

WEN GARDNER

# THE COMMUNICATOR



VOL 18 • No. 2 SUMMER 1968

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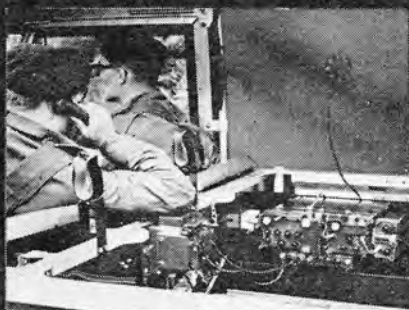
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# THE COMMUNICATOR

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

SUMMER 1966

VOL. 18, No. 2

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<i>Editor:</i>	Sub Lieutenant C. H. SANDERS (SD) (C), RN
<i>Treasurer:</i>	Sub Lieutenant W. J. BURLING (SD) (C), RN
<i>Corrections:</i>	Mrs. J. W. SANDERS, M.A.
<i>Business, Production and Advertisement Manager:</i>	MR. EDGAR SERCOMBE, 44 Abbots Ride, Farnham, Surrey.

## CONTRIBUTIONS

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

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\* \* \*

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PUBLISHED AT HMS "MERCURY"

FOR THE FAR EAST FLEET !!



*by courtesy of Rank Film Distributors*

Carole Ann Ford



## EDITORIAL

The COMMUNICATOR is now in its 20th year of publication and is virtually the sole surviving, entirely self supporting, major Branch magazine in the Royal Navy. Our bank balance is satisfactory and in spite of recent increased costs of over £200 per annum the balance creditor has been maintained. Sales exceed 10,000 copies annually and many of these go to Commonwealth countries to form our own export drive. The two all important ingredients of any successful magazine—articles and orders—are in abundance, we hope due to increased publicity.

The extensive changes in content of the magazine have been introduced with the deliberate intention of aiming a greater portion at the young men and women of the Branch.

Two years have passed since I was "invited" to take over the production of the magazine. Before

the Christmas edition, no doubt another such invitation will be issued to my relief—as yet unknown. Bill Burling, the new Treasurer, is likely to remain as the other member of the staff into next year.

We are indebted to Ann Jewell for her stimulating Crosswords and hope that the hours spent on producing them were as enjoyable as those we have spent attempting a solution.

My particular thanks for direct assistance with production go to my wife for correcting the 6 issues—she admits to learning many new expressions, to Mr. Edgar Sercombe for his professional services and to our printers, The Liverpool Letterpress, who have co-operated in every way and have never failed to meet promised delivery dates.

C. H. SANDERS, Sub-Lieutenant (SD) (C)

## FAMILY ACCOMMODATION

The following is intended to be a comprehensive up-to-date guide, particularly for the many young Communicators shortly signing on for "permanent service". Your future wives will be interested to read how housing of a high standard can be obtained at a reasonable cost.

Married Quarters, furnished hirings, free family travel, removal expenses, Disturbance and Subsistence allowances, all have the aim of promoting family union whenever possible when the period of union justifies moving the family at public expense.

### MARRIED QUARTERS

Eligible personnel for Married Quarters/Furnished Hirings are Officers from 25 and Ratings from 21 years onwards in receipt of Marriage Allowance, provided there is an expectancy of at least 6 months in the job from the time the accommodation is allocated and there is the intention to occupy it for at least 6 months.

Application can be made up to 1 month before taking up a new appointment, and must be made within 1 month after taking the appointment if it is desired to retain any previously earned priority. Such priority is given to anyone returning from at least 15 months unaccompanied Foreign Service by placing them on a list "A". All others go onto list "B" with the award of 6 months back dating on this list for those who are either ex GSC or have just completed a minimum of 9 months unaccompanied Foreign Service.

Accommodation is allocated in a minimum ratio of 10:1 between the lists but this can be varied to deal with any situation peculiar to an area. Priority is not given to anyone whose family has occupied a Command Married Quarter during the husband's absence abroad (occupation of the surplus Married Quarters does not count).

If a man is sent on courses of less than a year, priority may be retained until he is appointed permanently in the UK. It is cancelled if he is appointed to unaccompanied foreign service without entitlement to MQ's. Accumulated seniority on a list may be transferred to any other housing list for which the man is eligible.

The Command Married Quarters are available to personnel on GSC ships operating or refitting at the appropriate ports and to ships and establishments without tied MQ's. Occupancy may continue wherever the husband may be posted, either at home or abroad, if he is not eligible for Married Quarters at the new place of duty. The maximum time of continuous occupation is 3 years unless Quarters are plentiful in the area, when the time may be extended. The Naval Air Stations, the 3rd S/M Squadron at Faslane, HMS *Dryad* and HMS *Mercury* have tied Married Quarters.

The 3 year rule is now abolished for all Quarters other than those at: Faslane, Rosyth, Portland and Portsmouth (Officers' Quarters).

If posted after less than 3 months occupancy, the original seniority earned up to the time of occupation may be transferred to the new place of duty if a man is eligible for Married Quarters there. The amount of original occupation will count against the maximum occupation time of 3 years.

### FURNISHED HIRINGS

These may only be taken up by those entitled to MQ's where such Quarters either do not exist or will not

be available in a reasonably short time. The cost to the occupant is exactly the same as an appropriate MQ. Men on unaccompanied Service abroad may seek a Furnished Hiring anywhere in the U.K. for their families, the maximum rent of which must however, not exceed the NORMAL area rates.

Self contained accommodation may be sought, up to a maximum weekly cost (to include rates, water, repairs, decoration, insurance etc.) as follows:

**U.K. (Normal Area)** Lieutenant Commander and below £7 7 0. CPO and below £6 6 0.

In certain expensive areas the maxima are £8 16 6. and £7 17 6. and in the London area (within a 25 mile radius of Charing Cross) £9 9 0. and £8 8 0.

**MALTA** Officers: £300 p.a. Ratings: £240 p.a.

**HONG KONG** Officers: £1000 p.a. Ratings: £728 p.a.

**SINGAPORE** Certain expensive areas, Officers: £770 p.a. Ratings: £595 p.a. All other areas, including

**JOHORE BARU** Officers: £700 p.a. Ratings: £525 p.a.

The minimum period of tenancy is 6 months, the maximum 3 years. The maximum distance from place of duty is normally 15 miles but may, with MOD (Navy) approval, be extended to 20 miles.

If it is desired to transfer a private tenancy to Married Hiring status, the original tenancy must be terminated and a new one drawn up. It must be remembered that MOD (Navy) is the TENANT, the entitled person the OCCUPANT.

The occupant's channel of communication to the OWNER is normally the MOD (Navy) Land Agent. Self owned property of a near relative may not be offered!

No equipment of any sort is supplied from Service sources to supplement what is already in the property. No breakage allowance is paid. Telephones must be taken over by private arrangement. Please remember that few landlords these days will allow the loss of this amenity from their properties.

A full two month's notice is given to the occupant when the time comes to vacate. Voluntary premature vacation should be preceded by a minimum of one month's notice and can involve the occupant in the continued payment of the standard Married Quarters charges if the hiring is occupied for less than 6 months and cannot be allocated by MOD (Navy) to another Naval occupant.

## SURPLUS MARRIED QUARTERS

These are available to anyone waiting for a Quarter elsewhere or to wives requiring accommodation who cannot join their husband either at home or abroad.

They are located at:-

**INSKIP** 8 miles from Preston, 11 miles from Blackpool (Inskip W/T)

**PAISLEY** 12 miles from Glasgow (ex RNAS Abbotsinch)

**KIRKBRIDGE** 16 miles from Carlisle (ex RNAS Anthorn)

**MONTROSE** In the county of Angus, Scotland (ex RNAS Arbroath)

All normal privileges, allowances and conditions apply to these quarters.

## £ £ FINANCE £ £

### WEEKLY COSTS

To the cost given below must be added the loss of the Out of Quarters Allowance which although normally a total of 21/- per week, is subject to Income Tax and so in average circumstances in terms of real money means an approximate loss weekly as follows.

Officers: 18/-			CPO's/PO's: 17/-			Junior Rates: 16/-		
	£	s	d		£	s	d	
Lieut. Commander	4	6	3	Lieut and below	3	13	8	
CPO Type C	2	9	0	Type B	2	7	0	
PO Type C	2	7	6	Type B	2	5	6	
Junior Rate Type C	2	6	0	Type B	2	4	0	

*Note.* Type B contains 1 reception room (or combined Lounge/Dining Room in the case of a flat), 2 bedrooms.

Type C contains 2 reception rooms and 3 bedrooms.

### GARAGES

All garages allocated to properties cost an extra 8/- per week regardless of what they are used for. If not required they may be allocated to someone else, provided the occupant of the Quarters agrees.

### FUEL AND LIGHT CHARGES

If these are supplied from Service sources the UK commercial rate is charged. Abroad, a flat rate based on an average UK rate (revised every September) is made.

### HOME TO DUTY TRAVELLING EXPENSES

The cost of travelling any distance over 2 miles may be claimed at either public transport rate or 2d per mile for a car, whichever is the lower.



## NEWS FROM THE COMMANDS

### CHATHAM

At Chatham there are 260 Ratings' married quarters at Dargets Wood Estate, Walderslade, and a further 154 quarters there, at present occupied by the Army, are being returned to the Navy over a period of three years.

Apart from a few small houses at St. Mary's Gardens, there are at present no Married Quarters for Officers.

Standards of Furnished Hirings in the Medway Towns vary widely but the building of new estates has eased the situation considerably.

Plans are in progress for an Officers' Married Quarters estate on the site of the old Admiralty House, Chatham and another Ratings' estate on the site of the old St. Mary's Barracks.

### DEVONPORT

The Officers' Quarters are situated at Mount Wise, Manadon, Plymstock, and on the Cornish side, at Trevol. There is a total of 255 with no particular pattern in regard to waiting time.

The Ratings' Quarters are at St. Budeaux, Bull Point, Albert Road, Tamerton Foliot, and on the Cornish side at Trevol and Torpoint. The Royal Marine Quarters are at Granby Street, Devonport, and at Tamerton Foliot.

The Tamerton Foliot estate is in the final stages now and has provided a large addition to our Quarters. There is a building programme under way at present on the Cornish side which will augment further the accommodation.

The position regarding Naval Furnished Hirings is that at present there are:

Royal Navy	30 Officers'	262 Ratings'
Royal Marines	10 Officers'	314 Ratings'

Owing to the present married quarters situation we are not accepting any new properties as Furnished Hirings but are continuing the use of our existing ones.

### PORTSMOUTH

There are 330 Officers' Married Quarters situated at Cosham, Littlehampton and Old Portsmouth. There are 1,745 Ratings' Quarters but numbers are increasing daily. They are situated at Littlehampton, Gosport, Paulsgrove and Stamshaw. HMS *Mercury* and *Dryad* have their own Married Quarters.

Few hirings are now accepted except for the occasional Junior Officer. Contrary to popular belief suitable hirings are not plentiful.

### SCOTLAND—ROSYTH AREA

There are 75 Officers' Quarters situated at Rosyth and South Queensferry. The waiting time is of no fixed pattern. A further 19 houses are under construction at Rosyth and South Queensferry and more are planned. There are 55 hirings. There are 251 Ratings' Quarters situated at Rosyth, Castlandhill W/T Station, North and South Queensferry. The

waiting time is 3 months. There are 84 houses under construction and more are planned at Rosyth and South Queensferry. There are 173 hirings.

### CLYDE AREA (Excluding 3rd Submarine Squadron at Helensburgh and Rhu)

There are 25 Officers' Quarters at Paisley, Greenock and Glasgow. The waiting time is 3 months. There are 3 hirings. There are 102 Ratings' Quarters. The waiting time is 3 months. There are 7 hirings.

Overall the number of hirings is being reduced as additional houses become available.

### HELENSBURGH (3rd S/M squadron)

There are 25 Officers' houses to the west of the town. A large new estate at Rhu is under way and consists of houses and flats. Occupation will commence in the spring of 1967.

There are Ratings' houses to the west and east of the town. The Churchill Estate to the east increases in size daily with a resultant shortening of waiting time.

## FROM ABROAD

### MALTA

There are 45 Officers' and 179 ratings' Married Quarters. At present Officers occupy 8 and Ratings 168. Married hirings. The waiting time for Quarters varies considerably and at this stage it would be mis-



leading to give an average time, but Junior Officers and the majority of ratings are normally accommodated in a Quarter shortly after arrival.

## SINGAPORE

At first sight an extremely black picture is presented but, by and large, people are not unhappy with the housing situation. There is plenty of private accommodation for ratings. Officers have a little more difficulty but usually manage to find something suitable.

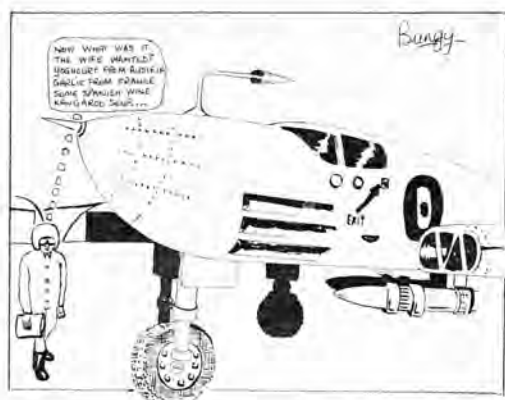
For Lieut. Commanders and below there are 4 tied Quarters and 12 others (to be increased to 14 in Nov. 1966). Only 6% ever get Quarters, after an average waiting time of 20 months which will increase to the maximum of 24 months soon. There are 8 hirings.

Ratings: there are 2 tied Quarters and 49 others. Only 3% ever get a Quarter, after an average waiting time of 19 months (which is the maximum possible).

There are 423 hirings which is 23% of the total number of eligible families.

The ceiling on the number of hirings has never been reached.

*Note.* These figures do not include Quarters at Kranji W/T, HMS *Simbang* or Boom Defence Depot, Loyalang which are tied to these stations.



## TAX FREE ALLOWANCES

Whenever a family moves, certain not immediately apparent expenses crop up in addition to the cost of family fares, removal of furniture etc. The flat rates of Disturbance allowance are designed to compensate personnel over the whole period of their Service Career. Sometimes a move will be profitable, at other times not so. Men are expected to take the rough with the smooth.

### TO QUALIFY

It must NOT be a move involving setting up the first home upon marriage. The appointment must involve a change in area, with an expectancy of 6 months service in that appointment from the date of the move of the family. If occupying accommodation abroad there must be a 9 months expectancy of occupation. Upon return from abroad there need be an expectancy of occupation of only 3 months, not 6.

Additional payments of the allowances are made when a MQ or hiring has to be compulsorily vacated for SERVICE reasons, and for moves into MQ/hirings in certain other instances.

If the family were residing in a SELECTED PLACE OF RESIDENCE (i.e. not in the old place of duty but at one to which removal was made at Public expense), the residence must be so far from the new place of duty that the husband cannot reasonably be expected to commute each day. In this case the family on moving to a new place of duty is eligible for re-imbursement of expenses. A move to a Selected Place of Residence is in fact allowed at public expense if a man living with his family is sent to a new place of duty where it is too far to travel daily and the family is either not entitled to accommodation at the new place of duty or does not wish to be accommodated even if eligible.

### FURNITURE REMOVAL

If a Married Quarter/Furnished Hiring is not involved at either end:

Lt. Commander—CPO's	1200 Cubic feet
PO's—Junior Rates	600 Cubic feet

If a Quarter or Hiring is involved, the allowance is reduced to 300 and 150 cubic feet respectively. Three competitive tenders are required. Any firm's tender may be used but refund is made at the lowest tender price. A proper receipt (i.e. over a 2d stamp) must be obtained and cubic capacity should be noted thereon BY THE CONTRACTOR

### FURNITURE STORAGE

During the absence of an entitled family abroad there is an allowance of up to £65 per annum per 600 cubic feet of entitlement. The store should be within 10 miles of the last place of duty or the selected place of residence if the family did not reside with the husband in the place of duty. Upon return to UK and on taking up a further qualifying appointment, it may be conveyed from store at public expense.

## CARAVANS

These may be moved and expenses claimed in lieu of removal expenses subject to similar conditions to above.

## DISTURBANCE ALLOWANCE

The rates at present are as follows:-

	Officers	Ratings	Conditions
Higher Rate	£80	£50	Payable when a MQ/hiring is not actually occupied or is not available within 28 days (14 days if abroad) of the claimant's taking up his appointment or the date of the family move—whichever is the later (i.e. when private accommodation has to be occupied as a stop gap).
Lower Rate	£40	£25	Payable when a MQ/hiring is occupied or is available within the periods shown above.
$\frac{1}{2}$ Lower Rate	£20	£12 10	Payable when moving into a permanent MQ/hiring at the place of duty if other temporary accommodation has been occupied for more than 61 days and payment at the higher rate has already been received. Abroad, the period is 14 days and upon return to UK 28 days.

When a consecutive series of short courses exceeds 6 months, ONE move to either a selected place of residence or to a temporary residence at a place of duty (on course) may be made and this qualifies for the allowance.

## ADVANCES

**Disturbance Allowance:** This may be advanced at the lower rate to eligible personnel proceeding to and from appointments abroad.

**Removal Expenses:** These may be advanced in full to eligible personnel on production of 3 tenders. This advance is made in the form of a casual payment which remains a DORMANT debt on the ledger until refund of the Removal Expenses is made.

*In the preparation of this article the assistance received from the Command Married Quarters Officers in Portsmouth, Devonport, Chatham, Pitreavie, Malta and Singapore, the Disturbance Allowance Claims Office, RN Barracks, Portsmouth, and the Supply Officer (Cash) HMS Mercury is gratefully acknowledged.*



RNAS Brawdy

"So this is what is meant by 'Expanding the use of the Royal Naval Helicopter capability': in reality, our normal method of changing the commissioning Pendant"



British High Commissioner in Singapore, Mr. L. Rob presenting CRS (S) D. Hart with the B.E.M. which was awarded for operational service on 18th April, 1966

## WRNS

First Officer D. E. Talma has assumed the duty of WRNS Unit Officer, HMS *Mercury*.

### 1966 Ce Course

Consists of 3/0 M. F. Lawson and 3/0 S. P. Gibson.

### Promotions

To Proby. 3/0 WRNS. D. E. Green, A. M. Sumner, G. E. Dann, M. S. Thomas, S. M. Glasse, F. S. Sharp, R. E. Thompstone, V. Philpott, J. C. V. Uff, M. E. Davidson and J. J. Wray-Bliss.

### Awarded the B.E.M.

Chief Wren Betty Ellwood.

### Wren Radio Operator: Advancement

At the end of June 1966 the Advancement Rosters stood as follows:— Leading Wren Radio Operator/Radio Operator (Morse) to Petty Officer Wren Radio Supervisor: 15.

Wren Radio Operator/Radio Operator (Morse) to Leading Wren Radio Operator: 103

(Note: The figures include provisional nominations for Advancement 5/66, which is due to commence on 5th September 1966, as this selection is not yet confirmed.)

During the last five months the average waiting time on the Roster from application for Advancement course to joining the course was 6 months for Leading Wren to Petty Officer, and one year one month for Wren to Leading Wren.

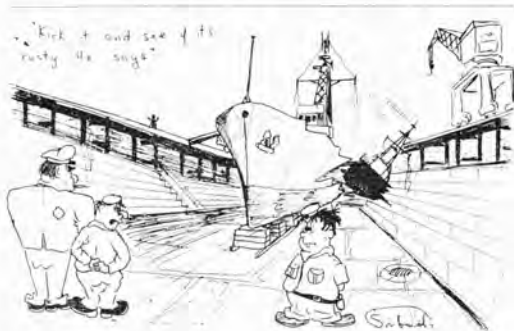
The final Advancement course planned for this year will be Advancement 6/66, commencing on 24th October, 1966.

### Advancement Courses

The Advancement Courses this term have included No 3: L.Wrens A. C. Tallantyre and J. M. Thomas, Wrens M. L. Hill, K. E. Standish, E. K. Martin, M. Stuart, V. V. Burton, B. A. Phillips. Course No. 4: L.Wren(M) S. Francis, L.Wren K. Southall, Wrens N. P. B. Brookes, P. Hutchinson, P. M. Sutton, E. M. Gunn, J. Wood, D. Whitelock and G. A. Treywin.

### Release/Marriage

Wright, J. M., L.WRO, *Goldcrest*. Sawyer, S. M., WRO(M), *Sea Eagle*. Arthur, S. A., L.WRO(M),



## JEFFREY HUNTER



WRN's Pin Up!

*Sea Eagle*. Goddard, WRO, Whitehall W/T. Hardy, L.WRO, *Seahawk*. Johnson, M. B. M. WRO(M), *Sea Eagle*. Keenan, L.WRO, Whitehall W/T. Kenworthy, J. WRO, *Goldcrest*. Marsden, L.WRO, *Seahawk*. Mayes, WRO(M), *Seahawk*. Rylance, S. A. WRO(M), *Sea Eagle*.

### Release

Mills, L.WRO, *Seahawk*. Brown, F. A. WRO(M) *Sea Eagle*. Brooks, L.WRO, *Seahawk*. Bentley, L.Wren, *Seahawk*. Thompson, A. M. L.WRO, Whitehall W/T. Doyle B. L.WRO(M), *Sea Eagle*. Knight, V. C., L.WRO(M), *Sea Eagle*.

### Routine Drafting

Details are contained in the main Drafting Section.

### Engagements

Tallantyre A. C., L.WRO to NAMI Pilcher, RNAS Yeovilton. Clewlow Susan, Wren *Pembroke* to RO1(T) Davies, *Puma*.

### Marriages

Chief Wren Miriam Cole *Mercury* to Radio Supervisor Bell on 16th July.

Chief Wren Janice Culpin *Mercury* to J. Walsh, Fleet Air Arm on 23rd July.



The "Sir Winston Churchill"

## THE SCHOONER "SIR WINSTON CHURCHILL"

by JRO A. Kemp

On Sunday 3rd April, I joined the schooner *Sir Winston Churchill* in Portsmouth harbour as a crew member for her second cruise. On arrival on board I found that the crew was to consist of boys from all walks of life; factories, public schools, the Services and trainees in other trades.

Once the majority of the crew had arrived we were gathered into the mess and the First Officer divided us into three watches. Each watch had an officer in charge, a watch leader and twelve crew members. We found that we were to work a four hour watch system with the dog watches as in the Royal Navy. The watches were the main, fore, and mizzen which in turn were divided into port and starboard watches. At sea, the port or starboard watch would carry out the duties of helmsman, lookout, galley hands or keeping the ship's log up to date. The watch not carrying out these duties would be on stand by and when required, would prepare the sails and man the rigging when altering course or trimming the sails. In harbour only two of the watch would be required onboard to act as quartermaster and bosun's mate. We also found that we would each have a turn at daymen's duties which entailed assisting the engineer and the mate in carrying out minor repairs and painting parts of the ship.

In spite of numerous nautical terms which we had to master before we could become proficient members of a sailing vessel's crew, at 11.45 on Monday we got underway and headed for the harbour mouth where Commander-in-Chief Portsmouth's barge left us. We continued in the direction of Ryde where we dropped anchor. We then spent an hour practising manning the various halyards and runners, each watch under the supervision of its watch officer. In what was an amazingly short time it was considered that each watch had enough basic knowledge of the drill and so we weighed anchor, hoisted seven of our sails and proceeded up the Solent for Yarmouth. En route we exchanged identities with some merchantmen. This, as a Communicator, I found particularly interesting though I did not actually take part in the exercise. We were twice called upon to "Go about". Everyone scurried to and fro and somehow successfully completed the manoeuvre. On arrival in Yarmouth we dropped anchor and settled down excitedly for our first night onboard.

By next morning the sea had become quite rough and a fairly strong wind was blowing; ideal weather for sailing. Trying desperately to remember what we had been told the previous day, we headed out into the Solent, hoisted our sails, and made for



Cowes. Some of the more daring, off watch, ventured aloft to the crow's nest, mainly to take photographs so that we would have a visual record of our adventures. Before going aloft we were made to wear a safety harness which helped give a little confidence.

We left Cowes at 07.45 the next morning, under power, but once in the Solent hoisted our main, fore and mizzen along with the inner and outer jibs plus the foresail, then with the schooner keeling well over to port, set course for Le Havre. I had the duty of lookout and realised for the first time how complicated this job was. Apart from reporting other ships we had to keep a lookout for lobster pots, landmarks, flotsam and jetsam of varying sorts and also be able to recognise the lights of other vessels in the dark.

In mid channel the wind dropped and as we were running to a rather tight schedule, the engine was started in order that we might arrive at our destination on time. After a while a favourable wind returned and we were manning our halyards, a sailing vessel once more. As we were becoming more proficient, the sails were lowered in a remarkably short time on arrival in Le Havre and the harbour patrol boat soon shepherded us into the harbour.

Next morning we had two and a half hours ashore. Most of us would have preferred longer, as this was, for many of us, our first visit to a foreign port and there seemed to be lots to be done and seen.

We were delayed leaving Le Havre while the lock was flooded but once clear, our sails were hoisted and on a course of 300 degrees we were on our way to Dartmouth. On Friday night we arrived in Tor Bay, much to the relief of many of us who were sick. The wind had steadily increased during the day and by the end of the trip it was very rough and the stomachs of inexperienced sailors suffered accordingly.

Next morning, under sail, we headed for Dartmouth and on passage carried out fire practices and life boat drill under the direction of the watch officers. On arrival in Dartmouth we were greeted by the Harbour Master and the Customs Officer and when the latter had cleared us we lowered the boat and proceeded ashore to see what Dartmouth was like. On Easter Day we were up early and ashore to church, after which we prepared for sea and a little before 11.00 sailed from Dartmouth. As we approached the entrance of the river Dart a one gun salute was given from a castle sited high up on the hill. This caused considerable excitement and we all felt proud of our vessel as we headed up channel with all our sail spread.

Monday was spent off the Isle of Wight and there was swimming for the hardy. We also seized the opportunity to add to our photographs.

Late on Tuesday night we arrived in Dover where the starboard generator was changed. Our old one had caused some trouble to the engineer who felt

that unless a change was made our voyage would be curtailed. The strong wind on our departure made the job of hoisting the mizzen and outer jib more difficult. The sea was at its roughest so far, and waves were breaking over the bows, soaking the hands manning the jib. The rain turned to snow and it was found necessary to strap the helmsman to the mizzen to prevent him from sliding across the deck as we keeled in the wind. Once again seasickness was rife and it was with some relief that we anchored in the Medway ready to proceed to Chatham the following morning. There we busied ourselves squaring up the ship. We also spread our awning as there was to be an official cocktail party in the evening. We were invited to visit a local youth club which proved to be most interesting. After being shown round and seeing the varied activities in which they partook we were invited to a dance.

The next morning we all gathered in our mess and discussed our cruise. The Captain asked us if we had any suggestions for its improvement and one or two small improvements were proposed.

Our goodbyes said, we set off for home, heads full of the happenings of the previous fourteen days. It was an experience which I shall remember for the rest of my life and one for which I am proud to have been selected.

\* \* \* \*

Congratulations to "Sir Winston Churchill" on winning her class in the Tall Ships Race.

## NEW SHIPS 1966

### HMS FIFE

by CRS D. L. Alderson

At last! The ship is ours! After a period of six months standing by in Fairfield's (Glasgow) the great day came on June 21st, 1966 when the commissioning warrant was read out and we were confirmed as the newest and most up to date warship in the Royal Navy.

The commissioning ceremony—a most moving



Commissioned



and memorable service—was attended by hundreds of VIP's, friends, relatives and Fairfield's employees (some of whom were perched precariously high on top of the cranes). The principal guest was Her Grace the Duchess of Fife who had launched the ship. The list of official guests included the Chief of Staff to CINC Home Fleet and Mr. Iain Stewart, the Chairman of the Board of Directors of Fairfield's (Glasgow) Ltd. Mr. Matthew Pollock, the Clerk to Fife County Council, delivered the last address, to the ship's company and guests, indicating the very close ties that have been forged between the County of Fife and the ship. Evidence of this was provided during the address by the Captain, Captain R. M. Graham, MVO, DSC, when he told the ship's company and guests that the ship's football team will play in the colours of Dunfermline Athletic—a challenge to that football club would only come after the Captain had seen our team shape up!

The Communications department arrived en masse (apart from the faithful stand by party!) late on the Sunday night, were smoothly sorted out, had a hot meal and were given a brief ship's programme outline by the SCO, Lieut. Commander G. C. Clark. Within just over 48 hours they were sailing down the Clyde and straight into a six day shake down cruise en route for Portsmouth.

What Glasgow lacks in climate is more than compensated for by the warmth and hospitality of its people, and I should like to record our gratitude to HMS *Graham* (RNR Clyde) for all her help and hospitality, both professionally and socially.

The next few months will be a busy period for the staff, not only acquainting themselves with the ship, but also liaising with the WSTG personnel wherever possible, to get the equipment 'set to work'. Once this has been accomplished, we shall extend invitations to all Communicators to come and visit the world's most modern warship.

All Communicators will have seen by now pictures, stories and even cartoons, commenting on the two young lady scientific officers on board

for computer programming—another "first" for *Fife* in naval history.

One of the first signals we received when entering Portsmouth harbour revealed another unique situation: "From the oldest to the newest—welcome" read the signal. It was from the navy's oldest ship in commission, HMS *Protector*, Captain Graham has also been her Commanding Officer.

## HMS MINERVA

by the Staff

Contrary to popular belief, we are not a Bar Boat but one of the latest Leander class frigates, named after the Goddess of Wisdom and commissioned at Newcastle on the 22nd May.

The SCO, Lt. Christie, affectionately known to the staff as "Corpus", drives the department onwards and upwards. We have a rather large staff, numerically and in the case of RO's Chardola and Marsden, physically. They have been put on a strict diet by our soccer trainer, LRO Lowry, RO Bell has been told to put on weight! The father of us all is LRO Allen and our RO's are Taylor and Goff. LRO Drew and RO's Knight and Jones, armed with screwdrivers and pliers, are slowly but surely furnishing the Comms mess and offices. LRO Bagnall has the responsible task of being 'sea daddy' to the junior members of the staff who have been absorbed into the department with hardly a ripple. LRO Mellor is our frustrated correction king whose day is spent chasing the CB officer with the cry, "But sir I haven't had it".

We hope to be well represented in the Command Boxing Championships by RO's Kerslake and White.

Preparations for our forthcoming work-up are well in hand, RS Smullen, RS Smith and Yeo Tweedie-Walker's efforts along this line are proving that their talents for instructing those without the know-how can sometimes be very rewarding.

## GHOST IN TIME

by RS P. E. Kersey

I think I was going through a period of post-death depression.

I had a very quiet funeral, which I rather enjoyed, but two things happened which really annoyed me. Some folks don't have any sentiments and just because I happened to say that I didn't want any flowers but that they could make donations to charity, old Mrs. Bundy had to comment on it.

Some of my friends had a little weep as they filed slowly past me but when old Mrs. Bundy got to the grave she threw down some coke-dust straight from her kitchen fire, turned to her gossip-mate, Mrs. Frindle, and muttered: "Ashes to ashes, dust to dust,

he didn't give nothin' away 'fore he went bust." I don't know about turn over—I could have jumped up and throttled her. She and my missus were worse than my in-growing toe-nails and I hated them both.

My other disappointment was the vicar. He's one of those who puts up big notices outside his church saying: "Don't Throw Confetti." When it was my time to go, I didn't want any hymns because they are so solemn and it's just too sad, so I asked for Mack the Knife. Apart from sending the organist into tantrums, the vicar didn't think it proper and changed it.

Things didn't go at all well that day really. After

they had all gone, it poured with rain. Because the winter nights were drawing in so quickly the grave digger couldn't see to fill my hole in. It was well after closing time at the Rose and Crown when Harry, my young ex-workmate, teetered up to the edge of the grave, shed a few alcoholic tears and then fell in—right on top of my box. He spent several minutes cursing me for getting him into the predicament.

Anyway, that was some time ago. I've done my apprenticeship as a ghost's mate and now am a professional, but it wasn't easy to start with.

When you're just about to pop off you think to yourself: 'Well, I wonder if I'm goin' to hell, or have I been good enough to go upstairs?'

At my last reckoning the only thing I could think of that might be worth a trip down below was the time when I tried to get rid of the wife. We lived a cat and dog life for years and she was *always* nagging about something. No sooner had she heard the last click as the gate closed behind me after a day's work than that witch-like, screaming voice would pierce the gloom of the evening with: "Get those filthy boots off before you come up that clean path—I've swept that today." It even got to the stage when I couldn't put my feet up after a meal because of the stupid cat. "Take your smelly feet off that stool, will you? You know darned well that Moggie must have his nap after the big meal that he's had. And you haven't got the coal either I see—*will* you put that paper down and listen to me!!"

Well a man can only put up with so much useless gibberish and then the dormant volcano inside him becomes active until he blows his top. I tried to blow hers by crushing up twenty seven sleeping tablets in her spuds one day. She was sick after dinner which rather depressed me, but I don't mind any more because I'll never see her again and that alone makes me happy.

As I was saying, it wasn't easy to start with. When I got up to those Pearly Gates they wouldn't even let me in. 'May I see your card, please?' says this chap

at the gate. Needless to say I was rather surprised. 'Card?' queried I, 'I've only just passed on. I haven't got a card.'

'Hasn't St. Peter seen you then?' says he.

'No he hasn't,' says I, 'and I didn't pass him on the way up.'

'I'm sorry,' says this chap, 'If you'll wait a minute I'll see if St. Peter is busy'. With that he takes a white dove from a cage, puts a message in its beak and away it flies.

I couldn't get over this chap at all. 'Scuse me,' I said, 'But I thought everyone up here had wings and played one of those harp things. Why have you only got a sheet draped over your shoulders?'

'It's quite simple,' he said, haughtily raising his eye-brows. 'I'm only an angel, third-class. A second-class angel has wings and a first-class angel has wings and a harp.'

'Is promotion very good then?'

'Not bad. I pick up my wings next week, but we have to wait a bit for harps because there are so many in for repair and there aren't the cats about these days you know. They say that once a cat is past eight lives its gut isn't worth parcel string.'

At that instant two second-class angels glided up on a double cloud, showed their cards and passed through the Pearly Gates. Then St. Peter appeared

"Evening, three-two-six."

I flicked my head round to see who he was talking to. 'I beg your pardon?'

'Three-two-six. That's your number. You're late—I expected you up here last week. What kept you?'

'I . . . er . . . well, hung on—hoping—you know what it's like down there.'

'Well, now that you're here, take this joining card along to the doctor for a medical. Everyone up here is split into three groups: those that are whole, those that have parts missing and then sanitary inspectors.'

'Oh, I see. . . er . . . I'll go and see the doctor then.'

The doctor graded me as 'whole' and told me to get along to the Angel Store to pick up my equipment. I was amazed at the simplicity of the clothes. No suspenders, detached collars or string pants up here and I was really pleased with my white boots which are replaceable every five hundred years. I took an 'outsize' in sheets which fitted me as if made to measure. I was then fitted with two size seven haloes (one for Sundays) and that was me completely decked out as: Angel Three-Two-Six, Third Class.

Because I had once been a motor mechanic, St. Peter detailed me to work in the Cumulistic Department. This consisted of dismantling old, black clouds, polishing them into big, white, puffy clouds, long, thin, wispy ones ready for the summer and occasionally a golden-edged cloud which was considered the Rolls Royce of all clouds.

I still wasn't very happy and had my eye on a special job.

St. Peter was a proper angel-driver and it was only after several weeks of trimming and scrubbing down clouds that I was granted permission to serve an



Lost your way?

apprenticeship under Angel Second-Class, Two-Three-Two. He had failed his First Class in harp playing three times, apparently because he was tone deaf, in addition to this he only had one good leg, the other being from an old table.

He was the leading instructor in ghost-training and had seventeen heart attacks and three nervous breakdowns to his credit.

The course consisted of endless details about weather conditions (full moon, high winds, etc.), facial expressions, sheet movements, select places to hide and a list of people Not to be Scared. Although the latter differed from village to village, they generally included the district nurse, the milkman, the local football team and the lady who called the numbers at Bingo on Sunday nights.

St. Peter had told me that I could become a Second-Class Angel depending on my results from the ghost-training, but in the practical lessons I had twice failed miserably.

Then, one evening, I was out with old peg-leg two-three-two and it happened.

It was one of those nights that the Instructions To Ghosts pamphlet gives as a Grade 'A' example. A full yellowy moon surrounded by clouds (last year's models), a high wind that swished the church trees in all directions and made the telephone wires scream like banshees and a heavy rain that made the grave-stones glisten.

Peg-leg and I sat up in the belfry, from which we had a wonderful view. I could consider this as playing on home ground because this was my old village church and I therefore knew the ground well.

We sat and thrilled at the perfect night, watching one side of the church roof glisten white as the moon reflected in the rain-drenched tiles and the fallen leaves being whipped across the path to pile up against the many vertical stones.

I could just see my grave-stone behind a small bush. Suddenly: 'Prepare for action three-two-six,' said two-three-two, 'there's someone coming down the lane.'

I glided down to my grave-stone where, just for kicks, I had decided to hide myself.

I watched the person come in through the gates and along the path with head and shoulders bowed because of the driving rain. 'What a stroke of luck,' I thought, as the person turned to come down the path towards me and then I noticed that it was a woman.

She came nearer and nearer and then, as she reached the small bush I sprang, wailing, high into the air using my most hideous formation of arms and legs.

She didn't even scream. Just a quick, deep breath and there she lay—my first success!

I didn't stop, but swiftly glided back to peg-leg and on towards the Pearly Gates. We caught the last cloud in, a number 13, and as we stopped at the gates, St. Peter was there to congratulate me. 'Well done, three-two-six, a fine achievement and in nearly record time too. A few more like that and you'll be getting a decoration. Do you know who it was?'

'No, Sir,' said I, 'Who?'

'Your wife, three-two-six. She'll be up tomorrow.'

## LETTERS TO THE EDITOR

38 Mess, HMS Victorious,  
B.F.P.O. Ships.  
25th March, 1966

Dear Sir,

On board there is much uncertainty as to whether Communication Ratings are G, T, or W. I would therefore like to suggest that as every sub specialisation branch (i.e. Gunnery, TAS etc.) wears letters under the same badge, would it not be possible for this Branch to do likewise and under the wings to put G, T, W or S?

Yours faithfully,

K. D. RICHARDS (RO3)

\* \* \* \* \*

317 Greenway,  
Epsom, Surrey  
22nd April, 1966

Dear Sir,

### LET'S GET UP TO DATE

With such modern equipment in use, it is about time we improved our type of hand morse sending equipment, especially when one has to use morse on Ship/Shore if our RATT equipment falls over or if there is too much interference for the receiving station to copy our RATT transmission.

Having recently spent two years on Ship/Shore at "ZSJ", I was astounded at some of the morse one had to read, coming from both Merchant and Naval ships. Much of it was unfortunately poor, so I believe the answer is to go electronic.

A good electronic keyer can be made for about £5, depending on the quality and extras required, i.e. battery or mains powered, transistorised or valve, with or without a monitoring oscillator. A professionally made keyer can be bought for anything between £16 and £30. I have made and bought several, all doing the same job equally well, the only difference being the professional finish.

One criticism is that the user will tend to go too fast for the receiving operator. This can be overcome easily by setting the speed control at the desired speed, measuring the resistance of the speed control "pot" and replacing it with a fixed resistor, so giving a constant speed and almost perfect morse.

The dots, dashes and spacing are fully automatic so it is only a case of moving the keying lever to what you require for sending a morse symbol (usually left for dashes and right for dots). Once the sideways movement has been mastered, it is only a matter of

practice before one is competent enough to use it on a morse circuit.

The Americans and many other navies have been using electronic and semi automatic bug keys for years, so *why don't we?*

Yours faithfully,  
E. MCPHEAT, LRO (G)

\* \* \* \* \*

"Holmedale",  
Rectory Lane, Leybourne,  
W. Malling, Kent.  
20th April, 1966

Dear Sir,

I was most interested to read your article "Senior Service" in the COMMUNICATOR.

Surely the ex P. & O. liner you mention was HMS *Molaja* not *Malaya*—I am sure the real *Malaya* would be most annoyed at being confused with a mere A.M.C.

You may be interested to know that I joined the RNWAR in 1932 as a Watcher 2nd Class, was mobilised in October 1939 (acting PO Tel) and spent the first 14 months of the war in HMS *Circassia* (ex Anchor/Donaldson Line) on the Northern Patrol, very wet and icy!!

On my return to RNB Chatham early in 1941, I asked for a shore station and was drafted to the RN W/T station on the Falkland Islands—nearly as hard, weatherwise, as the Northern Patrol.

I was released from Service in November 1945 and since then have been connected, successively, with No. 9 district RNVWR (Southend on Sea); Section Officer, RN Minewatching Service; Communications Officer, Huddersfield Unit SCC and am now Officer in Charge of the above unit.

I should be interested to hear from any of the old "W.A.R." boys who may still be subscribers to the COMMUNICATOR.

Yours sincerely,  
LIEUT. (SCC) F. B. REYNOLDS, RNR

\* \* \* \* \*

"Lyndhurst",  
Dibbinsdale Road,  
Bromborough, Cheshire  
10th May, 1966

Dear Editor,

Following the recent articles about the fleet manoeuvres in the Med. in 1954, I thought that you might be interested in the enclosed photograph showing *Chaplet* leading the line during one stage of the manoeuvres. Captain Wake Walker's comments about the "belt and braces" method of executing the signals by both flags and voice are very interesting but, as we once nearly found in *Chaplet*, this could be hair-raising. As I remember, there was also an administrative net of some kind being kept on the bridge (to co-ordinate a gun salute?) and at one stage we had a signal awaiting execution on this latter net at precisely the same moment as a particularly critical manoeuvring signal was awaiting

## THE CRUISER LINE



Standard Distance Phew!

execution. This involved a turn, out of column, of about 60 degrees and a reduction of speed from 25 to 12 knots. The inevitable happened when a voice called out, "Execute, Sir", without specifying what was to be executed. The Captain ordered port wheel and rang down the revs for 12 knots and it became rapidly apparent that we were alone in this! Starboard 30 and full ahead was the only answer (ships were at 1½ cables) and this in fact jumped us back into the line so fast that the only ship to notice our error was the one immediately astern who was quietly having kittens! Luckily the incident did not become an accident and at least one signalman had learned the importance of passing our signals accurately. Meanwhile we were a little astern with our gun salute—or whatever it was!

Perhaps I should add that the Captain of *Chaplet* was an excellent ship-handler . . . a Communicator of course.

Yours sincerely,

HUGH CAMPBELL

\* \* \* \* \*

WHITEHALL W/T.

Dear Sir,

The Communication Branch is one of the few not giving actual visual indication of the abilities of its wearers. M (E)'s, for instance, with their three bladed propellers, are in no danger of being mistaken for anything that they are not. The Army's Royal Signals have in Mercury, the winged messenger



of the Gods, an apt indication of their job. It seems reasonable to expect the RN Communicators to have the same badge. Not only does it inform all that they are Communicators, but honours their training establishment, which itself could have no more apt title.

The now extinct Coders were allowed to wear on their arms a code book, which needed no further embellishment.

Present day Communicators are awarded their badge as the result of passing a stage in their training when, supposedly, they are beyond the point where they could damage the reputation of the Branch. Surely a better reward is called for than an emblem that has to be explained to the uninitiated?

I am aware that there are difficulties in producing the Royal Signals emblem of Mercury on a badge constructed of coarse material such as ours, but surely this is no reason for not-seeking ways and means of overcoming them.

Under our new structure, ratings are being trained in all three sections of the Branch. This to my mind requires an indication on the uniform that these ratings have been so trained. I have often been asked whether I am (G) or otherwise. On ships, the officers and Senior Ratings know who can do each particular job; problems arise on a shore base however. The Electrical Branch have found that a single letter in some cases will suffice; in others two are obviously required. As regards the question of stars being substituted for another system, everyone seems satisfied with things as they are now.

Yours faithfully,

ROI (G) R. OSBORNE

The writer of this letter has been awarded a prize of £11.0.

## SIDNEY SMITH

By Commander "X"

In the early part of June, a figure known to many Communicators left Naval Service after nearly fifty years in the Queen's employ. This in itself is not exceptional, but those who knew SIDNEY SMITH, particularly in the lower deck, came to appreciate the painstaking and thorough way in which their interests were safeguarded in any way that was within his power. He takes with him, I am quite certain, the good wishes of all communicators the world over for many years of happy retirement with his wife in their home at Purbrook.

## AN OUTSTANDING CAREER SIDNEY ROBERT SMITH

Sig. Boy *Impregnable* 9 July, '17  
*Ganges* Aug., '17  
*Geranium* Apr., '18 Med. Convoys



Ord. Sig., Dec., '18	<i>Geranium</i>	Dec., '18	Far East Mine Clearance Flotilla. South China Seas, Australia, New Zealand. (Mines laid by German raider <i>Wolfe</i> .)
	<i>Geranium</i>	Oct., '19	Turned over to RAN
	<i>Victory</i>	Dec., '19	
	<i>Inconstant</i>	Apr., '20	Capt. S.I.
Sig.	<i>Conquest</i>	Feb., '22	"
	<i>Victory</i>		
	<i>St. Fagan</i>	Jan., '23	Towing targets for Whale Island
	<i>Calcutta</i>	Sept., '23	CINC America and West Indies Station General Strike
	<i>Victory</i>	May., '26	
A/L Sig.	<i>Toreador</i>	June, '26	
June, '28	<i>Windsor</i>	Jan., '27	6th DF Home Fleet
L. Sig.	<i>Somme</i>	Oct., '29	8th DF China Station
June, '29	<i>Victory</i>	Nov., '32	
	<i>Vortigern</i>	Jan., '33	5th DF Home Fleet
	<i>Encounter</i>	Nov., '34	" " " "
	<i>Victory</i>	May, '35	
	<i>Windsor</i>	June, '35	Out of Reserve for Abyssinian crisis
A/Yeo. Sig.	<i>Victory</i>	Oct., '35	
Oct., '35	<i>Daring</i>	Nov., '35	8th DF China Fleet
Yeo. Sig.	<i>Victory</i>	Dec., '38	
Oct., '36	<i>St. Vincent</i>	Jan., '39	Boys' Instructor
Ch. Yeo. Sig.	<i>St. George</i>	Sept., '39	Evacuated to Isle of Man
V/SI Jan., '39	<i>Mercury</i>	Jan., '43	
	<i>Afrikander</i>	Feb., '43	Seconded to South African Naval Forces
	<i>HMSAS</i>		
	<i>Unite</i>	Feb., '43	(Captn. Instr. Duties)
	<i>Mercury</i>	Sept., '45	
Temp. Clerk, Grade 3	<i>Mercury</i>	Oct., '45	Discharge to Pension
		Oct., '45	Employed in Drafting/Division Office (Release Section), the Central Records and Personnel Index Office, and finally X Section (Registry)
		June, 3, '66	Final Retirement.

## ADVANCEMENT ROSTERS AT 1st APRIL, 1966

The following extracts from Advancement Rosters, revised with effect from 1st April 1966 to include recommendations made on 30th November 1965, are promulgated to give Communicators who are qualified professionally (but not necessarily in all respects) an opportunity to gauge their approximate position on it.

Ratings lacking the necessary VG conduct qualifications have been included in the extracts. These rosters remain in force until 31st August 1966, being unaffected by recommendations made on 31st May 1966. Such recommendations will be embodied in the roster when it is again revised with effect from 1st September 1966. Figures in brackets indicate the numbers not yet educationally qualified.

<i>Advancement to and No. now on Roster</i>	<i>Position on Roster</i>	<i>Points</i>	<i>B13's issued to six months ended 31.3.66</i>	<i>Trickle Advancements authorised 1.4.66-30.9.66</i>
CCY 123	1 2-3 4-30 31-64 65-91 92-123	149 148-146 145-116 114-82 79-63 62-40	12	3
CY	Intermediate 29	Top man basic date 13.3.63	31	7
LRO (T) 130 (20)	1-7 8-12 13-47 48-82 83-130	52-34 33 32-27 26-19 18-5	40	12
CRS 183 Last Man ex re-entry	1-3 4-7 8-31 32-100 101-183	168-166 165-164 163-149 148-84 83-29	16	6
RS Top man with earlier basic date lacks service qualification	Intermediate 8	Top man basic date 31.12.63	60	11
LRO (G) 155 (16)	1 2-10 11-18 19-48 49-100 101-155	39 29 28 27-23 22-12 11-3	110	19
CRS (W) Dry	—	—	1	2
RS (W) Dry	—	—	4	—
LRO (W) 8 (4)	1 2-3	30 10	41	5
Top man lacks VG conduct	4-8	9-8		

The meaning of NORMAL, INTERMEDIATE and DRY ROSTERS.

For the purposes of operating the advancement rosters in the fairest and most efficient manner possible they are classified as above.

A roster is treated as DRY if there is a shortage so serious that no unfairness is likely to result from advancing men as soon as they are reported as eligible and without waiting for reports from ships, some of them abroad. When the shortage is not so serious, but is too severe to justify using the normal procedure, the roster is classified as INTERMEDIATE. This means that a form B13 is held for 3 months after it is known that the last of the necessary qualifications has been obtained.



The delay is long enough to allow a better claim on behalf of a man serving abroad to reach the Advancement Authority in time. When reports of men qualified and recommended for advancement come in more quickly than vacancies occur a Roster gradually builds up. When a 9 months supply of candidates is on the roster it is classified as NORMAL. Advancements are made from the top when vacancies occur.

**NOTE.** INTERMEDIATE does not mean that ratings will be advanced 3 months after they actually qualify; although there is not a 9 months supply of ratings on the roster there may be much more than a 3 months supply. Ratings are therefore arranged in order according to the date of actually qualifying and advanced as vacancies arise. Where however, more than one rating qualifies on the same date, they are arranged in order of Basic Date. Cumulative points totals are not used in deciding advancements from this roster, but are recorded for action when the roster becomes classified as NORMAL.

## ADVANCEMENT NOTES

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

### Provisional Examination

HMS *Naiad* has now achieved her 4th success in the PO (Prov) examination and so proves that this examination is not in the "too difficult" category, provided a man is of the right calibre and receives encouragement onboard. The RS and RS(W) rosters are now DRY and the CY is at INTERMEDIATE and so the greatest possible incentive is provided for suitable LRO's to attempt this examination. The examination is of a completely practical and oral nature. Success brings earlier selection for the full qualifying course and, when rated, an extra £5 12s. on the basic rate per pay day plus extra Marriage allowance.

Suitable dates for HMS *Mercury* during the Autumn Term are 13/14 September and 6/7 December. Application may be made for any other dates, giving as much notice as possible.

### Fleetboards

Leading Hands form over one fifth of the whole Branch and so it is essential that large numbers continuously qualify. The 4 week Fleetboard Preparation Courses are still being run for Old Structure ratings, with a satisfactory success rate. It is too early yet to see how New Structure ratings are faring in this examination but obviously the position is being closely watched. It is no use merely thinking that you might have a go at the Fleetboard . . . put your request in NOW to be recommended for the Leading Rate. You will at least be making an attempt to receive that extra £5 5s. on the basic rate per pay day.

### SUB Specialisation Courses

These courses now form the greatest advancement training load in HMS *Mercury* and are going well. Obviously the greater sub specialist experience obtained before commencing a course, the more benefit obtained from the course. It is appreciated that if men are not to return to the ship after a course then it is better that the course be undertaken at the end of the commission. There are, during this interim period, sound reasons why such a step is not always possible. CND has to maintain a Drafting Cycle, has to draft ALL men for a course and has to cope with the changes in numbers allotted to the sub specialisations to deal with prevailing manning commitments.

### Fleetboard Aids

Cases are still coming to light where the out of date Fleetboard Pamphlet is still in use. The guide is a DCI published in January this year. The Training Plans Office, HMS *Mercury*, holds copies of examination papers from recent Fleetboards conducted in the Signal School.

## QUESTIONS AND ANSWERS

- Q. Was the sub specialist rate of pay recently increased?
- A. Yes. DCI 240/66 shows the daily rates of pay with effect from 1st April, 1966 to be RO2: 29s. 3d. RO2 (Sub Specialised): 30s. 3d. RO1 31s. 3d.
- Q. How can a man secure a place on a sub specialisation course?
- A. In the case of the Far East, see the article in this edition from STC Kranji. For all other areas, CND will normally draft ratings to HMS *Mercury* for a course.
- Q. With what subjects do RO2's qualifying have the most difficulty?
- A. Morse, closely followed by Teletyping.
- Q. Must a man have an "H" recommendation before he stands a chance of selection for an Instructor's Qualifying Course?
- A. No. The rules must however ensure that the most suitable, not necessarily the most senior are selected for this important course.
- Q. Why are Leading Rates and above required to teletype at 40/96?
- A. The speed is tied to accepted NATO and civilian standards for the equivalent appropriate grade. Many communicators leaving the Service have been thankful to possess such a skill.

## ACKNOWLEDGEMENTS

Apologies: The Editor regrets that articles from the following arrived too late for inclusion:—  
H.M.S.'s *Belton*, *Eagle*, *Plymouth*, *Sea Eagle*, *Bellerophon*, *Sheba*, Portsmouth Comcen No. 4 Wireless District RNR.  
Articles Received but not yet published:  
"Photography" by LRO(G) Hancock, Gibraltar.  
"Crash Draft to Mercury" by LRO K. W. Alner.  
"Dress Ship" by Anon.  
"An appointment with Mine G(HOST)" by RO Barnes, *Hermes*.  
"Jonah & the Pail" by CY Anon, *Warrior*.  
"A moment in a sailor's life" by RO1(W) Toy, *Fife*.  
"Spotted at Last", "Communicator's Blazer Badge" and "Communications 480 BC (and before)—1966 AD (and after)" by ex CCY Lucas, BRNC Dartmouth.  
"Naval Reflections" by CY Harrison, *Warrior*.

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2M

## GOING THE ROUNDS IN MERCURY

### Term Dates

Autumn	30th August to 16th December
Spring 67	3rd January to 14th April
Summer 67	1st May to 18th August
Autumn 67	4th September to 22nd December

### Dreadnought Block

The completion of Dreadnought Instruction Block provides the Signal School with a second, large, multi storied, modern, instructional building fitted out to the highest standards. There are numerous lecture and buzzer classrooms, a laboratory aimed at the teaching of electronics and a large Instructional Cinema. All Technical, Procedure and Organisation, New Entry and Wrens, Section Officers and Instructors are housed in this block. The Training Regulating, Classroom Allocation and ECP are grouped on the Lower Ground Floor.

In the foreground is the special Communication Systems Training wing, the fitting out of which is expected to be completed within a few months. This will provide "T" Section with modern, well laid out, "mock ups" of typical Ship Fits on a scale never before achieved in the Signal School.



**Dreadnought Block**

For the first time in 25 years the old, faithful but unsuitable Nissen hut classrooms will be placed in reserve.

### Future Developments

Financial approval has now been given for the execution of the development plan. Site plans are already being drawn up and construction will start

within the next two years on the next stage which will include:

1. Petty Officers' Accommodation
2. The WRENS Quarters for Ship's Company and Trainees
3. 4 Junior Rates' Accommodation Blocks
4. Extensive alterations to Mountbatten Block
5. A Victualling Block

### CHIEFS' CHATTER

Visitors to the mess during the term have included Admiral Sir Frank Hopkins, KCB, DSO, DSC, Commander-in-Chief Portsmouth, the RNR Instructors, CPO's of the NATO Navies and the Army Signals course from Catterick.

Sports Day brought a 3rd placing for Dennis Forth in the Long Jump but it must also be recorded that the Pres. was beaten by a short head by the Commander in a 'handicapped' Veterans 90 yard dash.

Congratulations to Lofty McLeod who capped many fine 'whistling' performances by refereeing the 1-1 draw of a first ever fixture between an England Amateur XI and the Combined Services at Leyton.

Tommy Tucker's Terrors are 'performing' on the cricket pitch and with ten men and a fair wind have chalked up their first win.

The mess had to part company with both the Sea Dads Trophy and the 'Dart' last term but we have a recovery programme in mind.

Saturday, 1st October, is the date for the re-union (STAG) of serving and ex-service Communication CPO's so we look forward to a dry night of wet whistles. It's quite a thought that this particular evening will bring back some members of the 'EX RN TELEGRAPHISTS 1918 ASSOCIATION'.

### PO's PATTERN

After a successful End of Term Easter Dance, the mess has been leading a sheltered life. Shortly though, we have promise of a 'break out' in that we defend The Silver Dart and also have a social evening at the end of June.

Yorky Kingsley will shortly be handing over the mess chair to Jim Hartin, prior to going to the outside world. Another change in the mess was that Joe Love relieved Mick Muggeridge as Mess Sec.



**SPORT**—The mess won the rugby and hockey cups and are well on the way to retaining the cricket cup. In athletics we won the League and were placed third on Sports Day. Naturally enough, and for the fifth year in succession, the heavyweight brigade literally carried away the tug-o-war.

### SIGNAL SCHOOL NATTER

by LRO(T) G. R. Artingstoll

Once again it has been a very eventful term. We have been visited by the Commander in Chief Portsmouth, Admiral Sir Frank Hopkins, KCB, DSO, DSC, who inspected divisions on the 10th of June. Tactical ratings of Cancortron 3 are visiting us from Chatham, and from New Zealand a happy band ear-marked for the frigate *Blackpool*. Recently we were host establishment to the Norwegian ships *Stravanger* and *Bergen*.

In the sporting world, the new entries had a close win over the Signal School at our annual sports day. Cricket we have played and won against the Portsmouth City Fire Brigade and Northwood cricket club. In the inter-establishment tennis K.O. competition, *Mercury* beat HMS *Bellerophon* 5-4.

Our swimming pool is in full commission and RO2 Roberts is in constant attendance in the life saving role, with L/Wren E. Baker keeping a watchful eye on her brood.

Weddings are popular this term, and recently RO2 C. Terrill and RO2(W) K. Evans took wives. LRO(T) Fox, our signal school mess sec., will marry before leaving us for 'sweepers' in Hong Kong.

The usual number of in's and out's have kept the mess on the move, with LRO(T) Brown and LRO(G) Taylor departing to civvy life.

In the Mercury club, at the helm is CCY Archer, we still enjoy our weekly dances on a Thursday evening, with famous groups such as the 'Talismen' and the 'Moonrakers.'

Once a term, a stag night is laid on, and a snooker competition is just finishing. We still have plenty of room here so hope some of you sea going types will join us soon.

### HMS MERCURY WRNS

#### Drafts Out

Wren Whitlock to *St. Angela*, Wren Dornhorst to *President*, Wren Baker to *Dauntless*, Wren Rowe to *President*, Wren Rose to *Pembroke*, Wren Bissell to *Dauntless*, Wren O'Gara to *Dauntless* and Wren Martin to *Sea Eagle*.

#### Ship Visit

A visit to HMS *Dainty* by L.Wren Baker, 5 members of the WRNS Ship's Company and two Trainees proved to be thoroughly enjoyed by all.

#### Sport

Our netball team reached the final of the 1966 Inter-Unit competition to be beaten by WRNS from HMS *Victory*.

The cricket and tennis teams are through the 1st heats of the Inter-League matches.

#### Engagements

Smith, V., L.Wren to RO2(G) I. Hulse, *Hampshire*.  
Owen, J., L.Wren to LRO(T) R. Fox, *Mercury*.  
Davidson, J. Wren to RS(W), R. Mackay, *Tiger*.  
Rose, G. Wren to 'RO2(G) K. Wharton, *Mercury*.  
Young, P. Wren to SA(V) C. Northcott, *Mercury*.  
Jephthote, C. Wren to RO2(W) M. Soles, *Mercury*.  
Downes-Martin, L.Wren to RO1 Swann, *Mercury*.  
Stuart, N., L.Wren to EM1 Purdy, *Collingwood*.  
(other WRNS's news on page 66).

#### NEW ENTRIES

##### HOWE DIVISION

by NE3

Howe division has followed the usual pattern this year. We have said goodbye to U32, U33, OA19 and OA20 and welcome OA6, OA7, OA11, U7 and U8.

CND continues to give us suitable ships for continuation training: *Fearless*, *Minerva*, *Triumph* and many others in the fleet. It is good to see so many old members coming in from these ships to qualify for their second class rate and to sub specialise. Among the latest batch have been D'Cruz (OA5) Powell, Fox, Land and Turvey (OA11).

The highlight of the term so far has been Open Day. The weather was kind and fathers, mothers, brothers, sisters and friends came from places as far apart as Durham, Devon and Dover to see what happens in *Mercury* and to witness the New Entries inter-divisional sports. It was a pleasure to talk to so many and discover how keenly interested they are in all that concerns their sons. The day had a specially happy ending when RO3 Mounter collected the Athletics trophy for the division. The whole team, under the guidance of P.O. PTI Stephenson, won the trophy by a clear 37 points.

Three members of the division, RO3 Elvin, RO3 Cuthbertson and JRO Kemp had the good fortune to be selected for a cruise in the Sail Training



Howe Division

Schooner *Sir Winston Churchill*, an experience they thoroughly enjoyed. It is hoped that we will be able to get more opportunities for this kind of adventure.

As Summer leave draws near we shall be preparing to say our goodbyes to the familiar faces of OA28 and OA29 and to welcome the new classes who will be arriving to take their place. To them and all other present and ex-members of the division we wish the best of health and fortune for the future.

## RN COMMUNICATION CENTRE SINGAPORE

It seems that there are many Communicators, even in the Far East, who have only a vague idea of the RN communication set-up in Singapore. A brief history and description might therefore be of interest and value.

Suara W/T, situated close to HMS *Terror* in the Naval Base, has always provided the transmission facilities and until recently served Kranji wireless station only. Kranji, midway between Singapore City and the naval base, combined the function of Comcen and receiving station, using a teleprinter link to a Signal Centre in Naval Headquarters.

Two years ago, a major change occurred when the Naval HQ Signal Centre expanded into a Comcen with control of all communication services other than morse. The latter still terminates at Kranji. Since then a steady build-up has continued until the RN Comcen, with a staff of 4 officers and 130 ratings, now occupies virtually the entire ground floor of South Wing West Block of HQN.

So much for the past and present. The big event of the future is the expected arrival in October this year of 29 Wrens to join our staff. We extend them a sincere and hearty welcome—and the prospect of thousands of signals to play with.

In work and play we seem to get along very nicely with our RAF and Army colleagues and inter-Service visits etc. have benefitted all concerned. We have a free exchange of views and ideas work-wise but the sporting trophies seem to be firmly in place in the RN Comcen trophy case.

We like to think that in common with all good firms our policy is one of continued improvement. Visits and constructive "drips" (via SCO's or Senior Ratings please) are always welcomed since this contributes more than anything else to a reasonable standard of service.



## COMMUNICATION BRANCH NEWS

## COMMUNICATION SYSTEMS A SIGN OF OUR TIMES

by Lieut. Cdr. J. C. Appleyard-List

When the first HF Synthesiser appeared in ships it was welcomed as a great advance. At first sight it was the ultimate in frequency determination, so easy to operate and so little background knowledge required of its workings. Gone were the traditional MO Anode and Grid dials, the doublers, buffers, tuning books, curves and tables. For the first time it was even possible to go to a transmitter and read off directly the frequency to which it was tuned.

But little did those who first welcomed the synthesiser for all its obvious advantages, realise that with its introduction would come an era of new telecommunications techniques, and that this era would necessitate the greatest revision in equipment usage and thinking to take place for 50 years.

Many of those reading this article will already have tasted the synthesiser's 'recoil' in the form of circuits that never were, especially SSB and FST circuits; even more will give a wry smile when they are reminded of how quickly they had to take an interest in Assigned and Suppressed Carrier frequencies, Arrangements and Offsets, modulating tones and frequency shifts; bauds and occupied bandwidths.

For the truth is that though the improved design of modern equipment has relieved the user of having to know as much about what goes on inside the set as he did in the past, the equipment is useless in the hands of those who do not fully understand how to apply it to the system of which it is part. In practical terms: Whether to offset? By how much? In what direction? And from where? Gone are the days when you could get away with an off-frequency transmitter, or could search for the other station if he didn't appear where you expected him. The equipment now does exactly what you tell it to do and if the instructions it receives from the operator aren't precisely the same in every ship, the odd-man-out might just as well pack up and go home. To ensure you aren't the odd-man-out, your system knowledge has got to be as accurate as the equipment you are using.

This doesn't mean knowing the difference between a Hartley and a Colpitts Oscillator, or a valve in Class A or B operation; but it does require a good working knowledge at block diagram level of the system as a whole, plus a thorough knowledge of frequency definitions and agreed system nomenclature. There are only a very few parts of a modern equipment which it is necessary for the user to understand to circuit level. The days when a user's degree of skill was measured by his ability to read a circuit diagram from A to Z are fast drawing to a close.

All this has demanded a long and critical examination of equipment training in the Royal Navy; the necessary review of Theory and Technical instruction at all levels has just been completed at *Mercury* and the results will be promulgated in Change 1 to the CTM later this year.

By the way of advanced notice and because the necessary alterations have already been incorporated into *Mercury* syllabuses, the principal changes resulting from the review are given below.

Theory and Technical, traditionally taught as separate subjects, are now taught as a single subject called 'Communication Systems'.

At all levels the number of equipments covered in the syllabus has been reduced to cover only those most widely fitted. The introduction of PCT for communicators has made it possible to cover the remaining equipment, when required, outside advancement syllabuses.

At New Entry and Sub-Specialist levels the syllabus opens with instruction in telecommunication techniques, given by an Instructor Officer. These are then applied to selected equipments as a preliminary to the block build up of those sets, and together they provide the basis from which a T Section instructor then teaches the use of operator controls. No time is spent on AC or DC Theory and no circuitry is taught. As much emphasis as possible is placed on practical. This constitutes a 'B' Standard of knowledge and is the highest to which any rate below Radio Supervisor is taught on course.

Radio Supervisors on their 20 week course, and RCI's start with a grounding in DC and AC components and principles to enable them to understand the principles behind aerial and filter tuning and resonance as applied to other stages within equipment of the older variety which is still widely fitted at sea. Teaching to circuit level is only resorted to when strictly necessary to provide a background from which to achieve more efficient operation. The saving made by cutting out circuitry as an end



in itself is devoted to a major block of sessions on systems and everything that leads up to offsetting. Instruction is given on certain of the most widely fitted equipments from the handbook, first by an Instructor Officer, then jointly by an Instructor Officer and a T section Instructor, and finally by a T Section Instructor. In addition to learning to tune and operate this equipment, the RS and RCI are now taught how to localise faults which may develop in it by the use of front panel test and monitoring facilities, to the point where separate test equipment would be required. Though the majority of senior rates have acquired this knowledge in the past and have used it to save maintainers the time they would have to spend in diagnosing the fault for themselves, it is now possible to incorporate this very valuable user function into the definition of an 'A' standard of knowledge. It is emphasised that this is not a take-over bid by the user, but a means of formalising a practice which has existed in most ships for many years and is to the obvious advantage of both user and maintainer.

To sum up then, the synthesiser, and the new telecommunication techniques for which it has paved the way, require of the user a fundamentally different approach to his new equipment. It is now essential that all those who are in any way responsible for operating modern equipment, or for planning its use, must acknowledge the changed circumstances and be prepared to meet the challenge which they set. The emphasis for the user of modern equipment is now very much on the systems approach at the expense of pure circuitry. Only if we realise that professionalism is now measured by an understanding of systems as a whole and focus our interest on the new pastures of Arrangements and Offsets, will the Navy reap the benefit of the extremely costly re-equipping programme on which it has embarked.



## THE CONTRIBUTION BY ASWE TO COMMUNICATIONS AND ELECTRONIC WARFARE

by Cdr. C., ASWE

### Where does ASWE fit into the MOD Organisation?

ASWE comes under the Director General Weapons, who is responsible to the Controller for all weapons systems, and this includes communications. The Chief Scientist and Head of Production are also Director Weapons R and D Surface (DWRDS) and Director Weapons Prod. (DWP) and the Captain attends DGW's management team meetings; so that in addition to being an independent R and D Establishment, ASWE forms part of a MOD department.

### What does ASWE contribute?

ASWE's contribution to communications and EW can be summarised as follows:-

- (a) Design and development of new equipment for ships and shore stations. The end product of this is usually a development model, production specifications and drawings and equipment lists, test schedules, maintenance routines, handbooks, and agreed repair policy with DGD & M.
- (b) We plan the installation of new equipment. This means drawing up an installation specification and drawings and doing a lot of work in the layout stage to ensure that all equipment will be compatible.
- (c) Having developed equipment, it is our responsibility to procure it. We arrange production contracts to buy equipment; we carry out inspections during manufacture and test the equipment.
- (d) After it has been fitted in a ship it is inspected by a special team of user and technical officers and undergoes sea trials. In this task we work closely with *Mercury*.
- (e) We also deal with the post design of equipment necessary to overcome design faults or improve performance to meet a new requirement.
- (f) Other tasks in the Establishment include:
  - (i) Aimed research to prepare the way for the next generation of projects.
  - (ii) The assessment of new systems and special investigations which have to be carried out from time to time.

To do this there are two main departments within ASWE, namely the Research and Development Department, which is the job of the Royal Naval Scientific Service, and the Production Department which is staffed by Production Pool Engineers and supporting personnel.

There is also a sprinkling of Naval User and Maintainer Officers to help and advise both departments and provide a liaison with the Naval Staff, Schools and Sea-goers. These are known as the Application Officers.



The Seamen Application Officers are Executive Officers who have sub specialised in communications, gunnery or navigation and direction. Their primary duties are as follows:-

- (a) To liaise between the project and staff divisions to ensure that staff targets and staff requirements are aimed at providing the best results.
- (b) To advise the project on the service environment and interpretation of the staff requirement, maintaining liaison with the naval staff and user schools concerned, and ensuring that the agreed characteristics are kept up to date.
- (c) Assisting the Scientific and Experimental officers in every way possible and in particular in organising trials of equipment.

The Technical Application Officers do much the same except that they are concerned with the maintenance of the equipment. Seamen and Technical Application Officers work in pairs, one of each being allocated to each project. ASWE is the only hardware Establishment which includes both research and development and production, and we feel very strongly that the team of scientist, production engineer and naval officer is a strong one, and does much to reduce the difficulties of introducing equipment into service in the shortest possible time.

#### How it is decided what ASWE does.

The authority for us to do work is a Staff Target or Staff Requirement. The former, particularly, covers work in the aimed research stage and the latter the work on projects. Once a Staff Requirement has been raised by a staff division and agreed by the Establishment, we draw up agreed characteristics which lay down in some detail how we are going to meet the Staff Requirement and this is agreed with the Staff Divisions; other directorates in DGW and DGD & M. We also carry out the through costing which includes a very careful estimate of the men and money required to develop any equipment and the final cost of equipment in production.

It would be a waste of men and money to spend a lot of time and effort in developing a new system which the Navy subsequently would be quite unable to pay for when it comes to buying one for each ship.

Of course, there are more Staff Requirements and Staff Targets in existence than we have the men and money to work on. Therefore each year's work in the Establishment has to be agreed and the money approved before the beginning of each financial year. In fact, about a year ahead, we draft a programme of all we think the naval staff want or ought to have, and we cost this year's programme for money and man power and then put it to the naval staff, co-ordinated by DNTWP, to cut down to size. This is not an easy process and is complicated by such facts as whether it is worth slowing down a project which is well under way or whether in fact it is possible or advisable to transfer scientists who are experts at

one thing to something else with which they are not familiar, or may not like. Their available effort has to be spread among three customers, DNS, DSAW and DNTC and I would like to emphasise that the staff divisions, co-ordinated by DNTWP, finally decide the year's programme and not the Chief Scientist, ASWE, who can only give advice on some of the practical difficulties of any alterations.

#### Collaboration

In recent years it has become evident that neither our scientific man power nor our financial resources allow us to develop all the things we need. There is therefore an incentive to sharing research and development with our NATO allies. For a number of years we have been sharing ideas but now we are reaching the stage of working together on different projects.

#### Short Cuts

Whenever there is a situation where there is more work to be done than we have men or money to do it, people naturally think of short cuts. The question is frequently asked why we cannot buy more proprietary items off the shelf. This always sounds attractive, particularly to the chap who wants to meet some urgent requirement and he usually manages to imply that it will be quite easy to fit by a ship's staff, ASWE has no desire to prevent requirements being met as fast as possible, or to be involved in developing something when a perfectly good equivalent is available commercially. Nevertheless the whole business of purchasing equipment for naval use must be properly controlled and follow certain basic rules if we are to avoid landing ourselves in trouble and probably a lot of unforeseen work later. Many examples could be quoted where this has happened; in nearly every case the equipment concerned has turned out to have snags of some sort which are not apparent from the manufacturer's sales talk (naturally) and a disproportionate amount of effort has had to be expended in the end, at the expense of some other item that had been properly



"THE WHOLE STAFF WANT COMMUNICATORS THIS TERM SIR AND WE - ER - WELL, THEY HAVE DECIDED YOU CAN HAVE THE GRATIS COPY FOR A SMALL CONSIDERATION - ER - JUST JAY, A SMALL MAKE AND MEND, WITH LEAVE!"

programmed in the first place. We have therefore a set of rules which have to be complied with before proprietary equipment can be purchased.

- (a) Draft staff requirements and agreed characteristics must be drawn up, and through costed.
- (b) Sample obtained has to undergo a performance trial followed by design evaluation by one of the R and D divisions.
- (c) As a result of (b) assess:
  - (i) Degree to which it meets the requirement, and whether any mods. required.
  - (ii) Degree to which maintenance requirements met.
  - (iii) Compatibility with power supplies, control systems, etc.
  - (iv) Results of climatic and durability tests.
  - (v) Analysis of components and valves into service and non service types.
  - (vi) Adequacy of documentation.
- (d) Recommend spares requirements.

A recommendation is then made as to whether to buy. If approved, then a procurement specification is drawn up and must be agreed with the contractor before a production contract can be placed.

This may sound a tortuous process but bitter experience has shown it to be necessary. The money and effort to carry out this process have to be programmed and even if all goes well and no modifications are required, there is a built in gestation period while installation specifications are drawn up, 'E' lists compiled, maintenance instructions and handbooks written and edited (commercial publications are rarely much use to the RN as they

stand), Dockyard repair policy agreed and necessary test equipment evaluated and provided if needed.

Unless this is properly done, the users and maintainers in the Fleet soon meet difficulties. This, of course, leads to defect reports which ASWE is expected to deal with in the Post Design Division. Unless the proper procedure has been gone through, this Division will not have the necessary technical information, nor will they have been complemented to take it on.

This is not to say that rules cannot be broken and that, when really necessary, special measures cannot be taken. What this procedure does do is to indicate what degree of risk is being taken if any particular equipment is bought off the shelf; it could be, for example, fitted on the clear understanding that there would be no Dockyard support, and repair would have to be by replacement. The important point is that this would all have been assessed and agreed by all concerned.

### Conclusion

I have in a short article tried to give you a thumbnail sketch of ASWE's contribution to communications and electronic warfare, and I hope, have explained a few of our difficulties in giving communicators all they would like.

I have sometimes heard it said that communications, especially, take second place to the missile guidance or direction fields, Security prevents me from listing the various projects, but I would like to point out that nearly one third, that is over 100 S and E officers, are working on communications and EW in ASWE.

## NEWS FROM THE RESERVES

### HMS CALPE

By Mr. S. Bensadon, Gibraltar HQ RNR Unit

"Sailor's Pride" was to be the first real NATO exercise in which Gibraltar's own, recently commissioned, *Calpe* would be providing additional manpower for the Comcen and Maritime Headquarters.

With very little practical work behind them, since previously everything was theoretical, seventeen ratings, still in their provisional grading, volunteered to assist in the Spring 1966 exercise. Seven were to act as plotters in the MHQ and the remainder went to the Comcen as message handlers and typists. The writer, working in the Comcen, will naturally only give an account of events in that department.

The exercise took place from the 23rd February to 1st March, 1966. We were divided into three watches, mine being "A" watch.

Probably due to our utter inexperience we found that we had very little to do and as the hours went by we felt rather embarrassed at seeing the regular ratings and Wrens busily going about their duties whilst we typed and duplicated the few signals that were to be distributed around Gibraltar. However

we did benefit by putting theory into practice. The PO Wren and the Wrens in the MSO were only too willing to help with advice over difficulties.

We approached our first night watch with some misgivings as none of us had had any experience of such irregular working hours. Nevertheless we found that we were kept busy for the first part of the watch,



and it wasn't until around midnight that we began to slow down.

The following day we were more familiar with both our duties and the other members of our watch. We were taught how to use a teleprinter and operate the Teledist positions. This proved to be extremely interesting and gave us added interest.

Too soon the exercise was over but the climax of the whole period came when Rear Admiral T. W. Best, as COMGIB, addressed those who took part in the exercise, in the Main Plot. He gave a brief explanation of what our task had been and how we had all contributed, pointing out a few of the flaws. We were then addressed by the Air Officer Commanding, Air Commodore R. Deacon-Elliott, who corroborated everything the Admiral said, and thanked us for our assistance.

In retrospect I believe we all agree that so far as "message handling" was concerned the exercise was rather slow. This was beneficial to us for it gave us time to keep up with our work and put our theory into practice. It was also a memorable experience which we thoroughly enjoyed.

#### JOIN THE RESERVES

The RNR is an excellent way of keeping in touch with the Navy and also of making new friends. A visit to a Division or Training Centre is interesting and there is no obligation to 'Buy'.

The RNR Centres and Units are located at:—  
London, Southend, Maidstone, Reading, Exeter, Bath, Gloucester, Birmingham, Northampton, Nottingham, Leicester, Derby, Nuneaton, Dunstable, Manchester, Warrington, Preston, Sheffield, Leeds, Bradford, Swansea, Sunderland, Stockton, Norwich, Ipswich, Hull, Grimsby, Lincoln, Aberdeen, Newport-Isle of Wight, Bexhill and Portadown.

#### Headquarters Reserve Units

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For full details apply:

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Old Admiralty Building,  
Whitehall, London S.W.1

#### The Reserves, Scotland

There are 3 Divisions in Scotland.

**FORTH No 14:** Is known as HMS *Claverhouse*. The attached coastal minesweeper is HMS *Killiecrankie*. The large, well equipped building is on the south bank of the Forth.

**GLASGOW No 13:** Is known as HMS *Graham*. The attached coastal minesweeper is HMS *Clyde*. The building is situated close to the docks to the west of Glasgow.

**DUNDEE DIVISION No 10:** Is known as HMS *Unicorn*. It is an old ship moored on the Tay near the centre of the city. The attached coastal minesweeper is HMS *Montrose*. Attached to this division is a Wireless Training Centre at Aberdeen.

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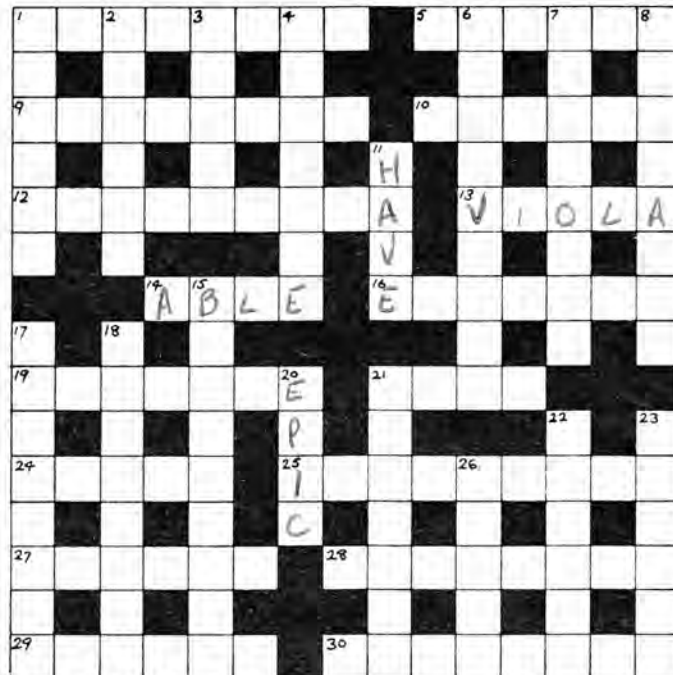
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# SUMMER CROSSWORD



by ANN JEWELL

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

## CLUES

### Across:—

1. I came with Ted to kill every tenth man. (8)
5. To laze about is not his habit where his hobby is concerned. (6)
9. "Behold her, single in the field,  
Yon———Highland Lass!"  
(W. Wordsworth) (8)
10. A rodent appears after a large bottle loses its order of merit. (6)
12. Sounds the sort of plant to interest an estate agent. (9)
13. Sebastian's sister. (5)
14. Can you twist this bale? (4)
16. Two girls make for a bit of a joint. (7)
19. A Wren, confused with gold, is not conscious of anything. (7)
21. I find help in the small advertisements. (4)
24. The Royal Academy has the total in arrears for the branch. (5)
25. In the lee Baffin Bay becomes indescribable. (9)
27. No RM allowed in here—this is usual. (6)
28. A country dance needs but a small company and I'll come in, not backwards. (8)
29. The act of loading without nothing? (6)
30. Post real letters for the bone around the ear. (8)

### Down:—

1. The correct amount of 7? (6)
2. The chicken-house surrounds a couple of litres for a good old-fashioned breakfast. (6)
3. Rum at intervals may contain inspiration for a morning song. (5)
4. Confused satires form a pedal-coupler. (7)
6. Venerated but weakened. (9)
7. Is this thick gruel used for ship's medicine? (8)
8. This impetuous fellow sounds in a hurry. (8)
11. "She shall be buried by her Antony:  
No grave upon this earth shall———in it  
A pair so famous." (Ant. & Cleo.) (4)
15. A satin bow is sufficient for this sailor. (9)
17. One of the hills of Rome. (8)
18. When I am beaten it makes me harmed. (8)
20. The picture was not a long poem, though it contained the elements of one. (4)
21. Name one flower. (7)
22. Toss back between Ohio and us for an ancient halfpenny. (6)
23. Little Leonard returns to the marsh for the herb. (6)
26. "Tell me not,———, that thou hear'st of this,  
Unless thou tell me how I may prevent it."  
(Rom. & Jul.) (5)





## AMATEUR RADIO IN THE SPACE AGE

by CRS M. J. Matthews, ZB2AM

From the early days when Marconi and Jackson were breaking ground in the new found science of Wireless, there have been "part time" individuals who have put to work the theories of the scientists and added their contribution to the annals of Science and History. Thus has the Radio Amateur kept in step with progress in the world of Radio.

Sputnik 1 was put into space by the U.S.S.R. in 1957 and within minutes of official announcement that it was functioning correctly and transmitting on both HF and VHF, radio enthusiasts all over the world were tuning in to hear what has now become the familiar "bleep bleep" from outer space. The space era in electronics had arrived and the Radio Amateur was there to see it in!

In 1959 an Association was formed in the United States of America, with a view to getting the necessary permission for an amateur constructed satellite to be put into orbit during one of the many military launchings that were taking place. The project was

called OSCAR—Orbiting Satellite Carrying Amateur Radio—and many of the members were involved in space communications for military and commercial organisations.

The American Radio Relay League, the national amateur radio society, approached the State Department and the negotiations resulted in the Air Force granting the necessary permission for an amateur satellite to be launched during the firing of the Discoverer rocket.

Oscar 1 was put into a space orbit on 12th December, 1961. It weighed approximately ten pounds and contained a 100mw transmitter operating on 145 Mc/s which transmitted the morse letters HI. The speed at which this sign was transmitted indicated the temperature inside the satellite; the lower the temperature the slower the morse speed—a very simple form of telemetry. The speed of the satellite was also measured by utilising the "Doppler effect" on the transmitter frequency.

## FORTHCOMING COURSES AT HMS MERCURY

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

Course	Commence	Complete
EWI ... ..	5th September	11th November
CY ... ..	5th September	25th November
WRNS Advancement ... ..	5th September	14th October
JRO/RO3 Refresher ... ..	5th September	9th September
FBPC (G) (T) (W) ... ..	12th September	7th October
RO2 Exam ... ..	12th September	13th September
Fleetboard (G) (T) (W) ... ..	13th September	13th September
RS ... ..	19th September	17th February, 67
JRO/RO3 Refresher ... ..	19th September	23rd September
RO2 Exam ... ..	26th September	27th September
JRO/RO3 Refresher ... ..	3rd October	7th October
RS (W) ... ..	10th October	10th March, 67
RO2 Exam ... ..	10th October	11th October
JRO/RO3 Refresher ... ..	17th October	21st October
FBPC (G) (T) (W) ... ..	24th October	18th October
RO2 Exam ... ..	24th October	25th October
WRNS Advancement ... ..	24th October	2nd December
JRO/RO3 Refresher ... ..	7th November	11th November
RO2 Exam ... ..	14th November	15th November
RS ... ..	21st November	5th May, 67
JRO/RO3 Refresher ... ..	21st November	25th November
RO2 Exam ... ..	28th November	29th November
JRO/RO3 Refresher ... ..	5th December	9th December
Fleetboard (G) (T) (W) ... ..	6th December	6th December
RO2 Exam ... ..	12th December	13th December
CHRISTMAS LEAVE ... ..	16th December	3rd January, 67
JRO/RO3 Refresher ... ..	3rd January	6th January
CY ... ..	9th January	31st March
RS (W) ... ..	9th January	9th June
RO2 Exam ... ..	9th January	10th January
FBPC (G) (T) (W) ... ..	16th January	10th February



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Observations of these two things were recorded and analysed at a later date. The first report of signals from Oscar 1 was received from the U.S. Antarctic base in Marie Byrd Land where the operators of the amateur radio station, KC4USB, had been eagerly monitoring the Oscar frequency. This satellite lasted 22 days and made 339 orbits before burning out in the earth's atmosphere.

The success of the first amateur satellite spurred the Association to produce a similar package with one or two modifications, and six months later, on June 6th, 1962, Oscar 2 was put into orbit. It lasted 14 days having made 295 orbits.

Having overcome the problems of launching a simple radio package into space it was now decided to design and build a more sophisticated satellite. The resources of the Oscar Association were put into full gear and a blueprint for Oscar 3 produced. It was to be a "translator" type radio satellite which would receive certain signals aimed at it from earth within the frequency band 144.075 Mc/s and 144.125 Mc/s and retransmit them between 145.8 Mc/s and 145.9 Mc/s. In addition to the translator it would carry a tracking beacon, transmitting "HI", for aerial alignment and a 25mw telemetry transmitter which would pass out information on battery temperature, amplifier temperature and battery voltage.

Oscar 3 was put into orbit on March 9th, 1965, and during orbit 61 the first trans-Atlantic contact on 144 Mc/s was made between DL3YBA in Germany and W1Bu in Massachusetts, U.S.A. This was followed by another trans-Atlantic contact, during orbit 157, between EA4A0 in Madrid and W2AZL in New York. Many inter-continental contacts were made in all parts of the world and some of the longest distances recorded include Alaska to New York, across Australia, Buenos Aires to California and Hawaii to the U.S.A.

As each satellite ended its useful life another came off the drawing board and through the good offices of the United States Air Force was put into orbit as soon as a place became available during a current rocket test.

Oscar 4 was launched from Cape Kennedy on December 21st, 1965. All did not go right with the launching of the Titan rocket and all the "packages" were deposited in space in very irregular orbits. Oscar 4 had an apogee of 20,600 miles and a perigee of 127 miles, and it was soon obvious that the life of the satellite would be shorter than previously had been expected.

Oscar 4 contained a more advanced "translator" system, being capable of picking signals up on 144.1 Mc/s and retransmitting them on 431.9 Mc/s. The beacon transmitter was radiated on 431.02 Mc/s. Despite its short life, about three weeks, contacts were made across Europe and several stations from the United States of America were heard in the United Kingdom.

The OSCAR Association are now well advanced in the design and construction of the fifth satellite to



carry the name of Amateur Radio into outer space. At the time of writing there is no indication of when this next satellite will be put into orbit.

What was learned from these early space experiments? In addition to keeping themselves in the forefront of space radio technology by designing, building and utilising techniques used by their civilian and military counterparts, the radio amateur

was also carrying out simple tests and measurements in space and reporting their results back to a central "clearing" house in the United States. Here, reports from amateur stations all over the world, including Gibraltar, were sorted out and passed on to the authorities interested in space research. Here they will be used to lead to a better understanding of the "space" around us.

## SHIP-SHORE NEWS

### NAVAL PARTY ALFA

by RO2 N. A. Morris



Party ALFA "in action".

Their existence known only to *Terror* pay office, CND, Borneo Campaign veterans, Indonesian Intelligence, and perhaps RNH Netley, four Communicators are still fighting it out from their island location at Labuan, only 200 miles from the Indonesian border.

For those who find it hard to recognize them behind their swarthy skins, beards and mosquito wounds, the party consists of RO1 Palmer, RO1 Jacobs, RO2 Clifton and RO2 Morris.

If any among you are still reading this article, if ever your ship comes to Labuan, or if you're one of those lucky people who never get ships and you notice a shell shocked RO, festooned with Army GSM's, shuffle into your local, just remember that they all drink.

### HMS ARETHUSA

Portland has made every one of us switch on and think; a word of thanks to Lieut. Commander Laing and his staff for that. *Arethusa* was thrown in at the deep end during her first week.

Perhaps the most valuable exercise to come our way was not scheduled. An airman, jet-blasted overboard from *Victorious's* flight deck in the misty dusk of a summer evening in the Western Approaches,

was hauled out of the water within minutes. Having that experience during our first run as a ResDes pointed out the vital necessity of this sometimes boring duty. We shall never mind when a BRAVO ALFA 27 comes our way again.

'Appy 'Arry will shortly be leaving such familiar mariners' marks as the Nab and Shambles behind. We look forward to passing the Johore Shoal Buoy, inward bound as CONFESDESRON ONE.

What lies in store for us remains a mystery locked in the secure stowage of COMFEF's Headquarters. We do hold high hopes of calling at the Spring of Arethusa in Sicily as the ship passes through the Mediterranean. It was here that Nelson watered his Fleet after months of searching for the French. Shortly after this he found his quarry and was victorious at the Battle of the Nile.

### HMS ARK ROYAL

by R. S. Rayner

This contribution from 'Ark' comes at a very happy time of the Commission. We are anchored at Port Suez awaiting the Northbound convoy into the Mediterranean and have just completed our second Oil Embargo patrol in the Mozambique Channel and though lacking the publicity given to the Bird Class carrier, and the R.A.F. Gannet, we have had a very lucrative six weeks.

During May we steamed 11,540 miles, which is 2,000 miles greater than the ship has steamed in any one month in its life. The patrol time has been highlighted by flight deck potted sports, 'Panark-orama' internal Television shows, 'Three Ship' RAS's, Shackleton Maildrops, and reducing Mauritius to her knees with the extra volume of Signal traffic.

RS Sumner was lent to NLO Mombasa Staff and while assisting with the extra load of signal traffic spent his time L & RA in the Rex Hotel, pleasing the shareholders of Tusker Breweries. Two LRO(W)'s, Cotton and Charlesworth, distinguished themselves on the football field by ending up in BMH but this loss was offset slightly by the appearance of that suave, smooth RO2 Morris from the Fleet Pool, who maintained a steady patter on the night life on an LFS billet in Singapore. The flag deck has been painted again, and again, and again... (likewise the hockey sticks).

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803 Squadron Scimitars

Behind us in the Far East we leave a long, happy and efficient association with the Singapore Comcen during numerous joint exercises: if you go Far East, go Joint. We have exchanged operators with 224 Signal Troop who stayed aboard for a week, while the RO's went to up country ASOC's at Butterworth and Pecan to do a battle royal with the mosquitoes.

After our arrival in the UK we see the departure to civvy street of RS Sumner and LRO's Kay, Carey and Lupton. Later we expect to lose a few more to advancement courses at *Mercury* and the STC at Devonport. Instructions have been following their steady plod.

We look forward to joining the Home Fleet. Communicators remember, if you have any queries, drop in and see us.

P.S. to anyone wishing a last nostalgic look at a Strike Carrier; we will be doing Navy Days at Portsmouth.

## HMS AURORA

Aurora's antics this term have taken her into much wider fields, ranging from Bergen to Gibraltar. Our primary task has centred on Flight Team Training since leaving GPM in Chatham in May and we're getting so birdie minded that QM's are even piping, "Attention on the flight and weather decks", at colours.

Bergen was a welcome break after a quick work-up and a period in the Clyde. The majority of the staff took full advantage of the snow at Voss and the R.No.N. skiing instructor—no broken bones this time. Our renowned CCY, Tom Ryrie, was at one stage seen to sink in a drift while taking a photograph of a particularly good "subject". Bergen also offered the chance of return visits between the R.No.N. and ourselves and we had quite a few I.C.S. queries.

Towards the end of the GPM, CRS Arthur Farrar was relieved by CRS Harry Vincent-Spall. Arthur, safely settled in "T" Section, is ready to reveal the mysteries of our ICS to all who listen!

Staff changes aboard are all too regular and we seldom get a team before it starts to break up. LRO(T) Ash has gone and has been replaced by LRO(T) Taylor and LRO(G) Whiting leaves us shortly to FOST. His relief is RO1(G) Harrison. RO1(G) Atrill, having completed his LRO's board successfully, leaves soon for HMY *Britannia* and we wish him well in her. We get the usual host of Juniors and those who stay seem to enjoy themselves.

On leaving Chatham and after a week's weapon training, we took the Army down to the Channel Islands for a weekend. Someone forgot to tell us that it's dry there on Sundays! Ah well—at least the sun shone.

The squadron visit and training cruise, which was to have been to Lisbon, finished up in Gibraltar. It had its compensations. Most of the lads were given a much appreciated tour of the Comcen and in turn, we played open house to the shore staff.

We have a visit to Dover soon for an eminent Commonwealth statesman and the CCY is fighting a losing (?) battle with the SCO and TASO over which jack we will fly. For those of you who are due for home sea service, take the moans about Portland with a grain of salt; it is by no means as black as it's painted and there are even those who ask to stay on! Our dear old Goddess of the Dawn continues to be Queen of the Bill and welcomes all work-up ships to her bleak and blustery stamping grounds.

## HMS BERWICK

by Jumper

We are now many many miles from Pompey and many are the sights we have gazed on since leaving the shores of UK. One of these was Mombasa, where we spent 19 days. We had a stay in Aden, then we steamed to Gan to refuel before the final burst to Singapore.

Our ship's football, hockey, and basketball teams have been soundly thrashed by the RAF but, I hasten to add, this was our first football defeat and so far the only one. We defeated HMS *Manxman*, the small ships' cup holders and are also into the second round of the China Shields Cup. This is no mean feat we can assure you.

Many former acquaintances were renewed on our arrival at Singapore but we didn't have much harbour time before we were off again, to take part in exercise 'Millstream'.

After this exercise we returned to Singapore before departing for Hong Kong and Jenny's side party; no doubt more former acquaintances will be met!

The staff are: RS Cherry, RS Turner, RO2(G)'s Collings, Clark, Dwyer, CY Haines, LRO(T) White, RO1(T) Massey, RO2(T) Sims, CRS(W) Thorpe (Squadron CRS), LRO(W) Sawyer, RO2(W) Nonis and Rose, RO2's Gillard, Pitman, Wells, Cope, Moud, RO3's Watson, Farmer, Fisher, and JRO Wilson.

## COMMISSIONING FORECAST

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

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

<i>Undaunted</i>	...	A/S Frigate, 29th September. Trials Crew. Commission 24th November 1966. (1) (2) Chatham. (a) (b) PS.
<i>Beachampton</i>	...	CMS, 1st October. Recommission 9th MCM Sq. (2) Bahrain. (a) (b) FS Middle East.
<i>Carysfort</i>	...	Destroyer, 6th October. Recommission (Phased). (1) (2) Devonport. (a) GSC Med/Home. (b) GSC Home/Med.
<i>Troubridge</i>	...	A/S Frigate, 6th October. Recommission (Phased). (1) (2) Chatham. (a) GSC Far East/Home. (b) GSC Home/Med.
<i>Agincourt</i>	...	Destroyer, 6th October. Recommission (Phased). (1) (2) Portsmouth. (a) GSC Med/Home/Far East. (b) GSC Home/Med.
<i>Devonshire</i>	...	GM Destroyer, 20th October. Recommission (Phased). (1) (2) Portsmouth. (a) GSC Home/Far East. (b) GSC Home/East of Suez/Home.
<i>Burnaston</i>	...	CMS, 10th October. Recommission 9th MCM Sq. (2) Bahrain. (a) (b) FS Middle East.
<i>Glamorgan</i>	...	G/M Destroyer, 11th October. Commission. (1) Portsmouth (2) Newcastle. (a) GSC Home/Far East. (b) PS (Bldg).
<i>Duncan</i>	...	A/S Frigate, 27th October. Trials Crew to reserve on completion, Rosyth. (a) (b) PS.
<i>Penelope</i>	...	A/S Frigate, 3rd November. Trials Crew. (1) (2) Devonport. (a) (b) PS.
<i>Dampier</i>	...	Surveying Ship, 11th November. Recommission. (2) Singapore. (a) (b) FS Far East.
<i>Chanton</i>	...	CMS, 12th November. Recommission 9th MCM Sq. (2) Bahrain. (a) (b) FS Middle East.
<i>Undaunted</i>	...	A/S Frigate, 24th November. Commission (T). (1) (2) Chatham. (a) HSS. (b) PS. Trials).
<i>Shoulton</i>	...	CMS, 24th November. Commission 3rd MCM Sq. (1) Portland (2) Portsmouth. (a) HSS. (b) PS.
<i>Daring</i>	...	Destroyer, November. Commission. (1) (2) Devonport. (a) GSC Home/Far East/Home. (b) PS (Trials).
<i>Ajax</i>	...	A/S Frigate, 17th December. Recommission (Phased). (2) Singapore. (a) (b) HSS FS (date of sailing) East of Suez.
<b>1967</b>		
<i>Tartar</i>	...	A/S Frigate, 5th January. Recommission (Phased). (1) (2) Devonport. (a) GSC Home/Middle East/Home. (b) Home/W Indies Home/W Indies.
<i>Puma</i>	...	A/A Frigate, 12th January. Recommission (Phased). (1) (2) Devonport. (a) GSC Home/Far East/Home. (b) Home/S Atlantic.
<i>Intrepid</i>	...	Assault Ship, January. Commission. (2) Clydebank. (a) HSS/FS (date of sailing) East of Suez. (b) PS (Bldg).
<i>Penelope</i>	...	A/S Frigate, January. Trials Crew. Commission end February 1967 (T). (1) (2) Devonport. (a) (b) PS.
<i>Danae</i>	...	A/S Frigate, end February. Trials Crew. (1) (2) Devonport. (a) PS. (b) PS (Bldg).
<i>Penelope</i>	...	A/S Frigate, end February. Commission (T). (1) (2) Devonport. (a) HSS. (b) PS (Trials).
<i>Caprice</i>	...	Destroyer, March. Recommission (Phased). (1) (2) Chatham. (a) GSC Far East/Home. (b) GSC Home/Far East.
<i>Dido</i>	...	A/S Frigate, 2nd March. Recommission (phased). (1) (2) Chatham. (a) GSC Far East/Home. (b) GSC Home/Far East/Middle East/Far East/Home.
<i>Defender</i>	...	Destroyer, 16th March. Recommission (Phased) (1) (2) Chatham. (a) GSC Far East/Home. (b) GSC Home/Med.
<i>Juno</i>	...	A/S Frigate, 4th April. Commission. (1) Chatham. (2) Southampton. (a) GSC Home/Far East. (b) PS (Bldg).
<i>Dundas</i>	...	A/S Frigate, April. LRP Complement. Gibraltar. (a) LFS. (b) HSS.
<i>Keppel</i>	...	A/S Frigate, April. Commission (T) (FPS). (1) Rosyth. (2) Gibraltar. (a) HSS. (b) PS (Trials).
<i>Dainty</i>	...	Destroyer, May. Recommission (Phased). (1) (2) Portsmouth. (a) GSC Home/Far East/Home. (b) GSC Home/Med/W Indies/Home/Med.
<i>Danae</i>	...	A/S Frigate, end May. Commission. (1) (2) Devonport. (a) GSC Home/Far East. (b) PS (Trials).
<i>Rhyl</i>	...	A/S Frigate, May. Special Refit (DY Control), Rosyth. (a) PS. (b) GSC Home/Med/Far East/Middle East/Far East/Home/Med.
<i>Londonderry</i>	...	A/S Frigate, May. Special Refit (DY Control), Portsmouth. (a) PS. (b) GSC.
<i>Lowestoft</i>	...	A/S Frigate, May. Special Refit (DY Control), Chatham. (a) PS. (b) GSC Home/Far East/Middle East/Far East/Home/Med.
<i>Naiad</i>	...	A/S Frigate, May. Recommission. (1) (2) Portsmouth. (a) GSC Home/Far East. (b) HSS.
<i>Diana</i>	...	Destroyer, May. Recommission (Phased). (1) (2) Devonport. (a) GSC Home/Far East. (b) PS.
<i>Keppel</i>	...	A/S Frigate, May 12th. Commission (T) FPS. (1) Rosyth. (2) Gibraltar. (a) HSS. (b) PS (Trials).
<i>Salisbury</i>	...	A/D Frigate, June. LRP Complement. Devonport. (a) PS. (b) Home/Far East/Middle East/Far East/Home/W Indies.
<i>Hampshire</i>	...	G/M Destroyer, June. Recommission (Phased). (1) (2) Portsmouth. (a) GSC Home/Far East. (b) GSC Home/East of Suez/Home.
<i>Diamond</i>	...	Destroyer, June. Commission (1) Portsmouth. (2) Chatham. (a) GSC Home/Far East/Home. (b) PS (Trials).



## FAMILY TRAVEL ON TROOPING AIRCRAFT

Recent instructions have been promulgated laying down in some detail just who is allowed to travel in trooping aircraft, apart from those travelling entirely at public expense.

Travel at the special charter fares may be undertaken by dependent relatives or in some cases even the husband in the many situations that can occur in Service life. Wives and children of personnel on full unaccompanied land based foreign tours or those serving on unaccompanied tours East of Suez while their ships are in dock or on self maintenance periods, are fully eligible.

Passengers travelling to destinations not served along the whole route by trooping flights may take advantage of the concession for any part of their journey so covered but arrangements and expenses to and at joining points will be the responsibility of the individual.

Fares are normally to be paid in advance. Return or Single journeys are permissible. Passports, visas, inoculations etc. must be organised by individuals at their own expense.

### SINGLE FARES

		£	s.	d.
U.K.	— Aden	24	0	0
U.K.	— Gibraltar	9	15	0
U.K.	— Hong Kong	55	11	0
U.K.	— Malta	14	3	0
U.K.	— Nairobi	26	17	0
U.K.	— Singapore	52	2	0
Aden	— Mombasa	23	5	0
Aden	— Nairobi	17	7	0
Malta	— El Adem	10	16	0
Malta	— Nicosia	21	3	0
Nairobi	— Mombasa	5	8	0
Singapore	— Hong Kong	16	17	0

## HMS BLACKWOOD

by RO1 M Long



Proof that the Fish Squadron really do fleetwork as well as fish patrols. They are the largest RN operational squadron afloat.

Greetings again from the leader of the largest squadron afloat.

For the many of you in the various MSO's who route traffic for C.F.P.S., I would like to point out that the letters stand for 'Captain Fishery Protection Squadron' and not the many various interpretations we receive on our signals.

Since the Easter edition went to press, we have welcomed *Malcolm* back into our fishery squadron.

Our various recent patrols have included the east coast patrol, Wick and Grimsby, the latter being by far the best visit of the commission so far and I doubt if there will be anything to beat it. The local attitude is one of 'You look after our boats at sea; we will look after you in Grimsby'.

After a year in commission, new faces are

beginning to appear onboard, the first reliefs to arrive being CY Dance and RO2(G) Lehan. *Blackwood's* next article will be from a completely new staff.

## HMS BRIGHTON

by CY D. R. Jones

This is the first article of the present commission from the *Brighton*. We will endeavour to write an article for each subsequent COMMUNICATOR over the next two years.

We commissioned on a cold wintry day in early January at Chatham, and eventually arrived on the high seas as operational. Of course at this time we had our official commissioning ceremony, which turned out to be a big success. The Yeoman had his two children christened on the Flag-Deck, with the RS as godfather promising to give dog watch instructions. We are presently enjoying a seven week cruise showing the flag in the Portland work-up areas. The Staff are finding things rather busy at the moment but rumour has it that we have a three day visit to Brighton at the end of the work-up.

We then return to our home port, Chatham, to give leave prior to twelve months in the Far Flung as part of the First Destroyer Squadron, I think the only people who fancy the Far Flung are our Juniors, who either want more tattoos or fancy the idea of being brown for Xmas.

We have a high powered communication team headed by the C.O., Commander P. M. Stanford. The VS side is run by CY Jones, LRO Wright, RO1 Annakin and RO2 Dyke. The WT part of the ship is run by RS Bane, LRO Webster, RO2's Gibney, Steel, Richardson and Williams. The EW boys who leave us before we go to the Far Flung are LRO Elder, RO2 Owen and Blackey Blackman. All are backed up by JRO and RO3(U)'s Clancy, Harkin, Murray, Ford, Miller, North and McGovern.



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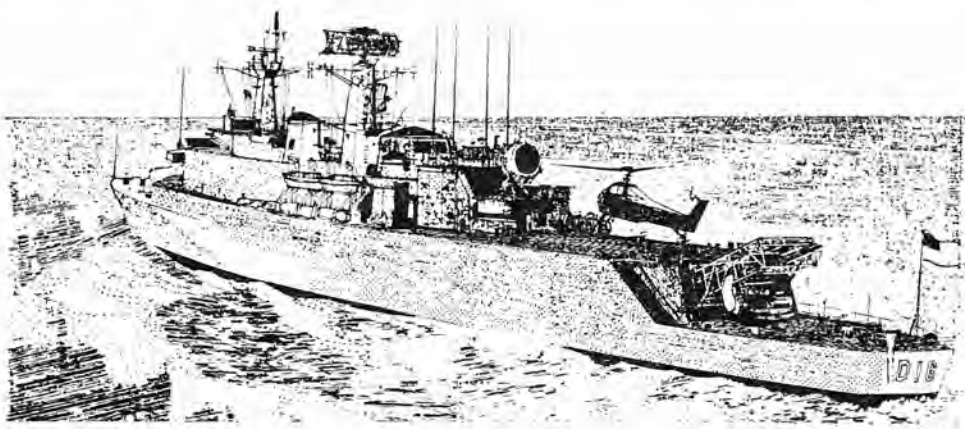
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## HMS CAMBRIAN

by LRO(W) I. E. Jones

March '65 saw the ship sailing for the FES. We spent nearly six weeks in the Aden area during which time we assisted the Army in surveying in the Gulf of Aden a small island called Abd-Al-Kuri; I hadn't heard of it either!

However we managed the usual run to Hong Kong and a few days in Penang and, incidentally, a few weeks on patrol.

Our second Home Leg was spent visiting Gibraltar for the Home Fleet gathering and then up to 'Derry (minus our motor cutter which we lost in the bay).

After Christmas leave we again sailed for the "far flung" where we are at the time of writing. After a promise, soon shattered, of visits to Australia and Japan, we have spent endless weeks doing the Straits patrol, a month off Beira, and today is the last day of our patrol month in Borneo, where we qualify for the medal.

Our drafts should be with us within the week when we arrive in Hong Kong before coming back home.

The Staff consists of: Lt. Gordon-Smith Nav/Comms. Officer, CY Davies, RS Hughes, LRO Varcoe, LRO(T) Potton, LRO(W) Macdonald, RO1(W) Jones, RO1(G) Halifax, RO2(G) Oakley, RO2(T) Wall, RO2(W) Knill, RO2(G) Rowntree, RO2 Brown, RO3 Hutchinson, RO3 Browne, RO3 Cheyne, RO3 Palmer, RO3 Pollitt, JRO Munday.

Also on passage at the moment is RO1(G) Jacobs who is going to Hong Kong with us for a well deserved rest after six months' hard work on COMNAVFOR staff.

## HMS DARTINGTON

by LRO(G) D. Appleby



Although no slackening has been evident on our side of the Anti-Confrontation patrol scene, things seem to have quietened down considerably.

During June, ships of the 6th and 11th MCMS's took part in the final stages of Exercise 'Sea Imp', sweeping approaches to Bangkok, supposedly to let the big ships in for a jolly!

On the personnel side the Commanding Officer, Lt. Cdr. M. A. Stockton, is due to be relieved by a "Submariner", Lt. Cdr. Campbell. RO1 Bartlett and

myself go home soon to be relieved by RO2's Byatt and Ormiston, leaving stalwarts LRO(T) Williams and RO2(G) Dodd.

Finally, as we do so much relaying for other ships on the FES, our name is being changed to "HMS *Passington*!"

## HMS DEFENDER

by Kookie

You will see from the title that we are on our home leg, but not spending much time alongside the wall!

After returning from the Med in early March, we sailed for "Bearex 66". This exercise involved *Dainty*, *Defender* and units of the Federal German Navy. The exercise took place in the Baltic and ended with a visit to Kiel where some of the staff went on a "3 Day Camel Ride" to Hamburg (and that street!). From Kiel we went up to Oslo for the British Trades Fair where members of the Ship's Company took part in the opening ceremony.

Our thanks are given to the RN contingent at Kolsaas for the splendid hospitality our staff received at their canteen. Oslo's generosity included brewery runs, a visit to a chocolate factory, numerous offers of hospitality and free tickets to the cinema etc.

At the end of May we sailed for "Wrathek," with the 23rd ES (of which we are part) and *Tiger*. During the first night at sea, *Defender* developed engine trouble and had to put into Chatham, where repairs were completed in record time and we sailed for Jutland via Rosyth.

The purpose of our visit was to take part in a ceremony to mark the 50th Anniversary of the Battle between the British and German Fleets. Also present were *Dainty*, *Defender* and the two FGN ships *Brannschweig* and *Karlsruhe*. Embarked on all four ships were veterans of the battle. The ceremony was brief, salutes being fired and wreaths being laid before the ships broke away, *Dainty* to Newhaven and *Defender* to Great Yarmouth. While in Gt. Yarmouth, the ship was open to the public each day and among the visitors were show business personalities Ruby Murray and Terry Scott. Once again the ship's company were royally treated.

We are at present taking part in Sea Days at Portsmouth.

Our staff is:—

S/Lt. Bywater (SCO), RS Manning, CY Wells, LRO(T) Daykin, LRO(G) Capel, LRO(W) Cowdrey, RO(T) Ripley, RO(G) Pitt, Cook, Crane, Nelson, RO(W) Bambridge, Daly, RO Wilson, Brown, Potts, Scott, Marshall, Smith, McRae.

## HMS DEVONSHIRE

by RO2 R. I. Best

We sailed from Portsmouth on 22nd July and have since visited Singapore, Naples, Hong Kong, Tokyo, Australia, Borneo, Subic, Okinawa and Bangkok.

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The hospitality received in Australia at Sydney, Melbourne and Fremantle was overwhelming and without a doubt has been the highlight of the commission.

CRS Bavington has relieved CRS Ireland, while CCY Crouch has relieved CCY Dodsworth. More recently, Lt. Carver has relieved Lt. Commander Whitehead as our SCO.

At the time of writing we are off the Maldives en route for U.K. and leave for our staff who are:—CCY Crouch, CY Doan, LRO's(T) Barden and Notley, RO1(T) Hargreaves, RO2's(T) Baker, Taylor, Love, Wilkinson and Clements, CRS(G) Bavington, RS Hall, LRO's(G) Gibson, Walton and Young, RO2's(G) Clarke, Simpson, Planton, Ibbotson, Streeter, Towel and Overton, CRS(W) Sawyer, RS(W) Colbourne, LRO's(W) Pingle, Brown, O'Halloran and McKeever, RO2's(W) Ford and Clempson, RO2's Carr, Cutts, Jackson, Weaver, Best, Rogers, Cheshire, Rickard, Burke and West, RO3's Payne, Spence, Shaw, Nash, Jenkins and Woodward, JRO's Neale, Knibbs and Ryle.

## HMS DAEDALUS



For the second year running, HMS *Daedalus* were winners of the Naval Air Command and Scotland/Northern Ireland section of the RN Drama Festival.

The play was William Shakespeare's *Othello* and was produced by Lt. Dan Donovan.

Interest for Communicators lies in the fact that *Othello* was played by Lieut. J. Shackell, pictured above with Leading Wren Kate Champion as

Desdemona. Many were the tributes to their powerful and moving interpretation of these roles in this superb production, surely one of the finest the Royal Navy has seen.

## HMS ESKIMO

Our previous article ended in February '66 while we were in Bahrain preparing feverishly for FOME's Sea and Harbour Inspections. The Sea Inspection took place in March after exercise "Fomex 23". Having the exercise immediately before really put us on our toes and the Inspection was a success. Due to operational and political requirements, the Harbour Inspection could not take place until the first week in May, so this gave us grace to get the ship looking smart after the ravages of the dreaded NBCD part of the Sea Inspection.

We are now heading for the Suez canal. We pass our relief, *Zulu*, this evening and once through the canal we shall breathe a sigh of relief. It is to be noted that the Charthouse door now carried a motto under the framed 'Church pendant Interrogative', 'HYHIHABCYA, which roughly translated means, 'Haven't you heard; it has all been changed yet again.'

We are due in Portsmouth on 30th June. The last sad blow is that we only have a weekend in Portsmouth before sailing at 0400 on Sunday 3rd July for Chatham. The ship recommissions on 28th July in Chatham and to all the new commission we say: Remember the ship's motto is SIKUMI UNGASIK-TUME which means 'Fire in Ice' and not, to quote the Marine Engineer, 'My gas turbine makes me sick in my tummy.'

P.S. The draft chits have just arrived, and all the staff have shore jobs in the right places. WELL DONE DRAFTIE.

## HMS EURYALUS

### LAST ARTICLE, FIRST COMMISSION

by LRO(G) A. R. Ball

By the time this goes to press we'll be snug alongside the wall in GUZ with most of us on leave before carrying on to our next drafts. CND hasn't got round to telling us them yet, but we're optimistic (*Mercury*, Burnham, Admiralty, Barracks?)

Throughout the commission the majority of the staff have upped one rate. A certain LRO(T), who wishes to remain anonymous, was asked by a U.S. bunting in Hong Kong to practise semaphore with him. He replied: "Sorry am just off for rum". Back came the answer: "I'll be right over"; and the downhearted LRO(T) lost half a tot – the only word the Yank could read was RUM! Moral: never practise semaphore with a Yank.

In a fortnight's time, we chase the *Eagle* down to the Indian Ocean, where we detach and proceed on our way home, arriving at Pompey on the 18th July.

We have just said 'Cheerio' to CRS Richards and welcome CRS West who will be doing the new

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## **Electronics**





commission. CRS Richards has gone to *Raleigh* (to teach the stokers Morse?). Lt. Layman has relieved Lt. Cdr. Ellis who is off to Sweden.

Extract of a signal from a carrier: "Regret God is unable to land your mail due to range". Well, at least they tried everything.

## HMS FEARLESS

by B.S.



HMS Fearless with Helo's embarked

No doubt many Communicators will be interested to know what is happening onboard this prototype.

Since commissioning we have steamed approximately 8,000 miles. Although 12,000 tons, we have only a 20 ft draft with 138 feet above the water level. The slightest wind sets us rolling; fortunately we very seldom pitch which is something the "pongoes" are thankful for. So far we have done four major landing exercises, two of which were covered by the national press and television. As usual the communications department were involved and had something like 20 circuits going for each landing.

Old school AW Communicators would be hard pressed to recognise most of the nets we are using now; in fact the 'good book' does not even cater for some of them. When we have to land 650 troops, a helicopter squadron and 100 vehicles, including Centurion tanks, our complan becomes quite extensive. However, we have managed to survive them commendably, learning a little more with each exercise. The other two Services take great delight in doing their landings at an unearthly hour in the morning, so our middle watchmen find themselves doing the middle, morning and forenoon. Would-be volunteers, practise your all night ons!

The 621 troop, Royal Signals, onboard seem to have settled down happily and are becoming familiar with all the naval circuits. We try when possible to fit in courses for them at STC Devonport to broaden their concept of naval communications and they seem to go down quite well. We have on one occasion had a troop of R.A.F. telegraphists onboard for a week and it rather opened their eyes when they saw "Jack's" ability to operate more than one circuit. They all left wishing they could have spent longer with us.

## FES FLEET POOL

(one of the lads)

Greetings from the swashbuckling heroes of the Malaysian Campaign. Little is known of this small

group but we pride ourselves that we help to keep the fleet at sea.

We would warn RA's that this draft is not for you, as it is mainly sea-going though we are based at Kranji W/T. It is indeed an occasion if more than 6 of us are in Kranji at any one time. Drafts (loan) are many and various, from SDB's and Sweepers to RFA's and Land Bases in Borneo.

Our Staff is headed by Lt. Evatt, FCAH, assisted by RS "Ginge" Wingett, and the lads LRO(T) Trow RO1(T) Dobson, RO1(T) Dawson, RO2(T) Leach, RO2(T) Crawford and RO2(T) Brooks on one side. On the other we have LRO(G) "Frankie" Howard, Bar Boat King, who is due home in July, RO1(G) P. R. Jones "Ginge", RO1(G) "Jan" Trapnell, RO1(G) Smith, RO2(G) Stokes, RO2(G) "Soapy" Watson and RO2(G) Sleight.

## HMS GANGES

by Lieut. (SD)(C) R. A. Thompson



Mrs. Thompson presenting prizes at Collingwood Sports Day

Summer term in *Ganges* can be summed up as 'never a dull moment'. The inevitable Parents' day and mast manning loom ahead but "outside displays" give us most headaches at the moment. If one is fortunate enough to be among the high box team, mast manners, hornpipe dancers, window ladder team, guard, skate crew, piping or colour party, the working day starts at 07.00. One can only sit back and admire the way our JRO's get stuck into their day: 07.00—training for a display: 08.00—divisions, followed by two hours school, two hours practical communications; dinner: two hours (say) NBCD, followed by two hours games; supper, then some more display training, waterpolo matches, D of E training, letter to mum or whatever can be squeezed into the evening. And somehow they still find time to practise Morse or typing.

No praise is high enough for the hard work and devotion of all the communication instructors in *Ganges*. The pace is hot and even for the young and fit, all systems must be 'go' full time. It speaks well of our branch that we find such good instructors, and I am sure that in ten years our boys will be every bit as good.

Our good wishes go to CRS (Bill) Burke in HMS *Albion*. Our loss is their gain and if he serves

them as well as he has served us, then we know the ship will be fortunate.

*Question on exam paper*

to Junior Seaman Describe one method of communication.

Answer Trained animals. These dogs are kept locked up until the power fails. They are then thrown overboard to swim to other ships with messages tied to their collars.

## GIBRALTAR COMCEN

by CRS M. J. Matthews

A favourite way of passing the winter months has always been, for those of us interested enough, amateur theatricals.

The most successful production of the 1965/66 season was the presentation by the Royal Naval Theatre Group of "1066 and All That". If the notices in the local press are to be believed, the box office would have remained "sold out" for many more than the three performances the group staged. The highlight must without doubt have been the Can-Can, with two of the Comcen girls in the front line, complete with costumes that surely must have come straight from the Moulin Rouge. One was left wondering how Toulouse-Lautrec managed to live as long as he did! Music was provided by the band of the Worcester Regiment and backstage assistance was given by Lt. Wilson (O.I.C. Comcen).

With summer, outdoor sport has commenced. For Rooke sports day, the Comcen male watchkeepers united with the seamen division to produce a combined team for track and field events. The watchkeeping Wrens competed as usual against the dayworker Wrens. No records were broken but both teams put on creditable performances. Those taking part were RS Martin, PO Wren Wilson, LRO(G) Hancock, L/Wren Pearson, RO2 Luxford, WRO's Barrow, Paynter, Middleton, Bull and Robinson. RS Martin, partnered by L/Wren Pearson, won the novelty race, beating the CRS whose handicap was considerably greater!! Training is now going ahead for the swimming championships which are due to take place in July.

Led by a stalwart of last year's successful team, WRO Barrow, WRO's Houghton and Paynter are training for the Yola races. Horse riding is another pastime undertaken regularly by PO Wren Wilson and L/WRO(M) Francis. So far, the customs authorities haven't caught them smuggling sugar lumps across for the horses!

Both lads and lasses have been prominent on the new hockey pitch behind the naval officers' pavilion. The Wrens strong team included 3/0 Seller, L/WRO's Francis, Pearson and Sunley, WRO's Barrow, Paynter, Martin and Middleton. Games have been

against Rooke and visiting ships and also the local WRAF team, which they have always beaten!

Recent departures to the land of smog include RS Ansell, PO Wren Wilesmith, RO's Williams, Towell, Jones and L/WRO Pearson. Others will be following at regular intervals and who knows—it might be your turn for a tour on the Rock.

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## HMS GRAFTON

Although assigned to the 20th FS (Londonderry Squadron) the ship is administered and maintained at Portsmouth and normally spends 15 to 20 weeks of the year there.

Highlight of the present term was undoubtedly our four-day visit to Kiel, in company with *Naiad* (Capt. F20) and *Russell*. Three of the staff (who shall remain nameless) hitch-hiked to Hamburg, some 80 miles away, where, apparently, "it was all happening".

Generally speaking, the staff has been able to cope very well with any situation, and in this respect much is owed to an industrious and at times, overworked, maintenance staff.

There has been some opportunity for sport in the midst of all the sea time and in this respect we seem to be represented in everything. LRO(G) Briden and RO3 McDowall play soccer, RO3's Williams, McLean and McDowall are cricket enthusiasts, while RO2(W) Luke favours hockey and RO3 Taylor is a keen swimmer.

There have been few staff changes lately. RS Boxall was drafted to the OXP at *Mercury* and RO2(G) Curran to *Forest Moor*. Their reliefs are RS Ansell, late of *Rooke* and RO2(G) Mell. LRO(T) Goss has been rated A/CY. Staff not before mentioned are: A/LRO(W) Thompson, RO2(T) Deller, and RO2(G) Morris.

Signals on TCP.

From *Grafton* to HM S/M *Aeneas*. "Set watch on Channel 9".

From *Aeneas* to *Grafton* "I am not fitted for Television."

## HMS IVESTON

by RO1(G) Birtwistle

"Oh NO! not *another* sweeper" were my words when my draft chit arrived while I was on FSL. After spending the last two years on the Far East Fleet Pool I thought it was a certain shore base for me.

I joined *Iveston* at Port Edgar on a bleak, foggy, windy day in April. Two days later we were away to far off lands. First stop was Londonderry, then down to Pompey for a weekend, off again up the East coast for an exercise, then home on completion.

S/Lt. Carr (SD) (CD), our 'Jimmy', had a yacht at Grimsby and recruited myself and one of our very Able Seamen to sail it up to our base, *Lochinvar*. The First Lt. had started to sail it up single handed from Pompey but ran into gales and had to put off the remainder of the trip until the weather improved. On departing from Grimsby more gales were forecast so we stood by to brave the raging seas: not a breath of wind all the way (so much for weather forecasts). We made a fantastic 4 knots on the auxiliary motor that was running 90% of the time and made base two days later after almost running out of petrol and going aground at Dunbar (our grateful thanks to the locals).

Refit time has arrived and we look forward to the next few months. I took over from RO2(G) 'Jock' Ewan who transferred to HMS *Wotton* (hard luck Jock). Our 'bunts' is that well known fellow RO2(T) 'George' Gill who, by the time this is in print, will be a member of the bowler hat brigade. All the best in civvy street George.

## HMS KENT

by Invicta

Since our article in the Easter edition *Kent* has become part of the fleet once more, and we are at present recovering from winning our spurs at Portland. All agree that our time there was beneficial. The future holds promise of more pleasant occasions; we can concentrate again on sport, for which we have had little opportunity lately. We have some untried talent in the form of the boys who joined to replace those who left in April to take their sub. spec. courses.

The delights of Weymouth have been sampled to the full, not to mention those of Lossie, Falmouth and Douglas, Isle of Man. A brief visit to Plymouth

provided a welcome break after ten days exercising with *Victorious* and the rest of the school. This period was certainly the most valuable part of our work up, for we were able to practise our particular trades extensively, some making more 'noise' about it than others!

Our next article may come from Fiji! How about that for a good buzz!

## RN W/T STATION KRANJI

Kranji is "flowering" in every possible way. Succeeding paragraphs will show how the various departments, messes and the Klub are keeping up the pressure in work, play and relaxation (if social occasions out here can be called relaxing!). These opening lines are to condition you to the atmosphere prevailing and convince you that if you haven't been, or are not coming to Kranji, then you haven't lived man!!

All are welcome; all we ask is that in true Boy Scout fashion you leave the place just that little better than when you came.

Once again, this year, we ran a Nursery Stall at Lady Twiss's Midsummer Market. Our total contribution to the Charity Chest at the end of a very tiring day was over \$500. Lady Twiss remarked that Kranji had now a standing billet for all such functions! Such is the price of fame.

## CRR

The face-lift of the CRR continues. Meanwhile, all our operations take place on one side of the CRR, using the old bays. On the other side, new bays are being worked on, and by the time this edition goes to print, we hope will be in operation. The CRR will look and we trust will work better!

RS Pattick, touring with the RN cricket team, lived it up for a week in Hong Kong (thanks to the generosity of RS Ginns at *Tamar*). Since his return he has represented the RN in the season of Singapore senior league matches. RS Woodfin has stepped into the breach once again this season, to captain ably the Kranji cricket team.

## The STC

Candidates for LRO Fleetboards continue in a steady flow, 68 so far in 1966, and many candidates are now taking advantage of Kranji's plentiful accommodation space to come and do some 'self

## SPRING CROSSWORD

Winner—JRO R. Thomson, 16 Mess, Rodney Division, HMS *Ganges*.

Runners up—F. D. Cawley, VRD (G2GM), 1 Afton Lodge, Freshwater, Isle of Wight. 3/0 A. V. Bird WRNR, 34 Berkeley Square, Havant, Hants. Lieutenant D. C. Mitchell, 3 Valency Close, Northwood, Middlesex.

One mistake—Lieutenant (CS) R. G. Winning, RN and RM Careers HQ 274 Broad Street, Birmingham 1.

## SOLUTION

Across:—8. Renovate. 9. Inroad. 10. Run. 11. Daughter. 12. Gather. 13. Representatives. 15. Attests. 18. Address. 21. Pencil sharpener. 24. Salami. 25. Monarch. 26. Too. 27. Misere. 28. Overhair. Down:—1. Pelage. 2. Cougar. 3. Earth satellites. 4. Herring. 5. Kings and princes. 6. Prettier. 7. Faceless. 14. Poi. 16. The Man in. 17. Enclaves. 19. Een. 20. The Moon. 22. Earthy. 23. Ethnic.

study' at the STC before taking the exam. This obviously pays dividends to those whose SCO's can spare them.

The main stumbling block for RO2(Q)'s continues to be the practical side. It is appreciated that it is difficult for operational ships to arrange the necessary weekly exercises for their Juniors, but when it comes to examinations, the candidates from ships who do have a training programme are the ones who pass with ease.

Sub Specialist courses are by no means over-subscribed, and candidates who can be spared will normally find a place. Remember, it is not necessary for both parts to be taken together, and ships refitting may often be able to fit a chap in for one part only, giving him the benefit of instruction AND Kranji's bracing climate. (Full details of courses available for 1966 are contained in FETM's.)

### Senior Rates Mess

We have a new Mess President in the "shape" of Chris Parker, who has taken over the reins and rules the roost very well, ably backed by the Mess Committee and social workers.

Socials come thick and fast, entertainment being provided by the well supported darts team, whist fanatics, and just honest to goodness drinking sessions.

Future attractions include the Island knock-out darts league, and our Summer Ball which will be in fancy dress; most have their masks fitted already.

From SR Kranji we wish all SR well; you are welcome to take the golden opportunity of our amenities whenever you can.

## HMS LONDONDERRY

by LRO(G) A. C. Jackson

"Everything has been changed" is our ship's motto, like that of every other ship I expect. The change in our staff is that CY Butler is now at Bisley, having been relieved by the newly rated CY Kemp. We have a new LRO(T) who wishes to remain nameless but I can say he did come from *Dolphin*.

We are pleased to say that Smart and Brady have been rated RO1(G) and RO1(T) respectively. Bullmore and Kane have passed for RO2.

By the time this is in print we will again be in the warmer climes of the Far East on the final phase of our work up. Our rest in the U.K. was four months operational in the Home Fleet (some rest). During this we spent a week in our name sake town, Londonderry. As you can guess nearly all the Juniors fell in love.

## RNAS LOSSIEMOUTH

One of the perennial problems of this station is that professionally we are geared to operate with carriers and carrier borne aircraft, noticeable already by their absence.

The infrequent visits of other vessels such as

GMD (*Kent* in this instance) or XSV *Tongham* hardly ruffle the surface of the communication organisation.

These dead keen Communicators are partially compensated by the extraneous activities available to them which read like an ad in *Sporting Life*.

Ten-pin bowling fans will receive a particularly warm welcome because the Air Station is now equipped with a fully automatic 4 lane centre. The SCO, Lt. (SD) (C) M. A. H. Richards, is President of the "Fulmar Bowl" and nursed it through its building stages to a very successful opening on 6th May by Rear Admiral D. W. Kirke.

Our congratulations to WRNS Trend, Jackson and Stephen who had books presented to their old schools in honour of distinctions gained during training.

## HMS MAIDSTONE (CAPT. SM3)

by RS Pyke

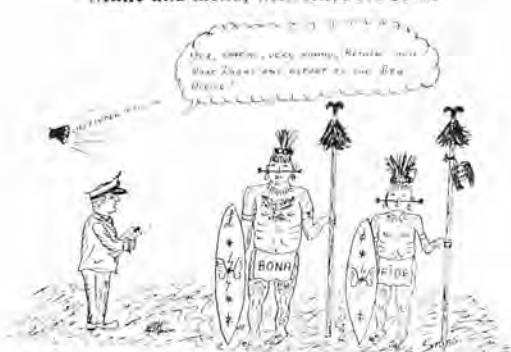
We would like to congratulate Lt. Cdr. Kay, RCN, our ASCO, on his recent promotion. Many Communicators have met him and will I'm sure echo our sentiments; quite a rare thing these days to see a 'gin' pennant flying at the yardarm. We welcome CRS Baker who relieved CRS Marsh who has gone to Rosyth.

As mother ship to 7 submarines and presently stepmother to 5 visitors, we are kept busy.

During our visit to Oslo, I was fortunate enough to have my car, and so with CY Brooks was able to see the ski jump at Holmenkollen where the world championships were held last February. The jump is approximately 320 feet high, the record jump being 274 feet. We also visited Frogner Park, with the Vigeland statues signifying life's eternal struggle; a viking ship built in 147 AD, the Kon-Tiki raft; and *Fram*, the ship led by Roald Amundsen that beat Scott to the South Pole. The scenery along the Tyrifd fjord to Hønefoss was magnificent.

Back to Faslane and more work to prepare for our refit in Greenock at the beginning of July.

"Make and mend, with leave for some"





We hope to move into the new Comcen ashore some time next year.

## HMS MALCOLM

by RS Gollidge

For those of you who have not seen a type 14 modified, we are fully 'COMIST' fitted and how on earth they manage to fit so much gear in such a small space I don't know, but they have managed it!

I can assure those RS's out in *Mauritius* who read that RS Gollidge had a draft to HMS *Mercury* and had a quiet number that this is not true. I am trying very hard to sort out the differences between 'TARE' and 'COMIST' onboard *Malcolm* and still blaming the weather for everything.

We haven't had much success at sports as yet, but with RO2(G) Watson as our 'Stanley Mathews' and RO2(G) Felgate and RO2(T) Byrne having a go (in working hours only of course) we should be able to produce our fair share of the ship's football team. The Communications Officer is very keen on hockey.

Shortly we will be having our spell of work up at Portland. The Yeoman, LRO(T) Noxon will no doubt be relieved when it is all over as his V/S staff is extremely small. A few visits to such places as Sweden and Norway should go down very well and start a happy commission within the 'Fish Squadron'.

## HMS MAURITIUS

by Anon.

By courtesy of BOAC and in the short space of 16 hours it is possible to be transported from the icy wastes of Great Britain to one of the last—and surely the most remote—outposts of the Empire. This is Mauritius, the Star of the Indian Ocean, some 550 miles due east of Madagascar, right in the middle of the cyclone belt, and lately the temporary home of approximately 400 souls belonging to the Royal Navy, and MOD civilians.

We are a fully equipped TARE station and often think that if we have any more channels operating, Whitehall will become a tail of Mauritius. There are some who feel that although the traffic volume in a station such as ours can be handled no matter what the peak, the human touch is lost, and of course one is not 'in the know' as much because the messages are not actually sighted. However, this feeling is easily offset by the comparison one can make on the few occasions that we have to revert to old fashioned bay working. It is important to realise at an early stage that man *can* replace the computer but, when he does, things move much slower (we hope no less efficiently).

Twice a year for each man, the magic words "Station Leave" are mentioned. In order that this leave can be fully enjoyed as a welcome break, there is a leave centre situated on the South side of the island. Full board is provided at a reasonable cost and one can either just sit back for a week and sun bathe or, if energetic, go horse riding, sailing,

swimming or walking. An added attraction is that it is situated quite close to the island's only airfield.

Having heard last night the main points of the Defence White Paper, there are not going to be many accompanied billets in the future, so the next time you fill in a preference draft card, think of *Mauritius*.

## HMS MAXTON

by RO1(T) Larson RO2(G) Davis

Greetings come with our first article of the present commission. With Lt. Cdr. P. G. V. Dingemans RN in command, *Maxton*, the latest addition to the 11th MCM Squadron, after conversion to a minehunter, commissioned at Devonport on 11th March for home sea service and local foreign service (Far East).

At present our staff consists of RO1(T) Larsen (ex CinC Portsmouth) and RO2(G) Davis (ex *Enterprise* (HMS not USS)). Maintenance is done by P.O.R.El. Matthews, and we are led by our SCO, Sub Lt. Knox. The assistance of Ldg. Sea. R. Allen (CD2), ex RO(G), is greatly appreciated.

Operationally, we have done trials at Plymouth and Portsmouth and a hectic work up at Port Edgar. While at Port Edgar we had a good run ashore to the village of Maxton; 'sparks' had his birthday and the stork visited 'bunts', so a good time was had by all!

At the moment we are day running from Falmouth, doing a spot of hunting before going on Foreign Service leave and sailing for Singapore. By the time this is in print we shall be there.

We would like to thank the staffs of MSO *Orion*, *Vernon*, and *Lochinvar*, for their assistance which was much appreciated.

## HMS STRIKER—JUNE '66

by RO Burt



HMS Striker

HMS *Striker* has been wandering around the oceans for 21 years without the communications department putting forward a claim to fame. Now, on the last commission, we are having a try. So far as we can gather we are the first ship to carry a 617 as our main transmitter. This we borrowed from the



RAF after our 89 blew up! This in itself was quite a task as it weighed nearly 800 lb but at long last we had a transmitter that enabled us to pound the ears of the world.

The other side of the department have no such claim to fame but they must be the fittest signalmen in the navy. The LRO spends his spare time working out strange exercises to strain the muscles of his staff who spend their spare time trying to find the muscles to strain.

Old Strikerites will be pleased to hear that Bunts, Yeoman dog first class, is still going strong. He has broken many doggy hearts around the Middle East but retires with the ship at the end of this commission. We hope he has a very happy life in civvy street.

Now we are back in the sunshine of the Persian Gulf but it is hoped that we will hit the bright lights of Southsea by the beginning of October.

Staff Members	"T"	"G"
	LRO Bolton	LRO Beeton
	RO Burt	RO Morris
	RO Denkowski	RO Phillips
	Bunts	RO Williams

## HMS URSA

by RO2 M. Fielding

Here in the West Indies we find ourselves visiting St. Lucia, San Juan, Antigua, Bermuda and many others under the collective call sign of "rum land".

We are presently sailing from Barbados to a group of Islands which come under the Netherlands. There we hope to spend a little of our hard won cash.

Communication-wise LRO Bishop and LRO Armitage have (with help) rigged up a RATT Ship-Shore bay. This works very well indeed.

For those who have been out here, the staff now consists of RS Wright, CY Summers, LRO(G) Armitage, LRO(G) Bishop, LRO(T) Shirley, RO1(T) Snape, RO1(T) Raven, RO2(T) Glaister, RO2's Fielding and Fawcett, RO3's Donovan, Wilkinson, Payne, Saunders, Barsch, Watt, Hotchkings, Brown.

## CINC SASA MAIN SIGNAL OFFICE

by a RN Ghost

Since our last contribution to the COMMUNICATOR the department has lost two LRO(T)'s and one RO1(T) to gain two CY's and an LRO(T).

On the 25th March HMS *Afrikander's* Ship's Company had a night on the town with the Captain, First Lieutenant and their wives as guests of honour. The 'Constantia Nek' Dine and Dance restaurant, sited to give its diners a panoramic view of Capetown, was found to be ideally suited for the occasion.

A car rally on the 28th April, designed to show newly arrived members of *Afrikander's* Ship's Company the highlights of the Cape Peninsula, proved most successful, first prize being awarded to

LRO (now CY) 'Harry' Fletcher. The MAA won the prize for owning the oldest upholstered roller-skate to complete the course. A lady's vanity case was presented to the Captain's wife for her gallant solo effort in a very powerful motor-car which had to be driven round some parlous bends.

Commander-in-Chief SASA, Vice Admiral J. M. D. Gray CB, his Secretary, Flag Lieutenant and *Afrikander's* First Lieutenant were Guests of Honour at the Senior Rates mess dinner on Friday, 27th May. In a simple, yet brilliant, after dinner speech, the Commander-in-Chief made the Senior Rates fully conversant with the role the Service has to play as a result of the Defence White Paper. The Commander-in-Chief 'Singing for his Supper' was a fitting finale to this memorable evening, possibly the first occasion on which a Commander-in-Chief has been Guest of Honour at a Senior Rates mess dinner.

CY Johnson went 'up country' as navigator in a motor car belonging to a South African Communicator. Eighty miles north east of Kimberley, the car suffered a mechanical failure. Carefully locking the vehicle, CY Johnson and his friend hitch-hiked some eighty miles to the nearest garage for assistance. They returned with a vehicle equipped for towing—but not equipped to transport a car whose four wheels had been stolen whilst they were away. After twenty three hours in a train, two dishevelled communicators returned to Capetown in disgrace with fortune and with fate. The diamonds of Kimberley and the gold of Witwatersrand attract them no more. The more gentle garden route to Durban is planned for their next trip 'up country'.

The MSO Staff wish 'nearly ex' LRO(T) 'Keith' Spencer the best of luck in his new employment as third Mate for the MARINE DIAMOND COMPANY which is literally engaged in scooping diamonds off the sea-bed.



## HMS VERULAM

A member of the Second Frigate Squadron, the ship is currently engaged on trials for AUWE, so although we are doing a 'Home Sea Service' commission, two months of this year we have spent in Malta, and we expect a further six months in foreign waters before Christmas. Anyone who wants a good 'Home Sea Service' draft now has his chance.

We occasionally have female scientists working on board though not staying onboard at night. Don't all rush to volunteer as we are very overcrowded already; the only sleeping accommodation left is a hammock slung between the masts.

Our staff consists of RS Thornton, LRO(G) Brentnall, LRO(T) Wing, RO2(T) Harrison, RO2(T) Williams, RO2(G) Goodway, RO2(G) Hemming, backed up by three RO3(U), and two JRO's. We would like to take this opportunity of wishing LRO(G) Doyle all the best on his way into civvy street via HMS *Sea Eagle*, and sincerely hope he gets his hair cut!

## HMS VIDAL

by RO2(G) Milne

We left Chatham in January, bound for the West Indies and a turn of escort duties to the Royal Yacht during Her Majesty's Tour of the Caribbean. Unfortunately some nine days of continuous bad weather delayed us and the Royal Yacht was already alongside in Port of Spain when we arrived.

After a brief rest, we headed for our survey ground off British Guiana, now independent Guyana. This was a survey that the last commission started and was to be *Vidal's* last in these waters after an association of some 12 years. Two Decca "slave" stations were erected about 100 miles apart. These enable the ship to fix her position very accurately which is essential for surveying. Two of the staff manned the portables at these camps, going native for two months and returning onboard with practically everything bar a palm tree.

The work involves plenty of sea time but we were duly rewarded when we returned to Trinidad for the Carnival. This is an annual event which lasts for four days and nights and is reputed to be the best carnival in the world; we all agree that it lived up to its reputation.

For the latter part of our West Indies Surveys we worked in conjunction with the Dutch Survey ship *Snellius* and good liaison was established between the two ships.

The job finally completed, the Calypso Isles were left behind and in place of the "Ska" and "Jump Up" at which the staff had become expert, we had to return to the more normal foxtrot and quickstep for our visit to Washington D.C. during which we flew the Flag of Rear Admiral Ritchie, Hydrographer of the Navy and ex-Captain of *Vidal*. Tours were plentiful and everyone enjoyed the time spent in this wonderful City. More hydrographic equipment and

four American scientists also came onboard for the Atlantic Survey taking place on our homeward trip. Unfortunately we had a difference of opinion in mid Atlantic with a Monrovia freighter and so find ourselves in No. 6 dock in Chatham!

We should sail on 1st July and in complete contrast to the West Indies will be spending the next three months surveying the Far North, with brief visits to Norway, Iceland and Canada.

We say goodbye to A/RS Winter who joins *Hecate*, A/CY Down who returns to *Mercury* and LRO(T) Nash who rejoins the grey funnel line in the form of *Tiger*. Our staff now consists of RS Shuttlewood, LRO(G) Torrance—ex Reclaim, LRO(T) Daykin—ex Whitehall, RO2(G)'s Milne and Rutherford and RO2(T) Cullen—ex North Queensferry.

## HMS WAKEFUL

by LRO(G) Berry

After a six month refit at Southampton, the ship made the long ocean journey to Portsmouth in March. Somehow during this period we managed to get in some Easter leave.

For the uninitiated, and for those who were thinking that the *Wakeful* had been scrapped many years ago, our duties are, in order of precedence, ASWE trials ship, navigational training ship, and Junior ratings training ship. If a ship is wanted for any job, *Wakeful* is IT.

At the end of April and the beginning of May we spent a couple of weeks "working up" around the Portland area. With a limited staff, this turned out to be a pretty hectic time. Our reward for this should have been a trip to Rotterdam, but we found ourselves in Dartmouth instead!

Heard from one of our bright young lads doing sunset with the sun many degrees above the horizon—"Yeo, has this sunset lark anything to do with the sun?"

## WHITEHALL W/T

by A/L Wren Kot

Having been given the chance to write something for the COMMUNICATOR I thought it was high time to bring up to date the image of HMS *President*, better known as Admiralty. This article is mainly directed at the people who are coming here, maybe on their first draft, to try to give them an idea of what to expect.

You will, no doubt, have heard stories of how awful this place is, and how hard you will be expected to work if you come here. Well, Whitehall W/T has changed a lot from the "old days" and working conditions have been vastly improved. We Wrens are especially lucky to have a delightful Rest Room in which to spend our time off during night watch and at weekends. It is very comfortably furnished and has the added amenity of a record player. There are also good cooking facilities in case we get a little peckish. As regards the work—there's no doubt

that it is often hard, but you are not shackled to your teleprinter, and are encouraged to stop for a cup of tea. Mind you, the ball and chain take a bit of getting used to at first, but you'll soon settle down.

The watchkeeping system is such that it affords two and a half glorious days off after each watch cycle, and one LWE per month, in which you can go home, or to relations, or if you have no one within easy reach of London, the city itself has so much of everything to offer that you need never be at a loss in your off duty time. A normal draft here lasts for twelve months, not the usual eighteen, and this means that there is no one who has been here for longer than a year who hasn't requested to remain, for you can extend your time here if you wish and in fact many people do.

We and some of the men live (segregated I hasten to add) at Furse House, and with three or four Wrens to a cabin there is no overcrowding. Thus the atmosphere is a pleasant one.

In my opinion, the people make a place what it is, and here we have as good a crowd as you could wish for. Both at Whitehall and Furse House, the Officers and Senior Ratings are very helpful and understanding—so if you do get a draft here, don't groan in dismay, come with an open mind and who knows you may even get to like it. Oh by the way, if you want to bring your own ball and chain, don't hesitate—we like you to feel as comfortable as possible.

## HMS ZEST

by LRO(G) Turner and CY A. J. Smith

*Zest!* For those who wonder, we are still the type 15 not a young girl of 22 years.

The C.O., Commander Lowden, is a Communicator and the department is ably led by Lt. Jackson (SD) (N), RS Colmer and CY Smith (ex *Meon Maid*). We have recently acquired the services of Sub. Lt. (SD) Nicol as assistant signal officer. On completion of our PCT's and CTT's five of our RO3's passed for RO2, RO1 Turner was rated A/LRO and two RO2(G)'s successfully passed Fleet Board. RO1 Appleton has since been rated.

We were sorry to lose RO2(T) Ralley on account of medical reasons and an old stalwart RO2(G) Evans left us for civvy street via FOST Staff. These were replaced by RO2(T) Dingwall and RO2 Read.

## KILROY

Many people have at one time or another come across the name of Kilroy. Who was he? A myth? A bloke like you or I? Well, after many hours spent in the city archives of Scouseland, I can with pride tell you that he came from true British stock. Father, a Liverpool-Irishman from Scotland and Mother a lass from the west . . . Wales, to be exact. Bach!

Begetten (the Irish in him) from such illustrious blood, our lad grew into a nice lad. But, owing to his environment (very good word that, thought up on the spur of the moment) he had a few obstacles to jump over, being poor, owing to the fact that he had no mons! Local people were not of his class really; I mean they were cut-throats, snazzers and all that jazz; but, our lad, now he was nice. Clean cut and good looking; he only went for mild things like knocking off coppers, jewellery, ships (they brought good loot from pirate radio stations), banks and trains.

While doing one of these banks, he was caught doing the bunk after the bank; the rozzers debunked him and banked him in their bankery. This made our Killie very mad; he protested, he wrote to his M.P., who asked questions about "Our Killie" in the bankery, but, not one M.P.'ery in the house had heard of him. Alas, our Killie was saddened, and decided to ponder and think a way of making people know of him. He pondered and thinkered, then he did them both and pondithinked, to no avail (what does that mean?). One of his friends told him about B.O., this gave our lad a chance, but after a couple of weeks he found the smell unbearably unbearable and desisted from the practice of B.O.'ering. While pondering and thinkering he thought of a way to escape and did an Houdini up the spout. This angered the bloke in charge of the bankery; he had to ponder and think now. This worried him, because all this pondering and thinkering was getting him down.

So he called in some expert advice (Enter Expert Advice) to help locate our lad. Proceeding along the road in an easterly direction, E.E.A. came upon a shack by a babbling brook. AHA! he thought, Kilroy has been here! For LO, written upon the wall was the writing upon the wall, those immortal words . . . KILROY WAS HERE! All rozzers were alerted to look for the writing upon the wall. They seek him here, they seek there, they seek everywhere (exit one Frenchman looking for Scarlet type gentleman). But, to no avail (there's that word again quick containment it), they couldn't catchup with him. CIA, FBI, MI5, UNO, NATO, even James Bond had a go, but our elusive sleuth remained free; rampaging over the world; in Russia, "KILROYSKI WAS HERE"; in Spain, "EL KILROY HERE BEEN"; in France, "LAKILROY LA WAS LA HERE". Even from far off Moon, on the Sea of Tranquility, the Americans found they were second, for written upon the granite sand . . . yes, you guessed right . . . HIM!!!

If the Editor or any reader should find out where our lad has got to, please contact me in Netley . . . I've been trying for years to convince the Doc, Kilroy is real; he's alive; why must I be a fugitive from medical treatment, why must I fight, I know he is real. Hullo, Doc, new medicine eh? Here let me open the bottle. . . . Hey! Doc, look! Under the cap!! LOOK!! KILROY WAS HERE! AAAGghh!

# COMMUNICATIONS GAZETTE

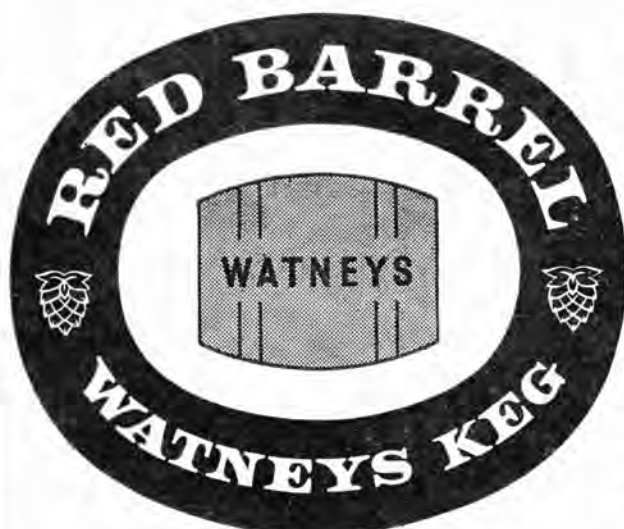
## APPOINTMENTS

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

Name	Rank	Whence	Whither
D. C. ALLEN ...	Lieut.-Commander	RAN Exchange	Beachampton I/C
R. I. ATKINSON ...	Lieut.-Commander	FOAC	DOAE West Byfleet
A. BANHAM ...	Lieut.-Commander	Advanced 'C' Course	Glamorgan
N. S. D. BARRETT ...	Lieutenant (SD) (C)	Mercury	RCN Exchange
J. M. BEATTIE ...	Lieut.-Commander	Mercury	Lynx as 1st Lieutenant
H. P. BOYS-STONES ...	Lieut.-Commander	Britannia	FOST
P. C. BROOKER ...	Commander	SHAPE	SACLANT
B. A. N. BUCKLEY ...	Lieut.-Commander	COMPLYMCHAN	Mercury
R. H. W. BUNTING ...	Lieutenant (SD) (C)	Kranji	FOST
M. J. CAHILL ...	A/Sub.-Lieut. (SD) (C)	Mercury	Nubian
C. D. CARTER ...	Sub.-Lieutenant (SD) (C)	Staff of CINC Portsmouth	COMNAVFOR
D. W. COGGLESHALL ...	Lieut.-Commander (SD) (C)	Mercury	Malta Comcen
T. F. R. CROZIER ...	Lieut.-Commander	Kildarton I/C	Invermoriston I/C
N. E. F. DALRYMPLE- HAMILTON, CVO, MBE, DSC ...	Captain	DNS	Captain ASWE
M. G. M. W. ELLIS ...	Lieut.-Commander	Euryalus	ASWE
F. M. EMMETT ...	A/Sub.-Lieut. (SD) (C)	Mercury	Agincourt
A. E. FIELDS ...	A/Sub.-Lieut. (SD) (C)	Mercury	Barrosa
D. W. FRYER ...	Lieut.-Commander	Blackpool	Mercury
M. FULFORD-DOBSON ...	Lieut.-Commander	Jaguar	Mercury
P. J. GERREY, RAN ...	A/Sub.-Lieut. (SD) (C)	Mercury	RAN
D. W. GREEN ...	Lieutenant (SD) (C)	Warrior	Whitehall W/T
W. H. HALL, RCN ...	Lieut.-Commander	RCN	Mercury
W. F. HAWKES ...	Lieutenant (SD) (C)	Naiad	CINC Portsmouth
J. D. HEDLEY ...	A/Sub.-Lieut. (SD) (C)	Mercury	Chichester
C. R. HOLLAND ...	Lieutenant	Language Study	Wasperton I/C
H. I. HOSEGOOD ...	Lieut.-Commander	Terror	OIC RN UNIT Tangmere
M. T. HUMPHREYS ...	Sub.-Lieutenant (SD) (C)	Mercury	Terror
S. JACKSON ...	Lieutenant (SD) (C)	Relentless	CINC Portsmouth
J. M. JESSOP ...	Commander	CINCEASTLANT	Eagle as Executive Officer
C. J. J. KEMP ...	Lieut.-Commander	President	OIC Whitehall W/T
T. M. LAING ...	Lieut.-Commander	FOST	FONAC
C. H. LAYMAN ...	Lieutenant	Long 'C' Course	Euryalus
P. A. LENNON ...	Lieutenant (SD) (C)	CINCHAN	Albion
P. G. LOASBY ...	Captain	President	RNC Greenwich
A. N. A. MACDONALD ...	Lieut.-Commander	Yarmouth	FOSNI
C. MAITLAND-DOUGALL ...	Lieut.-Commander	Mercury	Naiad
W. H. M. MACKILLIGIN ...	Commander	Mercury II	JSSC
D. C. MITCHELL ...	Lieutenant (SD) (C)	Warrior	CINCHAN
A. S. MORTON ...	Captain	Captain (F) 20	COMFEF
R. C. MORGAN ...	Commander	Lochinvar	SOWC
W. D. NEWMAN ...	Lieutenant (SD) (C)	Whitehall W/T	ASWE
H. P. H. O'BRIEN ...	Lieut.-Commander	Manxman	Belton I/C
W. T. T. PACKENHAM ...	Commander	Saker	ASWE
H. B. PARKER ...	Commander	Chichester I/C	JSSC
W. L. PAYNE ...	Lieut.-Commander	FONAC	CINCSASA
P. J. W. PERRYMAN ...	Lieut.-Commander	FOSNI	CINCFE
I. E. PFENNIGWERTH, RAN ...	Lieutenant	RAN	Long 'C' Course
MISS N. D. PUDDICK ...	3/0 WRNS	Victory	CINCAFMED
G. REED ...	Lieutenant (SD) (C)	Terror	Mercury
H. H. RIDLER ...	Commander	Saker	MOD
M. J. RIVETT-CARNAC ...	Lieut.-Commander	Mercury	CDNS Washington
I. ROTHWELL ...	Lieutenant (SD) (C)	Adamant	Lincoln
J. B. RUMBLE ...	Commander	Torquay I/C	CINCEASTLANT
A. V. SALTER ...	Lieut.-Commander (SD) (C)	Kranji	Dolphin
M. SANDS ...	Commander	Carysfort I/C	DNS
J. P. de H. SAUMAREZ ...	Lieutenant	Mercury	RNC Greenwich
R. H. SCOTT, RAN ...	Lieutenant	RAN	Long 'C' Course
M. D. M. SELLAR ...	Lieut.-Commander	CINCEASTLANT	CINCMED



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R. A. SHELTON-AGAR ...	Lieutenant	Mercury	Capt IF
K. G. SNOW ...	A/Sub.-Lieut. (SD) (C)	Mercury	Caprice
P. W. SOCHALL, MBE ...	Lieutenant (SD) (C)	Mercury	Forth
E. S. SPENCER ...	Lieut.-Commander	Mercury	CINC Plymouth
P. E. D. STEARNS ...	Lieut.-Commander	MOD	COMEDNOREAST A/Cdr.
Miss E. P. SWALLOW ...	2/0 WRNS	President	FO Gibraltar
D. L. SYMS ...	Commander	CINCHAN	CINCAFMED
S. F. TEAGLE, RNZN ...	Lieutenant	FO 2 HF	Rhyl
G. M. TULLIS ...	Lieut.-Commander	Rhyl	Lanton I/C
J. F. VAN DEN AREND ...	Lieut.-Commander	FO 2 HF	MOD
L. P. WAILES ...	Lieutenant (SD) (C)	Albion	DCC
WAKE-WALKER ...	Captain	Captain (F) 17	DNS
P. C. WEBBER ...	A/Sub.-Lieut. (SD) (C)	Mercury	Russell
J. B. WELLS ...	Lieutenant	FO 2 HF	RAN
R. M. WHITE ...	Lieut.-Commander	OIC Whitehall W/T	ASWE
D. WHITEHEAD ...	Lieut.-Commander	Devonshire	Mercury
R. S. WITHERS ...	A/Sub.-Lieut. (SD) (C)	Mercury	FOSNI
K. WOLLAN ...	Lieutenant (SD) (C)	RCN Exchange	FO Medway
P. E. WORTHINGTON ...	A/Sub.-Lieut. (SD) (C)	Mercury	Victorious

## HONOURS AND AWARDS

<b>C.B.</b> Rear Admiral E. B. ASHMORE, DSC Rear Admiral P. N. HOWES, DSC	<b>CBE</b> Captain J. R. MCKAIG	<b>MBE</b> Lt. Commander G. FROUD, DSM Reid. Lt. P. W. Sochall
<b>BEM</b> RS(S) T. G. RUSHMER CCY C. N. COX CRS P. R. FLEMING CRS TINKLER CRS D. D. MCGOWAN RAN CCY L. C. THORPE RNZN	<b>OBE</b> Commander B. J. STRAKER	<b>Mentioned in Despatches</b> Lt. Commander M. A. STOCKTON

## PROMOTIONS

Provisional Selections 1.4.66 To Commander (SD)(C), C. M. COX, MBE  
30.6.66 To Captain H. R. KEATE, G. A. F. BOWER  
To Commander T. M. LAING, A. R. WOOD

To Lt. Commander

C. R. HOLLAND

A. BANHAM

To Lt. Commander (SD)(C)

J. J. RIGG

D. DOBSON

To Lieut. (SD)(C)

P. WAILES, S. JACKSON, G. EVATT, T. E. CLINTON, N. G. LODDER, W. J. CHRISIE

To Acting Sub.-Lt. (sp) RNR

D. CARTER

To 2/0 WRNS

J. W. F. SUNLEY

### Retirements

Lt. Commander N. E. C. HAMMOND, MBE

Lieutenant (SD)(C) A. W. GARTON

Lt. Commander (SD)(C) B. HANCOCK

## ADVANCEMENTS

To CRS(W)

LOWTHE, M. JX 883085 1.4.66

MORTIMER, R. S. JX 929564 1.4.66

CCY

GATES, G. JX 292086 5.1.66

HUNTER, H. E. JX 760318 8.1.66

CHAMBER, A. C. JX 8653394 1.2.66

JACKSON, G. A. JX 795848 1.2.66

HEAD, B. J. JX 712222 20.3.66

COOPER, R. A. JX 661373 20.3.66

WEBB, W. J. JX 342190 30.3.66

HOWARD, N. G. JX 889488 30.3.66

ADAMS, A. JX 760370 30.4.66

COOPER, A. J. W. JX 858051 4.5.66

MITCHELL, A. J. JX 581472 12.5.66

To CRS

PARKER, F. JX 889329 1.1.66

COOMES, L. A. JX 712821 1.1.66

GRASS, R. H. JX 889512 1.1.66

WILLIAMSON, R. H. JX 667890 3.1.66

JORDON, J. JX 661842 3.1.66

SNAPE, P. S. JX 889931 1.2.66

ARBUCKLE, S. W. JX 839928 1.2.66

BANWELL, G. M. J. JX 856833 1.2.66

HUMPHREYS, D. R. JX 760282 24.4.66

BOURTON, E. S. JX 646438 24.4.66

DILLOWAY, J. JX 858160 28.5.66

MAGUIRE, T. JX 843060 31.5.66

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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 Christmas 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
ARTISS, H. J.	RO2(T)	Victory	Whitehall W/T
APPERSON	WRO	Whitehall W/T	Rooke
ALLCOCK, D.	WRO	Mercury	Goldcrest
AYLING	PO WRN	RNAS Lossiemouth	RNAS Culdrose
ATKINSON, R. E.	RO2	Eskimo	Mercury
BIRCHALL, P.	PO WRN RS	Fulmar	St. Angelo
BANNER, F.	LRO(G)	Naiad	Whitehall W/T
BARBER	RS	Ark Royal	Mercury
BARRAND, C. J.	RO2(G)	FOAC	Hermes
BARRY, A.	RO2(T)	Whitehall W/T	Eastbourne
BARWICK, C. B.	LRO(G)	Whitehall W/T	Mercury
BEARCOCK, K.	LRO(W)	Whitehall W/T	Sirius
BEECH, B. G.	LRO(W)	London	Whitehall W/T
BOLTON, A.	LRO(T)	FOAC	Striker
BRAGG, J. D. W.	RO1(W)	Whitehall W/T	Penbrooke
BUICK, J. C.	CRS	Whitehall W/T	Graham Clyde RNR
BROWN, R.	RS	Mercury	Eagle
BADLEY	RS	Mercury	Albion
BARNETT	CY	Mercury	Tamar
BRACEY	CY	Mercury	RNR South Wales
BELL	RS	Mercury	Release
BOXALL	RS	Grafton	Mercury
BROWN, F. A.	WRO(M)	Sea Eagle	Release
BOOTH	RS	Osprey	Mercury
BUTLER	CY	Londonderry	Mercury
BAKER, M. S.	CRS	Mercury	Maidstone
BERNARD, W. G. R.	CRS	Mercury	Ganges
BAKER, R.	CRS	Victory	Mercury
BAVINGTON, L.	CRS	Devonshire	Mercury
BARKER	CY	Britannia	Mercury
BATH, P.	RO2(T)	Goldcrest	SRDE Christchurch
BATH, P.	RO2(T)	Brighton	Goldcrest
BUTCHER, B. K.	RO2	Eskimo	Mercury
BROAD, R. E.	RO3	Eskimo	Mercury
BURKE, W.	CRS	Ganges	Albion
BARRY, A.	CRS	Ganges	Cochrane
BALLISTER	CY	Ganges	Terror
BEACON, F.	RO1(T)	Blackwood	Whitehall W/T
BURGESS, D.	RO2(G)	Blackwood	Whitehall W/T
CHARLES, L.	RO2(G)	Whitehall W/T	Terror
CARTER, G. W.	LRO(G)	Whitehall W/T	Nubian
CLIFFORD, E. H.	RO2(W)	Mercury	Whitehall W/T
CORTHORN, G. W.	RS	Drake	Whitehall W/T
CODLING	CY	Mercury	Eagle
CLARKE, T.	RS	Mercury	Barrosa
CARSON	RS	Mercury	Carysfort
CLARKE, A. F.	RS	Mercury	Kuching
CULL, R.	CCY	Mercury	Release Fitzhead Inn
COOK, F. A.	WRO	Whitehall W/T	Nr. Taunton
CROFT	WRO	Drake	RNAS Lossiemouth
CRAIG	L.WRO	Drake	Whitehall W/T
CURTISS	WRO	Mercury	Whitehall W/T
CHARLTON, E. S.	WRO	Whitehall W/T	Malta
CHILDS	LRO(T)	Tiger	Ganges
CLARKE, N.	LRO(G)	Blackwood	Whitehall W/T
CARTER	LRO(G)	Whitehall W/T	Nubian
CLARKE, T. S.	CRS	Sea Eagle	CINCAFMED
CROUCH, E. A.	CCY	Sea Eagle	Devonshire
CULLINAN, J. B.	LRO(G)	Sea Eagle	Ajax
DIDCOTE, R. W.	LRO(T)	Staff F02HF	Whitehall W/T
DERERE, M.	RO2(G)	Wotton	Whitehall W/T
DAYKIN, P.	LRO(T)	Whitehall W/T	Vidal
DAVIES, M. L.	LRO(G)	Whitehall W/T	Fearless
DOWNES	CY	Vidal	Mercury
DAVISON	WRO	Culdrose	Whitehall W/T
DAY	A.RS	Mercury	Drake
DUCKWORTH	RS	Mercury	Llandaff
DALBY	CY	Mercury	Cambrian
DAY	RS	Drake	RNAS Culdrose
DOUGHTY, D. P.	RO2(T)	Eskimo	Victory
DAVIS	LRO(T)	Mercury	Ganges
DRAKE	LRO(T)	Ganges	Chawton
DAVIES, H. G.	CY	Sea Eagle	Release
DOWD, K. J.	RO2(W)	Sea Eagle	Fife
EDGE	RS(W)	Mercury	Fife
EDGE, J. W.	CRS	Ark Royal	Whitehall W/T
EDWARDS, R. J.	RS	Goldcrest	Mercury
ENILL	L.WRO	Dauntless	Culdrose
ELLBECK	CRS	Ganges	Eagle
ELLERTON	RO2(G)	Forest Moor	Nubian
EDGE	RO2(T)	Mercury	Nubian
EDGAR, M. P.	RO2(W)	Sea Eagle	Barrosa
ELLIOTT, W. J.	LRO(G)	Sea Eagle	Leopard
FARRER, A. J.	CRS	Aurora	Mercury
FOSTER, R. R.	CCY	Mercury	St. Angelo
FOLEY	CY	Mercury	Chichester

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Name	Rate	Whence	Whither
FARMER	CY	Mercury	Gurkha
FLEETWOOD	RS	Mercury	Release
FONTON	RS	Culdrose	Mauritius
FAIRS	RO2(T)	Ganges	CINCEASTLANT
FORBES, J. E.	WRO	Sea Eagle	CinC Portsmouth
GREEN, E.	RO2(G)	Fulmar	Mauritius
GREEN, M.	L/RO(G)	Sea Eagle	Arethusa
GREIG, D.	L/RO(G)	FO2HF	Fulmar
GOODMAN	RS	Mercury	Dampier
GORDON-ROE	WRO	Mercury	Whitehall W/T
GRAY	CY	Keppel	Mercury
GALLAWAY	CY	Britannia	Mercury
GREENWAY, K.	CRS	President	Mercury
GOOCH, L.	CRS	FOAC	Mercury
GORHAM, A. D.	CCY	Whitehall W/T	Release
GILES, K. D.	CCY	Tiger	Whitehall W/T
GRANT, G. P.	RO2(T)	Whitehall W/T	Terror
GROVES, A. A.	RO2(T)	Victory	Whitehall W/T
GUILFOYLE, N. M.	JRO	Eskimo	Mercury
GRANT, D. M.	RO2(T)	Eskimo	Warrior
GRIMWOOD, D.	LRO(G)	Blackwood	Whitehall W/T
GILLILAND	RO3	Mercury	Nubian
GRAY	LRO(T)	Royal Arthur	Fulmar
GARDNER, J. M.	WRO(M)	Sea Eagle	Mauritius
HOCQUARD, A.	L/WRO	St. Angelo	Goldcrest
HAYES	WRO(M)	Rooke	Culdrose
HUGHES, J. A.	RS	Adamant	Goldcrest
HUGHES, T.	RS	Mercury	Whitehall W/T
HOBLEY, C. M.	LRO(W)	Agincourt	Whitehall W/T
HOLMES, J.	RO1(W)	Naiaid	Whitehall W/T
HAINES, A. E.	RO2(G)	Whitehall W/T	Jufair
HOWLAND, R.	RO2(G)	Tiger	Whitehall W/T
HALL, C. B.	RO2(G)	Wotton	Whitehall W/T
HEANEY, M. J.	RO3	Yarmouth	Nubian
HOWLETT, B.	CRS(W)	Yarmouth	Mercury
HARTLEY	CY	Scarborough	Mercury
HUGHES	RS	Mercury	Cassandra
HURD	CY	I KOLSAAS	Mercury
HART	CY	Eskimo	Mercury
HILDRETH	CY	Mercury	Dolphin
HUGHES	CY	Tiger	Mercury
HARDER	RS	Mercury	Puma
HORNSEY	WRO	President	Culdrose
HALL, N.	LRO(T)	Blackwood	Cochrane
HANCOCK	RO1(T)	Naiaid	Fulmar
HARRIS	RO3	Manxman	Nubian
HEANEY	RO3	Yarmouth	Nubian
HART, A. J. N.	A.CY	Eskimo	Mercury
HILL, G. J.	RO2	Eskimo	Mercury
HILL, T. C.	RO2	Eskimo	Mercury
HEADME, A.	RO2	Eskimo	Mercury
HARVEY	LRO(T)	Nubian	Ganges
HOGAN	CCY	Blackwood	RNR Claverhouse
IVES	WRO	Mercury	Whitehall W/T
JONES, L. A.	LRO(G)	Hardy	Whitehall W/T
JONES, H. L.	CRS	Ganges	Mercury
JACKSON, G. A.	CCY	Mercury	Ajax
JACK, K. D.	RO3	Eskimo	Mercury
JONES, B.	RS	Ganges	Mercury
JULIAN	RS	Protector	Ganges
JENNINGS	RO2(G)	Sea Eagle	Terror
KINGSLEY	CY	Mercury	Release
KELLY	CY	Mercury	Release
KERR	RS	Tiger	Mercury
KENYON, M. V.	CRS	Mercury	Terror
KING	CCY	Terror	Ganges
KIBBLES, D. B.	LRO(T)	Sea Eagle	Terror
KNIGHT, K. G.	RO2(T)	Sea Eagle	Jufair
LITTLER, J. W.	RO1(T)	Whitehall W/T	Mercury
LAIGHT, J.	RO2(T)	Yarmouth	Whitehall W/T
LOCKHEAD	RS	Mercury	Release
LAWS	L/WRO	Sea Eagle	Culdrose
LIVINGSTONE, P. A.	LRO(G)	Eskimo	Burnham W/T
LINES	CY	Ganges	Release
LONSDALE, T.	LRO(T)	Blackwood	Cochrane
LITTLWOOD	RO3	Manxman	Nubian
LANCASTER, V. C.	WRO(M)	Sea Eagle	Heron
LODGE, R.	RO2(W)	Sea Eagle	Sirius
LOGAN, G. E.	LRO(G)	Sea Eagle	Forth
McCAMMONT, A.	LRO(G)	Fulmar	Release
MUGGERIDGE	RS(W)	Mercury	Sirius
MANN	RO(W)	Mercury	Aisne
MITCHELL, F. W.	LRO(G)	FOAC	Loth Fada
MADDON	RS	Fort Southwick	Mercury
MOLONEY	RS	Lincoln	Mercury
MACGUIRE	RS	Albion	Mercury
MORRIS, P. E.	CRS	Mercury	Jufair
MARKS, D. A.	CRS	Victory	Mercury
MOODY, D. G.	LRO(W)	Hardy	Whitehall W/T
MUSELEY, R. V.	LRO(G)	Staff FO2HF	Whitehall W/T
MEAGAN, P. W.	RO2(G)	Staff FO2HF	Whitehall W/T
MORRIS, D. S.	LRO(T)	Whitehall W/T	Victorious
MATTHEWS	WRO	Culdrose	President
MACGILLVARY, J.	RO2(G)	Whitehall W/T	Mercury
MC CARTHY, E.	CRS	Drake	Mercury



Name	Rate	Whence	Whither
MORRIS, S.	WRO	Mercury	Whitehall W/T
MIDDLEDITCH, G. D. K.	A LRO	Eskimo	Dolphin
MITCHELL	RS	Fort Southwick	Ganges
MADDEN	CY	Ganges	Collingwood
MORRIS, G.	CY	Ganges	STC Devonport
MCWALTERS	LRO(T)	Ganges	Houghton
MONTAGUE	LRO(G)	Fulmar	Terror
MAIN, J.	RO2(W)	Fulmar	Terror
NORMAN, I. D.	RO3	Yarmouth	Nubian
NEWNES	LRO(T)	Mercury	Ganges
NORMAN	RO3	Yarmouth	Nubian
O'HARE	RS(W)	Mercury	Release
O'CLEE	CRS(W)	Victory	Mercury
OFFLER, B. J.	RO2(G)	FOAC	Hampshire
PHILBIN, T.	RO2(T)	Sea Eagle	Terror
PAYNTER, W. A. C.	WRO	Rooke	Goldcrest
PHILLIPS, B. J.	WRO	Fulmar	Goldcrest
PETTERS, C. J.	RO2(T)	Whitehall W/T	Victory
PADGINGTON, M. J.	RO2(G)	Whitehall W/T	Eastbourne
PITTAWAY, S.	CRS	Victory	Mercury
PRATT, A. H.	CRS	Mercury	Naiad
PARLETT, T. G. F.	CRS	Mercury	Devonshire
PIDGELY, O. J.	CCY	Mercury	St. Angelo
PHILLIPS, T. J.	CRS(W)	Mercury	Euryalus
POTTS, R. E. J.	JRO	Drake	Euryalus
POTTS, R. E. J.	JRO	Eskimo	Drake
POMPHREY	CY	Royal Arthur	Ganges
PETERS	JRO	Mercury	Nubian
PLATT	RO2(G)	Mercury	Nubian
PAWSEY, S.	PO WRO RS	Mercury	Fulmar
RIDGEWAY, P.	RS	FOAC	Falmouth
RANDALL	WRO	Fulmar	Whitehall W/T
REES	WRO	Mercury	Whitehall W/T
RINGROSE	CY	Bellerophon	Mercury
RAMPSON, R. G.	CCY	Nubian	Mercury
ROWLEY, T. F.	LRO(G)	Whitehall W/T	Bulwark
ROWAN-ROBINSON	WRO	Whitehall W/T	Malta
SMITH, J. B.	RO2(T)	Sea Eagle	Eskimo
SMITH, M.	RO2(T)	Penelope	Goldcrest
STRETTON, D.	RO2(T)	Staff FO2FEF	Goldcrest
SCOFIELD, E. F. W.	LRO(T)	Whitehall W/T	Hydra
SMITH, S.	RO1(G)	Jaguar	Whitehall W/T
STEELE	RS	Ursa	Mercury
SIMPSON	RS	Terror	Mercury
SILK	RS	Naiad	Mercury
SAUNDERS	RS	Cambrian	Mercury
STUBBS	RS	Agincourt	Mercury
SLINGER	WRO	Mercury	Whitehall W/T
SHARKEY, P. C.	CCY	FOAC	Tay Div, RNR
SMITH, R. G.	RS(W)	Mercury	Minerva
SPENDLEY, C. E.	RO2(G)	Bulwark	Whitehall W/T
SOUTHALL	L WRO	Rooke	Culdrose
STEVENS, R.	JRO	Mercury	Cavalier
STRANGE, R. W.	RO3	Eskimo	Mercury
STEVENS, R.	JRO	Eskimo	Mercury
STICKINGS	CY	Ganges	Release
SINGLETON	LRO(T)	Coelhrane	Nubian
SUMMERS	RO2(T)	Warrior	Nubian
SHEEN	JRO	Mercury	Nubian
SHOTTON	CCY	STC Kranji	SD Course
SELL, J.	L WRO	St. Angelo	Fulmar
THIPTHORPE	CY	Mercury	Release
TALLAT	WRO	Whitehall W/T	Culdrose
TRAPPITT, F. J.	CRS	Mercury	Ajax
TOON, D. T.	CRS	President	Mercury
TAIT, J. R.	RO3	Yarmouth	Nubian
TUBB, T. F.	RO2(G)	Whitehall W/T	Rooke
THOMPSON, J. H.	RS(W)	Barrosa	Whitehall W/T
THOMAS, R. J.	LRO(G)	Jaguar	Whitehall W/T
TODMAN	WRO(M)	Culdrose	Rooke
TAIT	JRO	Yarmouth	Nubian
THOMAS	MNE SIG	RMB Eastney	Nubian
TAYLOR, P. W.	RO2(W)	Sea Eagle	Terror
TREVAN, S. E.	WRO(M)	Sea Eagle	CinC Portsmouth
UNDERWOOD, R. A.	CY	Eskimo	Victory
VINCENT-SPALL, H. G.	CRS	Mercury	Aurora
VERITY, J. M.	RO1(W)	Yarmouth	Whitehall W/T
WILLIAMS	CY	Mercury	Release
WRIGHT, C. J.	LRO(T)	FOAC	Brighton
WEST, J. E.	CRS	Mercury	Euryalus
WEEKS, P.	CRS	Mercury	Intrepid
WOOD, J. T.	LRO(W)	Whitehall W/T	Mercury
WYLLIE, J.	LRO(T)	Whitehall W/T	Tiger
WEDLAKE, N. D.	RO2(G)	Whitehall W/T	Mohawk
WALKER, G. R.	RO1(G)	Dolphin	Whitehall W/T
WALLINGTON, A.	RO2(G)	Vernon	Whitehall W/T
WESTWOOD, A.	WRO	St. Angelo	Goldcrest
WESTON	WRO(M)	Culdrose	Brawdy
WARREN	PO WRO(M)	Culdrose	President
WADEY, P.	A LRO (G)	Eskimo	Osprey
WEST	RO2(G)	Mercury	Nubian
WARREN, W.	LRO(T)	Sea Eagle	Capic Clyde
WATKINS, W. C.	RS	Sea Eagle	Caroline
WOODGATE, E. G.	RO2(T)	Sea Eagle	Terror
WILDEN, J.	LRO(G)	Fulmar	Dido

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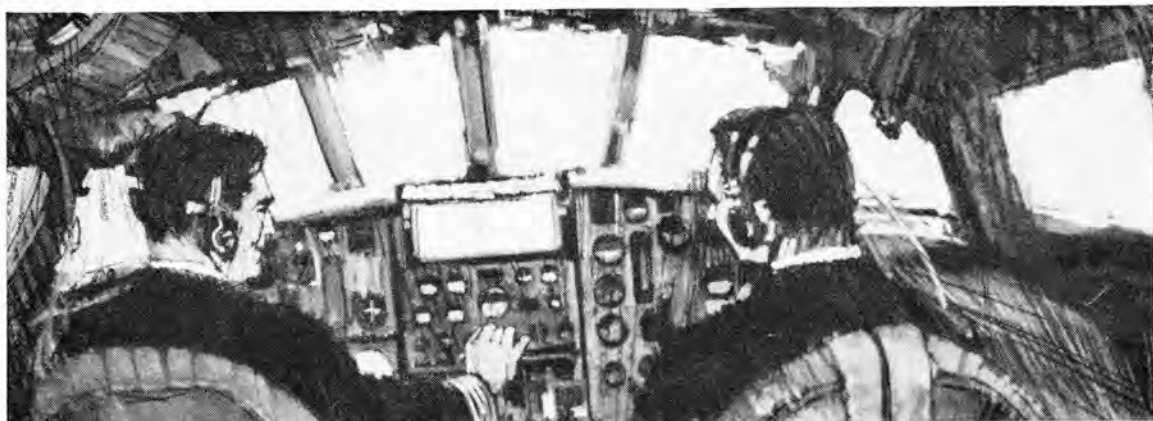
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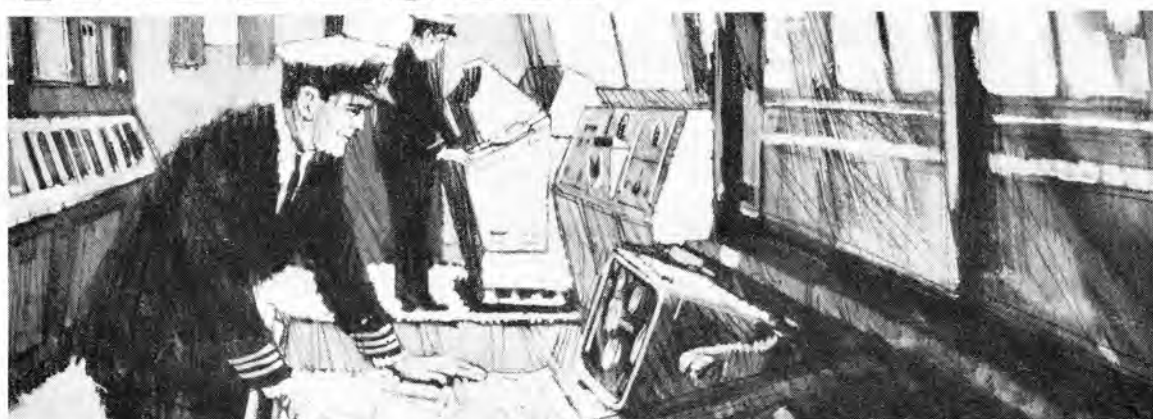
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