. Several countries honoured Marconi and decorated him — Italy created him a Marchese, and made him a high officer in the Fascist party. In 1909 he received the Nobel Prize in Physics.

The *Titanic* disaster in 1912 emphasised the value of radio — it brought ships to the rescue who would otherwise have been ignorant of this terrible disaster.

In 1930, Marconi was able, in London, to light up the Australian Sydney Exhibition by radio. He continued to experiment in radio waves in his 750 ton yacht *Electra*, which as well as providing secrecy, also put him out of reach of social calls.

Signor Marconi visited St John's, Newfoundland, in 1909, to experiment with aërials for a week, and the writer was permitted to be with him each day. Mr Round and Mr Kemp were with him.

Note by Editor

As I thought that readers may be interested in knowing more about Mr. Kemp and Mr. Round, as referred to in the above letter, I wrote to Mr. W. Collins (who is an ex-CPO Tel, and in his 87th year), asking for further details.

His reply is given below.

'I am glad to have your enquiry regarding my article on G. Marconi and to be able to answer it.

'Mr. Round was one of Marconi's colleagues. He served in the first war, and became a Captain! I believe a valve was invented by him, and received his name. This is all I know of him.

'Mr. Kemp was employed at the G.P.O. London, and so was able to go to the roof and ask if he could assist the inventor. Thus began a long period of employment in which Kemp acted as Clerk of Works when aërials, etc, were required to be erected. He bought the material and hired the labour. Kemp died about four years ago.

'The inventor came onboard HMS *Brilliant* at St John's, Newfoundland, possibly in May, 1909, to see the Captain, and asked if the wireless ratings might accompany him. He proposed to erect and experiment with some aërials. The Captain agreed, and that is how Telegraphist Russell and PO Tel Collins were able to be with Marconi each day for a week.

'My article was based upon information acquired during a long period, and also upon my personal knowledge. I had to cut down the length of my writing owing to the cost of printing. In fact, it was decided that the cost was too great — and this was the last of the "Legion News".

'My name is that of an Exeter family — we have the "tree" back to 1690 — they were farmers, and later five generations of tailors in London. The Educational Supply Assn was of this family — my father's nephew in fact.

'My father, Thomas Collins (1821-1913) the fourth son. His father born in 1789. I joined the Royal Navy in 1900: and applied to join the proposed W/T Branch — AFO in May 1907. Until then a second class Yeoman of Signals controlled by the W/T office, in ships so fitted.

'Of interest perhaps. — In St John's — Marconi used an adjustable inductance wound upon a 7 inch ebonite cylinder (which he dubbed his "top-hat"). S. G. Brown's telephones were used — he had several, and lent me one pair — to be returned to London when I reached England. The detector was a piece of carborundum, with cell and sliding resistance. He lent, or rather gave, me one — a wood bass with two springy brass uprights. He came to Newfoundland from Buenos Aires, where he had been similarly engaged.

'It is possible that Maquise and the late George Eames have given you much information, but if I can help further, please do not hesitate to ask me.'

NON-CONTINUOUS SERVICE CHIEF RADIO SUPERVISOR BILLETS WITH THE RNR

Although the Defence Statement of July, 1967, led to a considerable reduction in the number of NCS billets in the United Kingdom, it may be helpful to know that the Admiral Commanding Reserves is still required to find reliefs in the event of an NCS billet becoming vacant.

NCS Chief Radio Supervisors' billets are presently established at the following places: Notting-

ham, Sheffield, Stockton-on-Tees, Norwich, Exeter, London (Staff of ACR).

Any CRS who is nearing the end of his pensionable Naval Service and is interested in the possibility of working with the RNR in one of these NCS billets should apply for further information to:

The Staff Communication Officer, Office of The Admiral Commanding Reserves, Ministry of Defence, Old Admiralty Building, Whitehall, London, S.W.1. Tel. No. 01-930 9000 Ext 56.

SOJOURN TO DIXIELAND — USS SPRINGFIELD

by RS E. Scott

As a Communications Rating, I joined the *Springfield* with some misgivings. The Royal Navy and the United States Navy had arranged to exchange Radio Supervisors, *Eagle*—*Springfield*, for a short time during Exercise 'Silver Tower', ostensibly to liaise and assist, particularly with AT routing. As an Englishman, or more properly a Cornishman, I was delighted to be given the chance to work with our ex-colonial allies. There are several myths about the USN that we in the Royal Navy have grown to accept without questioning too closely. For instance, that an American warship is incapable of proceeding to sea unless its gunwales are awash because the thing is packed with ice-cream, pepsi-cola and chewing gum. That all American Commanding Officers are carbon copies of John Wayne for big ships or of Humphrey Bogart for smaller vessels. That they are invariably clad in Levis with a leather jerkin, wear baseball caps on the bridge and only remove the cigar stump from their lips to 'ball out' the Executive Officer. Myths of course, but it is fairly easy to discover why they have been formed — Hollywood. Perhaps if the

Communist Bloc countries controlled the American movie industry they might attain their ideals in a very short time.

The first person I met in *Springfield* was the Executive Officer. He was clad in — he would be — Levis, a leather jerkin, and was that a cigar clamped between his teeth? It was. I was dressed in flying gear, having just left the helicopter which had flown me over and was therefore slightly conspicuous. 'Hi' he said, 'who are you?' 'Good morning Sir', I replied, 'I'm from HMS *Eagle* on an —', 'USS What? Say where d'ya learn English so good,' He could be forgiven for not knowing that the USN had a ship named *Eagle*, they have so many. Explanations followed: he was 'glad to have me aboard', and was pleased that I thought it a very clean ship. The meeting took place in a sort of canteen flat, the bulkheads of which were adorned with soft drink dispensing machines etc. He continued on down the main passageway peering under obstructions and machinery with the aid of a torch. I got the impression that if he discovered dirt or dust anywhere then the person responsible could be excused for jumping over the side.

I eventually found the chap who was to relieve me in *Eagle*. A mini-American of the short and round species. Whilst he was climbing ungracefully into my flying gear (which I had just vacated) I casually mentioned that we had recently lost three helicopters for gravitational reasons. He gulped, went slightly pale and let rip with a rubber muffled tirade of abuse against fliers in general and naval aviators in particular. The outburst contained several references to a senior member of the Holy Family. Name dropper. I gather that he did arrive safely onboard *Eagle* but that it was sometime before he could be induced to speak. In the sleeping accommodation I was shown my 'rack' a descriptive if quaint term for

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DEPARTURE OUTGOING TRAINING COMMANDER



'pit', and a small tin box locker which would only just hold the belongings I had brought over in a briefcase. The only other furnishings in the living space were two chairs and a laundry bin. So much for presupposed luxury, the USN do not allocate messes as we know them until ratings reach the rank of CPO. Incidentally this rank is attained by sitting a competitive professional examination for each of three grades.

To gain access to the Main Communications Office (Shack One), one had to be in possession of a door opening code. This was quite elaborate. On reflection it is perhaps not such a bad thing that American ships are 'dry' — after a tot or so, the afternoon watchmen might still be trying to get into the office at four o'clock! I do not intend to describe the office, enough to say that the equipment and layout were both superb. On introduction to the communications staff, I found without exception, friendliness and good humour. They were, it seemed, really glad to have me on-board. Two watches (chow-to-chow) was the order of the day for the whole ship's company. On watch in the shack — two communications officers, two or three chiefs, three petty officers, first or second class and so on. A little more than we are used to. My impression was that the American regarded me guardedly, perhaps pondering on the absence of a parrot, hammock, stone jar of rum and beard and what have you. However, we did get along well together, and I was able to be of some use to them professionally. I didn't go much on the Master-at-Arms (complete with Sheriff's badge) dragging me out of my rack at 0600 daily. My protests that I had permission to sleep in from the Queen and the President fell on stony ground. On two occasions I was stopped by sailors who asked in wonderment whether they really let you keep your hair that long in this outfit. The *Springfield* special trim by comparison would make both Shotley and the Royal Marines blush with shame. When the word was passed that there would be 'liberty' in Edinburgh, I was almost continually surrounded by sailors with questions to ask. How much is that in dollars, does it take more than an hour to get to Wales, what do the Scots chicks wear underneath, will they have to wear tropical whites ashore, and so on ad infinitum. Oh well, I was thinking of opening an impromptu travel bureau cum information centre. There was another member of the RN serving in *Springfield*. He asked me to come along and see him . . . — 'how much did you bring over' he said anxiously. 'None', I replied. 'Goodbye', he declared. He giveth and he also taketh away.

I left the ship with many pleasant memories and having made many friends. One does not get the chance very often, but if you do get the chance to serve with the USN then do.

With no comment from me, I'd like to say that at no time did I hear the word Vietnam mentioned. That, I think, is a pretty sobering thought.

AUTOMATION AND THE COMMUNICATOR

by Lieut (SD) (C) R. A. Cobb, RN

As communications become more automated, is there a danger of us becoming mechanised too? There is a school of thought which suggests that we should look no further than the DIG of any message; whilst this is understandable, especially in view of the ever increasing traffic loads, it will tend to make us mere extensions of the equipment we use, feeding it a steady diet of tapes. Between the wars the standards of operating in the Communications Branch achieved an extremely high standard. The strict procedural control and the speed with which signals were passed by W/T on VS meant that operators had to be at the peak of their proficiency and alertness. This engendered a pride in their skill and it was considered an honour to be selected to man Aux wave or the flag deck. 'Steam' communications are still required and will be for a long time yet. We can therefore maintain that expertise which the pre-war sparkers and buntins had, but it will need a lot of hard work to achieve the standards they reached.

Inevitably mechanisation crept in; high speed morse transmitters and undulators, RATT, Tele-dis, On line crypto, TARE and AMRAD. Even the introduction of V and UHF voice has brought its own brand of expertise. Automated message handling systems have to work on a strict 'Precedence/first come first served' basis, but they have a cross office speed of many hundreds of words per minute and are unable to work in any other fashion. In a branch which has always prided itself on using its intelligence there is the danger that we might become conveyor belt operators.

Some incentive is therefore required and it can be found in the acquisition of modern communications techniques. Speed of using a teleprinter, ensuring that the correct format is used and knowing why, are basic skills. From these, the progression through the knowledge of world wide, high speed automated communications, computer and data processing and into the science fiction world of satellites makes it possible for the communicator to take pride in his work, use his intelligence and avoid becoming merely a 'tape reada feeda'.

21 YEARS AGO

by CRS Hassell

'As stocks are now available, (C) officers wishing to purchase a Signal Officer's Tie should apply to . . . etc, price: 5s 6d, plus 1 CLOTHING COUPON'. This appeared in the Easter Edition of *THE COMMUNICATOR* 1948, which had, by the way, gone up a further 3d and cost 1s 3d per copy.

Other items of interest . . . The new yacht was put into the water about March 20 and named *Meon Maid*. It was announced that the title Signal Boatswain and Warrant Telegraphist was to be replaced by the title Warrant Communication Officer.

The news that Britain is to dispose of five capital ships — the battleships *Queen Elizabeth*, *Valiant*, *Nelson* and *Rodney* and the battle-cruiser *Renown* — has been received with feelings of regret in naval circles in all parts of the world. They are considered to be of little value in any future war.

The first craft to be powered by gas turbines has been taken to sea by the Royal Navy. It is HM Motor Gun Boat 2009, a 110 foot triple screw craft.

The light aircraft carrier HMS *Magnificent* has been undergoing trials and is to be commissioned for service with the Royal Canadian Navy.

AGM 726A of December 24, 1947 — Calls for volunteers from Chief Yeomen of Signals for transfer to Aircraft Handler.

MR L. T. LILLEY — CIVILIAN EXECUTIVE OFFICER

Mr L. T. Lilley the civilian executive officer in HMS *Mercury* died in Queen Alexandra Hospital on Tuesday, March 5. He was 63 years of age and leaves a widow.

His funeral was held on Wednesday, March 12 and was attended by Cdr P. J. Russell and Lt Cdr J. A. Smart, representing the Captain and officers of HMS *Mercury*, and by Mr W. C. H. Bugg, Mr R. H. Sowden representing the civilian staff.

Mr Lilley entered the Civil Service in 1936 and was promoted to Executive Officer in 1956. During the war he served in the Royal Artillery and left in 1946 as a Bombardier. He was appointed to HMS *Mercury* in December 1958 and gave a great deal of his own time to the Mercury Car and Kart Club of which he was a founder member. Among his many other activities he was chairman of the Hambledon Cricket Club, and chairman of the Waterlooville Horticultural Society.

LETTERS TO THE EDITOR

COMMUNICATIONS OFFICE,
COMSTANAVFORLANT.

Dear Sir,

Since the members of my communication staff submitted their last article we have come across a new item which we have adopted for use in the Standing Naval Force Atlantic which is not new but would always be a nice rerun. We use it as a 'Safety Rules for the Operation and Maintenance of Teletypewriters'.

ACHTUNG

DAS MACHINE IS NICHT FÜR GERFINGER-
POKEN AND MITTENGRABEN, IS EASY
SCHNAPPEN DER SPRINGENWERK,
BLOWENFUSEN UND POPPEN CORKEN
MIT SPITZENSARKEN.

IST NICHT FÜR GERWERKEN BY DAS
DUMMKOPHEN DAS RUBBERNECKEN,
SIGHTSEEREN, KEEPIN DAS HANDS IN DAS
POCKETS, RELAXEN, UN WATCHEN DAS
BLINKENLEGHTS.

Yours truly,

W. WILLIAMS,
(Lt-Cdr US Navy)

30 HEATH ROAD,
WEST HARROW,
MIDDLESEX

Dear Sir,

ON LEAVING THE ROYAL NAVY

Almost a year ago, I left the Royal Navy, as an RO2(G), having completed 12 years' service. Before leaving I went for the usual resettlement interview and was told about various jobs and government training courses that were available. Mostly they were manual work and not very well paid. As a married man with two children, I considered

that the minimum acceptable salary would be in the region of £850 per annum. My savings during my time in the Navy were negligible so it was, therefore, of prime importance not to be out of work longer than absolutely necessary.

It soon became apparent that neither the Resettlement Board at Portsmouth, nor the Ex-Forces Employment people in London (whom I also approached), were going to be able to help me. During my final year in the Navy I had collected a mass of information about many and various jobs including Police, Fire Service, Prison Service, Ambulance Driving (I am a keen driver), Post Office (as radio operator, T/P operator, postman, and work behind the counter), Diplomatic Wireless Service, etc. The most promising appeared to be a position as a cypher operator with the Diplomatic Wireless Service, at a starting salary of about £1,200 per annum, including overtime (not optional). I applied for this and, while waiting for the interview, etc, talked my way into a job as a temporary clerical officer in the Civil Service. This job proved so satisfying that I wrote to the Diplomatic Wireless Service terminating my application.

The qualifications required by the Civil Service Commission for the post of clerical officer are five 'O' levels. I only had one (English). It is, however, possible to take the Commission Open Clerical Class examination. I took, and passed this examination, and I am at present earning about £1,300 per annum (including overtime). Prospects in the Civil Service are excellent and I recommend all ROs who are about to leave the Navy to consider this as a possible career.

Yours sincerely,

J. M. H. TAYLOR, (RO2(G))

GOING THE ROUNDS IN MERCURY

THE CHIEF PETTY OFFICERS' MESS

by CRS D. L. Alderson

The President: D. L. Alderson, CRS

Vice-President: J. V. M. Smart, CCY

Secretary/Treasurer: J. N. Hilder, CRS

Mess Committee: K. Melton, CRS;

J. E. Eilbeck, CRS; R. G. Smith, CRS(W)

Entertainments Committee: D. L. Palmer, CRS(W);

R. P. Robinson, CH C EL; D. T. A. Tucker, CRE

Welfare Representative: R. F. Yeo, CRS

Once again we find ourselves trying to beat the deadline and get this article to print in time. It would appear that this is the third consecutive article to be written by a new President — this is just one of the differences between my job and the other fellow in Washington DC — his four yearly stint does not become involved with GSC's. Since our last article, the Mess has seen the departure of the NATO members and the Iranians have taken up semi-permanent residence in the Royal Naval Barracks. Apart from a steady flow of PCT course, the victualled numbers during the term has rarely exceeded one dozen. Together with an RA membership of 68, the eighty odd Mess members continue to flourish with the aid of the fruit machine!

Our sporting activities have been badly interrupted by the continuing inclement weather and on a number of occasions, on finally getting a team together, the snow, rain, fog or other hazards, precluded the games being played. Our hockey team has now been sadly depleted with the departures of CRS Buchanan, CRS Reitzler and CRS MacDonald. We are hoping to put up a good indoor sports team to take on the Wardroom in the Sea Dads Trophy bi-annual event, first playing away*, at the Fox and Hounds, Denmead, and in September, at home in the Chief Petty Officers' Mess. It would appear that we have two recent defeats to avenge! Two dates to bear in mind then, are September 13 — the Chief Communication ratings Reunion in *Mercury*, and September 25, when the Chief Petty Officers are hosts to the Wardroom in the second leg of the 1969 Sea Dads Trophy. (*played and WON by Chief Petty Officers.)

On April 11, we are holding our Mess Dinner Dance in *Mercury* and not in the Curzon Rooms on April 10, as previously published. This is by way of an experiment in order to utilise existing facilities in the Mess and thereby cut outside expenses to a minimum and also to try out the effectiveness of bringing in an outside catering company. It was during our Christmas Dance at

the Curzon Rooms that we managed to get together four ex-Mess Presidents. Their present whereabouts can be seen further on in this article. I feel a lot of interesting articles can be written by members of the Mess and I therefore intend to invite them to become our 'Pen Portrait of the Term': CRS 'Jackie' Fisher has kindly volunteered to be our first! It was thought that JJR could provide an extremely interesting article, but it was felt that part one of his memoirs, in six different volumes would have been too great a task for the printers!

A Mess games night social was held on Friday, February 28, and our congratulations go to the Mess champions, who each received a miniature trophy:—

<i>Sport</i>	<i>Champion</i>
Mess Snooker	CRS Jim Maddran
Mess Darts	CRS Colin Johnson
Darts Doubles	CRE Tommy Tucker and CPO(CK) N. Chamberlain
Mess Table Tennis	CRS Gordon Laws
Table Tennis Doubles	CRS Gordon Laws and CRS Jackie Fisher

Runners Up

Staff Sergeant Henry Higgins, Staff Sergeant Henry Higgins, CRS Colin Johnson and Staff Sergeant Henry Higgins, CRS Jackie Fisher, CH SHPT Reg Eccles and CRS Colin Jackson.

Perhaps the biggest surprise was the apparent ease with which the deadly combination of Tucker and Chamberlain beat the favourites Johnson and Higgins! Although the Chief Cook being a member of the S and S branch (Sixpenny Sharpshooter), was known to possess extraordinary talents with the fruit machine, his latent powers with the arrows was not so well recognised! As expected, the Fisher/Laws combo in parallel proved too good and duly swept aside all opposition. It was a great pity that JJR who has actually witnessed many a game on the centre court during the lunch hour, was not present on the night of yer actual professionals in combat!

To all our members about to leave the Service, we sent our best wishes, particularly to those who are taking up appointments with the Bank and with the Securicor Company. These ex-members will be suitably placed in a position to help the Mess, should we become anything less than solvent! If the Bank refuse a loan, we could always arrange an accident with one of the cash-and-carry Securicor vans!

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PRESIDENTS OF THE PAST — WHERE ARE THEY NOW?

The photograph below, taken at our Christmas Dance at the Curzon Rooms shows, standing from left to right — Ted Palfrey, John Maye, Gordon Laws and Jack Kelson (seated — the President, CRS Alderson) —



TED PALFREY He was President from June 1967 until March 1968. He went to pension April 1968 and is now employed on the staff of Rear-Admiral Gordon Lennox, Sergeant-at-Arms of the House of Commons. He is also a member of Jimmy MacDonald's First Eleven in the 'Rising Sun' at Clanfield.

JOHN JEFFERY MAYE Joined the Royal Navy in March 1935 and left the Service in January 1960. He was President in 1958 and 1959. He is now working as a Technical Secretary with the Plessey Electronic Company. He was awarded the BEM in 1953.

GORDON LAWS Joined the Royal Navy in 1938, was President in 1965 and 1966. After completing his fifth five in 1967 he commenced his NCS engagement as the ICS instructor in Dreadnought block. Has taken through many an advancement class and a vast number of PCT's. Still enjoys a regular game on the centre court in the Mess during lunch hour, with his junior NCS partner, Jackie Fisher.

JACK KELSON A well known instructor of 'T' section and 'O' section fame — those who recall the days of the Chocolate Frog and the musical cushion will no doubt remember him! He was President from May 1962 until June 1963 and was awarded the BEM, in the new years honours of 1962. He is now with the RNR serving in HMS President.

PEN PORTRAIT

CRS (RCI) V. G. FISHER, BEM

CRS Fisher joined HMS *St Vincent* in August, 1939, as a Boy 2nd Class. This training establishment was transferred to the Isle of Man on the outbreak of the Second World War and it became HMS *St George*. He was drafted on completion



of training to HMS *Aurora* in November, 1940, and saw service in the Atlantic, Northern waters and in the Mediterranean. Operations at home included the search for the *Bismarck* and the evacuation of Spitzbergen. In the Mediterranean, HMS *Aurora*, together with HMS *Penelope* and the destroyers *Lively* and *Lance*, formed force 'K' and were responsible for inflicting heavy losses on enemy shipping supplying forces in North Africa. Before the ship finally left Malta, most of the Junior Communicators were drafted ashore to *Lascares* — exchanging places with more Senior ratings who were overdue for relief.

He then remained in Malta throughout the siege until early 1944, apart from a period of service in MTB's and with Naval parties on the North African coast. On being relieved, he returned to the United Kingdom and in June 1944, joined the Staff of CS 10 in *Diadem*, subsequently serving in HM ships *Jamaica*, *Kent*, *Vindex*, *Campania* and *Indefatigable* on operations in Northern waters and on Russian convoys. After a brief spell in *Mercury*, qualifying for PO Tel, he was rated in June 1945 and drafted to HMS *Boxer* in the following August. After trials the ship sailed for the Far East, for operations in the Malacca Straits, but with the Japanese surrender the ship turned back to Malta, returning in due course to the United Kingdom.

Since the war, CRS Fisher has served in HM ships *Rotherham*, *Wakeful*, *Daring* and *Centaur* and was selected to serve as the CPO Tel in SS *Gothic* for the Royal Commonwealth tour in 1953/1954. The naval communications in *Gothic* were responsible for arranging long distance telephone calls for the royal party and facsimile transmissions for the embarked Press (this was in addition to the normal communication requirements).

His shore time includes a period in Ceylon, at Ceylon West Radio Station, several stints in *Mercury*, as RN Long Course instructor to three classes and twice as 'T' Section instructor. After serving with the Solent RNR Division, as Staff Instructor for a short period, he applied for a

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post in the newly formed Statistics Group of the User Requirements and Trials Section in *Mercury* and was accepted and remained with the group until completing his fifth five engagement in January 1969. He then re-engaged on NCS in the same appointment.

His services in the SS *Gothic* resulted in his being awarded the Royal Victorian Medal which was presented by Her Majesty the Queen at an Investiture held in *Gothic* while in Aden. He was also awarded the BEM for service in HMS *Centauro* which included the *Laconia* disaster, East African mutinies, Radfan Operations and service in the Far East during the Malaysian confrontation.

In closing this article we should like to offer our congratulations to CRS Kenyon and Tom Ryrie (ex-CCY) on being awarded the BEM.

(By the Editor: It was a pleasure to receive this well prepared and informative article by the President of the CPO's mess.)

THE PETTY OFFICERS' MESS

The President: RS Lucas

Vice-President: CY Manser

Secretary: RS Sleight

Mess Committee: RS Tugwell, CY Lennon, RS Nolan, RS Shuttlewood

Entertainments Committee: CY Batten, RS Tugwell, RS Walker, RS Killoran

Socially the Mess is doing quite well, we have been trying to arrange social evenings with various local clubs, so far we have had two at-home legs, darts/dance one with the Portsmouth Football Supporters' Club and the other 'The Crow's Nest', both of which were enjoyed by all who came. The end of term function is under way at the present moment, but by no means finalised at the time of going to print.

In the sports world, the Mess is still holding its head above water, as it seems that the older one gets, the better you get at expending energy on the sports fields, this shows in the *Mercury* football team, where the team is made up of 90 per cent of Mess members, and we are through to the semi-finals of the Portsmouth Challenge Cup. The challenge we made in the last edition of *THE COMMUNICATOR* still stands, and this goes for darts teams too, any ship or establishment who thinks that they are good enough, can, by all means try their luck, by challenging us on a Home and Away basis, of course.

HMS MERCURY RIFLE CLUB

by Sub-Lieut P. E. Worthington

The Rifle Club has had quite a good season since the last entry to the Magazine, and is rightly proud of itself. At the end of last year we were

informed by the National Small-bore Rifle Association that the Establishment had won the 'Cnevron Shield' from an Army Establishment. This shield is awarded to the Service Club qualifying the most members for the NSRA Marksman badges. This was quite an achievement as *Mercury* had not attempted any serious competition until the season was halfway completed. We are well on the way to retaining this shield, and are ready to welcome anyone who feels that they can assist us in this task. This year, for the first time, will see the Club entering for the 'Pistol Newark Trophy' which is awarded annually to the club with the highest number of pistol marksmen qualified under NSRA rules.

At the time of going to press the Club has been entered for the Portsmouth Command Rifle League Division 1 and 2, Portsmouth Command Pistol League and the Portsmouth Command Wren's Rifle League. In each of these we have only lost one match out of four. We are also entered in the Hampshire Rifle League, where we have lost only two matches out of nine, and in the Southampton League, where we have been unbeaten in ten matches. In December, last year, the Club were invited to take part in the Southampton and District disc smashing competition at the Marchwood Power Station Rifle Club. Against some very strong competition put up by over 80 teams from 22 clubs, the Club came away with the prize of the Southampton Festival Trophy. This was won for us by Chief Petty Officer (GI) Luff and Radio Supervisor (W) Wood. Spectators and competitors were given a grand stand view of the shooting by means of close-circuit television.

The Club has been established without doubt by CPO(GI) Lug and PO(GI) Byne, who have both worked hard to gather the interested together. However the Club has felt a bitter blow in the drafting of CPO Luff, and wish him every success in his new position at HMS *Cambridge*. We welcome his relief CPO Broadhurst and wish him every success in the chair. Membership of the Small-bore Rifle Club is open to all Communicators and new members are always welcome. We also look forward to welcoming all those past members who return to HMS *Mercury* in the near future.

NEW ENTRY SPORT

by Sub-Lieut (SD)(C) P. E. Worthington

Sport in the Squadron has progressed in the normal way, and although there are no shining results to speak of in the inter-divisional contests, the New Entries have taken an active part in the establishment sports. Five of our number play regularly for the ship's rugby team, two of whom have been chosen for the United Services Colts. During the past season four Squadron members have won their rugby command colours. Soccer has seen similar enthusiasm with two

regular players in the establishment team. Hockey has not been left out with four members of the New Entry Squadron playing regularly in the *Mercury* team.

The Winchester College soccer match mentioned in the last issue of the magazine was duly played off with *Mercury* as the hosts, and finished with tea in the NE Canteen and a quick tour of the establishment. With some very strong vocal support, the Squadron teams produced some excellent football and gave us satisfaction in winning both games. The 1st XI won 3-1, and the 2nd XI gave us an exciting score of 2-1.

Fixtures were also arranged with Fort Southwick Comcen team and this gave the young members of the Squadron some good experience of playing against senior opposition, and of course added training as a team. An under-22 match was arranged with the Young Seamen's Division of HMS *Bulwark* and with some hearty support from the Squadron *Mercury* came out the winners with an exciting result of 5-3.

The midweek sports continue to be played and a 'Blood Shield' has been introduced into the competitive field. It may be played off with any sport recognised by the Sports Officer, and challenges are issued and if not accepted then the trophy is handed over. The two matches so far involved have been exciting one, Knowles beating Howe at soccer, and Pasco taking it away from Knowles in rugby. It is hoped that this will encourage more interest in inter-divisional sport, not only on Divisional activity days but also at weekends and after instructions, in the evenings. The Division holding the Shield the most times in one term will be awarded the Squadron Cock to hold for the following term.

With the summer approaching us fast now, we hope that the appropriate sports may be played early in the season, to enable us to see just what talent is available. So if you are a budding swimmer, or a promising young cricketer, start shaking out your clobber now, and brushing up rules, for we are on the scout — now.

THE MERCURY CLUB

by the Chairman

We don't see an article very often from the Mercury Club, so perhaps this is an opportune moment to remedy the omission. The Club continues to run with gusto that can be heard way past the main house, and on a clear frosty night, we're told, that they even dance to our music in the 'Sun' at Clanfield, and the two pubs at East Meon.

Dances are held every Thursday, and admission is 4s on pay days and 2s on blank weeks, and they continue to be increasingly popular. The special dances this term have been 'The Valentine's Eve' and 'Shipwreck', attendances being approximately in the region of 450. Well known groups which have proved popular this term in-

clude 'The Onyx', 'The Sky', 'The Embers' and 'The Red Squares', most of whom we hope to be able to engage again during the summer term. For the end of term dance we have booked 'Sounds Incorporated', 'The Sky' and 'Teddy Saunders Jazz Band', continuous music from 8 pm till 1 am, with extra bar and transport facilities. Tombola is played the Tuesday following pay day, but much more support is required.

In December we saw a change of Chairman and Secretary, and would like to take this opportunity to thank both CCY Tony Atkinson and LRO Eric Bishop for their hard work and endeavour behind the scenes, and to welcome their successors CRS Ron Yeo and LRO Roy Grimsey.

FORTH DIVISION RNR

by the Auld Yin

It seems some considerable time since something appeared in this magazine for which omission we hope you will excuse us.

Under the excellent administration of our DO Lt-Cdr (C) G. N. L. I. Melville-Mason, RNR, ably assisted by our two permanent staff Instructors CRS Chaplin and CCY Tweedie-Walker, the Branch has prospered for some time. However, this doesn't stand still and January has brought changes to us and we say cheerio to CCY Tweedie-Walker and wish him success in Malta and at the same time we say hello and welcome to his relief CCY Watson. To add further to our woes, the close liaison we have enjoyed with our affiliated ship HMS *Fife* has also ended and we now have HMS *Keppel* in this respect, to the respective departments of both we say the door is always open and you only have to make your number, if *Keppel* can match our 'Flymen's' efforts then we are indeed in for another hectic year.

Last year, our sea tender HMS *Killiecrankie* took part in four exercises being only one of the three divisional tenders to do so, and in addition she was at sea for thirteen weekends and also took part in the Western Fleet Review in the Forth. Looking back we find that *Killiecrankie* was at sea for one in three days during the running season not a bad effort for weekend sailors, and to those from the inland centres and other divisions who helped to make this possible a very big thank you. Looking ahead we see that an even bigger effort is called for this year with a total of five cruises to get through.

The WRNR have also played their part nobly having contributed a very large effort in keeping the Branch to the fore in such activities as shooting, sailing, fencing and we are sure no one will begrudge our praise when we say their support at ships' company dances, social evenings and the children's party made all of these successes they were. That is our effort and we close by saying that if you are in this 'air' then look us up on any drill night or Saturday/Sunday evening when WE are certain you will be very welcome.



NEWS FROM GIBRALTAR

Being informed by the powers that be that not enough is known about our little colony, we have scribed this chitty. Here we are on our little lump of Rock (3 miles by 1 mile) just at Franco's elbow, which, I might add, gives us a few digs now and then. The days of jaunts across the 'gap' are over. So we must turn to our own resources — Gib. The Commcen or Tunnel Club (to the members), is situated in the Rock itself. Contrary to popular belief it is not manned by Rock Apes, although this thought may flash through the minds of our superiors occasionally. We won't bore you by saying that we work too hard, too long and with little time off, as this is an accepted fact in our Branch.

Visiting ships may think that 'Jenny' and 'Jack' have fallen out. This state of affairs is only temporary due to the rebuilding of *Rooke*. We hope to return to the fold in the near future. At present we are accommodated with the RAF and thousands of screaming 'pongos' (at present Royal Anglian Regiment) at North Front. Life is never dull!!! First impressions of life in a sun-soaked corner of the Med, faded with the paling sun as the days of lying on the beach, tennis, rowing, swimming, sailing and water-skiing came to an end and the Wrens wondered how they could exist through the interminable forty-eights on and forty-eights off until the search for bikinis and sun oil started again.

Those at home on the hockey field found ample opportunities to score a multitude of cuts and bruises, not to mention one or two goals, in successive matches, friendly and otherwise, against all the teams ashore and afloat. Netball, basketball, squash and shooting all have their ardent supporters who keep in trim at the Naval wives' keep-fit classes. A team of Wrens, who were persuaded that they could be quite bright entered a BFBS Quiz 'Top of the Rock' and enjoyed a short lived glory. Others with operatic potential joined the Services Choral Society in a production of *Pirates of Penzance* and there is a buzz that the Yeomen



Some members of the Wrens Hockey Team 1968/1969: Pauline Birchall; Gwen Dickens; Marcia Jackson; Jinx Jenkins; Carolyn Towers; Jo Florence; Bridget Cox; Monica Warner; Pam Walker; Carri Barker

of the Guard are soon to storm this rocky fortress.

Over the last few months quite a few dances have been held. The Wrens' New Year Dance at the RAF Frontier Club, which looked like a reunion of the armed services, was enjoyed by all participants. Regular runs ashore are the same here as anywhere to such exotic sounding places as the London Bar, Fox and Hounds, Barnacle, Six Steps Down, Chimney Corner, etc. All in all, it's not a bad old place with a ferry trip to Spain not too impossible and Tangier, the gateway to Africa only three hours away by sea. Many of our friends have found time to seek out husbands and with the coming of Spring there will be several Army / Navy / Air Force relationships firmly knotted.

GOODBYE/WELCOME

We say 'goodbye' to Lieut K. Schofield. We shall miss his familiar silhouette walking along the Commcen tunnel. He has been OIC COMM-CEN here for over two years and seen a few excitements such as the Referendum and the Rhodesian talks on both *Tiger* and *Fearless*. We wish him the best of luck in his new job on the Staff of FOCAS.

At the same time we welcome Lieut R. O'Brien from SM 1 staff at *Dolphin* and hope that he will enjoy his time out here.

A YOUNG WREN WHO IS SHOOTING FOR THE BULL

Wren S. J. Robinson who until recently was at HMS *Mercury* on part II training for radio operator (Morse) has outshone her contemporaries in the rifle shooting world. With willing assistance from the GIs she soon took part in the inter-Unit matches. She was selected for the Portsmouth Command 'A' team and also for the inter-

Service rifle championships held at RAF Uxbridge on February 10.

We take this opportunity of congratulating her on an excellent performance and wish her all the best for the future.

NEWS FROM HOME

Wren Radio Operator's Advancement

As at the beginning of March, the Wrens' advancement rosters stood as follows:

To Leading Wren Radio Operator (awaiting course)	122
To Petty Officer Wren Radio Supervisor (awaiting course)	14

Advancement courses this term include:

ADVANCEMENT 1/69:

Ldg Wrens Smith, Squire, Lalor and Wrens Watt, Morris, Hariday, Crompton, Rush, Wilkinson, Hill and Arnott.

ADVANCEMENT 2/69:

Ldg Wrens Gardner and Evans and Wrens James, Barker, Gowan, Gibbs, Jessop, Jarrett, Horsfield, Howard, McEwen.

FORT SOUTHWICK

Because of a conversation between a certain assistant editor, who shall remain nameless, and our divisional officer, Fort Southwick Wrens 'decided' to appear in the magazine. The complement of twenty Wrens (mostly morse), are 'mothered' by 3/O P. Booth, ably assisted (!) by PO Wren I. Brown. The work is so great here that you queue up to send a signal! Someone got the buzz about this so quite a few Wrens are 'loaned out' to other establishments including Malta and Gibraltar, as course reliefs or for exercises. Our own Wrens who have been on recent advancement courses have been successful, the latest two being Linda Watt and Penny Start.

Our 'Father' is Lieut 'Tug' Wilson, at present residing in Haslar and we wish him a speedy recovery. Lieut Wilson has organised various sports including hockey and netball, at which we have not yet been successful but I'm assured that we are getting better. A sports club is under way for various indoor sports including badminton and table tennis. Come summer it is hoped to field a cricket team — any takers? We are losing a lot of Wrens this year as the marriage bureau has been working overtime. In fact we lose three this month. So any Wrens wishing to come to this desirable place (only 178 steps to climb!) your chance could come up this year. As the marriage bureau failed for 3/O Booth, she decided she would leave us for the sunnier climes of the Mediterranean, where we wish her every success. The Fort is a close 'nit' community but we assure you that new members are always welcomed.



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SHIP-SHORE NEWS

HMS ANDROMEDA

by RO2(T) M. K. Williams

(One volunteer is better than 10 pressed men!)

Andromeda is, at present, the newest of the Leander Class frigates built in Portsmouth. We commissioned on December 6, 1968, at Portsmouth. *Andromeda* is fitted with all the latest equipment, some of which works. However, we are ploughing slowly but surely through our sea acceptance trials, with only a few minor setbacks, and our work-up at Portland to look forward to in a few weeks' time. Much work has been done by the communications department since joining the ship (especially by me). Some of us didn't realise how much work is involved in commissioning a new ship.

The department consists of: in the hot seat (negat hot pants), Lieut (SD)(C) C. D. Carter, CRS R. H. Grass (but not green), CCY D. Clayton, RS(W) B. Durrans, LRO(W)'s (father) Byrne and (granny) Foden. LRO(G)'s Tomlinson and Glee. LRO(T)'s Day and Smith (smudge). RO2(W)'s Hogg, Hillen, Melvin and Barrett. RO2(G)'s McLaughlin, Fowler and Stobbs. RO2(T)'s Mason and Williams, and dare I say, RO1(T)? Naylor. Not forgetting, of course, the cause of many grey hairs, RO3's Thorpe, Wightman, McBride and Davies. JRO's Connor, Cassidy — (red oil for the port lamp), Hardman, Fitzsimmons — (tiles for the main roof), Kinneer, Durrans, Harris and Taylor.

HMS ARGONAUT

After six weeks in Portsmouth over Christmas and the New Year we sailed for the Far East with many changes among the staff. Gone are the experienced (or weatherbeaten) faces of LRO's Swann, Porteous and Felgate to be replaced by greener (and unweatherbeaten) faces straight from *Mercury*, 'Ah well — back to square one' — 'This is a broadcast bay — This is a signal — Don't touch that!' This really happened: (Voice with Australian accent through MCO door) — 'Put this in the ether' (Hands in a very important signal just released by the Captain. The (Geordie) RO mistakes 'Ether' for 'Eater' and promptly puts the 'Very important signal' through the 'Paper Eater' (shredder). We didn't find out till the next day! 'Ah well' back to square one — 'This is a signal'.

It is rumoured that the RS is willing to exchange a full ICS outfit for a TCS and 10 type 12 teleprinters for one RO(G) with a morse pencil — any takers?

We crossed the line on February 10 and most of the staff were well and truly dipped by King

Neptune — except for the yeoman who was last seen up the foremast with a paintbrush — (We think it's all to do with RADHAZ). The RS(W) and LRO(W) are without doubt the best rust chippers and red admar putters-on in the department since reaching the warmer climate and no doubt their equipment will be up for sale soon too — as the latest is that they can't switch on due to lack of cold water — Radios get thirsty too! But the schoolie didn't tell us that at *Mercury*.

A happy Easter to all Communicators and especially to the ex-Argonauts who slipped away before the Far East leg.

HMS AURORA

by RO1(T) M. Walton

Since our last article was published we have done two Beira Patrols and a few visits. We did our stint in the Persian Gulf, the highlight being the flying of CNFG's Broad Pennant on a 19 day farewell cruise, next 'Midlink' then to the Far East Station via Bombay. We managed a quick run to Bangkok (flying FO2's Flag), then to Hong Kong back to Singapore via 'Fotex' and our last chances for rabbits.

News of our illustrious staff, the 'T's' still doing all the work while the 'G's' are busy writing to the WRNS, and of course, I nearly forgot, the 'W's' learning to knit. RO(T) Johnno still getting as many green rubs as ever and the Yeoman still hasn't identified the LRO(T) after 11 months — and the staff vaguely recognise him. Our best wishes go to ROs Tregear and Head in their new billets, and hope that they pass the forthcoming course. We will have visited Australia and East London by the time this is in print so we are looking forward to a hard earned rest and run ashore before joining the Western Fleet.

RNAS BRAWDY

by CY Colyer

Wet though this part of Wales may be, and quiet as its life is, RNAS Brawdy is a haven for those seeking a respite from the turmoil of everyday naval life; and a chance to improve oneself educationally.

Our duties evolve around a necessity to train RNAS personnel, supply the Cdr and the CRO with writers, wardroom tobacco accountancy, participation in Christmas pantomimes and the RN Drama Entry, belong to the camp band, canoe, play squash, control Tombola, produce an RA Family News for the Padre, effect a garden of supreme quality, improve General Service/Fleet Air Arm relationships, and pass the Morse Manual Proficiency certificate, transmitted by *Mercury's* amateur radio. (An achievement at 30/100%



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that Carole Woodhouse should be rightly proud of.)

Do not mistake me. Between these otherwise entertaining sidelines the lads and lassies occupying Brawdy Comcen perfect a signal technique peculiar to themselves, endeavour to satiate an exercise-hungry Fleet, and satisfy all-comers requiring message copies, distribution, information, and — dare I say it? — reruns and repetitions.

The working day is normally a long one, but can be abnormally long when the air world so demands it. Two distinct places of employment exist. The Tower, where Dave Allport manages twelve Wrens, and runs the Navy's largest coffee boat; the Comcen, where Judy Norman, soon to leave for Norway, manages to beat off the male admirers in the process of operating size two knitting needles, while Jerry Harden attempts to mediate between conflicting male and female differences of opinion!

Much of this hard life is eradicated by the fact of Brawdy being a majority RA draft; for those victualled, a visit to the Duke, Ship or other local home for the weary, soon soothes the cares away. For those not so particular for alcoholic beverage, many tenable eating houses surround us. It has even been known for certain persons to frequent theatres, cinemas, and other palatial residences.

Lads and lassies come and go with such frequent regularity that it would be difficult to mention them all in this article; a separate list has been forwarded for inclusion in the whence/whither section, but the most regular occupants of this draft have been Wrens Smith, Owen (nee Chegwin), Newsham (nee Daulby), Shepherd. L/Wrens Reed, Shaw, Standish, Rees, McBarnett, with PO Wren Jan Edgar being relieved by PO Wren Judy Norman as their Whipmaster. The male section has been kept out of order by RO1s Gillard, Erwin, LROs Stockton, Elvidge, Lewis and Shields. With the supporting cast of myself, RS Allport and CRS Harden. The final whip has been cracked, until recent months, by Lt Holland, who, in gardening terms, was supplanted by Lt D. D. Davies, whom many Radio Hams will know as GW3 Sugar Jig Queen! Tombola fanatics may know him as 'All the Ds Dirty D'.

Do not allow the stories of the camp being blocked off by snow, swamped by torrential downpours, or even of being axed by MOD, deter you from requesting to join this Butlins of West Wales. Like all camps, or DQ's, it has its bad points to overcome, but once overcome it has much to offer.

HMS DRAKE — SIGNAL TRAINING CENTRE

by LRO's Ewins and Jones

The STC here in Devonport piloted by Lieut Clinton and Sub-Lieut Hedley, has been smoothly but quietly working away in its little corner of HMS Drake. Civvy street will shortly be invaded

by a large proportion of the old dependables among them our Reg Chief . . . CCY 'Fred' Farrier, 'Jan' Carthy who leaves for a career in the police force, and 'Tab' Burton to the fire service. 'George' Daley with his love of the naval life departs for the warmer climate of South Africa and the SAN. We wish them well in their chosen professions. To CCY Smith, who will be joining us shortly, we extend a warm welcome. CCY Bartlett has deserted his post of foreign navies instructor, just before the arrival of our first foreign navy course this year. He was last heard of reclining in a cushy billet at sea in the *Galatea*. The instructors room is now fairly bouncing with prospective 'garoo's', CY 'Jan' Gilbert having been accepted for loan service with the RAN, the remainder are hot on his heels with request forms. 'There's nothing worse than a janner aussie.'

Any of you passing through or by us in the near future may notice the buzz of frantic activity as we prepare for the influx of RNR classes throughout the summer term, and of course for C in C's inspection at the beginning of next term. We have recently formed a Practical Exercise and Analysis Team (PEAT) which we hope will enable us to give a much improved service to both our RNR classes and classes from the ships. So if you find yourself in Devonport with some spare time, come up for a short course, you will find yourself in good hands.

Our soccer team has played regularly over the last quarter, but unfortunately was knocked out of the Commodore's Cup. Although a small department they returned some very good results. On the subject of sport, most of you will know by now that the Wrens are now accommodated in *Drake*, a fact which has helped to improve the victualled members' outlook on life in *Drake*. That about sums us up at the moment, we hope to have more news for you in the next edition when we will be operating on a much busier programme.

HMS EAGLE

by RO1(G) McClarity

This is the first article from us for a while, but this is in no way the fault of the present commission. The ship arrived home from the Far East last June, that was when myself and a few of the present staff joined. We were in Dockyard hands until September, and then on a Friday evening this floating airfield put to sea enroute for the Moray Firth picking up our squadrons of Gannets, Sea Vixens, Buccaneers and Wessexes on the way. We then had three weeks of day and night flying exercises, and of added interest trying to lose our Russian friends, who kept trying to join in. After that it was off to join up with Exercise 'Silver Tower', no doubt many of you were also there. As we went further north the

juniors. Then comes CRS Marks, CCY Clements and the Chief spy CRS(W) Muggeridge. All these being assisted by 12 RS/CY's and they in turn being hindered by another 60 or so of us. JOKE? By our bird watching (Feathered Type) RS Burnett: What do you call someone who repairs wigwams — A TEEPEE MECHANIC. I know it is a bit dank, but it is the best he could do. See you next time . . .

HMS EAGLE—RN COMMS CELL DECIMOMANNU

by RO1(G) Duncan

Unless any of you had the doubtful pleasure of taking part in exercise 'Eden Apple', I doubt if you will have heard of Decimomannu. So, to put you in the picture, it is an Italian Air Force base, situated in the bottom right hand — (starboard to you sea-going ratings) — corner of Sardinia. The staff consisted of eight *Eagle* communication ratings namely, RS Killoran, LRO(T) Mitchell, RO1(G) McClarity, RO1(G) Lawrence, RO2(T) Brierley, RO2(T) Roulston, RO2(T) Larbalestier and myself. The buntings were supposed to operate a direct on-line TP link with Malta, and the sparkers to provide ship-NAS facilities for *Eagle* aircraft and the various ships who were detailed to control them.

Things got interesting right from the start. Our Italian allies informed us that the Malta circuit just didn't exist and that there wasn't much chance of it doing so in the near future. The language problem greatly complicated matters, but after RS Killoran doing much hair-pulling (his own, I hasten to add), and scientifically applying weight in the appropriate places, the circuit finally burst into life. The next stage of the game was the Italians' refusal to allow our operators to man the circuit, but this in a way turned out to be extremely fortunate as the volume of traffic necessitated our having two operators on watch at all times. I think it was here that we really came to appreciate the full meaning of the term '24 on' for the first time. It was just that, with no time for such niceties as 4 on — 4 off. The remaining two of us operated ship-NAS, LRO Mitchell working with the squadrons on various signal duties.

It was quite a mixture of nationalities there, what with the Germans and Canadians, operating American-built F104G Starfighters, the Italians, operating little Fiats which, like the cars of the same name, looked like refugees from a dinky toys factory, and ourselves adding a little colour with Sea Vixens and Gannets. The airfield itself was quite large with the walk from the accommodation to the tower becoming a real test of endurance after a night ashore on the local vino.

The Italians were extremely security-conscious, and entry into the 'restricted' area of the tower, was via an armed guard, who stood behind a floor to ceiling iron bar door and scrutinising passes be-

fore allowing ingress. One of our staff went for a couple of Cokes and found upon his return that the orders had been changed and the guard wouldn't let him in. He tried various means of persuasion with no joy. So he finally resorted to a good old-fashioned 'help' which brought us running. RS Killoran eventually managed to persuade the guard and the Italian security officer that Mac wasn't really a spy bent on sabotage and they, very reluctantly, allowed him to enter. Mac still insists, mind you, that he was very close to being shot at dawn. But the remainder of us feel this is a slight exaggeration.

But on the whole, things went very well. The Malta circuit worked quite efficiently after some minor teething troubles and ship-NAS was very reliable, which was fortunate as the alternative frequency we were given was absolutely unuseable, due to other stations and static interference. Strange to relate, but language problems didn't really occur on the circuits. Apart, that is, from the Italians' understandable disbelief when told that 'Anyface 71' was on the way to them. (For those who have never had the rather debateable pleasure of either working with a carrier or serving on one, that is one of the rather fanciful call-signs which is given to a carriers' aircraft, in this case a Gannet.)

All told, quite a successful three weeks, some fond memories being huge very crisp cheese rolls, and thick black coffee for breakfast after the previous nights sampling of Cinzano at four bob a bottle, subsistence at £2 10s 0d a day, and the 40 oz bottle of Teachers we were allowed to buy for about 14s 0d.

Not so fond memories? Our numerous defeats at the bar football games by the Italians, their rather unfortunate attempts at English cooking which led to numerous meals of egg and chips at the local cafe. The acute lack of plugs and hot water in the bathroom which discovered yet another use for sweaty pussers socks. And the 19s 0d duty the customs made us pay on the whisky.

But then, these deficiencies were more than made up for by the warm and friendly attitude of our various allies.

FLAG OFFICER SEA TRAINING

by RS B. M. Donaldson

The wheels of progress grind noisily here at Portland, as our 'super' new Commcen slowly takes shape, though how such a maze of cables spewing out empty sockets and bare ends will eventually result in anything but confusion is hard to understand. However, we are assured that the new complex will be operational by July 28 this year. As another phase becomes reality it is interesting to review the foundations on which these developments are built. It really started on July 25, 1849, when Queen Victoria's husband arrived at Portland to lay the first stone of the



PORTLAND NAVAL BASE CIRCA 1899

breakwater, which would enclose a roadstead of 2,200 acres and take just over 23 years to build. In fact, it was not until 1904 that the whole project was completed. Although Portland had, for many years, been used as a port for ships to embark water (HMS *Victory* was a frequent visitor), it now became increasingly important as a coaling depot. We even had our first 'work-up' ship, a three-master, with 70 guns (a boys' training ship named HMS *Boscawen*, eventually superseded by HMS *Ganges*), at anchor in the harbour from 1867 until 1905. FOST was strict in those days and believed in rescrufts!

In 1901 a torpedo depot was founded and the first fuel tanks were erected. At this time and for several years after, to be 'RA' on the 'mainland' was almost impossible, since work started at 7 am and trains were not scheduled to run before 8 am, and buses were non-existent. In 1905, a power station was erected and electricity became available for general use in the dockyard. With the increase of visiting ships for refuelling, storing and repairs, the dockyard expanded to meet the demand which, with the Channel Fleet mustering here before proceeding on their Spring and Summer cruises, was considerable. During World War I, Portland was fully occupied patching up torpedoed merchantmen and unloading train loads of ammunition for transportation to the Western Front. In 1916/17 a school was formed in Portland for the specialised training of selected officers and men (to be known as Hydrophone Detectors), required to combat the increasing menace of German U-Boats. The school, to be commissioned as HMS *Serepta*, had two star pupils — seals, which were used with little success as submarine detectors, it was found that they ate more than submarines!

After the war with the inevitable run down, the activities of the dockyard were considerably reduced. The 'War to end Wars' had forever rid the high seas of an attack by submarines and therefore HMS *Serepta* was closed down. However, in 1920 after a change of policy it was decided to re-establish the training of Asdics: the facilities to be provided by Portland under the

name H.M. Anti-Submarine School. Eight of the instructors being senior rates from the Telegraphist Branch, as morse code was one of the skills required by the Asdic operator. In 1924, a battleship, HMS *Resolution* was in collision with a submarine which sank some 20 miles south of Portland Bill, within two hours she was located by Portland trained Asdic operators. That same year the Anti-submarine school became HMS *Osprey* and was firmly established. The sinking in 1932 of the submarine 'M2' caused a further increase of activity at Portland, as much of the equipment designed to try and raise her was made in local workshops.

As World War II became more and more likely, much work was done in 1937 to prepare the dockyard for defence, including an up-to-date boom defence system. However, when war was declared in 1939, Portland faced a critical period owing to the general shortage of weapons, and carefully selected gun sites remained weaponless, in fact only five 3-inch guns and two 'pom-poms' were initially made available, augmented by two anti-aircraft ships in the harbour. Skilled labour and their accommodation was just one of the many problems, but necessity is the mother of invention, and as each crisis arose so it was solved, even the boys at the local Borstal Institution were willing volunteers in the war effort. The war really came to Portland Dockyard on June 30, 1940, when the first air attack was delivered by the enemy, only one person was injured and damage was slight, but four days later a raid claimed ten lives in the dockyard and in the harbour HMS *Foylebank* sank, her guns still firing, with the loss of 60 men; she was honoured by the award of the Victoria Cross to Leading Seaman Jack Mantle, whose memory is perpetuated by a sun shelter in the Portland Hospital grounds, and who was also the only man to win the Victoria Cross in Great Britain during World War II. Another 15 heavy air attacks took place before the year ended, but by 1941 attacks on Portland had practically ceased and at no time did the enemy succeed in seriously affecting the activities of the Dockyard.

In January 1941, HMS *Osprey* transferred to

Dunoon in Lanarkshire and the vacated premises were handed over to Coastal Forces to become HMS *Attack*. During 1942/43, Portland was, in addition to being a repair centre, a base for the Coastal Forces preparing for the invasion of Europe. In 1944 the prototype of the Mulberry Harbour scheme had its first sea trials in Weymouth Bay (the two large concrete blocks acting as a wind break for 'Q' Pier are sections of it). Coastal Forces were on the offensive and the Americans arrived in force to join the thousands of troops already on a very crowded Portland.

The six months following the invasion of Europe, on June 6, and the subsequent build up were busy for Portland, 4,500 ships were sailed, carrying 500,000 men and nearly 1,500,000 vehicles. However, the war in Europe was coming to a close; the first U-Boat to surrender after the defeat of Germany was escorted into Weymouth Bay by HMS *Magpie* and HMS *Amethyst* on May 10, 1945. July that year saw the reversion to peace-time operations and the ending of war-time titles and commands. Finally on July 31 the appointment of Flag Officer-in-Charge, Portland Sub Command lapsed and the base reverted to the status of Captain-in-Charge, HM Dockyard, Portland. HMS *Osprey* returned home to Portland in June, 1946. During the post war years, reclamation of land produced the parade ground, the Queen's Pier was built and the Naval Air Station, which had been the Fleet Canteen and Sports Grounds, was commissioned in 1958, adding to the general expansion of the Portland activities. It was about this time the 'Way Ahead Committee' decided that Portland Dockyard would be run down and eventually closed; but the decision was reversed in 1958 and instead it was decreed that Portland should become a work-up base for cruisers, destroyers and frigates commissioning and recommissioning in the UK. The new appointment of Flag Officer Sea Training was established on September 26, 1958.

Recent defence policy decisions have decided that a work-up organisation, to train ships newly commissioned after building or refit, together with appropriate supporting facilities, will continue to be required at Portland in the foreseeable future. In addition, it has been decided that the Royal Naval Air Station should undertake the operational training of all the new advanced ship borne anti-submarine helicopters, which are coming into service in increasing numbers in the next few years, and the full support for the aircraft of ships' flights.

Their Lordships allocated to 'Portland Naval Base' the figurehead of HMS *Basilisk*. A Basilisk defined as 'a fabulous reptile said to be hatched by a serpent from a cock's egg — its look and breath reputedly are fatal': perhaps to some who come to Portland for a work-up an aptly chosen emblem. But do not be disheartened, the modern concept of your work-up period is to assist and guide you and your ship to achieve the final re-

sult 'HMS . . . has completed a satisfactory work-up'.

The facts and figures quoted in this article were obtained from official documents on file at Portland and verified as much as possible by people who were actually 'on the spot'. At one stage of this brief history actual dates are rather vague and that is between 1920 and 1923 when the establishment for a period was known as HMS *Heather*. I have omitted this from the above as of no real interest, but thought I would mention it in the event of any queries.

FLAG OFFICER SECOND-IN-COMMAND FAR EAST FLEET COMMUNICATIONS STAFF

by CY Hulbert

Not to be outdone by FOFWFs article in last summer's edition, we thought it only proper that being the 'sea-time' staff, we ought to put in an appearance. Our Staff consists of the following:

FO2FEF	Vice Admiral	
	A. T. F. G. Griffin, CB	
SCO	Lieut-Cdr B. D. Salwey	
FLAG LT	Lieut J. M. Benson	
CY ...	Hulbert	RO2(T) ... Langdon
RS ...	Day	RO2(T) ... Sharpe
RS(W) ...	Laybourne	LRO(G) ... Duane
LRO(T) ...	Slater	LRO(G) ... Geddes
RO1(T) ...	Welbourn	LRO(G) ... Armitage
RO2(T) ...	Godber	

Our task in life is to handle the traffic generated by seven staff officers, and to back up the communications department of the current flagship. As our officers are often split up on different ships, this involves deploying our ratings likewise, and, keep duplicate and sometimes triplicate logs. Most major exercises in the Far East are conducted by us, and we also carry out the sea and harbour inspections of 'Leaders', DLG's, and Commonwealth ships.

Our time is invariably spent at sea, in fact in the last year, we have only managed eight weeks living ashore in *Terror*. Our ports of call in the past twelve months have included Massawa, Gan, Singapore (5), Tokyo, Maizura, Hong Kong (3), Bangkok (3), Cambodia, Sydney, Okinawa, Brisbane, Auckland, and by the time you read this, we will once again be in Japanese waters. Our flagships have been numerous, including *Devonshire*, *Eagle*, *Intrepid*, *Fife*, *Defender*, *Hermes*, *Aurora*, *Grenville*, and our present flagship *Danae*. We have had our fair share of exercises, 'Coral Sands' off Australia and 'Fotex '69' off Penang,

being the most notable. Our flagship for the latter was *Hermes*, though we spent four days in *Albion* for the assault phase. This involved starting the morning watch onboard *Hermes* as TCP control, with ten minutes off the air whilst we were in the 'chopper', and back on the air again in *Albion*. Needless to say we had some difficulty in obtaining a morning watchman's breakfast, having only been on the ship for half an hour.

We have now left *Hermes*, who is making her way homeward. At present we are on passage to Brisbane and Auckland, in *Danae*. Though most of the staff are embarked in *Tidespring*, and are taking great pleasure in lying around the swimming pool, whenever we come alongside for a RAS. From Auckland we fly back to Singapore to join *Albion* once again. Then we are off to Hong Kong and Korea and Japan. On the social scene, things have been looking quite bright. The staff run in Hong Kong went down well. The Fleet Club laid on a splendid five course meal with wine, followed by numerous drinks. Then followed the inevitable cultural run to Kowloon. It was much later, when the 'Star' ferries were observed to be carrying out OOW Manoeuvres! Whenever in Singapore over a weekend, the staff can invariably be found on our smallest flagship to date, harbour launch 'PAS 3'; topped up with 'Tiger', food, records and half the commcen, normally on a course for Pulau Ubin. The month of May will find us in Singapore, with the buzz of our own offices in NHQ! (could this be true?). June and July we will be back in our natural habitat onboard *London*, with the promise of another cruise (forgive the word) Northward. August?, well, you had better ask my relief about that!!! As you can see, we do get around quite a bit. So, if you want a fifteen month 'unaccompanied' foreign, are capable of living out of a suitcase, and have a good sense of humour (because you'll need one), this is the job for you!!

HMS FIFE — END OF COMMISSION REPORT

by LRO Toy

The *Tui Lau* rescue was undoubtedly the highlight of the Foreign leg of our GSC. However, our voyage across the Pacific and back gave us all many other lasting fireside memories for old age. Luckily the capricious Pacific lived up to its name for hardly a ripple rocked our 5,000 tons in over 45,000 miles of steaming in that mightiest of oceans. Apart from a nasty habit of raining whenever we entered port the sun generally smiled on us giving the sunworshippers on board plenty of opportunity to assume the customary horizontal praying position.

We had almost 500 crew members onboard for this trip and each has his own stories and impressions to recount but perhaps some common

denominators can be found. For instance, we all benefited from some tremendous American hospitality on both East and West coasts. In Washington DC, and Long Beach, California, we were simply overwhelmed with invitations to barbecues, dinner parties, cocktail parties, dances, sightseeing trips, tours, 'up-homers' weekends, sailing, theatre shows, visits to British people now domiciled in the States, and goodness knows what else. So many kind people were interested in our welfare and presence it became embarrassing at having to disappoint them through lack of personnel — if only we could have opened the required number of boxes of matelots each day and put them back in their boxes once returned safely! To cope with this flow of invites we had four LROs watch-keeping on a telephone with the official title of SIPO (Social Invitations 'Phone Operator')! Besides answering the phone in our best British accents, we also kept a log of requirements (sweet all-American feminine voice 'Please, I'd love to have a sailor up for cocktails and sightseeing this evening . . . you can, Oh, lovely . . . well, about 25, 5 ft 6 ins or so . . . of course not . . . yes . . . I'll be at the ship at six, I drive a 1968 Buick Electron 225, Oh, I nearly forgot, Kathy Hamberger from Detroit, . . . Yeah . . . OK then . . . LRO Trevor Toy . . . OK, don't forget then . . . thank you . . . bye.) We did our best to comply with the kind people's wishes! In the evenings when the various hosts, more likely, hostesses, came to collect some of Britain's little ambassadors, the cars and the good looking girls behind the driving wheels quite often looked like something out of 'Playboy', so you can imagine it was the thing to snivel around the duty SIPO!

One of the most popular places visited was, of course, Washington DC though other outstanding visits were made to Vancouver, Portland (Oregon — not Dorset — you fool!), Honolulu, Singapore, Hong Kong, Sydney, Auckland, Acapulco, Fiji and, of course, Long Beach where many made trips to Los Angeles, Hollywood, Universal International Studios, Disneyland, San Francisco, Knotts Berry Farm, Marineland of the Pacific, the *Queen Mary* (yep, the ex-Cunarder) and other places of interest.

We managed to visit all these places in such a short stay, because of the magnificent system of Highways and the faster Freeways that exist in California. Some of them have to be seen to be believed, especially in the Los Angeles-Long Beach conurbation. Distances are vast and life without at least one family car would be almost impossible. Driving into Los Angeles from Hollywood at about 5.30 in the evening during the week presents one with a remarkable spectacle — workers pour out of the city in a never-ending fast winding snake of cars, many commute to places over one hundred miles away from their employment and think nothing of it! Our rush hours are the equivalent to their slack periods, as police

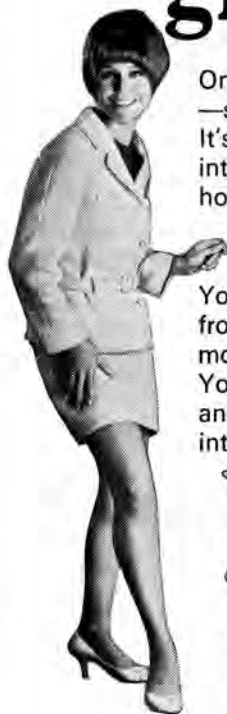
helicopters hover over the vital arteries relaying traffic densities to local radio stations. Their biggest Freeway pile-up was several years ago and involved 212 cars, which was caused by a woman trying to left-turn onto a cloverleaf linking road . . . ough! There is one thing however, that defeats the rapidity of movement in this area — smog; this often comes down without warning and lays like a blanket over the saucer like Los Angeles-Long Beach lay of the land. Most of it comes from the exhausts of cars, collects above the area and sea breezes do the rest. We did a most impressive Seaslug firing at Roosevelt Roads off Puerto Rico; the third missile fired blazed into the cloudless sky and all watching followed the vapour trajectory as the Seaslug screamed up and up to over 40,000 ft, to knock the target rocket-plane out of the sky — a most satisfying sight!

Amongst the people who visited us were such diverse personalities as Hubert Humphrey (call-sign HHH, he claims Welsh ancestry and briefly walked over us to lead the Washington DC Welsh Society on a tour of the *Glamorgan*). Sabrina (remember them!), James Mason, Miss Billie Whitlaw, and Trevor Howard (well and truly gripped for a few 'wets' by RO3(U) Hopkins). These film-world people were luckily enough in Acapulco at the same time as we were and were attending an International Film Festival . . . my heart bleeds for them, one was heard to complain that he was 'roughing it' on about £10,000 for the past year.

Now for a little about the Comms Staff, who I assure you were called upon to do some work in between ports of call, especially during 'Coral Sands' the huge combined ops exercise which for all I know is still being analysed by the military boffins . . . they must be, I guess, for it took over a year to compile the Ops Order! By now all are settled in new billets including LRO(G) Jackson, who returned to his only other ship Burnham W/T . . . apparently the civilian who runs the morse reception test there went to his wedding so take no notice of his apparent ease in passing the test up there lads! RO2(T) Drewry, the shy Bunting (steady Popeye!) and LRO(G) Blowman of Pitreavie, are soon leaving the Andrew — any wagers on who'll be first back? The Juniors' DO, Lieut George Custodi, USN, our popular exchange officer, is currently having his first taste of Command back in Long Beach where he is standing by a US warship nearing completion in the Yard there. LRO(T) Bat Blandford is in Whitehall near to his beloved West Ham United . . . just wait until they meet Pompey!

The rest of us hardly need any publicity, especially after some of our escapades and we have no wish for Tommy Butler to be placed on our trails. So we'll leave it at that and wish the SCO, Lieut Cdr Crozier and his new department down there in Chatham, all the luck in the world and as varied and useful a Commission as the first.

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HMS GANGES

Ganges normally switches to Summer Routine as soon as evenings are light enough to enable sports to be played in the dogs. This year we changed over on February 24 but no one seems to have informed the weather! The term sees no less than 25 arrivals and departures including the departure of our SCO, Lt-Cdr Bryans, and, though we are sorry to see him go we wish him well in his new appointment as SCO and Flag Lieutenant to FO Gibraltar. It is Lt Cdr Bryans' proud boast that he is the last General List Signal Officer to be SCO *Ganges*, the writer is also very proud to be the first (SD) (C) Officer to assume that title.

Our two sweepers *Flintham* and *Dittisham*, currently completing a refit in Chatham, will be back with us in the near future and are due to take a party of juniors on exped training up the Rhine during the leave period visiting such places as Rotterdam, Emmerich, Krefeld, Newied, Weiss, Badden-Shierstein, Karlsruhe, Strasbourg, Basle and Nejmegan — some exped!

We are now working a new system of training whereby once a junior has reached NAMET standard 5/5 he ceases to attend school until the sixteenth week on course. This means he is employed on projects, which, though possibly connected with his branch does not appreciably affect his professional training, eg communications through the ages etc. The object being to give the bright boy a break from school and to dangle a carrot in front of those who have not yet attained NAMET 5/5.

Among our many arrivals and departures (see drafting section) we say farewell to the following on their final departure from the Service and wish them every good fortune in their new careers.

CRS Vincent-Spall, CRS Shotbolt, CRS Humphreys who all joined *Ganges* as boys together in the same class. They go to pension. CY Barnham on completion of twelve years service.

(By editor, regret no space available for the *Ganges* cartoon)

KRANJI WIRELESS

The thrice annual problem of what to write for THE COMMUNICATOR has arisen once more. It is even more of a problem here in the Far East where the article has to be written before we receive the previous edition. However, we do our best. Probably the first thing to mention is concerned with personalities. At the moment we are going through a period where all the old faces are either being relieved by new ones or, in some cases, not being relieved at all. The first change is the impending departure of the First Lt, Lieut (SD)(C) J. Shackell who will be returning to UK in early April. Sub-Lieutenant (SD)(C) E. C. Singleton will be joining us from HMS *Triumph*

to take over as O-in-C of the Signal Training Centre.

Many old pupils of the STC will want to wish CY Levene the best of luck on the (SD) course he started in early January, and wish CRS (RCI) Bavington, CCY (TCI) Kennedy, and CRS (W) Turley good fortune in their new jobs. Of these instructors, only CY Levene has been relieved, his relief being CY Steele from Northwood.

Internally, CRS (RCI) Bailey will take over the CRR from Potter — who is returning to UK for retirement — while CRS (RCI) Cowley who is joining to relieve CRS Potter will become a resident instructor in the STC. The last of our changes concern our Fleet pool. CCY Foster has recently joined the happy band whilst several of the salt encrusted junior ratings have left us and have been replaced by equally salty characters. There is no doubt at all, if it is sea time and experience you want, volunteer for the Far East Fleet Pool.

The two noteworthy events in recent months were first, Christmas, which was most enjoyable for both the residents and the large *Hermes* contingent who were studying at the STC during the period, though it required a lot of stamina to stay the full course of social events. Secondly, was the annual inspection by the Captain, HMS *Terror*, Capt B. McHugh, Royal Navy. This entailed a lot of hard work prior to the day, but the ultimate results fully recompensed us for the effort.

On the operational side of the station, the Christmas rush was successfully overcome even though the second morse broadcast was not activated as in recent years. It was found that the merchant ships were most co-operative in receipting for their traffic when they knew it would only be run on two scheds. Is it possible that we are over generous giving 6 runs to traffic during normal periods? RATT ship-shore, which was moved from the Commcen to Kranji some months ago while snags were ironed out has now returned to the commcen and seems to be working very well. Most of the drips, when investigated, reveal that the fault usually lies with the ship rather than with the super CHG receivers which are used at our end.

Finally, one of the jobs being undertaken at Kranji is compiling a brief history of the Wireless Station so that when we leave, some record of it will exist to cause nostalgia to those who have served here, and excite envy in our successors. Our particular interests lie in the facilities, type of equipment, the STC, the changing function and so on, pre-war information being the most important. We would be extremely grateful if anyone who has information about Kranji would write to us. Letters, all of which will be answered, should be addressed to the Officer-in-Charge, Signal Training Centre, RN Wireless Station, Kranji, Singapore, BFPO 164.

HMS LINCOLN

by CY Dance

Greetings from the tropical paradise of Beira. We commissioned the *Lincoln* last May in Devonport where she had just completed a two year modernisation, then following trials and Portland (the RS is now grey, and Yeoman bald), we sailed toward 'the mysterious East', as one junior was heard to mutter. First call Gibraltar, which we found a better run than ever. Then in company with *Cleopatra* we exercised our way down to Simonstown. Here, we had ten days of South African hospitality, with everyone enjoying themselves. Rugger players please, note 'Hamiltons', who give a good game and an enjoyable evening afterwards. Leaving Simonstown, we meandered up to Beira, where we thought we would tarry a while. Here, we live in the world of tankers, 'out fishing lines', 'in fishing lines', and the Beira bucket which is fought for with much vigour by all who come and go.

At the moment we are the proud possessors (there is no truth in the buzz it took us three months to win), nearly forgot, we did a quick trip up to Mombasa (jungle bunnies) SCO denies all knowledge, again the hospitality shown by everyone was very good. In a week's time, having turned over to *Argonaut*, we are on our way to Singapore, our forthcoming programme looks much brighter. (Who mentioned the Rising Sun.)

The staff consists of millions of 'W's', a sprinkling of 'G's' and one or two Buntings, whom I never seem to be able to find, what with fishermen, barbers etc. Commander-in-Chief is Sub-Lieut SD(C) Munro. The staff is as follows:— The (G) Set, RS Hughes, LRO Crowley, RO's Haine, Innes, Grey, Atkinson and Lyons. The Cloak and Dagger Merchants, RS Nugent, LRO's Stevens and Rose, RO's Rose, Dear, Scott, Sullivan and Ryan. The (T) Set, CY Dance, LRO Hill, RO's Turner, Hinton and the two menaces RO3 Bull and RO3 Hayles.

We are well represented in all the sports, even the RS(W) makes an effort, he is leading in the golden blanket championships, beating allcomers with a record of 23 hrs 59 min 59 sec, the other second being an utterance of 'yes, you can have my tot'. So with cries of 'Hi Ho', we'll say cheerio from the DSL.

PS — RPC (to the Fleet) FM the RS. Anytime you're near.

LLANDAFF LLEMENT

Research, typing and spelling errors by

ROI(T) B. J. Pavier

Heavily censored by CRS(W) P. McCooey

This is probably the first time that the *Llandaff* has ever appeared in THE COMMUNICATOR other than just a name for the draft conscious ratings of

Her Majesty's Navy. Of course the reason is quite simple, we have been too busy putting in the sea time out in the 'Far Flung' for the last year to have been able to find time to write to THE COMMUNICATOR, but now we are having a well-earned rest at Devonport with the tail end of a refit coming into view.

This rather energetic commission of the *Llandaff* began in the middle of September 1967 with the communications ratings joining the ship in Singapore, accompanied with the well wishes of the old commission who were to fly home within the week, thus leaving us with the odious job of clearing up the havoc left by the 'Run down period'. With scrapers and paint brushes at the short trail, the *Llandaff* was 'rebuilt' and sent to sea for the work-up within the Singapore areas, and as every sailor knows, this meant little sleep, too much watchkeeping and not enough time off. But despite this we did manage to get to Hong Kong for Christmas and a very good one it was too, from what I've been told.

1968 brought us an extremely varied year, with an AMP in Singapore, followed by a sudden draft chit to . . . with the inevitable exercises to keep the lads on their toes and off their backs. Back to Singapore via more exercises which were in the very near future and the promise of tiger by the gallon, it didn't seem so bad. Japan, which was one of the rare runs where every one dipped in with the locals, Kagoshima and Nagasaki being our ports of call. Many of the comms were invited to 'grippos' with Japanese families, which turned out to be another meaning for 'Hooley'. The merry month of May brought us into the Philippines, Subic Bay and Exercise 'Guile'. The watches broke into three and two as we started to put the time in. After a quick stand-easy in Subic and Alangapo, we sailed with a 'light' crew as we blundered into week two of Exercise 'Guile' which stretched into the middle of May and Hong Kong for a quick ZFG of Christmas sprinkled with pre D2 inspection chipping and painting classes, which were, unfortunately, compulsory. D2 did the inspection at Singapore, coupled with divisions and the usual ad nauseam that this sort of thing produces. But! good times were coming. If Daily Orders were anything to go by.

We left that land of Tiger and Bombay Runners and Sunrise over Boogy Street, for the last time on July 1, bound for Cairns, Queensland, Australia.

At Cairns we opened ship to visitors and had the grand total of 10½ people on board, the ½ changed his mind on the gangway. Honiara and Auckland were next on this trip, with Exercises 'Longex' and 'Auckex' slotted into the New Zealand stay just to remind us that all play and no work etc. Next followed flying stops at Suva (Fiji), Rotuma (Fiji) and Taruara (Gilbert and Ellis Islands), thence to Honolulu and Pearl Harbour, where the American dollar burnt the lining

out of the *Llandaff's* purse, whilst Monterey, California, stomped the still smouldering ashes into the dust. With over 2,000 visitors in the three day stay, this was probably the best run ashore we had had this commission. The American forces couldn't do enough for us, grippos by the score, free dances for the ship's company, with lots of sport laid on for the lads who managed to fight their way out of the American Embrace of Hospitality.

By now we were well on the way home, fuelling at Long Beach, a quick transit of the Panama Canal and a rest period of two days in Bridge-town, Barbados, before the final haul through the Atlantic via Ponta del Garda for suppers of fuel, arriving at Guzz early on September 21. It rained.

Of course the only thing not yet mentioned are the lads themselves, headed by yer actual SCO Sub Lt D. Cooper (SD)(C) now gone to greener grass, having handed over the ship to Sub Lt Sampson. CRS(W) P. McCooley, RS D. Potter and CY D. McClean keeping the herd under control. LRO's(W) Fielding, Kilkelly, LRO(G) Booth, RO1's Soles, Peat, Pavier. RO2's Wheeler, Webb, Morrison, Moy, Broadbent, Moore. RO3's Jones M., Lane, New, Morgan, Harvey and Murray. All names used are true and any relation to fictional characters is the fault of CND. So, now, with the terrors of stand-easy creeping around the clock, I must bid fair well to all Communicators everywhere, and don't forget, *Llandaff* recommissions next February, so put in your claims now. See you there.

HMS MAURITIUS

by the SCO

Having just completed an article for LONG HAUL the magazine of the DCN, I had set myself the task of writing one for THE COMMUNICATOR spurred on by thoughts of charity beginning at home and by a letter from the Captain of the Signal School. However I find that the job has been largely taken out of my hands by a number of other willing subscribers so I will confine myself to a few disjointed remarks.

One advantage (there are others) of a floating HMS is that it goes places and, properly censored, you have a ready made article for THE COMMUNICATOR. In a shore station you have to think a bit harder. The only things that change here are faces, all too rapidly, the weather, and the visitors who come from East and West, in large numbers to consult, inspect or advise: there is, of course, a seasonal peak in February.

The weather also assumes peak importance in our thoughts at this time of year being the cyclone season. Our first concern is that a cyclone may muck up arrangements for the coming weekend: the second is for our vulnerable aerals; there is little that we can do except lower the odd ton of wire suspended between the 600 foot towers at

the transmitter station well in advance, and sacrifice the LF components of the ship broadcasts until clear. Mauritius is such a tiny dot on the map that it is surprising that cyclones ever find their way here. However, despite their disadvantages the island would find it hard to survive without the deluge of rain produced by a hit or near miss. The large lake reservoirs look pathetic just now and we have been on 12 hours water supply a day for many weeks. Normal rain fall would never fill them nor provide adequate irrigation for the sugar crop: in fact part of this year's crop has already been ruined by the drought.

On the communications side our most interesting venture in the last few months was the establishment of an ad hoc fixed service with Gibraltar during the *Fearless* talks, to provide a direct patch from HMS *Kent* to Salisbury, Rhodesia. The lucky chance that Gibraltar is in almost direct line with Mombasa, from Mauritius and therefore we had directional aerals available contributed largely to the success of the link I believe.

I was going to mention the scourge of hepatitis which has caused us a major headache since October last and gives no sign of letting up, but Lieut Burling with first hand knowledge has already written an article about it. And so I pass . . . Editor — held over owing to pressure on space.

COMM-CEN

by Bwah

You must think of something to write to THE COMMUNICATOR (the man said). Panic thee not (quothe I) all is in hand, so . . .

Another year has gone slowly by, along with the grand total of 2,554,831 tear jerking signals (with only a 0.0002 error percentage — so the CRS tells us) so it is time once again for another pearl of wisdom from the star and key of the Indian Ocean to honour the hallowed pages of our most illustrious magazine.

1969 brought with it great sighs of relief from the much overworked (?) bunting contingent among us when the powers that be finally decided that they would cease to use the main signal office as a link between the American Embassy in Port Louis (the capital of this paradise isle) and the Secretary of State in Washington DC. The opening of a new channel on our Asmara service linked direct between the Embassy and the State Department Network eased the load of the MSO to such an extent that there is even time now to make a wet of tea during the all night on (and sometimes even write an article for THE COMMUNICATOR).

'Fotex' (which I am sure we are all acquainted with) was the first, and we vainly hope, the last, panic of the year with traffic for 30 plus ships being dual routed on broadcast VR. It got so hectic at one time that even the daymen had to turn to during the day and we had up to 4 opera-



Photo by RS A. N. Franklin, HMS Mauritius

Gunners Coin with Flat Island in far distance, taken from Cap Malheureux at the very North of Mauritius. Name Gunners Coin derived from shape of the island. The word coin or Quoin meaning wedge and, in this context, for raising level of a gun.

tors on the broadcast bay in various stages of insanity, malnutrition and sobriety but all was well with chief Cokes in charge, and I might add, more or less watch on stop on.

Our SCO (Lt Cdr P. Boys-Stones) has recently been on a new year jaunt to such exotic places (?) as Asmara and Mombasa to discuss mutual problems and has planned another one to Bombay later on.

Next rung on the ladder is filled by the OIC, Lieut W. J. Burling who has been taking things easy and wearing off his Christmas and New Year hangover in RNH with, so we are told, the dreaded yellow jaundice. No doubt he will soon be back in our midst, cracking the proverbial whip more than usual to make up for lost time. Lieutenant D. Wenn, the DOIC, has been in sole charge during the absence of his seniors and has shouldered the responsibilities of all.

HMS *Glamorgan* was the first ship of the year to sample the hospitality of the mess, and the cheese and wine social in their honour seemed to go down rather well, if the state of the mess/ratings, and the excess NAAFI rebate for January are anything to go on. Life on the sporting scene is all go, with the inevitable inter-watch sporting fixtures filling in time during forty-eights off (and during forty-eights on for those who can get a sub). The coming attraction is the annual swimming gala — harpoon guns and flippers not allowed.

The comings and goings of the chosen few who reside here in this balmy haven are too numerous

to mention but if you are in any doubts as to the whereabouts of any long lost oppo, try a post card to BFPO 161 — he will either be here, on his way here or have just left. To end with, may we out here in the tropics send our regards to you back there in the not so tropics and hope that soon you will be able to stow away all those snow shoes and ear muffs for another year and perhaps, with a bit of luck you might sample some of that luvverly stuff called — Sun.

7th MCMS

by Sub-Lt P. K. James

It is with deep regret we announce the passing away of the 7th Minecounter-measures Squadron, formerly resident in Malta and soon to be laid to rest in Gibraltar. One ship will continue for a while longer after being renamed *Warsash*. This then will be the final epistle from the gallant band of Mediterranean marauders. Since the last contribution was sent we have kept ourselves busy in various ways. Christmas with its accompanying festivities came and went in rather a haze, and the 48 hours at sea on December 30 and 31, was very aptly named 'Cobwebs', it certainly cleared a few.

Early in January we climbed our way to Palermo, and if you don't believe it was uphill try a 'sweeper in a Force 8. *Walkerton*, *Shavington*, *Leverson* and *Crofton* represented the Squadron on an official visit to mark the anniversary of the earthquake disaster in January 1968. Our arrival was covered by nationwide Italian television and

we were generally made a fuss of. Commemorative medals were presented by the President of Sicily's Assembly to many officers and ratings who assisted at the disaster including RO2(T) Diestler of *Crofton*.

From Palermo we battled our way, still uphill, to La Spezia, Italy to take part in our last NATO exercise, 'Med Sweepex 66'. Whilst we were there the first of the flock to depart, *Stubington*, sailed from Malta for Gibraltar, also apparently an uphill journey. The Med is not always placid and blue you know! *Stubington* swanned it in Gibraltar and *Ashton* in Malta while the workers slaved on towing their electrically inflated inner tubes around the Ligurian Sea for a couple of weeks. Communications were good, we went entirely NATO and used the Italian network to full advantage for practically all signal traffic. Difficulties arise whilst on passage and I would like at this stage to offer our thanks to our Canadian friends at CFH who talk to us in the night. Thank Mercury someone does!

Plans for our limited future have already been laid and we're off tomorrow to Antibes to say farewell to the Cote d'Azur. From the South of France back to Malta for three weeks preparing the ships for their fate and then on March 31, the end of an era; no more ships based on Malta. What will the SD Officer courses do for their pilotage training now? We hope to leave Malta with a bang one way or another and of course the Communicators will play a large part in ensuring that all goes well. Our first signal, not from any book is Execute to Follow 'Start-Up'. I don't really think it's worth proposing an amendment to APT 1A at this stage of the game and anyway we seem to be treading just a little on Flyco's toes.

Minesweeping seems to be left out of things a little in the *Mercury* curriculum, though I am NOT speaking with authority as things may have changed. More often than not a Tactical operator joins a 'sweeper having heard of ATP's 19 and 24, but little more. This is neither fair to him, nor the Commanding Officer, so may I make a plea for a little more recognition for the little 'uns and a smally PCT, for bunts particularly, before joining.

MHQ PLYMOUTH

by RS M. J. Long

It is a year or so now since our last article was contributed to THE COMMUNICATOR, thus we thought it was time that another one appeared. The MHQ itself is in the throes of redecoration — and has been since last summer, and the result so far is a brighter environment for all to work in. During last summer, the Commander-in-Chief's main office block ('up top' to us), was finally completed, and many officers and personnel were consequently moved. This has left the MHQ maze comparatively deserted, with, but for a few ex-

ceptions, just the Communicators (including RAF and Civilian) and maintainers in occupation. Comings and goings, as usual, have been numerous. Last November, we said farewell to Lieut T. T. Brogan, the O-in-C, Commcen, and wished him well on his retirement to civvy street. In his place we welcomed Lieut R. C. Binder, of the Canadian Forces (Navy). Soon we say farewell to the Reg Chief — CRS F. P. Perrow, welcoming as his relief CRS T. E. Houghton.

Nearing the end of last year, we congratulated firstly, WRO McKinley on her marriage to LRO(T) Hill, formerly of HMS *Lincoln*, and then, WRO Harrison on her marriage to L/Cpl Hirst, of the RMP. To them both we extend our best wishes for their future happiness.

Compared with our previous articles we have had a quiet time during the past months. Our only spell of being busy (but not really 'snowed under') was the NATO exercise last Autumn — 'Silver Tower'. However, no sooner was that completed when we began planning our forthcoming exercise — 'Razor Sharp'. This is another medium scale NATO LIVEX. Very, very slowly the naval radio room is catching up-to-date with more modern and versatile equipment. We have now seen the back of the B40s and B41s and have been fitted out with Racal RA17s. At Fort Staddon (where our local HF transmitters are situated), six 632S(2)s have recently been installed. This has necessitated the installation of new control units and consequent modification of the method of control of the transmitters from the radio room. One of the RA17s has been fitted with a Delaid Frequency Generator Type MA 1350, and SSB trials are now in progress with ASWE Portsmouth.

For the benefit of those who have a draft to *Drake* (PAC) there appears to be a misinterpretation of (PAC). This is the abbreviation of Plymouth Area Communications, and does not necessarily mean one will be employed in MHQ, but anywhere ashore in the Plymouth Command where a vacancy exists for a Communicator. This includes STC *Drake*, Senior Officer Port Duties Office in Devonport Dockyard and Longroom. So if you have been nominated for (PAC) we may not see you here!

PORTISHEAD RADIO

by LRO(G) B. Hall and RO1(G) M. A. Rackham

Welcome to Portishead Radio/Burnham W/T. This is one of the few RN sparker drafts where one has the chance to brush shoulders with civilian life and work alongside civilian radio officers. One also has the opportunity of working ships of many different nationalities and races, some good, some not so good.

We keep watches similar to that of any RN shore base, 48-about. There are 6 RN operators here who live either RA or L and RA according

to marital status. The civvies here seem to be a little shy to work warships and they usually turn them over to the naval operators when they have had enough. Sometimes, I don't blame them, it's not just the strange procedure that baffles them but the extraordinary morse employed by some ships, not that we are knocking all warships, some are very good, but generally they are all quite satisfactory. We would like to give a special mention here to HMS *Endurance* who is a regular customer, all the operators on her maintain a very high standard of operating (BZ), also the LRO(G) of HMS *Tenby* seems to have acquired the auto-head type wrist action that goes towards making a lovely drop of stuff.

When it's blowing a 'B' and nothing will sit still in the office and you are calling GYX and getting no joy, have a listen to see if GKL is answering you, we hear you boys in the MED very well, remember it's times like that when we are your link with sanity.

HMS TENBY DARTMOUTH TRAINING SQUADRON

by Jimbly

Since our last effort we have successfully completed one of the most wonderful four week all-in holidays and now consider ourselves quite capable of doing just about anything communications wise. One of the requirements of a work-up other than work is to send traffic via UK RATT ship-shore and this we did on the way back to Guzz. Once back there we had a small maintenance period and Christmas leave ready for January 14, when the Squadron sailed for Portland for a week. We were supposed to escort the QE2 down the Solent on her maiden Atlantic trip but instead we made an early start for Gibraltar. Whilst battling against the elements in the Bay we had a 'Casex' with *Warspite*. In Gibraltar we renewed old acquaintances and made a few more, not with the apes yet!

After Gibraltar we crossed the Straits to Tangier and sailed four days later with sheepskin etc., decorating the flagdeck. Be warned, some of the ship's company suffer stomach upsets after eating local oranges. From Tangier we steamed along the Spanish and French coast to Toulon, the largest French Naval Base in the Mediterranean. Our next visit is Malta then to Rome for a Papal audience, back to Malta and Gibraltar then UK for Easter.

On the staff side we have lost Baz Claridge for civvy street and Taff Morris for a tactical sub-spec in deepest Hampshire. In their places we have two fresh from dear old *Mercury* and they still are finding out what it is all about. Meanwhile down in the mess, buntings rigged in foul weather jackets yomping nutty are abundant and if you ask them to remove them they promptly put windy burbs on. If any of you landlubbers

come onboard during one of our rare visits to the Wall don't come between 1130 and 1230, we like our bubbly. The uckers are still glued to the table and the golden blanket champ changes nearly every day. Our Captain is a budding bunting his semaphore is comparable with the Yeomans tiddly armwaving during RASS.

That is about it except for a roll call . . . Sub-Lt Jackson, CCY Howell, (Cadets Training) RS Mick Daly, CY Houston LRO(G) Stew Pairman RO2(G) Jim Brodie, Jan Nash RO1(T) John Ford RO2(T) Alby Third RO2(U) Big Jim Hamilton Scouse, I've been everywhere gill radio one is wonderful Wacker Payne RO3(U), Superduck Christopher and JRO(?) Smilernutty Whitehead.

The next article will include the rest of the cruise and how we mastered Capt D DTS . . .

HMS UNDAUNTED

by 'Mr' B.B.

As the hard-working leader of the largest operational squadron (and theoretically, the most worked-up) in the entire RN, we have found time for only two visits since October, 1968, namely Londonderry and Barry, Glamorgan. The ship held a dance at Derry, in the Foyle Club. Numerous young ladies (150) were invited, and tickets sent out. Much to the vexation of the organisers, Jack was ashore the previous evening and invited guests of his own, which caused consternation as spare tickets were none too plentiful. Drink flowed freely, raffles were drawn, a local group provided music, and the SCO gave a heart-rending version of his National Anthem, 'Waltzing Matilda'. A good time was had by all and most wanted it to continue into the early hours.

Barry followed a few days later, but was a bit of an anti-climax after the charms of the Irish colleens. The local branch of the RNA were hosts, and put on a dance the first night in, at the Memorial Hall. This was very popular with the lads. The third and last night was open house at the RNA Club, with Tombola and dancing. Between-times, various trips were laid on for the ship's company. A visit to a coalmine, and free tickets for Cardiff Arms Park and Ninian Park were among the better supported events.

Portland loomed again; more work and not enough workers. Christmas leave kept us in harbour from mid-December until mid-January, then it was back to the grind again. Early mornings, long days and late nights, rewarded by the majority of weekends free. AMP's are busy periods in harbour doing the things we're too busy to do at sea. These usually crop up every fifth week. The following week at sea is spent fixing that which has been maintained during AMP. Refit at Chatham in April is expected to be a long, well-earned rest. Some of us know better. Anyway, my next ship is 'Citizenship'.

WHITEHALL WIRELESS

by CRS Osbiston

Since our last article, the Station has moved a little nearer completion of the lengthy modernisation programme. The big move into the Ship Room is scheduled for April, and this will mean the end of the old Broadcast Room and DON Room. The Ship Room is quite something to see, even at the present moment; really up-to-date operator bays which have actually been designed with the operator in mind. It is sound proofed, as is the equipment in there: it should almost be a pleasure to work in such surrounds, particularly if you happen to have worked in any of the old rooms. Shortly after this event comes the complete transfer of System Engineering Control from *Forest Moor* along with all the 'Greenies' — is an integration of Comm's/Greenies in the offing? Well, at least the very close relationship that this move will bring about must be to everyone's benefit. Tare is still as ever it was, half hypnotising the staff. The 'TT' bird's cry is becoming more and more regular, and the Tare Supervisors are thinking about a thumb pad for use with the numbers reset button! An automatic QRT is to be operational by early May — this will make our life easier in the event of a 'White-out' — provided of course, that QRT is understood. Did someone say 'invitation to transmit'? That brings up another small point: UK Ratt Ship-Shore. Not wishing to offend our seaward friends, we would like to point out that our operators are very sure that their morse is readable. It's just that we seem to be using 'slow amps' or something when transmitting a QSY. How does a QSY equate with a QSL? . . . maybe we are only nibbling at the problem . . . perhaps UK Mice Ship-Shore is the answer? Dit Dit!!!

The Tape Relay Centre (our very own Hand-raulic Tare) has taken on a new look too. Gone are the old SNT's (with self-cleaning relays no less!) and the auto transmitters. These have been replaced by a covey of TAA 6s. Makes life a little easier. This new arrangement will become a thing of the past when a new TRC is installed in the Ship Room. Not all of the improvements are directed at the operational side of the Station's workings. A new rest room, re-planned kitchen and dining space are incorporated in the modernisation plans. What can it be like to have a wet without a cry such as 'Oscar HNR' ringing in your ear — your coffee/tea finishing up either soaking the bench or playing havoc with a $\frac{7}{8}$ tape trying to pass through a TAA 6 — Whitehall '69. The night rations are under review, a CPO Caterer has been up to see how we fare, and it would appear that there is room for a big improvement. One of the watches is carrying out an interesting experiment which results in a 'free' tea/coffee boat. Rolls are made up and sold for 6d during the forenoon and afternoon watches. A fresh cooked hot meal is served at midnight-ish

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ANSON PRIZE

RO2(G) C. R. Richardson receiving the Anson Prize for MTX from the Officer-in-Charge, Whitehall Wireless, Lt-Comdr (SD)(C) J. Pearce. Others shown in the photograph are: RO2(W) Wright and Wren Bates

The picture in the background was a fitting in an American Yacht, the *Warrior*, which was given to the then 1st Sea Lord, Admiral of the Fleet Sir Dudley Pound. It was moved to its present site in the Whitehall Wireless WRNS Restroom in 1965

at a cost of 1s 6d, and a good breakfast at 0600 for 1s 0d. The profits are used to purchase tea-boat materials and to replace broken cups, plates, etc.

We aren't doing so well on the sporting scene this season; the biggest single difficulty is the watchkeeping players. Our soccer side cannot be the normal steady team of old because players cannot be spared due to operational requirements; each watch is now down to its basic minimum of some 28 communicators. It is very unfortunate, as we do have some very useful players serving the Station. Still, we enjoy our games, and, when all is said and done that is what it's all about. We can boast one fully fledged (future International?) hockey umpire in the form of Sub-Lieut J. M. Gawley, yes, watchkeeping does present its problems! RO2 George Harris — Basher to his victims — saved, to quote a well read London newspaper 'England from certain defeat'. Our 'heavy' man stopped an Irish bruiser at the Albert Hall during an International boxing contest held there recently. What is not so well known is that 'Big George' owes it all to our Buffer. Carrying large equipment cabinets single handed (seen the size of his?), obviously contributed to his physical condition. Cuts down the number of bodies needed on the Buffers party too! It has been rumoured that Harris is being relieved by one plus three!

Congratulations George, may you keep slugging 'em for many years to come. With regard to advancement, every effort will be, and is made to assist aspiring communicators. There is a real need however, for Fleet Board Candidates to do a lot of self study, biffers, etc. It is rather difficult but we do have a fair percentage of passes. To close, here are the moves (notable ones at least!): Lieut Goodwin to Civvie Street; Sub-Lieut Feiler to *Ganges*, Sub-Lieut Solley to *Vernon* CCY (father Whitehall) Cox to Civvie Street, CRS Edge to *Tamar*, CRS Bailey to Civvie Street. Psst! — want a free ticket for Radio One Club?

'ALF HITS WHITEHALL'

by RO2 Wright

Well, here I am. Bloody marvellous in 'it. All

night on again. Oh well, better look on the bright side I suppose. Eleven an' a half 'ours to go an' I've cracked it. 'Course I clocked in wi' a good watch didn't I.

'B' for bravo. Bravo for 'B'.

Well, I mean. It's yer actual in 'it. Free coffee boat. Eats on the all night on. All on the cheap o' course. Here she comes again. Jennys. Well, I mean. They're alright I suppose. But you got to watch the language a bit aint you. No — this, and — that, when they're around. Well, they're genteel aint they I mean.

Here we go again. Cards. Well, I mean. Whiles away the time dun' it. Lose again I suppose. Not to worry, eleven an' a quarter 'ours to go. 'Course I come off at eight an' they don't open till ten thirty. Blimey. Well, I mean.

YER ACTUAL WHITEHALL

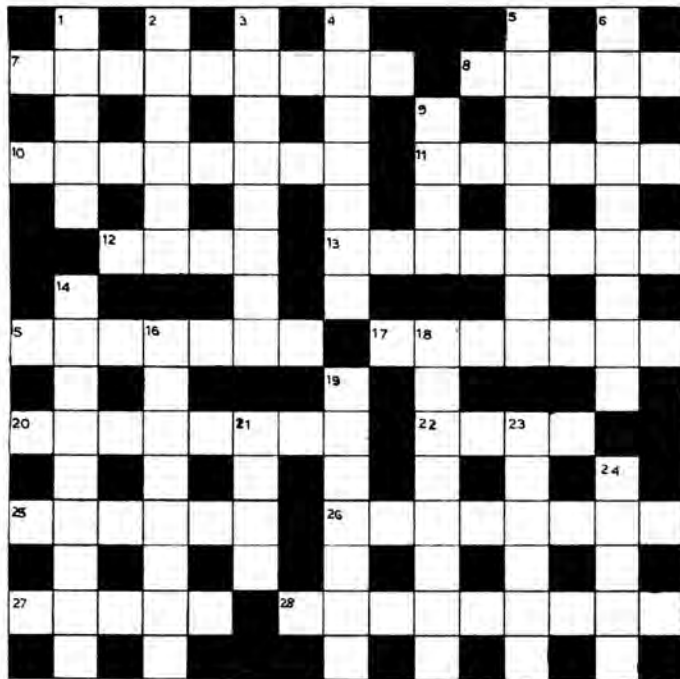
COMMISSIONING FORECAST

Editor's Note: The following details are forecast only, changes may well take place at short notice. Details are given in the order: Ship, type, date if known, commitment, (1) UK Base Port, (2) Place of commissioning, Type of service.

<i>Hardy</i> ..	A/S Frigate, June 6, commission, (1) Chatham (2) Gibraltar, HSS Portland Squadron.
<i>Jupiter</i> ..	GP Frigate, June 24, commission, (1) Devonport, GSC Home/East of Suez (FE)/Home.
<i>Hermione</i> ..	GP Frigate, June 27, commission, (1) (2) Portsmouth, GSC Home/East of Suez (FE)/Home.
<i>Ashanti</i> ..	GP Frigate, July 10, trials crew, October 7, commission, (1) Devonport (2) Portsmouth, GSC Home/East of Suez (FE)/Home.
<i>Puma</i> ..	A/A Frigate, July 17, recommission, (1) (2) Devonport, GSC Home/East of Suez (FE)/Home.
<i>Salisbury</i> ..	A/D Frigate, July 24, trials crew, October 23, commission, (1) (2) Devonport, GSC Home/East of Suez (FE)/Home.
<i>Vidal</i> ..	Survey Ship, July 31, recommission, (1) (2) Chatham, GSC Persian Gulf and Indian Ocean.
<i>Endurance</i> ..	Ice Patrol Ship, July 3, recommission (50%), (1) (2) Portsmouth, GSC Home/SASA.
<i>Charybdis</i> ..	GP Frigate, July 15, commission, (1) (2) Portsmouth, GSC Home/East of Suez (FE)/Home.
<i>Bacchante</i> ..	GP Frigate, August 5, commission, (1) (2) Portsmouth, GSC Home/West Indies.
<i>Wiston</i> ..	CMS, August 30, recommission, (2) Bahrein, FS (ME) 9th MCM Squadron.
<i>Norfolk</i> ..	GMD, September 9, trials crew, July 1970 commission, (1) (2) Portsmouth, GSC Home.
<i>Hydra</i> ..	Survey Ship, September 9, recommission, (1) (2) Chatham, FSC (FE).
<i>Puncheston</i> ..	CMS, September 10, recommission, (2) Bahrein, FS (ME) 9th MCM Squadron.
<i>Dido</i> ..	GP Frigate, September 18, recommission, (1) (2) Chatham, GSC Home/East of Suez (FE)/Home.
<i>Scylla</i> ..	GP Frigate, September 21, trials crew, January 1970 commission, (1) (2) Devonport, GSC Home/East of Suez (FE)/Home.
<i>Londonderry</i> ..	A/S Frigate, September 25, trials crew, December 3, commission, (1) Portsmouth (2) Rosyth, GSC Home/East of Suez (FE)/Home.
<i>Beachampton</i> } ..	CMS, October 18, recommission, (2) Bahrein, FS (ME) 9th MCM Squadron.
<i>Yarnton</i> }	
<i>Bulwark</i> ..	Commando Ship, November 5, recommission (1) (2) Portsmouth HSS/FS (FE).
<i>Aurora</i> ..	GP Frigate, November 20, recommission, (1) (2) Chatham, GSC Home/East of Suez (FE)/Home.
<i>Naiad</i> ..	GP Frigate, November 27, recommission, (1) (2) Portsmouth, GSC Home/East of Suez (FE)/Home.
<i>Antrim</i> ..	GMD, November 11, trials crew, April 1970 commission, (1) (2) Portsmouth, GSC Home/East of Suez (FE)/Home.
<i>Juno</i> ..	GP Frigate, January 8 1970, recommission, (1) (2) Chatham, GSC Home/East of Suez (FE)/Home.
<i>Hecla</i> ..	Survey ship, January 13, recommission, (1) (2) Devonport, GSC North Atlantic/West Indies.
<i>Zulu</i> ..	GP Frigate, January 21, recommission, (1) (2) Rosyth, GSC Home/East of Suez (FE)/Home.
<i>Hecate</i> ..	Survey Ship, January 27, recommission, (1) (2) Devonport, GSC Home/North Atlantic.
<i>Brinton</i> ..	Minehunter, January 28, recommission, (2) Bahrein, FS (ME) 9th MCM Squadron.
<i>Argonaut</i> ..	GP Frigate, January 22, recommission, (1) (2) Devonport, GSC Home/East of Suez (FE)/Home.
<i>Gavinton</i> ..	Minehunter, February, recommission, (2) Bahrein, FS (ME) 9th MCM Squadron.
<i>Jaguar</i> ..	A/A Frigate, February, recommission, (1) (2) Chatham, GSC Home.
<i>Lowestoft</i> ..	A/S Frigate, February trials crew, April, commission, (1) (2) Chatham, GSC Home/East of Suez (FE)/Home.
<i>Llandaff</i> ..	A/D Frigate, February, recommission, (1) (2) Devonport, GSC Home/East of Suez (FE)/Home.

SPRING CROSSWORD

All entries should be addressed to The Editor, to arrive not later than June 1. A prize of TWO GUINEAS will be awarded for the first correct solution found.



by ANN JEWEL

Down:

1. Parrot and macaw are both conscious of hiding it. (5)
2. He placed the ball near me and it poured! (6)
3. Move the welt and take a dozen pages. (8)
4. I'd crept up behind him—how did he know before? (7)
5. At three a point will merge and indicate danger. (8)
6. Read about the noble or get a belt! (9)
9. 'I shall—here the forehorse to a smock, Creaking my shoes on the plain masonry,'
(*All's Well That Ends Well*). (4)
14. The ogre put some holly into the furnace.
(5-4)
16. Or possibly an Iraqi coin next year would be more usual. (8)
18. Between new and full. (4-4)
19. It was clear that he lay in. (7)
21. Learned though he be, he is not led to acquire things. (4)
23. Turn back the thin layer to reveal a being. (6)
24. '... when the fretful stir Unprofitable, and the — of the world,'
(*Wordsworth*) (5)

Across:

7. Confused, we test row on row of this in the brewery. (9)
8. Bird sounds inferior. (5)
10. A missing marble Ted found shook him. (8)
11. Initially, Tom tears for the bends. (6)
12. The candid, learned air hides a vain manner. (4)
13. Try, lass — though a hundred to start may help your collection of rocks. (8)
15. Hallo! — the officer is in the middle of the liquid. (7)
17. The car then held the singer. (7)
20. Dull work for the drug-taking dyer. (8)
22. Incline at an angle and there you are. (4)
25. Quiet, in hesitating he received a coin. (6)
26. The grim male was lame. (8)
27. Trouble without the Scots grandchild led to an outburst. (5)
28. Did not eat and so made a comment. (9)

COMMUNICATION GAZETTE

APPOINTMENTS

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

Name	Rank	Whence	Whither
ALLEN, D. C.	Lieut. Commander	Neptune	Albion
ARCHDECKNE-BUTLER, M. F. P.	Lieut. Commander	HMV Britannia	Bulwark
ARMSTRONG, J. G. B.	Lieut. Commander	Warrior	NAVSOUTH
BAKER, M. S.	Sub Lieut. (SD)	SD(C) Course	Aurora
BATES, F.	Sub Lieut. (SD)	Courses	Scarborough
BENSON, J. M.	Lieutenant	Euryalus	FO2FEF
BOOTH, MISS P. M.	3/O	Victory	St. Angelo
BRADBERRY, R.	Lieut. Commander (SD)	DNS	Oi/c Malta Comcen
BROGAN, T. T.	Lieutenant (SD)	C in C Plymouth	Mercury
BROOKS, A. H.	Sub Lieut. (SD)	Barrosa	Whitehall W/T
BRYANS, J. P. G.	Lieut. Commander	Ganges	FOGib
CARTER, G. D.	Lieut. Commander (SD)	DNS	ASWE
CHRISTIE, W. J.	Lieutenant (SD)	RN Staff Course	Mercury
COBLEY, C. K. D.	Lieutenant	FO2FEF	Euryalus
COGGLESHALL, D. W., DSM	Lieut. Commander (SD)	Oi/c Malta Comcen	Mercury
COOPER, D. S.	Sub Lieut. (SD)	Llandaff	Mercury
DUNCAN, D. A.	Sub Lieut. (SD)	Dolphin	Grampus
DYKES, J. E.	Lieut. Commander	Galatea	HMV Britannia
FERGIE-WOODS, I., MVO	Lieut. Commander	Albion	MOD
FOOT, L. G.	Lieutenant (SD)	Argonaut	Forth
FRANKLIN, R. D.	Captain	MOD	DNMA The Hague
GOACHER, M.	Sub Lieut. (SD)	Mercury	Jupiter
GOOCH, L.	Sub Lieut. (SD)	SD(C) Course	Arethusa
GOUGH, E.	Lieutenant (SD)	Mercury	FOST
GRANT, I. F.	Commander	COMAF	Antrim (XO)
GWINNER, M. C.	Lieut. Commander	ASWE	Arethusa as 1st Lieut.
HARLAND, P. A. C.	Commander	DNS	C in C Portsmouth
HOLLAND, C. R.	Lieut. Commander	FO Gib	FOST
HOLLAND, R.	Lieutenant (SD)	Mercury	Lochinvar
HOWELL, A. E.	Lieut. Commander (SD)	ASWE	DNS
HUGHES, S. E.	Lieut. Commander	Mercury	ASWE
HUMPHRIES, R. R.	Sub Lieut. (SD)	SD(C) Course	Letterston
JAMES, P. K.	Sub Lieut. (SD)	Walkerton	Mercury
JARROLD, I. J.	Sub Lieut. (SD)	Bronington	Sirius
JAY, K. M.	Lieut. Commander	DNS	Galatea as 1st Lieut.
JONES, MISS N. M.	2/O	Warrior	Greenwich
LEMONDE, B. E.	Lieut. Commander	Bulwark	C in C WF
LLOYD, B. D.	Sub Lieut. (SD)	SD(C) Course	Chichester
LLOYD, G. C.	Captain	C in C Portsmouth	SOWC
LOASBY, P. G., DSC	Captain	Director RNSC	London in command
MACDONALD, P. D.	Sub Lieut. (SD)	SD(C) Course	Hermes
MACLEAN, T. B.	Lieutenant (SD)	Lochinvar	Mercury
PHELPS, N. J.	Sub Lieut. (SD)	Minerva	Eagle
PHILLIPS, T. J.	Sub Lieut. (SD)	SD(C) Course	Argonaut
PRATT, T.	Sub Lieut. (SD)	Courses	Dundas
RIVERS, F. D.	Lieutenant (SD)	Intrepid	Daedalus
ROSCOE, MISS E. A.	3/O	Mercury	Rooke
RUMBLE, J. B.	Commander	C in C Eastlant	Hermes (XO)
SAMPSON, F.	Sub Lieut. (SD)	Mercury	Llandaff
SCHOFIELD, K.	Lieutenant (SD)	Rooke	FOCAS
SHELTON-AGAR	Lieut. Commander	Dido	Galatea
SINGLETON, E. C.	Sub Lieut. (SD)	Triumph	Oi/c STC Kranji
STANFORD, P.	Commander	Mercury (TC)	HMV Britannia
STOCKTON, M. A.	Lieut. Commander	DGW(N)	Hermes
STYLES, R. C.	Sub Lieut. (SD)	SD(C) Course	Wiston
TALMA, MISS D. E.	Chief Officer	Drake	DWRNS
THOMPSON, R. A.	Lieut. Commander (SD)	COMFEF	DNS
TODD, B. H.	Lieut. Commander	Fearless	Neptune

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COURAGE (CENTRAL) LTD THE BREWERY READING

Name	Rank	Whence	Whither
TRAIL, C. G.	Lieut. Commander	Kent	CNFG
WALKLETT, C. H.	Lieutenant (SD)	Oi/c STC Kranji	Kranji W/T
WALLIS, J. E. S.	Lieut. Commander (SD)	Forth	JSB(Gulf)
WILLIAMS, P. A.	Lieutenant (SD)	Warrior	Seahawk
WITHERS, P.	Sub Lieut. (SD)	Mercury	FOST
WOODHAM, R. E.	Sub Lieut. (SD)	Courses	Diamond
WOOLEY, R. J. E.	Lieut. Commander	C in C WF	DGW(N)

RETIREMENTS

Captain C. B. H. WAKE-WALKER	Lieutenant (SD) W. G. DARTNELL
Commander (SD) C. H. COX, MBE	Lieutenant (SD) G. B. GOODWIN
Lieut. Commander W. L. PAYNE	Lieutenant (SD) D. W. GREEN
Lieut. Commander R. J. PERRYMAN	Lieutenant (SD) D. E. SHUTT
Lieut. Commander W. B. WILLETT, OBE, DSC	Lieutenant (SD) R. A. STANLEY

PROMOTIONS

To Chief Officer WRNS
Miss D. E. TALMA

To Lieut. Commander (SD) (C) RNR
R. ANTON
H. G. A. FLEMING, VRD

To Lieut. Commander
D. J. FREEMANTLE

ADVANCEMENTS

To CRS	To CCY	To CRS(W)
BRADLEY, J. A. 883164	HICKMOTT, W. 912197	LILL, J. R. 980552
WADGE, C. J. 928870	HULSE, T. N. 926471	BAILLIE, R. J. 976577
EDWARDS, P. G. 857128	WHITBY-SMITH, R. C. 932624	EMERY, J. 905996
PALSRAMAN, D. N. 889172	HOUGHTON, R. R. 930884	EDGELL, P. J. 929562
YEO, R. 918408	TAYLOR, D. J. 661498	
	BRACEY, C. R. 926321	
	FOREACRE, B. H. 940649	
	DOMMERSNES, R. A. 921934	

NEW SHIPS 1969 — HMS NORFOLK

by CRS R. C. Pyke

It's a slight case of 'Jumping the gun' but I might as well get us in print sometime and what better when work is slack. We are the new guided missile destroyer *Norfolk* (8th in class) following such others as *Fife*, *Glamorgan*, *Hampshire* etc, in fact we were destined to be the last: *Antrim* being in front of us but it seems that with the trouble she had we will be in commission before her. The ship is being built by Swan & Hunter group of Wallsend-on-Tyne officially being known as 'Ship No 2019' until the Navy takes over. *Norfolk* was laid down in April 1966 and launched in November 1967 by the Duchess of Norfolk.

At present the (communications) dept is a meagre one, with myself, LRO Parr, RO2(G) Griffiths and RO2(T) Wilkinson, however already we have set up a sort of signal office, perched on the arm of the Chief REA's chair or the Chief GI's desk, whichever is nearer, situated in offices in the yard, however we are hoping to get ourselves a niche soon. Having been up here just over a week, the main job has been meeting people and getting to know who does what for whom, what do we need for CST's next week, etc. Bunts is dead anxious in case he doesn't have his Black

Ball in time for sea, but the builders are taking care of all that. We did test the 618 from among the cranes and buildings and raised Cullercoats Radio by voice, FFL4 on 8MHz and MTO on SCCN to satisfy the inspection team.

Our future programme is not really established but it seems that we leave Newcastle for Portsmouth about October after acceptance trials and having embarked about 70 per cent of the ship's company (including the rest of the comms staff) we do a week alongside basin trials then off to sea for a fortnight for other essential trials. We commission about February 1970 followed by a 'Work Up' and getting the department in trim. The killick sparker thought he'd entered the world of Dr Who when he first saw the CCR and the ICS equipment but he is beginning to see the pattern (glad someone is). We will be 'Communicating' further when we have definite news but any future Norfolkonians, when you get your draft chit, don't shudder, it's a good ship and will need good communicators, hence a lot of swotting will be the order of the day, PCT's courses etc.

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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
ABIGAIL, P.	RO2(G)	Mercury	Terror
ABRAHART	LRO(T)	Albion	Mercury
ABBOT, A.	CY	Mercury	Jaguar
ATKINS	RO2	Mercury	Torquay
ANDERSON, A. G.	JRO	Mercury	Eagle
ANDREWS, O.	RO2(W)	Mercury	Blake
ANNAKIN, M.	LRO(T)	Whitehall	Charybdis
ARROWSMITH	LRO(G)	Ulster	Mercury
ASTON, P. J.	RO2	Mercury	Eskimo
AUDOIRE, F.	RO2	Mercury	Whitehall
BAIT, G. H.	LRO(W)	Victory	Galatea
BARSCHE, M.	RO2(W)	Mercury	Euryalus
BARKER, C.	LRO(G)	Mercury	Auriga
BANNON	RO2(G)	Galatea	Mercury
BALDWIN, T.	RO3	Mercury	Minerva
BALDWIN, R. C.	JRO	Mercury	Jaguar
BAXENDALE, E. G.	LRO(G)	Porpoise	Mercury
BARRY, D. M.	RO2(W)	Victory	Glamorgan
BAJON, A. M.	RO2(G)	President	Glamorgan
BAGNALL, P.	RS	Mercury	Victory
BARLOW	RO2	Mercury	Defender
BACK, P.	RO2(G)	Mercury	Tamar
BARRAND, G.	RO2(G)	Mercury	Victory
BARRETT	LRO(T)	Warrior	Hermes
BELL, G.	RO2	Mercury	Charybdis
BECKLES	RO2	Mercury	Eagle
BEAUMONT	RO2	Mercury	Goldcrest
BEGGS	JRO	Mercury	Terror
BELL	JRO	Mercury	Bulwark
BELL, A.	CCY	Mercury	Charybdis
BENNETT	RS	Mercury	St. Angelo
BENNETT, R. P.	RO3	Eskimo	Mercury
BECK, P. J.	LRO(G)	Mercury	Terror
BERKELEY, M.	RO2	Mercury	Drake
BELL, D. W.	RO2	Cochrane	Tamar
BEECH	RO2	CINC Portsmouth	Hermione
BERRY, A. D.	A/RS	Cochrane	Hydra
BISSEL	RO2	Mercury	Charybdis
BLACK, G. A.	JRO	Mercury	Ajax
BLAND, P.	RO2	Whitby	Mercury
BLACKBURN	RS(W)	Mercury	Tamar
BOWMAN	CRS(W)	Eagle	President
BOSTOCK	RO2(W)	Mercury	Gold Crest
BOWDEN	CCY	Mercury	Mercury
BOND, J.	RO2(W)	Mercury	Glamorgan
BOBBY, B.	RO2(G)	Warrior	Glamorgan
BRIKLEY, R.	RO2(T)	Eagle	Mercury
BROWN, J. T.	RO2	Mercury	Rooke
BRAMLEY, D.	RO1(T)	Mercury	Victory
BRICKELL	CCY	Intrepid	Mercury
BREEZE, D. W.	RO3	Mercury	Eagle
BRAWN, R. J.	RO2(W)	Mercury	CINC Portsmouth
BRAGG, J.	RS(W)	Pembroke	Charybdis
BRIMSON, M.	RO3	Manxman	Mercury
BROUNGER, J.	RO2	Hermes	Mercury
BRACKING, B.	RO2(W)	Cochrane	Hermes
BRAYBROOKE	RO1(T)	Ganges	Hermes
BRIMFIELD, T.	RO2(G)	Mercury	Hermes
BURGIN, M.	RO2	Mercury	Blake
BUTTERS, D.	RO2	Mercury	Forest Moor
BUTLER, K.	LRO(T)	Eagle	Mercury
BURTON, K.	JRO	Mercury	Glamorgan
BULLMORE	RO1(G)	Victory	Glamorgan
BURGESS	JRO	Mercury	Bulwark
BURKE, L.	A/LRO(G)	Victory	Mercury
BURDEN, K.	RO2	Murray	Mercury
BURT, J.	RO2	Glamorgan	Mercury
BUTCHER, B. K.	RO2	Mercury	Hermes
CAHILL, D.	RO2	Caprice	Mercury
CALVER, B.	RO2	Bellerophon	Hermione
CAREY, A.	LRO(G)	Mercury	Dolphin
CLARK, M.	LRO(T)	Cambrian	Mercury
CLARK, K. T.	RO2	Carysfort	Mercury
CLIFFORD, P. T.	RO2	Mercury	Tamar
COWMAN	RO2	Undaunted	Mercury

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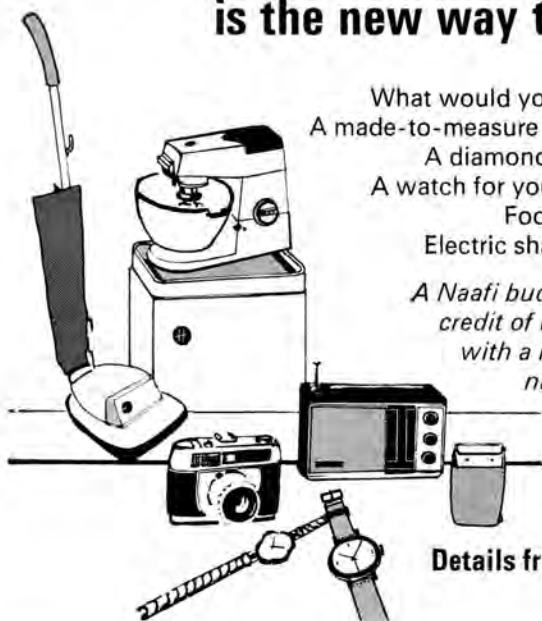


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Name	Rate	Whence	Whither
COSTELLO	RO2	Phoebe	Mercury
CORNISH, S.	RO2	Troubridge	Mercury
COOKE, D.	RO2	Lynx	Mercury
COOKE, D.	RO2	Mercury	Hermes
COOLING	RO2	Mercury	Forest Moor
CORNFORDS	RO2	Troubridge	Mercury
COBB, R. C.	RO2(T)	Victory	HMRV Britannia
COTTON, G.	RS(W)	Drake	Mercury
COLLINS, S.	RO2	Fearless	Mercury
CONGDON, M.	RO2	Mercury	Drake
COUTTS, G. E.	RO2	Mercury	Fulmar
COLLEY, W. R.	RO2(W)	Victory	Hermes
COUPLAND	LRO(G)	Mercury	Bulldog
CROZIER, J. W.	JRO	Mercury	Argonaut
CRANHAM, T.	RO2	Fearless	Mercury
CROSS, B. G.	RO2	Leander	Mercury
CREHAN, A. D.	RO2	Mercury	CINC Portsmouth
CROSS, D. K.	A/LRO(T)	Osprey	Hermes
CROUCHER, R. T.	RO1(T)	Mercury	Charybdis
CREE, D.	RO2(G)	Cochrane	Ashanti
CULLEN, J.	RO2	Kent	Mercury
CUTHBERT, W.	RO2(G)	Mercury	Fembroke
DICKSON, R. J.	LRO(T)	Cochrane	Mercury
DAVIES, G.	RO3	Euryalus	Mercury
DALE, J.	RO2	Mercury	Dolphin
DALBY, A.	CY	Cambrian	Mercury
DAVIS, A. K.	RO2	Hermes	Mercury
DAVIS, G.	RO2	Mercury	Terror
DITTY, G. A.	JRO	Mercury	Blake
DIENAH, R.	RO2	Aurora	Mercury
DOWNES, G. K.	RO1(T)	Undaunted	Mercury
DOBRYNIEWSKI, M.	JRO	Mercury	Blake
DOODY, J.	RS	Pellew	Mercury
DOWNNEY	RS	Whitehall	Londonderry
DOWD, K.	RO2(W)	Cochrane	Ashanti
DOWNES	RO1(T)	Mercury	Drake
ELLICKER	RO2	Mercury	Lynx
ELRICK	RO2	Cavalier	Mercury
EDWARDS, K.	RO2	Scarborough	Mercury
EDWARDS, R. A.	RO2	Abdiel	Mercury
EDWARDS, N.	RO2	Penelope	Mercury
EDWARDS, H.	RO2(G)	HMRV Britannia	Mercury
EVANS, J.	RO3	Mohawk	Mercury
EVANS, K.	RO2(W)	Cambrian	Warrior
EVERETT	A/RS	St. Angelo	Mercury
EVISON	LRO	Arethusa	Mercury
FALKNER	RO2	Penelope	Mercury
FEARNLEY, P.	RO3	Mercury	Danae
FERNIE	RO2	Dido	Mercury
FELGATE	A/LRO(G)	Mercury	Warrior
FEE, D.	RO2	Yarmouth	Mercury
FLYNN, A.	RO2	Troubridge	Mercury
FIELD	A/LRO(T)	Centurion	Vidal
FOSTER	RO2(G)	Victory	HMRV Britannia
FOWLER	RO2(T)	Tyne	Hardy
FOY, M.	RO2	Mercury	Defender
FOGG, S. L.	RO3	Mercury	Danae
FOSTER	RO3	Mercury	Mohawk
FOX, J. T.	A/RS(W)	Ganges	Hermes
FRANKLAND	RS	Glamorgan	Mercury
FREEMAN	RO2	Mercury	Hermes
FULLER	RO2(T)	Osprey	Hermes
GAFNEY, D.	RO2	Phoebe	Mercury
GARDINER, K.	RO2(W)	Mercury	Hermione
GALLAGHER	RO3	Mercury	Cleopatra
GARRET, J.	RO2	Arethusa	Mercury
GAISFORD	A/LRO(G)	Dolphin	Mercury
GILBERT	RO2(G)	Cochrane	Nurton
GILROY, M.	LRO(W)	Mercury	Victory
GILBERT, F. H.	CCY	Mercury	Hermes
GIBSON, H. S.	A/LRO(G)	Dolphin	Hermione
GLENDINNING, G.	A/RS(W)	Arethusa	Mercury
GLATTBACK, J.	RO2	Undaunted	Mercury
GRIFFITHS, J.	RO2	Mercury	Victory
GREEN, J.	RO2	Wakeful	Mercury
GREYTREX	RO2	Hermes	Mercury
GREEN, D. W.	RS	Cochrane	Hermes
HALFORD, R.	RO2(G)	Fulmar	Upton
HALL, J. A.	RO2	Pellew	Mercury
HARDER, F.	CRS	Puma	Mercury
HANDS, R. C.	RO2	Mercury	Tamar
HARRIS, V. G.	JRO	Mercury	Yarmouth
HALL, A. G.	A/LRO(G)	Pellew	Mercury
HARFIELD, D. C.	A/LRO(W)	Glamorgan	Mercury
HAYHURST, S. J. T.	RO2	Mercury	Victory
HARRIS, B. D.	RO2	Hermes	Mercury
HART, A. J. N.	CY	Mercury	Hermes
HANCOCK, K. G.	RO2(G)	Cochrane	Hermes
HEPWORTH, G.	RO2	Mercury	Cochrane

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Name	Rate	Whence	Whither
HENDERSON, C.	RO2	Mercury	SeaEagle
HEMPSTALL, P. A.	A/RS	Victory	Mercury
HEATH	A/RS	Resolution	Neptune
HEAD, R. J.	RO2	Mercury	Salisbury
HICKMAN, D. R.	RO2	Zulu	Mercury
HICKS, B. R.	RO2	Fife	Mercury
HILL, D. J.	RO2	Hermes	Mercury
HOWES, R. W.	RO2	Puma	Mercury
HODGE, B. J.	RO2	Puma	Mercury
HORLOCK, T. R.	RO2	London	Mercury
HOULDING, S. S.	RO2	Mercury	Exmouth
HOGG, D. G.	RO2	Mercury	Pembroke
HOPWOOD, J. B.	RO2	Hampshire	Mercury
HUTTON, K. W.	LRO(T)	Royal Arthur	Mercury
HUGHES, J. W.	RS	Cambrian	Mercury
HUTCHINS, R.	RO2	Grenville	Mercury
IRVING, J.	RO2	Mercury	Tenby
IRELAND, J. T.	RO2	Glamorgan	Mercury
INGHAM, D. J.	A/RS(W)	Mercury	Hermione
INGRAM, J. D.	CY	Grafton	Mercury
JESS, W. J.	RO1(T)	President	Plymouth
JENNINGS, M. E.	RO2	Fearless	Mercury
JENKINS, M. T.	RO2	Glamorgan	Mercury
JOSEY, R.	RO1(G)	President	Glamorgan
JONES, B. E.	RO2	Mercury	London
JONES, M. J.	RO2(G)	Warrior	Woodlark
JONES, I. P.	RO2(W)	CINC Portsmouth	Hermione
JOHNS, W. R.	RO2	Defender	Mercury
JOHNSON, G.	JRO	Mercury	Blake
JONES, S. G.	RO2(G)	Mercury	Penelope
KEARSEY, P. N.	RO2(G)	Mercury	Mauritius
KEYS, S. R.	RO2(G)	Glamorgan	Mercury
KEMP, R. A.	RO3	Mercury	Plymouth
KENNEDY, M. A.	RO3	Mercury	Danae
KENNEDY, D.	RO2	Grenville	Mercury
LEWIS, R. T.	RO2	Mercury	Defender
LEWIS, P. J.	LRO(G)	Cambrian	President
LEHANE	LRO(G)	Intrepid	CINC Plymouth
LINES, P. A.	JRO	Mercury	Blake
LONG, R.	JRO	Mercury	Blake
LLOYD, R. I.	A/LRO(G)	Glamorgan	Mercury
LYNN, J. P. S.	RO2	Diana	Mercury
LIMMING, D. B.	RO2	Glamorgan	Mercury
MURPHY, R. M.	A/RS(W)	Mercury	Naiad
MARSHALL, N.	RO2(T)	Mercury	Tartar
MEARNS, A.	A/RS	Fulmar	Fearless
MCGOWAN, J.	RO2	Ulster	Mercury
MAUDE, D.	RO2	Mercury	Pembroke
MCCLEARY	RO2	Albion	Mercury
MACFALL, G. T.	RO2	Glamorgan	Mercury
MCCLELLAND, E.	RO2(G)	Mercury	Royal Yacht
MARTIN, P. A.	RO2	Danae	Mercury
MULDREW, W.	RO2	Leander	Mercury
MCKENZIE	RO2(W)	Lochinvar	Mercury
MATHER, G. J.	LRO(G)	Carysfort	Hermione
MIDDLETON, P.	A/LRO(G)	Triumph	Mercury
MACMANUS, F.	RO2	Hermes	Mercury
MASON, D. K.	RO2	Drake	Ashanti
MOAN, A.	RO2(G)	Mercury	Glamorgan
MOULTRIE, T.	RO2	Mercury	Fulmar
MINSHALL, C. J.	LRO(G)	Warrior	Hermes
NOLAN, J.	A/RS	Victory	Mercury
NAUGHTON, T. C.	JRO	Mercury	London
NICHOLAS, D. G.	A/LRO(G)	Osprey	Ashanti
NICHOLSON, S. B.	RO2	Mohawk	Mercury
NOXON, P.	LRO(T)	Tartar	Mercury
OLIVER, K.	RO2	Glamorgan	Mercury
OWEN, C.	RO2	London	Mercury
PARSONS, L.	RO2(W)	Victory	Hermione
PALMER, A.	RO2	Mercury	Vidal
PAYNE, R. J.	RO2	Mercury	Tamar
PEARSON, J. S.	RO2	London	Mercury
PEARCE, A. I.	RO2	Warrior	Hermes
PEGLAR, K. E.	RO2	Aurora	Mercury
PELL, G. D. B.	JRO	Mercury	Blake
PENN, J. R.	RO1(G)	Victory	Glamorgan
PEPIN, G. F.	RO2	Cambrian	Mercury
PETCH	RO1(T)	Mercury	Triumph
PHILIPS, D. I.	RO3	Intrepid	Mercury
PHILLIPS, C.	LRO(T)	Mercury	CINC Portsmouth
PHILLIPS, M.	RO2	Mercury	Goldcrest
PICKETT, J. W. F.	LRO(W)	Drake	Ashanti
PLUMB, S. K.	RO3	Arethusa	Mercury
POPE, S. C.	RO2	Mercury	Hermes
POUNDS, R.	RO2(G)	Mercury	Endurance
POTTS, R. E. J.	RO2	Mercury	Drake
POTTER, E.	RO2	Mercury	Vidal

Name	Rate	Whence	Whither
PORTEOUS, J.	LRO(G)	Fulmar	Vidal
PRITCHARD, D.	JRO	Mercury	Berryhead
PURDIB, M. J.	RO2	Scarborough	Mercury
PAINTER, R. G.	RO2	Mercury	Hermes
PHILBIN, T.	LRO(T)	Whitehall	Ashanti
REESE, B. G.	RO2	Fife	Mercury
REES, R.	CY	Raleigh	Penelope
R-LE-GREASLEY	RO2	Mercury	Glamorgan
PRICE, N.	RO2	Aurora	Mercury
RICHARDS, R. W.	RO3	Mercury	Leander
RICHARDSON	RO2(W)	Intrepid	CINC Plymouth
RICHARDSON, T.	RO2(T)	Ashton	Mercury
RICHMOND, D. W.	RO2	Galatea	Mercury
ROBERTS, G.	RO3	Caprice	Mercury
ROBERTS, J. K.	RO2	Diana	Mercury
ROBERTS, K. Q.	RO2	Eagle	Mercury
ROCKETT, L. S.	LRO(T)	Victory	Mercury
ROBB, S.	JRO	Mercury	Naiaid
ROBINSON, R.	RO2	Hampshire	Mercury
ROWE, F. A.	RO2(G)	Whitehall	Woolaston
ROWLANDS, G. N.	LRO(W)	Mercury	Charybdis
SCANES, D. J.	RO2(W)	Mercury	Pembroke
SCROGGIE, M.	RO2	Mercury	Pembroke
SHIPTON, D. J.	RO2	Mercury	Vernon
SHORT, W. J.	RO2(T)	Mercury	Jufair
SHAW, L. T.	RO2	Diana	Mercury
SILLENCE, W. F.	RO2	Glamorgan	Mercury
SIMPSON, J. F.	RO2	Mercury	CINC Portsmouth
SMITH, W. V. J.	RS	Mercury	Victory
SMITH, C. E.	RO2	Mercury	President
SMITH, D. S.	RO2(G)	Mercury	Appleton
SMITH, M. R.	RO2(T)	Mercury	Glamorgan
SMITH, M. R.	RO3	Caprice	Mercury
SMITH, G. H.	RO2	Duncan	Mercury
SMITH, F. E.	RO2	President	Mauritius
SMITH, D. G.	LRO(W)	Mercury	Hermione
SMITH, K. E. F.	RO2(W)	Victory	Charybdis
SMITH, R. J. W.	RO2	Cambrian	Mercury
SMYTHE, P. T.	RO2	Eastbourne	Mercury
SMYTHE	RO2	Mercury	Vidal
SMY, G. A.	RS	Neptune	Salisbury
SPROAT, P. W.	RO2	Grenville	Mercury
STRONG, M. R.	RO2	Mercury	Yarnton
STEPHENS, D. R.	RO2	Mercury	Sirius
STOKES, J. P.	RO2	Manxman	Mercury
STEER, J. V.	RO2	Cleopatra	Mercury
STREATHER, D.	RO2	CINC Portsmouth	Hermes
STEVENS, P.	RO2(G)	Neptune	Wotton
STEVENS, J. A.	LRO(T)	Mercury	Centurion
SPRUDD, R. J.	RO2	Danae	Mercury
SUTTON, K. G.	RO2	Mercury	CINC Portsmouth
SULLIVAN, C. J.	RO2	Lincoln	Mercury
SWAN, P. F.	LRO(T)	Argonaut	Excellent
TAYLOR, P. D.	RO2(G)	Victory	Mercury
TATTUM, C. F.	RO2	Torquay	Mercury
TARPLEE, K.	RS	Ganges	Hermes
THOMAS, F. D.	RO2	Troubridge	Mercury
THOMPSON, G. R.	A/RS(W)	Mercury	Tamar
TILLET, A. P.	CCY	Mercury	Danae
TURNER	RO2	Mercury	Juno
UNDERWOOD, J.	CY	Mercury	Arethusa
VELLA, G.	JRO	Mercury	Eastbourne
VICARY, M. J.	A/RS	Drake	Hermes
VICKERS, R.	A/RS(W)	Mercury	Terror
WAISTER	RO2	Undaunted	Mercury
WARD, K. F.	RO2	Mercury	Ashanti
WALSH, D. L.	RO2	Mercury	Puma
WHITE, R. W.	RO2	Carysfort	Mercury
WILLOUGHBY, D. M.	JRO	Mercury	Plymouth
WILLOUGHBY, R. D.	JRO	Mercury	Plymouth
WILLIAMS, K. T.	RO2	Danae	Mercury
WELLSTEAD, M.	RO2	Hampshire	Mercury
WOODLAND, D.	RS	Royal Yacht	Mercury
WRIGHT, L. D.	RO2	Mercury	Tamar
ZAWADA, M.	RO2	Mercury	CINC Portsmouth

APOLOGIES

The editor apologises to the following readers who sent in articles which could not be published, due to lack of space. Some of these may be published at a later date. Lieutenant W. J. Burling; Sub-Lt J. M. Gawley; CRS Bowen, RO2 B. Harrison; S. M. Welton; Tiny Gardner; Wren Carroll; LRO M. J. Clifford and 'Morse 6'.

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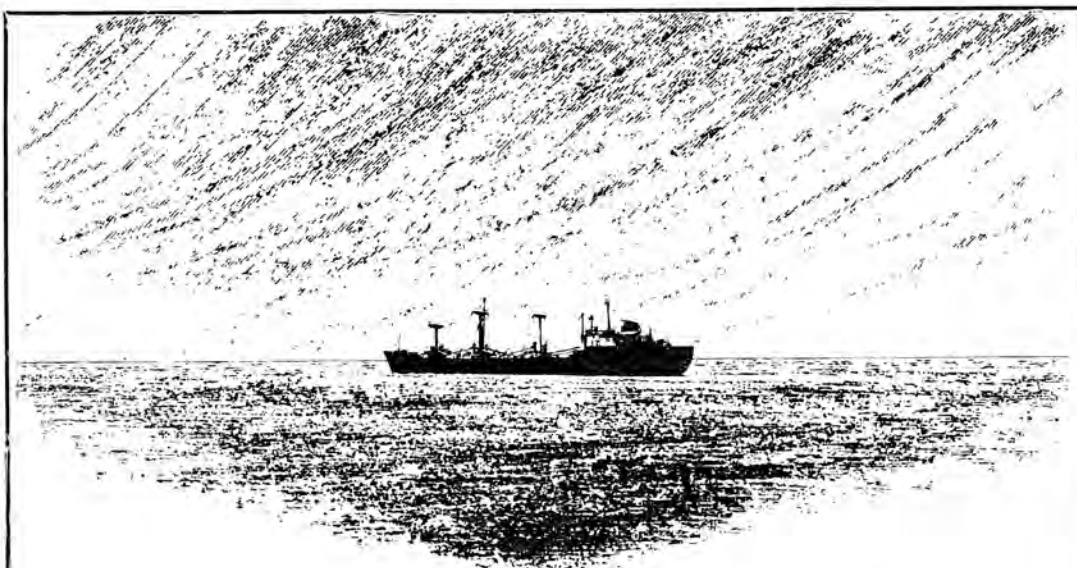
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