

THE COMMUNICATOR



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THE COMMUNICATOR

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and the Royal Naval Amateur Radio Society*

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CONTENTS

	page		page
EDITORIAL	53	SUMMER CROSSWORD	59
FOREWORD BY THE CAPTAIN OF THE SIGNAL SCHOOL	53	JOURNEY INTO THE UNKNOWN	59
THE FUTURE OF THE COMMUNICATIONS BRANCH	54	A GLORIOUS 2ND OF JUNE	60
THE ELEVENTH NAVAL DISTRICT	55	BE YOUR OWN EXPERT — AUTOMATIC DATA PROCESSING	62
THE SHORT LIFE OF SKYNET II	56	FLEET SECTION	65
COMMUNICATION MANAGEMENT IN SHIPS AT PORTLAND	57	HOME BREWING	91
RN COMMUNICATION CHIEFS' ASSOCIATION	57	GOING THE ROUNDS IN MERCURY	93
JOINT COMMUNICATION TRAINING EXERCISES	58	COMMUNICATIONS GAZETTE	101
		DRAFTING	105
		COMMISSIONING FORECAST	107

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EDITORIAL

In common with all magazines THE COMMUNICATOR has had to meet a large increase in the cost of printing. Every endeavour is being made to hold the selling price at its present level. However, may I ask subscribers to help: by persuading other Communicators to support their magazine; by placing orders in good time and by continuing to purchase items of COMMUNICATOR stationery, diaries, etc.

Articles for the Winter '74 — Spring '75 edition should be forwarded to the Editor or Fleet Editor by October 25, 1974.

Lt-Cdr J. H. Ellis has asked me to point out that photographs of *old* ships can be obtained, on repayment, from: DG Ships (Bath), Section 423, Room 56A, Foxhill, Bath.

A Foreword by the Captain of the Signal School Operations Branch

About the time this issue of THE COMMUNICATOR is published the DCI giving full particulars of the introduction of the Operations Branch will also be published. Rather than repeat this DCI which is very detailed and doesn't all concern the Communications Branch a short article has been prepared for NAVY NEWS. This will appear in the August edition of NAVY NEWS in a slightly modified form from that which is printed in this issue of THE COMMUNICATOR (see page 54). However, the content is essentially the same. A plea to all communications ratings — ensure that you read the DCI on the Operations Branch so that you understand what the implications are for you. If you have any doubts do not hesitate to ask your Divisional Officer.

Reports Concerning Communication Ratings

It is not perhaps widely known that I and the Training Staff quite often receive letters from ships and authorities ashore who have been lent Communicators temporarily, saying how they have

fired in these jobs. Recently we have received a significant number of these letters, and with one exception all have remarked upon the efficiency and enthusiasm with which the job has been carried out. Reports have come from Flag Officers and ships, concerning personnel lent for exercises and from ships giving temporary accommodation to ratings who have just completed new entry training. This is a cause for satisfaction on two counts:

(a) it is encouraging to know that Communicators are continuing to maintain high standards and

(b) the training cannot be too bad.
Well done — keep it up!

The Future of the Communications Branch

To be announced in a DCI(RN) shortly, certain changes will be made to the Communications Branch when the Operations Branch is introduced on January 1, 1975. These changes are designed to meet more effectively the requirements of the future Fleet. As the present training and advancement pattern for communications ratings is very largely in line with that for the Operations Branch as a whole, the changes are mainly concerned with the future division of responsibility between sub branches. The future structure of the Communications Group together with an outline of sub branch responsibilities and how these affect the ratings concerned are given below.

Changes Affecting All Communications Sub Branches

On the introduction of the Operations Branch, the Junior Rate structure based on the three classes of RO will be replaced by a two class structure — Able Rate — (RO1) and Ordinary Rate — (RO2). This will bring the Communications Group into line with the rest of the Navy. Additionally, as with the rest of the Operations Branch, the rate of Instructor will be abolished. Those Senior Rates who have qualified as Instructors will however continue to receive Instructor's pay and wear the appropriate badge.

The General Sub Branch

No factors have emerged from the studies to warrant changing the responsibilities of this sub branch. It will therefore be incorporated in its present form into the Operations Branch.

The Tactical Sub Branch

Although the traditional tasks of this sub branch have to some extent been eroded in recent years, it is clear from the studies that Visual Signalling will continue to play an important part in command and control at sea. It is essential therefore that the Navy retains a sub branch of ratings with responsibility for meeting efficiently the tactical signalling needs of the Fleet. It has been decided that this sub branch should also continue in its present form and be incorporated in the

Operations Branch. The Operational Performance Standards of tactical ratings are, however, being refined in the light of modern methods of operations at sea.

The Electronic Warfare Sub Branch

During the course of the studies a number of options for the future of the Electronic Warfare sub branch were investigated. It is clear from this work that Electronic Warfare is an integral part of all warfare and as such is directly the responsibility of the Principal Warfare Officer rather than of the Communications Officer. It is more logical if the sub branch is affiliated to the Group within the Operations Branch with whom it would share common operational ties.

It has been decided therefore to introduce a new sub branch of the Seaman Group to be known as Electronic Warfare (EW). Recruits selected for this sub branch will, from January 1, 1975, be from ratings of the Seaman Group and those selected will be trained in seamanship and electronic warfare.

Those existing Communications (W) ratings will have the option of either transferring to the new sub branch and becoming Seaman or retaining their communications skills and remaining as part of the branch they joined. The employment of those who elect the latter will remain very much the same as it has been in the past. There will be a common advancement roster for both Seamen Electronic Warfare and Communications (W) ratings. Those who elect to remain as Communications ratings will continue to qualify for advancement in the same subjects as they have done hitherto.

The Radio Operator (Submarines)

Because of the lack of opportunity for a full career in submarines for all W and RP rates and to provide a greater degree of flexibility for employment, it has been decided to form a new sub branch to be called the Radio Operator (Submarines). This new sub branch will become responsible for Communications, Electronic Warfare and Plotting tasks. The sub branch will be formed initially from ratings currently serving in submarines. All ratings of RO(G) and RO(W) will undergo cross-training to enable them to act in their new role. Ratings of the RP(SM) category up to and including Leading Seaman will be given the opportunity to undergo conversion training to the RO(SM) category. Senior RP(SM) ratings may continue to serve in submarines with the same career and employment pattern as hitherto. The RO(SM) sub branch will be part of the Communications group within the Operations Branch and from January 1, 1975 new entries to the Communications Branch will have the opportunity to volunteer for this new sub branch. The RO(SM) will not be taught seamanship.

Summary

Further details of training patterns, advancement, options available and how the changes affect individual ratings are being issued by DCI.



HANDS ACROSS THE OCEAN

RCI Littlefield being rated Chief Petty Officer by Captain Robin Quigley, USN(W) the Commanding Officer of the Naval Training School, San Diego, California at the end of April 1974, with Captain Keith Watson, RN, Chief Staff Officer to CBNS(W) present in support

In addition to the formal traditional Captain's Table (without the table!), CRS Littlefield was also welcomed to the Chief Petty Officers mess as an 'Honorary Chief Radioman, United States Navy'

THE ELEVENTH NAVAL DISTRICT

by CRS J. Littlefield and CYA A. Parkinson

We have been out here in San Diego, California, since last November, the first RN Communicators to be selected to come to the USA on the Personnel Exchange Programme and, as far as we know, the only RN ratings on this coast.

Both of us are at present employed in instructional billets: CRS Littlefield at the Radio School in the Naval Training Centre, CY Parkinson at the Officer of the Deck School in the Naval Station. The idea of us being here is to get an insight into how the USN works, and to this end we are treated as far as possible as if we were USN personnel and not NATO. In fact we teach very much to USN doctrine (Pacific Fleet version) as against Allied.

It would be difficult to find anywhere more pleasant to live than San Diego, the climate is possibly the best in the world, average yearly temperature 70°F. Within 30 miles of the centre of town can be found practically any type of terrain, from desert to forest, high mountain regions to beaches. The Mexican border is five miles south and Los Angeles 100 or so miles to the north.

San Diego is an expensive place to live in, with the possible exception of Washington DC, California has the highest cost of living of any State in the US. Car prices are fairly good and you get

a better deal for your money, most cars come with radios, heating, carpets, etc, as standard (oddly enough automatic transmission is not standard). Petrol is cheap in comparison with UK but becomes an expensive item because of the amount one uses in the course of a month. Public transport is expanding rapidly, due to the recent shortage of petrol but is still completely inadequate unless you are desperate.

Housing is the biggest single expense, eating up around a quarter of total pay and allowances. Finding a home within 15 miles of one's place of work with a school in the proximity is a chore, and rents seem to be based as much on location as on size. For the benefit of any wives, the average home here is a detached bungalow with three bedrooms, open plan living-room/dining-room, modern kitchen, two bathrooms fitted with shower and bath, and a double garage. All homes seem to have central heating but few have air conditioning. (For husbands! American wives seem to expect and get, large clothes drying machines, dishwashing machines and of course washing machines.)

Two sources of considerable saving to the Service family are the PX stores and the Commissary stores situated in the bases. Most items sold in these stores are priced below those of civilian shops (this is especially true of food) and also have the attraction that they do not carry the State tax (currently 6% in California) which is added to the price of any purchase made elsewhere.

Among other 'perks' that help save a dollar or so are the reduced rates of admission to such things as theatres, the zoo, football games, etc, and cheaper hotel accommodation which are all available to Service families through a concern called 'Special Services', a branch of which can be found in most establishments.

How does a career in the USN compare with one in the RN? Based on the Chiefs that we have met since our arrival we have come up with the following. Most own their house, a considerable number own a second and in some cases a third, some have their own businesses, most have at least two cars or car and truck. For entertainment he either has a mobile home or a sail boat/motor boat. He will serve 30 years in the Navy, a high percentage of it at sea. On retiring after 30 years he will receive 75% of his basic pay for the rest of his life plus full use of the PX and Commissary stores, Chiefs' Clubs, naval recreational facilities and free medical treatment for himself and his immediate family. That very briefly is the rosy side of life in the USN how the Chief gets that far is a rather involved story which we intend to go into at a later time.

If you are going to be visiting the West Coast we shall no doubt drop in to see you. RN ships are all too rare on this coast and visits are looked forward to.

THE SHORT LIFE OF SKYNET II

(The following account has been condensed from an article in the NATIONAL ELECTRONICS REVIEW and is printed by kind permission of the National Electronics Council.)

Skyнет II (A) was the first of two British Defence Communications Satellites for which the UK firm of Marconi Space and Defence Systems Ltd was the prime contractor.

Early this year an abortive attempt was made to place this satellite in orbit after launching it from the Eastern Test Range in Florida. Early reports might have given the impression that the UK manufactured equipment caused the failure. This was not the case. The satellite was produced in good time and as far as can be ascertained in perfect working order, and the purpose of this article is to set out the true sequence of events.

Skyнет II was launched from the Cape at 0139 on January 19, 1974. Lift-off was successful, and was of special interest because it was both the first launch of a newly designed first stage and the one hundredth McDonnell Douglas Delta rocket. All went well until $T + 761$ seconds where the telemetry signal is lost. The second stage had successfully completed its first burn, achieving a nominal first transfer orbit and correctly switching to the coasting mode. Telemetry was reacquired as planned at $T + 1260$ seconds and this reveals that, due to a failure in the Rocket's second stage electronic pack, directional control of the second stage motor had been lost. Consequently at the second ignition of the second stage ($T + 1307$ seconds) the vehicle was caused to tumble as the motor was deflected against its mechanical stops due to loss of the feedback voltage.

The third stage was spun up, ignited on time and operated correctly. However as the second stage was tumbling at third stage separation, the movement of the satellite was random and unpredictable.

The USAF tracking network known as the Satellite Control Facility (SCF) had been alerted to acquire the spacecraft telemetry on the planned flight path. The first station down range in the Indian Ocean was set up in the predicted direction but could not find the satellite. A search was indicated but the narrow beamwidths of the tracking antennas greatly reduced the chances of success and the search proved fruitless.

The Space Defence Centre (SDC) Space Track Network was asked to provide SCF with orbital data for any unidentified object that might be the spacecraft or booster third stage. Subsequently several sightings of unidentified objects were reported by SDC, and the SCF tried unsuccessfully to acquire signals based on these sightings and also to switch on the alternative satellite transmitter by command from the ground.

No contact was made and for the next three days efforts were continued to get improved predictions

of the various orbits, and 'blind' commands were sent to order the satellite to change control channels. Hopes of success were not high because of the buffeting the satellite was believed to have received from the second and third stages of the launch. However, on January 24 telemetry from the spacecraft was picked up by the Hawaii Tracking Station. The satellite appeared to be working well and responding properly to commands, but was in an orbit 65 miles by 1,000 miles, and because of the low perigee, it was suffering atmospheric drag and consequent increasing temperature (at this stage 100-120°F). It was predicted the spacecraft would re-enter the atmosphere within the next two orbits.

The low orbit prevented the earth sensors from operating properly and it was not possible to get complete attitude information. It was decided that immediate action must be taken to try and increase the height of the orbit otherwise the spacecraft would be lost. The only attitude information which could be obtained was that derived from the sun angle sensors, and this was of limited value. Best use was made of it, but there was uncertainty about the direction in which the Apogee Boost Motor (ABM) was pointing and less than a 50 per cent chance of the impulse being in a direction which would usefully increase the orbital life. The ABM was fired at 0914 hours by a signal from the Indian Ocean Tracking Station. Data was received during and for a period of five minutes after the ABM burn which showed that the attitude of the spacecraft has been such that the ABM was pointing in the wrong direction and the effect of the firing had merely been to change the orbit inclination from 37° to 48°. On the basis of the very sketchy data available it was then predicted that the spacecraft would soon re-enter the earth's atmosphere. So died *Skyнет II*.

The National Aeronautics and Space Administration set up a Review Board (which included three UK members) to find out what had gone wrong.

This Board has now reported its findings. The cause of failure has been narrowed down to one unit in the Rocket which supplies electrical power to the second stage control system. The failure occurred during a planned gap in telemetry coverage and it has not been possible to find one precise failure mechanism. Eleven possible causes of failure exist and were examined; five of these were believed more likely than the others to have caused the fault. The Board concluded that 'the most likely failure mode was a short circuit due to a piece of conducting contaminant shaken loose during the powered launch phase' — the official jargon for a loose washer!

The Board proposed corrective action for all five failure modes and it is hoped that by September all the recommendations will have been effected in time for the launch of the second satellite in the series, *Skyнет II* (B).

COMMUNICATION MANAGEMENT IN SHIPS AT PORTLAND

by FCCY H. J. Whitehead

As management spreads into nearly all forms of PJT, PCT and advancement training, one hears such words as *constraints*, *co-ordination*, *planning* echoing from the bunk of the newest JRO. I consider it fair to say that management has reached this first step on the lower deck, but that it has a long way to go before it is completely accepted.

The problem I pose is 'Does communication management really work at Portland?' I have chosen Portland because it is here that the ships meet constant opposition to any well prepared plan. You would be wrong to think the opposition is Staff induced, it is not. The primary obstacles at Portland come in the form of defects, weather, non-availability of consorts and shortage of spares.

Those who have served in ships I have visited will know that I ask questions that were applicable to my old job in the Management Section, *Mercury*, and it is from these answers that I draw my conclusions.

Bearing in mind the action environment that exists during work-up or any major exercise, it is my opinion that management in its true meaning can only partially exist while a ship is at Portland.

In justification of the above statement let me first deal with planning. Planning is practicable in the harbour weeks, but during the sea period the Shorecast is normally substituted by a WPP Extract. It is on this extract that I question its necessity. At the end of a week approx only 40 per cent of the extract is original, therefore, a Daily Serial Sheet or an annex to Daily Orders would be of a greater benefit. In some circumstances the Daily

Allocation Task Sheet is of doubtful value. In my mind, this form becomes redundant the minute a ship closes up into a two watch system and in general ships do not use this form at sea but employ hands directly. The Exercise Training sheet can be used normally for the planning of 'Navcomex's'.

'Good communication is essential to good management'. Briefing and liaison are important examples of communication and I regret to say these require improvement in ships.

It is submitted that a division will work enthusiastically if time can be spent in clearly defining the tasks of subordinates and giving praise when it is deserved.

Concerning liaison: When a ship leaves Portland the Communications Division and other divisions are talking to each other, but this only occurs because of persistent pressure by the staff.

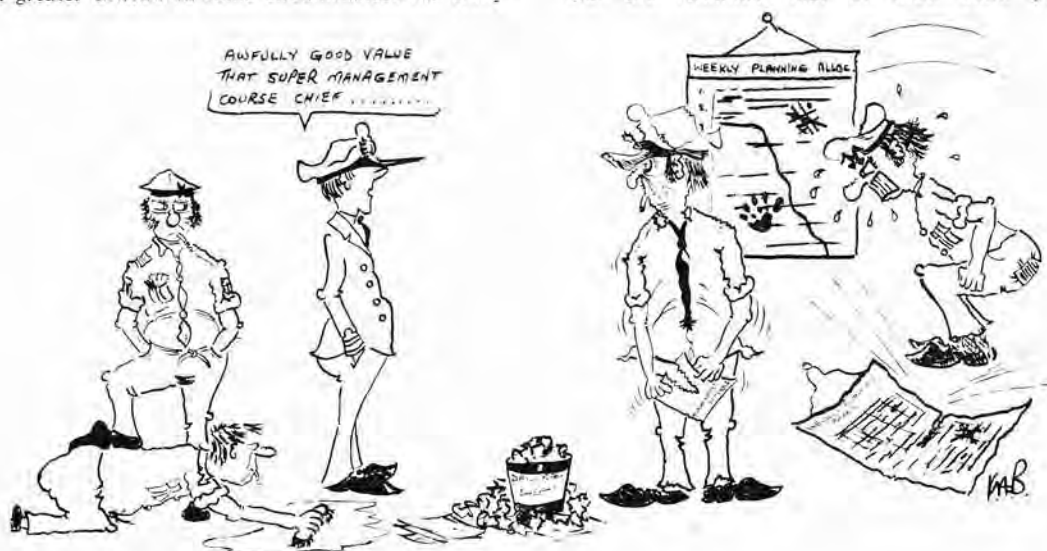
In conclusion I would like to make this comment. If senior rates and leading hands would allow their young juniors to use initiative, their own work load would be easier and the juniors' knowledge increased. Good Management, gentlemen.

ROYAL NAVAL COMMUNICATION CHIEFS' ASSOCIATION

by CRS W. C. Tinkler, BEM, Hon Sec RNCCA

Reunion 74 has been delayed by one week in order that Admiral of the Fleet Earl Mountbatten can be present. May we therefore remind you, that the date to note in your diaries is Sep 21, '74, not Sep 14, '74.

We must also stress once again that there will be no accommodation available in *Mercury* this year and that those who intend to travel from afar are reminded that we must know your



accommodation requirements *now* in order that the Committee can make suitable alternative arrangements. These revised accommodation arrangements are in fact, already well under way and we hope to be able to look after all of our members requiring bed and breakfast. Despite the accommodation problem, we do hope as many as possible will make the pilgrimage.

We are also keen to hear from any member who has served with Earl Mountbatten, so if you have not already forwarded these details (year of serving, in which capacity, name of ship or Staff), please do so *now*.

Reunion day also coincides with the Kelly Squadron Open Day and it will not be possible this year to provide an RNCCA sponsored 'walk-about' throughout *Mercury*. However, members are most welcome to witness the Open Day (together with about 500 parents of the New Entries!); This will include the young trainees at Divisions and a March past, the Captain's address to the parents, a Crossing the Line Ceremony and sporting events on Joe's Meadow. Divisions and March past are scheduled to take place at 1130 and 1200 respectively and the field events from 1500. So if you are coming down to the Reunion early, why not take a look at our youngsters?

As you will have seen in the Newsletter, we also hope to display some items of an historical interest vis-a-vis Communications, so if any member has any old signal, document, photographs or anything else of general interest, we shall be delighted to hear from you.

The next Newsletter will have been issued by the time this article goes to print, but in case it did not reach you (perhaps you forgot to give us your new address?) all of the foregoing assumes a much greater significance and priority.

We look forward to seeing you all again on Saturday, September 21.

JOINT COMMUNICATIONS TRAINING EXERCISES

by CRS R. S. Harriss, Staff of CinCFleet

Have you a ship on passage to Gibraltar between August 22-25? Could this ship accept a liaison party from an Army Regiment and could they join before the ship leaves UK waters? These are typical of the questions that are asked each time a Joint Communication Training Schedule Meeting is held at Erskine Barracks in Salisbury. Lt-Cdr Sanderson, who is the Secretary of the Joint Signal Committee (overseas), chairs the meeting which is held once every three months, to schedule exercises between the three Services. Ships are always in great demand and the CinCFleet representative selects mobiles with one factor in mind; the ship must be in the right place at the right time. Obvious exercise commitments are taken into consideration when ships are selected, but planning movements three months in advance sometimes results in a change of pro-

gramme and a rescheduling of the serial. CinCFleet allocates all ships except for the Portland work-up ships which are allocated by FOST, and the carriers and amphibious ships which are allocated by FOCAS.

Activation of the less used MRL's are also included in the schedule. Examples of these are Gan and Cyprus. The serial is known as a MAR-LINEX which endeavours to exercise both these Commcens and ships who would not normally require an MRL.

First notification for ships that a JOCOMEX is scheduled is on receipt of the Joint Training Pamphlet; this is produced and distributed by UKCICC.

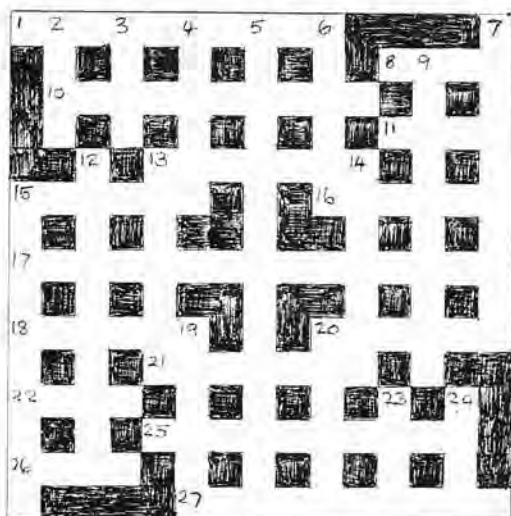
To improve results from RN participants, the following DO/DO NOT list has been compiled for guidance.

DO

1. Signal early if change of ship's programme prevents exercise taking place. Alternative arrangements can be made designating new date/time or different ship.
2. Read the Joint Training Pamphlet.
3. Arrange a liaison team to visit the unit you are working with.
4. As sponsor, send your order signal at least 72 hours before serial commences. Ensure that other authorities of other exercises scheduled for the same day are included as information addressees.
5. Nominate a morse engineering circuit to be used when F1 proves difficult.
6. Assign correct operating frequencies from prediction publications. Spare complan frequencies are available on request.
7. Use the correct Interservice keying material.
8. Use correct offsets.
9. Use correct Baud speed working (not all services are 75 baud working).
10. Keep your unit ashore informed of ships present and predicted course. This information is important for accurate aerial alignment.
11. Pass as much live traffic as possible. The circuit is a self-made MRL.
12. Ask for additional exercises should you require them.

DO NOT

1. Forget that some units can only work simplex; therefore only one set of frequencies should be ordered.
2. Let other communication priorities onboard over-ride the JOCOMEX circuit. It must not become a forgotten circuit.
3. Have Radhaz problems during serial if they can possibly be avoided. Signal alternative date/time as necessary.
4. Close down at night if frequencies are unsuitable for communication. Try alternatives; remember the service you are working are probably based on a runway or in a field and for obvious reasons must remain at their mobile station through the serial.



SUMMER CROSSWORD by Ann Jewell

Across

1. Will love be a pest? — Not in an English 5 dn. (4-6)
8. Hide the word — easy for Spenserian scholars. (4)
10. Confused George can't gather together his thoughts. (10)
11. The record reveals this place. (4)
13. Mend the ratchet, then talk. (7)
15. It is very wicked to only hurt without right. (6)
16. Don't be affected sir, set it another way. (6)
17. The beast cage let cub sized things out — to be found in 5 dn. (7, 8)
18. A longing to be in harmony. (6)
20. I vex, or I verge on vexing you. (6)
21. Duel about Eva? — to reduce her worth? (7)
22. Don't scoff, I beg you. (4)
25. Put the saddle on in a hurry — we don't want any in a 5 dn. (10)
26. Dons do, so does he, if it is 18 ac. (4)
27. For a tasty snack yeast is not required. (5, 5)

Down

2. A mention certainly helps, on occasion. (4)
3. A trowel and fork are needed for the soil. (4)
4. The tray he has made is rather coarse. (6)
5. It gave gnarled beet and, possibly, 17 ac. (9, 6)
6. Add the right to a title? What rubbish! (6)
7. "They ——— who always drink; They always talk, who never think."
(Matthew Prior) (5, 5)
9. "Born in the garret, in ——— bred,
Promoted thence to deck her mistress' head."
(Byron) (3, 7)
12. The short black rubber had a place in the 5 dn. (7, 3)
13. I declare it is free. (7)

14. Plant bushes or trees to make good. (7)
 15. Move the gun an inch, with gravity, then remain steady. (10)
 19. The side can't pour it off. (6)
 20. Is it ugly or just wicked? (6)
 23. Do as I say and have a drink. (4)
 24. Can be seen to be a domestic slave. (4)
- (Solutions on page 94)

JOURNEY INTO THE UNKNOWN

by Wren Telephonist Lesley Dunster-Beardsley

Three of us. Treading a path that we knew nothing about. There would be danger, excitement, and the thrill of doing something none of us had ever dreamed of attempting. Parachuting!

We arrived at Netheravon, the Joint Parachute Centre near Salisbury, on a cold October day. We'd been picked up along with about 40 Army and RAF personnel. Things looked like being fun.

After being dropped off at our quarters we made our way to the galley and settled down to a well cooked meal.

The next day was busy. At eight o'clock Leading Wren Turner, Wren Wilson, myself and the three WRACs we messed with were up at the airfield clad in boiler suits. Our names were checked and we were issued with temporary ID cards and two parachutes. In no time our instructors had us rolling around the floor in different positions for landing and learning to pack our 'chutes. This carried on for two days along with lectures and films. But at last we were ready to jump.

But this was not to be for several days. The weather proved to be a problem. Every day it was either raining, windy or foggy. Then Miracles! the day dawned fine. Perfect jumping weather. The lorries were loaded up and away to the DZ (Dropping Zone) while us six girls waited behind. We were to jump first so we were to wait for the 'planes. There were two 'planes being used: a Rapide and an Islander, both pre-war.

I'd never flown before and was really terrified at the thought of the double horror ahead. The 'plane arrived — it was the Rapide. We clambered inside along with Bill our jumpmaster and knelt on the floor. Diane started up an old camp song and we all joined in, trying to keep cheerful — and sane!

I kept my eyes tightly shut during take-off. When I opened them it was to see the ground far below and the wingtips dipping in the wind. Panic filled my mind and I fought desperately with my stomach, trying not to be sick. Bill gave me a reassuring smile and bent over to hook up our static lines which were attached to the 'chutes so that they'd open no matter what else happened. We were above the Dropping Zone.

Gail went out on the wing — gone. Then Diane. Then me. I got one foot and one hand out, then promptly got back in again and burst into tears. The wind was so strong and cold. I was cursing softly to myself that I never wanted to see another 'plane or parachute in my life.

After what seemed hours we landed. I felt as though I'd been on the moon. I crawled out, ashamed at myself for being such a coward.

Time passed, and eventually with the help of hot soup and reasoning with myself my shattered confidence returned. I decided to have another bash. This time I went up in the Islander — the only girl among five men. I clung grimly to this poor fellow's leg for dear life. We passed through some cloud at one point and my heart missed a beat. I thought that the engine had caught fire.

At last it was my turn. I grasped the handle on the wall and braced myself for the icy bitterness of the unknown. With a grip of iron I clamped my hand onto the bar of the wing and steadfastly stepped onto the grid. Another hand, another foot and I was out there. The winds of the slipstream whipped my face and I balanced. Nothing but the atmosphere between me and safety.

A thump in the ribs. I let go, and then it was too late — I was airborne. When I finally opened my eyes I was floating gently earthwards. A relieved sigh passed my lips. Then I concentrated on turning with the wind. I passed no angels on the way — only other parachutes. Back into the wind again — the Rapide was directly beneath. Panic shot through me as I visualised myself landing on the plane. But Lady Luck was with me and I just missed it. I came down yelling "Am I all right? Am I all right?" The grass rushed up to meet me and I collapsed in a heap on the ground; stunned but in one piece.

I didn't jump again. The experience magnified in my dreams and made it worse.

I went up as co-pilot once. It was much better being in the cockpit, although to me very scary.

The next day we all ached from the unaccustomed exercise. The weather had reverted back to fog again, so we had a long lie and a good rest.

There were quite a few injuries during the course and every day would see a carload trundling off to Tidworth to visit the sick. One of the WRACs broke her leg and somebody broke his back, another injured his vertebrae. Also several of us, including me, got grounded for things like colds and bronchitis. I must admit that I was relieved.

The rest of the course passed quickly. I found the social life very lively and thoroughly enjoyed myself. I wouldn't go again, but I'm glad I went. It was a fantastic experience.

A GLORIOUS 2nd OF JUNE

by Lt C. P. F. Ripley, RNR, SCO Sussex Division

No apologies for the dramatic title, because that is what Sunday, June 2, 1974 was to the Communications Department of my RNR Division, when a group of us travelled west by minibus to Atlantic College, St Athan in South Wales.



Seen with Admiral of the Fleet Earl Mountbatten are left to right: Lt-Cdr T. S. Cooper, RN (Staff Officer), L/Wren D. R. Garvey, L/Wren J. M. Currey, RO2(U) T. Eadon, RO2(U) D. Ramsay, CRS Waldron (PSI), CCY Manser (PSI), CCY Wallis, Lt C. P. F. Ripley, RNR

to receive the Mountbatten Wireless Trophy from the Admiral of The Fleet himself.

The trophy is given each year to RNR Communicators for their recruiting, training and advancement performance. Hitherto it has been given to the best Communications area, but now it is awarded to the Communications Department of any of the Divisions or to one of the CTC's.

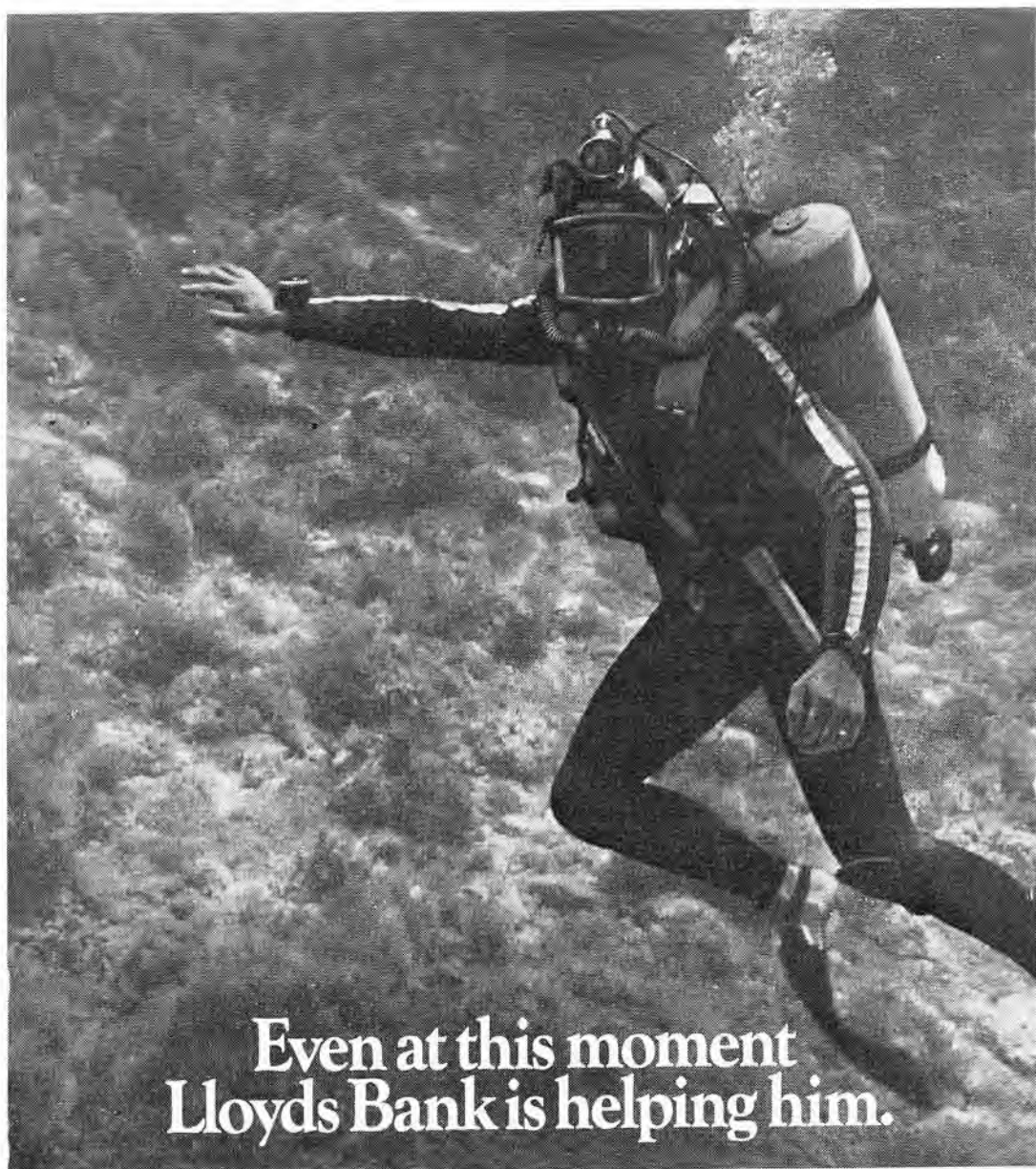
I believe it is therefore the first time that it has been won by an individual Division and it was a great pleasure for us to come equal first with Swansea CTC this year.

Swansea being closer to home were there in force with wives and sweethearts. Earl Mountbatten made the presentation with a stirring speech which included his recollection of inspecting one of the previous winners of the trophy in his dressing gown, when they visited him at the house of his host, after he had contracted 'Flu.

Afterwards we were lavishly entertained at Swansea CTC, and the next thing most of us knew, we were being tipped out of our mini-bus in Sussex at about 0400 the following day.

The accompanying photograph is offered as evidence that it really happened.

We train every Monday and Thursday evening from 1945 to 2145, and man our tender HMS Curzon most weekends, and for four two week cruises a year. There are over 20 men and women in the Communications Department, and we could have something to offer to any Communicators in the Sussex area who have come out of the Service and still want a link with the sea. The address is Sussex Division RNR, Maxwell Wharf, Wharf Road, Hove. Telephone Brighton 414384.



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BE YOUR OWN EXPERT — AUTOMATIC DATA PROCESSING

One hears talk that "this job will be taken over by a computer one day, and we will all be redundant". A more constructive statement would be "this job should have computer assistance, soon we may have to understand more about them". The number of computers in both civilian and military use is increasing, but they are very expensive beasts. They always will be costly, and their keepers who walk about in white laboratory coats will always be well paid. Unless a large computer is in use for a high percentage of the time, it is uneconomic, therefore users share the facilities. The significant area of interest for the communicator is not necessarily in computer to computer, conversations which remains a specialist subject for system analysts, but the way poor down trodden man must process information to feed the brutes. Once that process is understood, the miracle begins to work: if you know how to put data in, you will know how to ask for data back and the computer will be working for you, not vice versa.

Every technological trend that sweeps across our nation affects the RN either by a direct military application or when dealing with other authorities. Moreover, the majority of us will be employed less than half our working lives in the service and a knowledge of ADP will be an increasingly important asset during any job hunt.

Knowing the war cries of ADP is also a weapon in one's private life when dealing with organisations who believe use of a computer absolves their responsibility for their mistakes. If a firm cannot manage its terminal, it is lacking in care just as much as if it employed someone to do the job manually. Computers are gi-go (gash in, gash out) or ci-co systems; the many stories of their mistakes normally spring from errors in management and supervision of the ADP and are seldom the box itself, in spite of its presentation to the public as some frankenstein with a mind of its own.

In April 1968 THE FINANCIAL TIMES published an article quoting an estimate that by 1975 the total volume of data transmission in the United States will exceed the volume of voice transmissions over the telephone system. The UK may not be in that position before 1995, but the P.O.'s 1972 figures list 268 organisation hiring lines connecting 26,349 terminals to distant computers. By 1980 they forecast 1,182 organisations will be using GPO lines connecting computers to 107,795 terminals.

It is more than likely therefore that you will one day be in an organisation with a computer terminal. Its detailed operation is so simple that I would have hoped any *Mercury* trained man or girl could delegate working the actual keyboard to those bright young school leavers one is always

hearing about. Consider yourself an expert in ADP management and you will become one. Your background gives you the following advantages:

- (a) You have been using ADP since you were trained. All on-line RATT transmissions are actually ADP.
- (b) The basic tools of a computer terminal include a telephone, a teleprinter and the ability to cut and run tapes. You know them all, and have experience in the time taken to convert a page copy to a binary transmission.
- (c) You are used to entering data to a computer (for example Fort Southwick's TARE); (during an interview refer to it as a secure message switching computer written in CORAL 66).
- (d) The terms used in ADP are similar to those used in our communications such as band speed of a circuit. Remember to refer to Murray Code as ITA 2, and be prepared to talk of ITA 5, not "that new fangled eight hole stuff".
- (e) Message formatting instructions are designed as "direct entry" signals, and the problems of error free processing are by and large the same for us as for any other user of ADP.

An Introduction to X Section's Terminal

The amount of automatic data processing done in HMS *Mercury* is small and it would be difficult to justify fitting a computer in the establishment. However, there is a need to use a computer regularly, particularly for statistical analysis in the User Requirements and Trials Section. One of the cheapest means of satisfying this need is to buy time on a commercial time-sharing bureau. Such a system employs a very large computer able to handle jobs simultaneously from remote user terminals. The commercial bureau used by HMS *Mercury* has, at present, 16 giant computers sited in Cleveland, Ohio and serving customers as far afield as Japan, Australia, Western Europe and USA, all transmitting their programs and data over telephone links. Although the hardware (engineering) and software (programs) required to make the system work is frightening, the procedure for using it is ridiculously simple, as, indeed, it must be if the bureau is to stay in business.

To access the computer from HMS *Mercury*, the terminal operator dials the telephone number of a "concentrator" sited in Southampton. The purpose of this concentrator is to multiplex the signals from all the bureau users in the South of England and transmit the resultant signal to a UK concentrator in London. This central concentrator can accept up to a maximum of about 340 users simultaneously and passes its multiplexed signal by the Post Office microwave link to Goonhilly and thence by satellite to the USA.

At Cleveland a switch computer shares out the work received from all users between the 16 computers used for data processing.

The terminal itself consists of a teletype operating at 30 characters/sec (about 300 bands using the ISO 7-unit code), an associated tape reader and punch, a modem (for converting the teletype signal into voice tones suitable for transmission over a telephone network) and an STD telephone. The procedure for using the system involves:

1. Dialling the local concentrator number at Southampton to establish a communication link with the computer.
2. Typing in a user number followed by a password (known only to the user).
3. Typing the name of the computer language in which the current programme is written (BASIC, ALGOL or FORTRAN).
4. Reading from tape either a new program or data for an 'old' program, i.e. one already stored in the system.
5. Running the program as required and, on completion, signing off. In the following example, the user's responses are shown in italics; the computer prints the rest.

U£=NGT59123—(user's number)

PASSWORD—(overprinted for extra security)

SYSTEM—Basic — (computer language required)

OLD or NEW?—OLD

ENTER FILE NAME—STATS (the name under which the user's program is stored)

READY

TAPE—warns computer to expect input from tape

READY

(Data entered from tape)

RUN—(user instructs computer to run the program STATS)

Results printed out

BYE—(This signs off the user from the computer).

Although some experience is required for writing new programs, the actual operation of the terminal requires very little instruction, particularly for communicators who are used to following set procedures.

Introduction to Lynn, a Terminal Operator after 10 Minutes Instruction

Wren Lynn Kirk joined the Service in February 1974. Wren she was introduced to X Section's computer terminal she had completed 14 days of the basic radio operators qualifying course. She "volunteered" (in the traditional manner of being detailed off) to help prove how simple it is to use ADP to gain results from a distant computer. After eight minutes of introduction given by XX, not counting the time XCI was talking at cross purposes, she was working the computer in Cleveland. The connection to Ohio in the USA took



Wren Lynn Kirk using 16 giant computers in America from the URTS terminal in HMS 'Mercury'

fifteen seconds. The computer was ordered to produce two exercises suitable for the NATO Communication competition. These had to consist of 540 groups of five characters, randomly generated in the proportion of 70% letters, 20% figures, 10% special characters, such as punctuation marks. The exercises were printed out within two and a half minutes.

She next fed in the number of 40 minutes instructional periods that each member of HMS Mercury's training staff taught and where, during a week. She ran the program that analysed this data and the computer printed back:

- (a) The number of contact hours for each person, with a percentage of the maximum possible.
- (b) The overall loadings for each section compared with the number of instructors available.
- (c) A breakdown of the loadings undertaken by each rank or rate.
- (d) The percentage time any area, such as a trainer or classroom complex was in use.

This program was written to help compile a return required by CINCPACVHOM. Lynn ran two other programs and by the end of an hour was quietly confident that she could use programmes that STATS had written and stored in Cleveland. In fact the computer helps the operation, making it easier to use than a teleprinter. If you typed something the computer does not recognise, it tells you so by either specifying the error such as "INCORRECT FORMAT. RETYPE IT" or simply saying "WHAT?"

Needless to say although there is an obligation of security with regard to information obtained in the course of data processing under the Post Office Act 1969, no classified information is processed from Mercury's terminal. The Security aspects similarly have prevented any discussion on ship-to-ship data links in this article.

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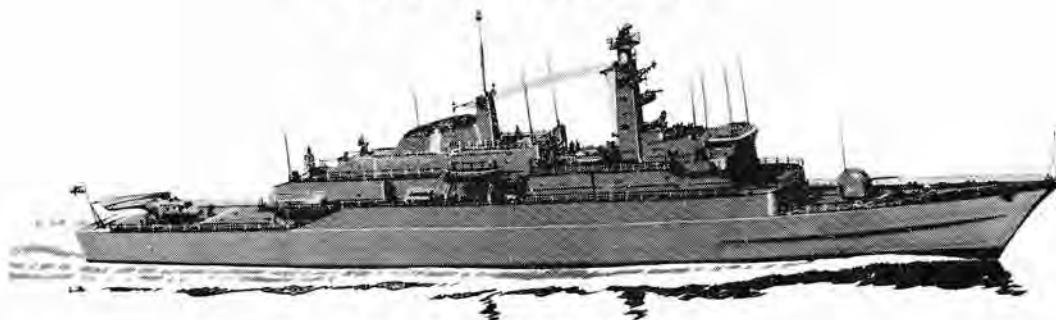
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Fleet Section



FCO Commander G. M. Tullis

CINCFLEET by FCO

Until now, I have passed my views and comments to the Fleet Communicators by Newsletter and relied upon the AFCE to contribute his sparkling wit to the COMMUNICATOR FLEET SECTION. After a year as FCO, I would like to be able to say that Communications in the Fleet are in better shape than ever before but unfortunately this is not possible. The ever present shortages of manpower, equipment and cash are making their presence felt with increasing severity; the only thing of which there is no shortage is SIGNALS. These seem to increase steadily, partly because so often it is the only way to get an answer; you could take this as a compliment! We are tackling this problem of 'too many signals to ships' but, inevitably, it takes time. Meanwhile, all I can say is that there is now, more than ever, a need for good management in ships, that is the need to make the most efficient, fair and sensible use of the resources available. During my ship visits, a well managed ship with a well managed Communications Department is quickly apparent. However, more of this in my next news letter. Finally, my thanks and best wishes to AFCE who will shortly be joining you at the coalface. Over to AFCE for his final word!

THE TRIALS OF A CONTRIBUTOR by AFCE

Pleased to see that FCO has underlined the serious nature of our task here; my frivolous articles could easily create the wrong impression in the minds of the more serious Communicators. As this is my haul down article as AFCE, and official scribe for the Fleet Communications Staff,

I intend to digress on the subject of writing for the COMMUNICATOR. I should start by killing the slander that my promotion chances hang entirely on whether AFCE appears in print each time the magazine is issued. This is simply not true; all I get is a series of threatening letters from the Editor saying I will not be invited to the Signal Officers' Reunion if I fail to meet the deadline.

Having agreed to write the article is the easy part. Here I offer some advice to embryo correspondents; never show your article to colleagues or superiors. I specialise in brilliantly amusing, satirical, intelligent prose and my first draft invariably meets that standard. I show it to the Writer, a simple man; he says he does not understand it but believes the addition of a full stop here and a semicolon there will make it comprehensible, even to Communicators. I make a mental note to give him nought for tact on his next S264. Next, the RS(W) also fails to see the joke and drones on boringly about the absence of any reference to ESM. Anyone who has ever found the humorous side of ESM please ring in and reverse the charges. Chief is painfully tactful and succeeds in sapping my remaining confidence. FEWO chips in with his sixpennyworth and with my morale at zero I incorporate all their advice and show my article to FCO. 'That's fine AFCE', he says, 'there is just one thing — I thought you specialised in humorous articles.'

HMS BEAGLE by LRO(G) Graham

I sometimes sit in my office and wonder what the hell I'm doing here, daring the new 643/CJP to fall over (we haven't got any spares or handbooks yet, but I do have a large axe, hammer and screwdriver), watching the lads through my windows

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getting soaked to the skin, can this really be happening to me, I ask? Too true it is! Usually at about 0500 when some keen pussers grey with piles of sparkers onboard gets the notion that I want to exchange identities with them, it's not much fun at that time of the morning, or at any other time, come to think of it, especially as we only carry one and a half Communicators, the Skipper's the half and he can bash out a pretty mean burst of flashing, and without a mac!

Our present task is the never ending job of updating the English Channel charts; at the same time various bomb disposal squads are engaged in blowing up mines in the same area. This leads to a little bit of confusion when we are doing wreck investigations on some of the junk that Messrs Hitler and Churchill left lying around a few years back, the engine room watch below has been known to turn a whiter shade of pale when things have gone bang whilst sweeping across a sunken U-Boat.

We are heading for sunnier climes at the end of the year and with a bit of luck the only wrecks we'll encounter will be those of Spanish galleons and the occasional millionaire's yacht. Well, it will make a change from submarines and sewer pipes: hang on! Is there a difference?

HMV BRITANNIA

Ceremonial plays a large part in our life and bunting is something we have a lot of. Blood pressure usually goes up with Court Flags and the whole Yacht is subjected to the daily nail-biting round of 'it-must-be-dead-right-every-time' Dress Ship. This evolution makes for interest in any ship but here we have four dressing lines and more 'goofers' than usual. In retrospect the occasions it does not go well are highly amusing but at the time life is fraught with public disgrace. The Fore-to-Main, for example, comes out of the funnel and this necessitates special training for the youngest and fittest bunting who crouches

among the funnel fumes, hissing steam pipes and blaring sirens to ensure that everything pops out only when it should and then in a smart and seaman like way.

On one occasion one of those Inglefield Clips you have all been having trouble with failed and the Royal Standard which had just been broken at the Main came fluttering down leaving one end of the halyard at each end of the tallest mast we have! In less than 30 seconds the spare was hoisted on the other halyard and broken in its place (it pays to be prepared and worked up and to have a good bunting tosser in the right place at the right moment). Despite massive TV and press coverage on the quay, nobody noticed.

Many will have read the article on page 11 of the March NAVY NEWS under the heading 'Phone-a-ship' problems explained'. In a ship where the number of radio telephone calls is perhaps 'above average', it is felt that the article conveys a very true picture of the extra work involved in providing a radio telephone service. As those who operate this service know, it can be very time consuming, often during 'unsociable' hours. It can be a rewarding job which produces a sense of achievement when a circuit is good and the customers are happy, but it also works the other way. It is rumoured that Portishead hope to extend their service with the introduction of a new station building. When we see the Portishead facilities, as they are at present, we can only take off our hats and commend them all; their helpfulness, patience and willingness are very much appreciated. With more domestic telephones being fitted the radio telephone facility is going to become even more popular. What is going to be the long term answer? Has thought been given to providing and fitting a Radio Telephone Console and Kiosk so that a better all round service may be provided? I gather that at least one ship's Welfare Fund gives the 'Radman' a monthly financial reward — could this lead to a ship station charge being levied?



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HQ AFNORTH (KOLSAS)

by CRS(RCI) G. W. Wadsworth

For the benefit of any one who doesn't know, Kolsas is the NATO HQ of The CinC Allied Forces Northern Europe and is situated approximately five miles from Oslo. We don't get many visits from sea-going types, but should you ever manage to persuade your Navigating Officer to call here, you may rest assured that we'll be in touch with you in one way or another.

To clear any doubts as to whether Strikefleet Cell is a home for criminal types or a Commcen, let me assure you that it is a Commcen (albeit for criminal types!) which is filled with various terminal equipments, one CRS, two LRO's, one RO1 and Radiomen 1st, 2nd and 3rd class of the USN, all waiting to be sprung into life by a signal from *you* should you happen to be in Northern Waters. Again, we don't get many callers, but the service is available and may save you a lot of frustration. Our last satisfied customer was HMS *Hermes* from whom we took some 1,000 signals for onward relay (No tracer action instigated so far.)

Norway has much to offer everyone. The cost of living is high, but the powers that be provide a reasonable rate of LOA. The country is well worth a visit; the scenery is fantastic and fishing is in an abundance.

Skiing is the 'IN' thing during the season, and the climax for Kolsas personnel is a thing called a 'Ski-Shoot' when bods of all shapes and sizes, nationalities, and skiing abilities muster up in 'them thar snow covered hills' to do battle. Contrary to the name of the game, you don't go around shooting skis (or skiers) but put on your skis and dash off round a course of about five miles doing various tasks en-route like: heaving hand grenades through 'windows'; shooting NATO issue rifles at targets; spotting and marking on a map the position of enemy soldiers who are supposedly on a distant hillside; and reading/memorising a message of the 'what, where, whither and when' type, which has to be written out when you reach the finishing line. In order to give all concerned a fair crack of the whip, the organisers split the participants into different classes depending on age, sex and nationality, that way, the Norwegians/ Danes can compete against themselves and other snow carpeted countries, whilst we of the stiff upper lip brigade can silently and

doggedly battle on with cricket bats at the dip. Numerous judges/timekeepers, photographers etc, are ever present to ensure no one cuts off any corners or shoots the wrong way, and when all heads have been counted as being present and correct, the St Bernard dogs are stowed away until next year.

At the time of going to press, spring has really sprung, skis have been put away to await next snowfalls, and if it wasn't for the prohibitive cost of approx £4 per round, the golf clubs would be coming out. As it is, I think it's a case of when in Rome . . . and that means knapsack on back and a walk/hike across some of this beautiful countryside.

HMS APOLLO

Sanau, Sanau, Sanau

by a Thinner Officer

The hospitality offered to HMS *Apollo* by the Swedish Navy during a recent visit to Karlskrona by units of the Sixth Frigate Squadron was quite unusual. Having been invited onboard one of their support ships for lunch, we were asked if we would like to take a sauna bath.

Instantly, four British faces lit up expectantly; four minds visualised the sunbronzed, nubile bodies of Swedish maidens reclining on wooden benches, absorbing the health giving properties of a sauna bath — with, perhaps, room beside them for four Brits, eager for the Bacchanalian life.

Then the bad news. The ship had a sauna onboard — three in fact! MOD note! Having chorused 'yes' with such enthusiasm only seconds before, we were now going to enjoy the experience.

Ten minutes later, having stripped and trekked through the ship, covering our vitals with miniscule hand towels, we arrived at the sauna room. We were each given a small paper napkin and, leaving our towels outside, were hurriedly pushed into a small wood panelled room.

I realised immediately that something was wrong. The place was an inferno; one could not breathe. Scorch marks abounded on the wooden panels, surely spontaneous combustion was but seconds away. Visions of my charred remains being shipped home in an urn flashed before me. Whilst this was buzzing through the mind, I turned to get out and raise the alarm but found the door shut, my companions blocking my way and obviously unaware of their imminent death.

Trapped! Panic was but seconds away. I could feel the chill of terror trickle down my spine, only to discover it was sweat. My hope of survival received a final shattering blow when I noticed our host gesture for us to sit down. Well, if he was unperturbed by the temperature, I wasn't going to let him see the blue funk I was in. I comforted myself with the thought that he probably gestured because he couldn't speak. We



SPLINT

VACANCIES EXIST

TEST & INSPECTION ENGINEERS Vacancies exist at HMGCC, Hanslope Park, Hanslope, Milton Keynes MK19 7BH, for Test and Inspection Engineers to work on experimental communication equipment in the HF, VHF and UHF bands. Ability to diagnose faults in addition to actual testing is required. Candidates should possess ONC or equivalent and be experienced in this field of work. Initial Salary, dependent upon age up to 28, is £1,694 - £2,114 (age 28) - £2,382. The posts are established and pensionable in Government Service and there are opportunities for further promotion.

DRAUGHTSMEN Vacancies exist at HMGCC, Hanslope Park, Hanslope, Milton Keynes MK19 7BH for Electronic Draughtsmen. Work will include circuitry, printed circuit boards, micro-miniature substrates and associated small mechanisms, e.g., gear trains for tuning drives, etc. Candidates should possess ONC or equivalent and be experienced in drawing office work and practices. Initial salary, dependent upon age up to age 28, is £1,694 - £2,114 (age 28) - £2,382. The posts are established and pensionable in Government Service and there are opportunities for further promotion.

ELECTRONIC ASSEMBLERS Vacancies exist at HMGCC, Hanslope Park, Hanslope, Milton Keynes MK19 7BH for Electronic Assemblers. The work is mainly on experimental equipment being assembled from rough sketches and as such, calls for a much higher degree of ingenuity than production type assembly. Candidates should possess City and Guilds qualifications or equivalent. Initial salary, dependent upon age up to age 28, is £1,694 - £2,114 (age 28) - £2,382. The posts are established and pensionable in Government Service and there are opportunities for further promotion.

COMMUNICATIONS FIELD ENGINEERS Vacancies exist at HMGCC, Hanslope Park, Hanslope, Milton Keynes MK19 7BH for practical engineers with experience of HF communication systems, a knowledge of VHF equipment would also be desirable. Ability to 'troubleshoot' and repair such equipment is essential. Candidates should possess ONC or equivalent in an engineering subject. The posts are established and pensionable in Government Service with prospects of further promotion. Initial salary, dependent upon age up to age 28, is £1,694 - £2,114 (age 28) - £2,382. Apply to Administration Officer.

gratefully sank to the little bench seats scattered around the small room. Legs already weakened received a further injection of jelly when it was noticed that the wall mounted thermometer was broken — surely, it must have been broken!

With wildly arching backs, fear weakened legs were forced into a piston-like reflex action as we discovered the need for the small paper napkins. Soft British buttocks do not mix well with red hot Swedish wood.

By this time we were all soaked with sweat and wondering how those Playboy nymphs managed to look so cool and calm in those advertisements.

Our host, obviously enjoying the heat, smiled contentedly at us. We managed between gasps to twitch our lips and nod our heads in reply. He must have taken this as a signal as he reached for a ladle, dipped it into a bucket of water and poured it over the rocks in the furnace that was creating this tremendous heat. Any fool could have told him what would happen — if only he had asked us we would have stopped him. It vapourised instantly of course with a whoosh like Old Faithful. Gills would have been an advantage.

Another few minutes of silent prayer passed during which I swore never to touch crab or lobster again. I was just about to break for the door when our host, making a rather feeble 'follow me' was with a wet, limp arm, staggered toward the door. British honour was saved. Gratefully we rose and weakly fought our way to freedom. Oh! The feeling of relief! Brave phrases flowed forth in abundance. 'That really was marvellous', 'What a super experience', and 'We really must do this again sometime', were variously heard, interspersed with grunts of agreement and frantic noddings of heads. Smiles began to return to previously grim faces when suddenly our host's words penetrated and our euphoric feelings evaporated. 'Cold Shower?', someone queried. Surely a joke — but no. He was serious and so was our condition. Delaying tactics to allow our feverish bodies to cool were useless. Unceremoniously bundled into the shower, water washed over us in great sheets.

I failed to discover how the Swedes had managed to pipe the melting snow from the nearby mountains directly into that ship. It was frightening to see the expressions of one's companions change so swiftly from slightly worried frowns to bulging eyes, and a mouth so wide as to allow a brace of dentists clear access.

Our host had now begun to realise that our open mouthed gaspings were not a peculiar English dialect, and suggested that we only have one more hot hose session followed by a final cooling shower. Apparently there were others waiting to use the Sauna. We offered to forgo our place, but our words were uttered with such feeble voice that it was taken by our host as English politeness and he insisted. We were spared the birch-twigs — which we had all forgotten about — possibly because of the conservation programme

but most likely because it was fairly obvious that we might not have survived.

We vowed that next time, we would stand to one side and let those who had not experienced this tremendously exhilarating experience take their chances. Perhaps our smiles would get a little broader, and our laughter a little louder too!

However, in the future, whenever I see an interior shot of a Sauna advertisement with voluptuous women reclining on those red hot benches and smiling out at an envious world, I will know that they are reclining because they can not stand up, and that their smiles hide a flagging determination to go for the final shower of ice.



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HMS ARK ROYAL by RO1(W) Moxham

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through its paces, although, we believe that the Command is getting bored with turning the ship around every time we want to transmit. We have already had one enquiry from ITV concerning its suitability for transmitting television material!

During this period away, we had three Army signalmen to entertain and show how it's done. While they were on board, the ship underwent a major NBCD Exercise. Our guests later stated that they would rather fight in the trenches than in *Ark Royal*.

At the time of writing, we are taking an enforced period alongside at Devonport. This means that our programme has been re-arranged and, unfortunately, our visit to Cuxhaven in Germany cancelled, which was nicely timed to coincide with the World Cup Finals!

During our trials, we have borne quite a number of juniors, which has boosted our Comms complement, at the last count to the following: 1 SCO, 1 SCO2, 2 FRCPO's, 3 CRS's, 10 PO's, 17 LRO's and 54 others. We reckon that we could make up the Comms Staff of almost four Leanders, or around 38 Minesweepers. Not bad for a small ship! Two of our buntings, RO2's Laurie and Hanks are going to be selected to go to Bergen for the NATO Naval Communications Competition. We wish them well.

To conclude, we would like to congratulate our SCO2, Lt Cdr G. Evatt, on his promotion, he was due to leave us in October, but has somehow worked it so that he doesn't leave the ship until after our first foreign visit of the year. Also, our congratulations to CRS M. Lovell on being awarded the BEM. He already has a job card in with

the 'chippies' for his Westminster Abbey burial urn.

Finally, would anyone in possession of a spare flight deck kindly contact us. We would like to ZOV our aircraft occasionally in order to put in a peaceful night's sleep once in a while!

HMS BACCHANTE "UP UP AND AWAY"

by RO2(W) Sculthorpe

Six of us had been 'coaxed' by the SCO to volunteer for a weekend in the mountains and Huancayo, a small Peruvian village 14,000 ft up in the Andes was our destination.

Friday started at 0630! At Lima station we boarded a train, it had wrought iron guard-rails and a big wheel hand-brake of the cowboy era and looked as if it had been imported all the way from Hollywood.

The whistle hooted and we slowly chugged away up the side of the craggy mountains and we soon felt an exhilarating chill in the air.

The train stopped occasionally for water and we stretched our legs and bought some of the local fruits available at every halt.

A shrill whistle blast would indicate that the train was about to leave. Just enough time was allowed to scramble onboard before it trundled down the track. During the journey we befriended a group of young ladies, who were also heading for Huancayo. Fortunately two of them spoke good English. On the others we tested our Spanish through the two interpreters who found our efforts most amusing!

We arrived at Huancayo at 2300, after an ex-

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hausting but enjoyable journey. A quick shower at our hotel and we were out looking for a local restaurant. We soon came across our lady friends who were having trouble finding accommodation. They had not booked up before hand! We helped them in their hunt but with no success. One solution remained, but resisting the temptation to point it out, we gave them a meal and then asked the police for advice. They were most helpful and said that this was a common problem which they solved by allowing the girls to use the cells.

Next morning we were awakened by the telephone. The receptionist told us that there were nine señoritas waiting for us in the hotel lobby! After a hurried shower and brush-up we presented ourselves and joined the girls for Brunch. At about 1400 they took us on a tour of the area which they know well. We visited the town markets and some ancient monuments around the village. The inside of the local church was beautiful with ornate stonework surrounded by lavish decorations and carvings. We eventually ended up in the Zoo. That's what they call it! It houses the most dejected bunch of misfit animals and birds brought together in one place. In one cage there were five sleeping owls with hardly enough feathers between them to cover one of them completely. In another cage was a black and white spotted mongrel, with the title 'Wolf' printed on a sign above its cage. The rest of the Zoo's inhabitants were in much the same sort of state. So the afternoon ended on a humorous note. We spent a wonderful evening dancing and turned in about 0300 on Sunday morning.

At 0600 the phone rang! The girls wanted to know if we would like to attend Mass with them! We were extremely sorry to have to decline. However, at 1100 we met for a picnic by a nearby lake. Before the picnic the girls took us to the market again, telling us that most things would be much cheaper today. It seems that on Sunday the local traders have pangs of conscience and mark things down. We saw many beautiful Ponchos, Llama and Alpacha skin rugs as well as hats and silver-ware which seemed to be extremely good value for money. Everything on display was made locally by the Indians.

In the afternoon we lay in the sun, enjoying the magnificent scenery, by the shores of the lake which in itself was more picturesque than I could

possibly have imagined. It is funny how words are inadequate to describe such a scene. The girls produced a picnic hamper crammed full of goodies — wine, cheese, bread and an assortment of local pastries, cakes and fresh fruit. We had a terrific day — which continued into the night as we danced until the early hours of Monday. Unfortunately we were only hours away from the end of a fantastic weekend.

The farewells said the return journey commenced. It took 10 hours and some of us slept for about nine of them! We eventually returned onboard in time for supper.

Next day *Bacchante* sailed for Guayaquil, the principal port of Ecuador. But that's another story...

HMS/M CACHALOT

by RO2(G) Jan Beynon

Cachalot sailed from Plymouth on April 12 and two weeks later arrived at the USN Submarine Base, New London. We made the most of our five day stay, the only complaints were when we sailed, no one wanted to leave! We sailed, dived and on passage to Bermuda exercised with the US and Canadian Air Forces.

Bermuda was exciting. One greeny and one stoker were flown home with a disease called 'Bermuda Road-Rash', apparently you catch it when descending at a great rate of knots from a moped and being bitten by the road as you bounce off it. LRO Jan Potts turned out with one of the best 'Rashes', when he attempted to use his chin as a brake, it doesn't work.

On sailing from Bermuda we came under the Opcon of CANCOMSUBRON ONE, and then spent a memorable two weeks AMP in Halifax.

Since then we have been back to Bermuda and have exercised extensively with RN and CAF units. During the second part of Exercise 'MARCOT 1/74', it started to hot up almost as soon as we dived, this time we had HMS *Hermes* against us, but none the less we're still winning the battle by ourselves. On one occasion we were supposed to have been sunk, but being 30-odd miles away it's hardly likely; it was assumed the attackers had given an innocent by-standing whale the headache of a lifetime when they dropped the charges.

WARSHIP DIDO/GHWA

by LRO(W) E. H. Clifford

It has been some time since we last wrote. However, GHWA is still a member of the Fleet.

As a staff we seem to be communicating and have a very efficient traffic flow — diagram? Our new box of RO's (Mincher, Wapples, Williams and Falcus) have settled in well and are a credit to their instructors.

At present we are swanning around the Gibraltar areas and liaising well with the staff of HMS *Bristol*, in particular on the afternoon of June 17.



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Our visit to 'Portlandia' was to say the least, enlightening — the staff seemed to be pleased with us, they did say that we had successfully cracked it (or was it them?) same difference, they were nice about it.

We would like to say hello to all our friends, in particular the staff of HMS *Hermione*. Sorry about the MRL lads, come round for instructions. A big thank you to our buddies at Commcen Whitehall for their assistance.

Congratulations to Lt A. R. Hulley our station manager here in GHWA on his promotion and to Taff Davies on his recent engagement to WRO Lynn Perrin.

Well friends we should be back amongst you during the summer leave period, so until then and from everyone here in GHWA a very happy summer leave to you all.

OPERATION RHEOSTAT/ NIMBUS STAR/NIMBUS MOON

by Sub Lieut J. R. Rapp

The entry of HM Ships *Abdiel*, *Wilton*, *Bossington* and *Maxton* into Port Said on April 7, 1974, was in contrast to the last time the RN was there in 1956. For whereas 18 years ago the RN was part of the Anglo-French force sent to seize the Suez Canal, this time the RN task group of nearly 300 men came by invitation to help clear the Canal of the debris that has accumulated in the seven years it has been closed to shipping.

The Task Group sailed from Malta on April 5 and established an MRL with Lascaris which, after initial teething troubles, has worked well.

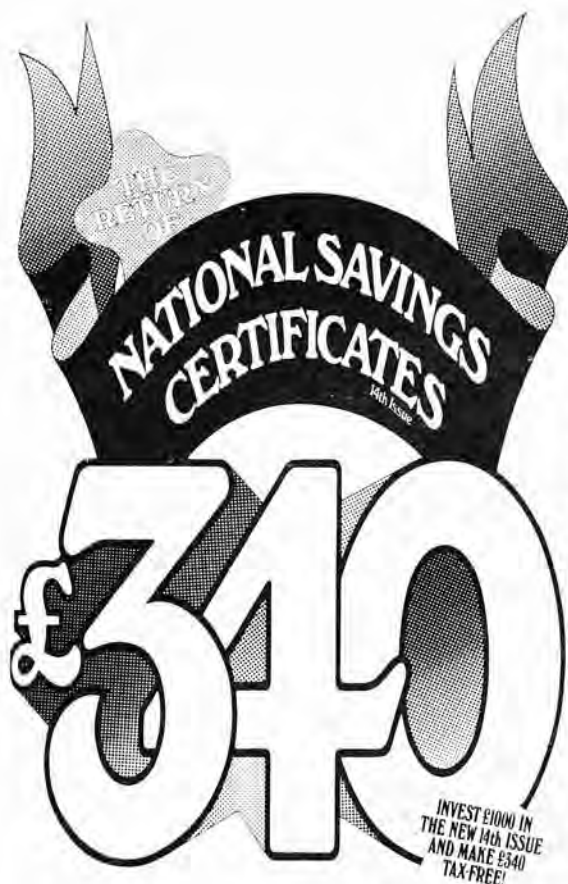
The Operation is being carried out by units from Egypt, UK and the USA, under the overall command of Admiral Fouad, Egyptian Navy, and the combined Anglo-American force is designated TF 65.

While we are busy conducting Operation 'Rheostat' (or 'Nimbus Moon (Water)' as it is known by the Americans), the American Airborne Mine-counter-measures operation, 'Nimbus Star' was completed on June 3, 1974. 'Nimbus Star' involved sweeping the entire length of the Canal for magnetic and acoustic mines using the giant CH-53 Sea Stallion Helicopters. These aircraft operated firstly from the LPH USS *Two Jima* and then the USS *Inchon*; now the American effort is directed towards operation 'Nimbus Moon (Land)' and 'Nimrod Spar'. The former, perhaps the trickiest and most dangerous part of the whole task, is to clear the banks of the Canal, and to achieve this the US Army are training and advising the Egyptian Army's Explosive and Ordnance Disposal Teams. 'Nimrod Spar' is the salvage operation which started at the end of May to clear the Canal of 11 sunken ships; it is being undertaken by an American salvage company; and may not be finished before early next year.

A French team which arrived in Port Said on June 13 brings the number of nations involved to



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four.

To date the minehunters have covered about 40 per cent of the Canal, and the Fleet Clearance Diving Team (FCDT) has nearly completed swimming the West Bank. The FCDT alone have found and detonated nearly 1,300 items of ordnance at the time of writing.

HMS *Abdiel*'s communications department has been watchkeeping one in three without a break since leaving UK in March and the signal traffic has averaged 60-80 signals a day on the MRL with Malta. In addition to UHF and HF MCM Ops Admin Circuits with the minehunters on task in the Canal, various other circuits are employed principally to enable comprehensive communications if an emergency arises and a casualty evacuation is needed.

To help ease the burden on the ship's limited equipment we are using a loaned American PRC-47 HF Portable Radio; also each minehunter has been loaned a PRC-25 VHF(FM) Portable Radio to provide a secondary circuit with a Casevac Helicopter should the need arise. Perhaps our most useful loan was a field telephone from the USAF Communications Post at Port Said to give us a 'Phone Patch' capability. The telephone was fed to the portable HF Radio ashore and enabled Radiophone calls to be made over the entire US network in Egypt.

One should not write an article without a comment on the 'runs ashore' and recreation. Unfortunately the Suez Canal Zone is still very much affected by the recent wars and remains classified as a War Zone by the Egyptian Government and consequently entertainment is very limited. Three weekends in Cairo financed by the Suez Canal Authority have been the only highlights of local runs ashore.

To compensate for lack of recreation in the Canal Zone the minehunters visit Cyprus every six weeks for a standdown period of five days at Famagusta and several members of the ships' companies have had their wives out.

Meanwhile the operation continues slowly but surely. When will we be home? I wish I knew!

HMS GAVINTON 1st MCM **by RO1(G) K. W. Wilkinson**

It has been brought to my notice that little is heard from us 'Minors' of the Fleet. HMS *Gavinton*, note the silent 'G' between the 'N' and 'T', is a Minehunter, one of the more arduous workers of the 1st MCM. There being four Professional Squadrons operating at present.

The 1st MCM based at Port Edgar (HMS *Lochinvar* for the benefit of those big ship Communicators) has an alien as their leader in HMS *Abdiel*, the rest comprising of six Hunters/Sweepers.

Gavinton along with the rest of the squadron has varied tasks to perform, operating mostly around the British Isles. Foreign jollies are a nonentity, or perhaps if we are lucky, once per

annum. Strangely enough *Gavinton* has turned up trumps and is off to Cuxhaven in October this year.

Our most unpopular task these days is the occasional four week patrol in the Irish Sea. Constant 'Steam Broadcast' throughout the period is not everybody's cup of tea. Mind you, our colleagues in Commcen Whitehall are usually very co-operative.

Another unusual task for the squadron, Hunters only, is the numerous Route Surveys we are called upon to produce. These entail days of trundling up and down the same part of the ocean making pictures of what the sea bed looks like. Thrilling.

I mustn't forget the squadron who share Port Edgar with us. The 4th MCM or Fishery Protection Squadron as they prefer to be called.

I am sure they would be most upset if I thought them to be loafers. They are equipped with far better Communications equipment and are a terrific help ZOE'ing, when we are in a blank spot and our ETD's are soaked through from goffers. That should keep my yardarm clear for the time being.

HMS HAMPSHIRE

by LRO(G) Richardson and RO1(G) Robb

Our previous article left off just prior to the ship's work-up period. Portland though dreaded by most was of immense value, not only to the LRO's and RO3's but also to the CRS, RS and LRO's whose ideas on Man Management, equipment availability, complans and bar charts were all put to the test. At least we emerged more confident that our much revised techniques actually worked. Even the technical limitations of our outdated fit were overcome in part by the Portland staff.

After work-up we sailed for the Med, and exercise 'Dawn Patrol', which for us at least went well. The department duly broke into two watches to cope with the increase in traffic load that a large exercise brings. However, 'stand-offs' are an integral part of *Hampshire's* two watch system and no undue stress was detected. Perhaps if Malta Commcen had an LF component to the broadcast we could have reverted to four watches.

One non-communications event of interest was the ditching of a Greek Starfighter which was unable to pull out of a dive on *Hampshire's* splash target. The pilot was safely picked up by the ship's flight having ejected to safety.

The exercise washup was conducted in Naples where all ships companies took good advantage of a three day rest.

The first real break however, came with our arrival in Malta, where we spent two weeks SMP. This over, we sailed for UK.

After three days in UK, we were on the move again for Kiel, where with HMS *Yarmouth* we were the British representatives for Kiel Week, undoubtedly a great social event, which, coupled with the German hospitality made a very success-

ful visit. Our Scottish members were able to go to Dortmund for the Scotland v Zaire game, and a good time was had by all.

The passage from Kiel to Helsingborg was notable for an extremely successful Jocomex with 14 Sig Regt. On mutual agreement a 'best ever'.

And that just about brings us to where we are at the moment — Portsmouth Dockyard (having hunted round the North Sea oil rigs area for a mischievous Russian AGI en route).

Future events? Well Southampton for Meet the Navy then Brest and finally home for leave.

HMS DIOMEDE

by "Diopole"

As the 'Dimweed' correspondent puts pen to paper, the ship is shaking off the hangover of a seven month refit: much is chaotic; many faces have changed — and a lot remains to be learnt.

Prominent among the new faces is that of the SCO, Lt Clare, refreshed after much salt air and sunshine in *Adventure* (rolling home from Rio). If we never raise anyone on any circuit this commission, we are at least guaranteed a race winning sailing team! Soon to leave us, sadly, is the fatherly outline of CCY Dallas, who has his eye on Lord Stoke's job in BLMC. CY Barret joins for a spell of seetime after his rest-cure in Whitehall. CRS Brown has planned a whole season's football and all those that can be spared from sailing are 'invited'. Staunch team members, such as RO2 Jermyn, will have little difficulty with OPS's in that subject anyhow.

Meanwhile, inevitably, Portland is nearly on us. For the 'first timers' it seems as though the end is nigh. But the injury rate is less than one in 1,000, so perhaps the SCO is right when he says we'll sail through: although he was overheard asking a bunting for the group for 'Ready about Lee-O'. (Yeomen note: execute to follow tack starboard nine zer-o.)

HMS GLAMORGAN

by RO2(G) Bethell

Once again *Glamorgan* awakens in order to inform everyone that we are back in business after



TRAMPOLIN.

our eight month refit in Portsmouth.

Having lost at least 75 per cent of the old ships company we are now bleeding in a new SCO and many of the staff, however considering the strain of HATS and SATS plus the approaching work up at Portland, the new SCO Lt Snow, CRS Bowers, CRS(W) Howieson and CCY Kennedy are maturing fast, indeed so fast they could make the Guinness Book of Records. We have so many 'Crowns' among the LRO's the mess is now known as Coronation Street.

Old 'Glamites' will be pleased to know that the mess and the annexes are now fully carpeted, however nobody dares to ask just how much it cost to achieve this great improvement. We also boast a dart board, but judging by the standard of throwing, some players are suffering from forged pulheems.

Professionally, with the LRO's being exceptional value for money, the youngsters can only benefit, and with the guidance of RS White and RS(W) Warren things are looking good. Equipment failure after such a refit as always seems to frustrate both the staff and the Greenies, but we have every confidence that it will all come good shortly.

Editor's note: Readers may be interested to know that the author has recently re-engaged to complete his 'fifth-five'.

HMS HERMES

by FCRS M. J. Matthews

The visit to Hamburg was good news and it was a pleasure to reciprocate with our first 'Ship Open to Visitors' of the commission although the Hamburg police had to close the entrance well before time to ensure the visitors left the Ship in time.

Next to Portland where the final of the Fleet Big Ships Rugby Competition was played between *Antrim* and ourselves. The SCO and LRO Collins are amongst the stalwarts of our Rugby Club and they, as well as the rest of the ship, were pleased to see the Britannia Trophy brought onboard that afternoon by the victors. Also joining us for passage to Malta that day were six members of the Brixham Seamen's Boys' Home (adopted by the ship).

At Malta the Ship was inspected by FOCAS, after which we settled down to three weeks' AMP during which a number of the ship's company were joined by their wives.



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All good things come to an end and soon we sailed from Malta and met up with *Fearless*, wearing the Broad Pennant of COMAW and proceeded in company for exercises 'Double Base' and 'Dawn Patrol'. The first job was to land 41 Commando (normally based in Malta) in Cyprus at Dhekelia. During our 48 hours off Cyprus the ship put on a PR display at the Military school ashore and RO Crehan was sent along as the Communications representative — rumour has it that he is still writing to one 'young lady' who thought sailors were better than soldiers (even though her dad was in the Army).

The ship hoisted the Flag of FOCAS, who was to be the Combined Task Force Commander for exercise 'Dawn Patrol', and re-embarked 41 Commando. The Combined Amphibious Task Force, under the Command of FOCAS, carried out 12 days of exercises in the Mediterranean which ended off the Cape Tulada training area in Sardinia. Whilst the majority of the ships dispersed to their home ports, or for a jolly in Naples, we steamed back with 41 Commando to Malta to enjoy a week of sunshine and swimming before setting out for the long haul across the Atlantic to St John, New Brunswick.

At St John we disembarked 41 Commando to undergo battle training at Camp Gagetown — noted as one of the world's finest military training areas (well that is what the PR bulletin says). St John is noted for a remarkable rise and fall of the tide, between 20 and 30 feet. This phenomenon kept the duty watch busy during our stay! Disembarkation completed, the ship sailed for Halifax.

Hermes was to undergo a 10 day AMP in Halifax and at the same time carry out an ambitious 'hospitality' programme. Since the RCN paid off their last carrier the arrival of such a ship was bound to cause a stir in naval circles, and this was very much in evidence with a constant stream of

visitors, both official and private, during the stay. We were very much the 'centre piece' for the Armed Forces Day (Navy Days) and had to finally close the gangways with nearly 25,000 visitors having struggled onto the flight deck and down to see the displays in the hangar. Private hospitality was plentiful and there were few who did not enjoy their visit. Before leaving Halifax 5 JRO(W)'s — on loan from *Mercury* — were transferred to HMCS *Huron* (one of the new DDH 280 class frigates). These lads were offered an EW billet for the duration of our next exercise and were able to appreciate the task for which they had been trained, in the environment of a really luxurious and up-to-date fighting ship.

In company with HMCS *Assiniboine* we sailed in a real Nova Scotia 'pea soup' for Bermuda. SNOW! embarked off St George's for the passage into the Sound, and on anchoring the ship was privileged to act as host to H.E., the Governor and several of the Colony's ministers. The visit was a short operational one and those lucky enough to find themselves free were able to get ashore for a few hours to enjoy lovely golden sands and really warm sea water, both accompanied by a variety of iced drinks (at a cost) and to darken the sun tan already gained from the Mediterranean.

From Bermuda we sailed for exercise 'Marcot' which is an annual exercise conducted between the RN and the CAF but this was the first time that an ASW carrier had been invited to participate. We feel that we made a good contribution to the overall exercise and hope that the other participants thought so too! Ahead is a quick trip to St John to pick up 41 Commando and then six days in New York before we return to Malta. 41 Commando will then be reunited with their families and we will still have another week to go before, after 189 days, we take up our position on the South Wall in Devonport dockyard.



'Now don't panic, Sparks, I'll tell you when to send an SOS!'

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NATO COMMEN COMIBERLANT

Since our last article appeared in THE COMMUNICATOR things have happened. Broadcast and ship/shore are now constant and widely used. Our traffic total has increased by 400 per cent over a six month period and we have worked ships as far away as the West Indies, the Shetlands, as well as Laspezia, Barcelona and Naples and South to Cape Town. We like to think we can give wider coverage than just a 'local' station.

Our thanks to *Apollo* and *Leopard* for your kind letters and to *Bacchante* for a successful MRL, which admittedly took time to get off the ground. Also to *Mercury* for the loan of six OXP ratings for SUBOPATH. They carried out a trying task extremely well. Not as trying (for them) however, as the Revolution which took place on April 25 (to coincide with the start of DAWN PATROL '74) when all airports, etc, were closed.

The following story is true. Once upon a time a certain senior rating read an article in a popular magazine on how to recognise early symptoms of heart complaints. He thought about this until he became convinced that he was living on borrowed time. One fine sunny morning, this fellow decided it's time for a haircut (must look smart at one's own funeral!). However the barber 'goofed up' and wrapped some crepe paper too tightly around our hero's neck. Results: paper constricts with heat, choking our man, causing heart to race, man to panic! Man leaps out of chair, into street, tearing gown off his back. Barber throws him into taxi which speeds him to hospital. Doctor examines, injects to slow down heart, examines patient and declares heart ZBZ 5 — no problem. Result of all this — free haircut, free taxi ride, free injection, free medical and peace of mind. Moral: a little knowledge is dangerous.

Which reminds me, if you have any personnel problems, send us a signal. You will be sure of an answer.

'Room 19'



The ceremonial opening of the NATO receiver site at Caparica, near Lisbon by Rear-Admiral Robert B. Erly, USN (COMIBERLANT). (Photograph sent by CRS M. F. Perry).

HMS INTREPID

by RS Edwards and CY Newbould

Contrary to popular belief, *Intrepid* has not sunk in 3 basin Portsmouth dockyard, but still graces the skyline with her yellow masts complete with scaffolding, putting the Zurich building to shame. Meanwhile the *Intrepid* staff, I'll say that again, just in case you missed the pun; the *Intrepid* staff are carrying on regardless of the gentlemen in green.

We are still managing with much of the old staff, with few alterations, more goings than comings. However, we did manage to catch ourselves a new ASCO and Chief Yeoman, S/Lt McWalters and Chief Yeoman Abbott. Our biggest catches so far are Commander I. F. Grant, RN, who takes over the duties of Executive Officer (Acting Commanding Officer (unpaid), at the time of writing) and Lt Cdr D. Dobson, RN, late T1 of the 'college', now undertakes the duties of 'Jimmy'.

Meanwhile RS Rudd jacks-up various courses for us to volunteer for, like the course at HMS *Phoenix*, where half the time you are up to your waist in freezing cold water, trying to block up holes, while water pours in, an impossible task. Then you are ushered into a burning room, oops! sorry, I mean compartment, with what seems inadequate apparatus, and expected to douse the flames, while a friendly, helpful Chief, selected especially for the task, because of his command of the English language, shouts words of encouragement from safe distance.

Well readers don't laugh too much, as we will shortly be stockpiling Communicators, and it could be you!

HMS JUNO

by the Co-ord

Captain of the 4th Frigate Squadron, F52, callsign GOGH, and the new 'Hero' of the Warship series.

We have been very busy since our work up last November; escorting *Warspite* in the Western Approaches (where the sea was so rough it took all the paint off the mast, and the Communicators repainted on a Saturday afternoon in two and a half hours); exercising with other ships at Portland; a JMC, when the 'Cherry B' couldn't do it; with the Italians in the Med; other ships at Portland; a Chanaxe; and other ships at Portland.

Being a leader of the squadron, we have an SCO and three chiefs and lots and lots of operators, 26 when they are all here.

As we are a management run ship, there is not much time for extra activities, but we are well represented in both soccer and rugby in harbour and the Stevie Campion show on the SRE at sea. All operators are up to date on their OPS standards, and all bogeys have been completed for the quarter. VIPs who visit the ship are always shown the Comms messdeck and the ships company al-

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ways try and better our standard at divisions.

What more is there to say? We are doing all right, watch out for us on BBC 1 in the autumn.

HMS MAURITIUS

by LRO(G) D. C. Poynder

Not having seen an article from *Mauritius* for a few editions, it has been decided to reinstate us in the communicational order of things! After all, by the time the Complement Review Team has finished with us in the next few weeks, there may not be anyone left to write our articles.

Matters of interest to visiting/transiting Communicators could be a TARE connected BCST (correct abbreviation), in fact perhaps even Ship/Shore direct into TARE before much longer. Actually it is quite interesting to watch the BCST virtually control its self. Logging and general 'circuit housekeeping' are almost done away with.

Another point of interest is the, dare I say it?, partial revival of the old Area III merchant ship scheme. To be precise we now accept 'OBS' signals and pass them on to MET MAURITIUS. From an average of one signal a day before revival the average has jumped to 20 or so in a forenoon.

The luxurious life of *Mauritius* continues unabated. Despite world wide inflation the price of a film show in the establishment only costs 7½p. Expeds and Bar-B-Q's run almost continuously, anyway when there is a blank day someone insists on throwing a 'Hoolie'.

Where else could one take part in any sport you care to mention (almost). After all there cannot be many sparkers who can say they own a half share in a race horse!

HMS MERMAID

by LRO(G) Paul and LRO(T) Gillingham

As this is our first contribution to the COMMUNICATOR we thought it would be worth giving a short history of the ship. HMS *Mermaid* is a frigate ordered by President Nkruma in 1966 as the flag-ship of the Ghanaian Navy. She was designed and built by Yarrows in Scotstoun, but before completion the President was deposed and the order cancelled.

Mermaid was completed in 1968 and taken over by the Foreign Office who, after six months nego-

tiations, handed her over to the Royal Navy for use in the Fleet. Having been brought down to Chatham for modernisation at the end of 1972, an RN crew was embarked in June 1973 and from August 1973 to April 1974 she underwent a long refit. Short history over.

Since April we have had four weeks at Portland where we in the Communications Branch learnt a lot. We would like to give our thanks to FOST Communications staff for their help and advice. We were going to thank the NBCD staff as well but as they set fire to the MCO we didn't think it appropriate.

The work-up provided some light relief in the shape of a JRO who became an exclusive member of that well known flying club — PTAC. All requests signed and a five minute briefing by an RAF officer behind him, he donned his flying suit and goggles and was to be found eagerly, but nervously, awaiting the pipe 'Scramble' in the MCO. Needless to say when the penny dropped he was none too pleased. He can now be found outside the Buffer's store asking for a long weight.

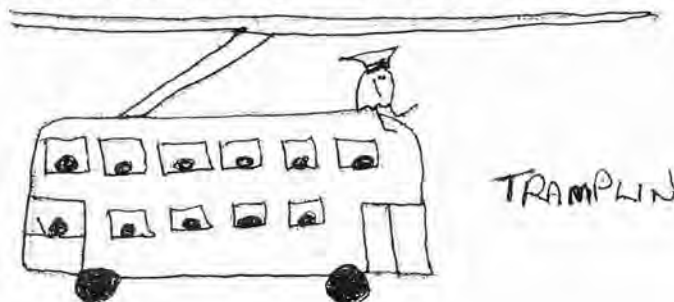
We have no 'W's' onboard. However, whilst at Portland our very able PO STWD and baby SA provided continuous coffee and rackets to the Ops Room. Such excellent service must lead to honorary membership of the 'Golly' empire. The rest of our happy band is Lt Taylor (SCO/Helo Controller), RS Hardy, CY Clarke, LRO(G) Paul, LRO(T) Gillingham, RO's (G) Moxey, Thompson, Hodgson, Smythe, Woolley and Hannath, RO's(T) Brooker, Fowler, Edmonds and Holmes.

In mid-July we sail for Singapore. All being well a few good runs will be had on the way out. A week after we arrive in Singapore the wives and children fly out and hopefully we should commence our role as guard ship with a few weeks AMP.

HMS NORFOLK

by RO1(W) Campbell

As many of you may know, the ship is based at Toulon in the South of France for the greater part of this year. We are carrying out trials with the French surface-to-surface missile Exocet. While we are deployed out here none of us are exactly overworked, not that we would ever admit to the fact. A certain Master-at-Arms was heard to comment that there were more Communicators on the



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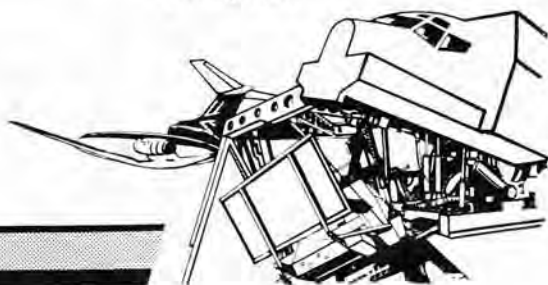
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beaches of Toulon on a weekday than there were allied troops on the beaches of Normandy on 'D' day.

Many of us have had the opportunity to get away from the hustle and bustle of the various hectic offices and see some of France. With rucksack on back, camping has proved to be one of the more popular ways of spending station leave. CRS Greig seems to be the leader of the camping set. He is often seen with a brood of Communicators laden down with the necessary equipment heading into the sunset for a few days camping. RS Evers is at the moment away on a leadership course at *Royal Arthur*. He has the unenviable task of being the departmental Buffer and it is not true that most of us want him to stay away. CCY Hunwicks recently joined us, and has quickly installed himself in the SRE as the ship's newscaster.

Life in 8 mess is peaceful, the killick of the mess and cinema operator extraordinaire, LRO(G) Brown, has been keeping the spirits going with some really good movies. I think in the last month he has shown every western from Stagecoach (the original) to Captain Appache (hotty), try and get hold of it if you think Audie Murphy was rubbish.

HMS SALISBURY by LRO's Smith and Kenyon

It is now 14 months since we started our six month refit. So much overdue that we are considering fitting Rediffusion Television.

The staff now complete consists of: 'G's RS Elliot, LRO Kenyon, RO2's Vella, Floyd, Richards, RO3/JRO's Roberts, Stalker, Stevens, 'T's — CY MacGillarity LRO Smith, RO2's Stiles, Clipson, 'W's LRO's Carr, Kerr, RO2 Burns, JRO Green.

Other Communicators onboard are the Executive Officer Lt Cdr Frost and Sub Lt Talma who joins in August as SCO.

The only activities of note in the commission so far have been the inevitable HAT's and much painting and also as much training as is practicable in a refit programme.

We Commission on July 12 and hope to enjoy Portland's hospitality in the not too distant future.

CAPTAIN SUBMARINE SEA TRAINING by FRCS Lillington

This team was formed officially in October 1973. It combines into one unit, staff of the submarine technical, executive, operational, medical, victualling and stores worlds. They are tasked with the working-up of submarines from entry into refit, or crewing during building, until joining the fleet, and occasionally during commission. This team works from the Clyde Submarine Base. We of the communications section consist of Lt Jarrold, FCRS Lillington, CRS(W) McKeever, with RS(W) Lee-Hynes, (who must be the most



CSST STAFF

Left to right: RS(W) Lee-Hynes, FCRS Lillington, Lt. Jarrold, CRS(W) McKeever

experienced non-submariner in Submarine Communications) manning our local shore training centre. This centre also provides continuation training for personnel of the local Commcen, the 3rd and 10th Submarine Squadrons. We are also responsible for security training.

The job is varied and interesting, and although run along the same basic idea as exists in FOST, has marked dissimilarities, in that we tend to get caught on board for several days at a time, due to the distance away of deep water, necessitating turning in with a torpedo for a neighbour more often than not, and also observing the operation of the WT Office from a vantage point of No 2 trap. Transport times to and from the job tend to be lengthy as it is inconvenient to bring the submarine into base each time a change of rider is scheduled, and we are shuttled by Helo, boats (fast and not so fast) and road transport.

The advocates of the idea that morse communications would be a quaint sea story by this year of grace, would have done well not to have put money on it, as it is still a much needed submariner's skill, although perhaps not in the same league as the Trained Operator of the last generation. We are apparently entering into a period of upheaval shortly, when the new rating RO(SM) is due for birth. This will combine the jobs of General and Warfare Communicators with that of the RP within the submarine service. Not all view this combination with happiness, but it can be hoped it will make for a more varied and interesting job for new entries. Most of us would have preferred to see some form of the user-maintainer idea introduced, such as that practised in the Canadian Submarine Service, providing more interest for serving ratings and opening up a much greater range of job prospects for them on their return to civilian life.

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HMS SIRIUS — STANAVFORLANT

by RO1(G) Chalmers and RO2(W) Amos

On our return from Icelandic Fishery protection duties in August 1973 we were rather surprised to find that we were to form part of the Standing Naval Force Atlantic (STANAVFORLANT). Not knowing quite what this involved we endeavoured to be prepared for any eventuality.

After two months of chasing up CB's adjusting and testing equipment to NATO requirements and chasing round for general information we sailed to join the Squadron for exercise OCEAN SPAN in the North Sea.

At that time the squadron consisted of: HNLMS *Isaac Sweers* (COMSTANAVFORLANT), USS *Barney*, FGS *Hessen*, HNOMS *Stavanger*, HMS *Sirius*.

We left Devonport on a wet and windy January 5 for a six month deployment with the squadron. We rendezvoused with HNLMS *Rotterdam* and FGS *Augsborg* for our trip across the pond to Halifax Nova Scotia (the less said about that crossing the better). There we met our new Flagship HMCS *Yukon* and the other member of the force USS *JA Furer*. We spent approximately three weeks in the Halifax Op areas carrying out various work-up exercises designed to acquaint us with each other.

During this period we had our first encounter with the problem of severe cold and its effect on the equipment. Temperatures reached as low as 30° below (taking into account the wind factor). This was the coldest that anyone on board had experienced and it caused many headaches with icing up of aerials, main roof transformer lifting off the deck, halyards freezing up to the point of immovability, EW aerials freezing over, not to mention the CCR being so cold it was an experience just tuning up.

Later we took part in Exercise SAFE PASS a multi-national exercise conducted by the Americans and on completion we sailed in company with FOI's TG for more exercises before arriving in Lisbon on March 27 for AMP.

At the moment we are carrying out Portuguese Ops with the assistance of PNS *Gago Coutinho* and British, Dutch and American submarines. Future visits include France, Norway and Holland with a short call into Portland (just to keep our hands in) before we finally arrive back in Devonport on July 2.

Reading through the past two editions of THE COMMUNICATOR it seems that people now think the art of V/S is dead. Our answer to this is join STANAVFORLANT for a few months. V/S is carried out a great deal both for Navcomex's and live traffic, so buff up bunts and get those halyards in trim and those 10" greased, your skills are still required. We would also say that the standard of buntings is just as high now as it was a few years ago (could it be Professional Pride?). It was also good to read that the morse standards

are being increased — it still has a use in NATO.

Even a sparkler must admit that we come out tops in EW, the RS(W) collects Bravo Zulu's like other people collect Embassy coupons.

HMS *Minerva* is due to relieve us in late June and at the time for printing she should be an integral part of the force. We wish her smooth seas, fair winds and N7's all the way. It would be interesting to hear what she has to say of her time in the Squadron, perhaps like us she will feel the eight months is just that bit too long.

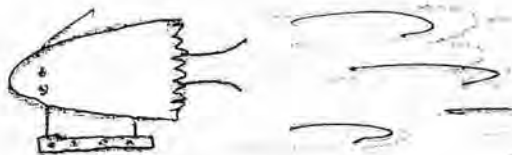
HMS UNDAUNTED

by RS Young

Well, this is not only the last article you will receive from *Undaunted*, the last Type 15 in commission, but probably the last article the COMMUNICATOR will receive from a warship that actually went into action in World War II. Although you do not want ship's programmes, I think it fitting that on this historic occasion you ought to print a small item about *Undaunted's* exciting past which should interest all the old chiefs who can look back nostalgically and the new young Communicators who will never know the joys of steam broadcast and ship-shore.

The present *Undaunted* was born in 1942, when she was adopted by the Borough of Barking during Warship Week of that year. She was in action off the coast of Normandy on 'D' day, during which she rescued General Eisenhower from the grounded HMS *Apollo*. She then took the General on a tour of all the Normandy beaches. The ship was presented with Eisenhower's personal pennant and an autographed photograph, which is at present in a museum in Scotland. After helping to defeat the Germans in Europe, the ship sailed to the Far East and helped defeat the Japanese at Okinawa.

In 1952, she was taken in hand by a shipyard at Cowes in the Isle of Wight and converted to a type 15 Fast First Rate Anti-Submarine Frigate. Since then the ship has served all over the World, spending the last years of her life as Captain 'D' Portland and Captain 'F' Second Frigate Squadron. The only wartime ship ever to get a flight deck from which to operate Wasp helicopters, she has filled a very important billet far more cheaply than would a modern ship in the same role and it is probably this that has kept the old girl going for so long.



ZEPPLIN

Well, we feel that a little of the Navy, the Empire and tradition has now died with our paying off this last week of June 1974. After all this time, to think that a ship built during the war hurriedly and urgently to help defeat Hitler, has actually outlived several classes of later built ships, brings credit to her builders and to British shipbuilders in general.

To finish this small epitaph, it is perhaps fitting that the ship's relief as Captain F. is none other than the new HMS *Apollo*, successor to the ship that *Undaunted* went to the rescue of on 'D' day.

HMS WASPERTON

by A/LRO(G) Jennings

HMS *Wasperton* is part of the Hong Kong Squadron along with *Chichester*, *Monkton*, *Yarnton*, *Wolverton* and *Beachampton*. Although we were once a Minehunter we have now been converted into a Patrol Boat for our role out here.

We don't always patrol the Hong Kong waters; on average we get two visits a year which last about a month. Just recently we had a jolly down to Singapore and Manila where in both places the Communicators were not seen much as *Chichester* took guard for us on broadcast.

By the time this goes to print we will have come last in this year's 'Dragon Boat Race'. This pageant type race is held every year and the Navy always takes part. It would help though, if they gave us a boat that floats. Instead we have to have the big lads down aft as there are no bows.

The department at this moment consists of the Commanding Officer, Lt Cdr D. M. A. Howard, who some may remember from *Eagle* or as the CO of *Sheraton*. Our DO is the Navigating Officer, Lt Kerr. The tactical side is run by RO2(G) Cassells whose claim to fame is he must be the only part-time bunting who has vertigo and is colour blind. I find myself playing the friendly postman.

HMS WHITBY

As the 'Whitters' is shortly due to become fodder for the razor blade factories, we thought we should make ourselves heard while there is time.

January 29, 1974 saw 'Whitters' steaming towards Gibraltar through size 12 waves which left us with the latest reclining style flag lockers and one bent 10 inch S.P. After a quick one night stay in Gibraltar, we turned right for CARIB-TRAIN which we breezed through, 'crimping' every time the going got a bit rough.

We had a few quick stops between exercises such as Guadeloupe, Roosie Roads PR, San Juan, Norfolk Va. and Virgin Gorda where we made the total number of ships up to 14 for the Fleet Assembly, scooping up about 70 per cent of the Intership sports/evolution prizes. The SCO (NO) turned out to be a real Captain Birdseye in the Foil and Sabre, winning them all by a short head.

As usual, once we reached the sunnier climes

everyone wanted to be buntings and the sight of a brackets Whiskey hauling aloft a set of shapes became quite commonplace. Incidentally, I believe we broke some sort of a record during this period for the number of Communicators squashed in a 20 inch SP sponson during a man overboard exercise. I can't be exact (as I was squashed in the middle at the time) but I counted at least 24 steaming boots and one pair of flip-flops.

After the CARIBTRAIN washup in Norfolk Va, we headed towards UK staggering a bit under the weight of about 10 tons of Zippos and 10 cent pieces, arriving Portsmouth March 29 under our own steam, but only just.

After a welcome leave period much needed to recover from the excesses of the States, we headed for Portland and our inspection by F1, which we managed to come through still smiling (even though it was mainly with relief).

We sailed straight from our inspection to Rosyth for JMC where everyone seemed to get right into the spirit of things and all sorts of people were seen on the Flagdeck during night encounter exercises positively glaring as they flashed GOLF GOLF GOLF (simulated gunfire) at the enemy with a fully loaded 10 inch SP. Unfortunately, we happened to be in Rosyth when Scotland beat England at soccer which almost managed to slightly subdue our runs ashore. We were quite glad to sail back to Portsmouth for a couple of weeks AMP where we could drown our sorrows.

To all Ex-Whitby buntings over the last 20 years — you'll be sorry to hear that Billy the Banda has finally pegged out and has been replaced with a nice new one (Freddy the Fordli-feed).

HMS ZULU

by LRO(W) Noble

In the shadow of the Forth Bridge looms the hulk of *Zulu*, her decks alive with green, white and blue figures working together with one aim in mind, ie, securing duty free beer, cigarettes etc. Surveying this harmonious scene from a steamy portakabin window at a respectable distance are fourteen 'winged messengers' flapping their wings in remorse and pondering upon why it was them that had been ejected from some feather nested commeen.

The men from across the border have broken down the language barrier and the currency problem no longer exists. Excursions to God's country are fairly frequent and come under the heading of PJT, CTT, NGS and weekends en-route.

Main roofs are rigged, 10-inches painted and more important a Comms run ashore is in the making, the only snag being the reluctance of the RA section to provide a venue. Ken Norcliffe's house looks favourite as it's already full of animals!

HOME BREWING — PART 1

by Lt A. W. Garton, RN (ret)

Member of the Amateur Winemaker National
Guild of Judges (Beer Judge)

Since the Middle Ages many regulations have been made to control the brewing and sale of ale and to raise revenue from it. The duty on beer has continued to increase, and this together with the rise in the cost of living has caused the price of beer in 1974 to be some fifteen to twenty times greater than in 1924. Which leads to the question, why not brew our own for a fraction of the cost?

For approximately 80 years one had to have a licence to make beer at home and on occasions duty had to be paid on it, but in 1963 this legislation was abolished. A home brewer became free again to make as much beer as he wants, at the strength he likes, without a licence and without paying any tax or duty on his output. The only restriction is that NOT A DROP MUST BE SOLD.

There are several home brew kits you can experiment with, I have tried several: bitters, lagers, brown ales, stouts, etc., and by following the maker's instructions a reasonable pint (and in some cases a very good one) can be obtained. In these articles I will explain what brewing is all about, how you can formulate a brew to your taste and at the strength you prefer. It helps to have a knowledge of what happens in a brewery because that is what your kitchen will become on a small scale, and if you know the basic processes and principles of commercial brewing you will be less likely to go wrong with your own.

Basically we require the following ingredients: malt; hops; sugar; yeast and water. By varying the quantity of one or more of these ingredients a wide variety of different brews can be produced, so in order to understand their function and the reason for their presence in the brew we will look at each one in turn.

MALT. This can be obtained in three different forms;

- (1) as barley, which before it can be used for brewing has to be malted (germinated), dried (kilned), crushed, and then 'mashed' in hot water in order that its starch content can later be converted to sugar;
- (2) as grain malt (this is the barley referred to in (1) which has already been malted and kilned) which has to be crushed and mashed;
- (3) as malt extract, either liquid or dried, which is the one most easily handled because it has merely to be dissolved in water.

Preparing the barley for brewing is a tricky and tedious operation and one which is neither easily nor often done at home. Firstly it has to be malted. This is done at the Maltsters where it

is cleaned and then steeped in water for two to three days while the grains swell and soften. After seeping the surplus water is drained off and the grains spread on the malting floor, the temperature and ventilation of which is strictly controlled because as the germination of the barley progresses the temperature rises. The growth of the barley shoot has now been speeded up, and as it grows it requires food. At first the food is in the form of insoluble starch and protein, both of which are in a cellulose cover. As the germination proceeds this cover dissolves and the starch and protein are converted into more soluble forms.

After about 10 days at temperatures 50°F to 82°F the new shoot will be about three quarters the length of the barley grain, but still within the husk, and at this stage soluble starch has been formed. This is what the brewer is after but if germination was allowed to continue beyond this point the new shoot would take this starch as food. Growth of shoot has therefore to be terminated which is done by 'kilning'.

Kilning is a process of drying, firstly in a moderate heat of 122°F to 158°F which withers the new shoots and secondly in temperature variations in order to produce the lightly or heavily kilned (roasted) malts. At temperatures from 175°F to 212°F combined with delicate timing and method, the full range of malted grains, i.e., lager, pale, crystal, black and chocolate malt, are produced. As with coffee the degree of roasting will give a different flavour and colour to the brew. Pale malt is best for light ales, pales and bitters, and the darker malts are used in brown ales and stouts, but even when making a pale ale the addition of a little of the darker malts can give a brew a 'keg' colour and a flavour to your own liking.

The next process is crushing the grain, and when crushed it is known as the 'grist'. At the maltsters it is crushed between rollers, but at home we resort to a rolling pin, a wine or beer bottle filled with sand or water to give it weight, a coffee grinder or juice extractor. Whichever method we choose it is a long and laborious job so for a little extra it is better to buy the grains ready crushed.

The final process of the barley, or malt as it has now become is the most important operation in brewing, for at this stage enzymatic changes occur in the malt.

It is the 'mashing' process of the grist and if not carried out at the correct temperatures the brew is ruined. An enzyme is a catalyst, and in the malt grain there are two such enzymes which play an important part in brewing. They are known as cystase and diastase. The cystase dissolves the cellulose covering of the granules giving access to the soluble starch, and the diastase plays its part by liquefying the soluble starch and converting it to fermentable sugar. Maltose (sugar

from malt) and dextrins (sugar from starch) are formed which dissolve in the water to form a sweet liquid known as the 'wort'. The enzyme activity described is sensitive to temperature changes and takes place at a temperature of 145°F to 155°F. In the brewery this is carried out in the mash tun where the temperature is controlled for a period of four to six hours during which the principal starch-to-sugar conversion takes place. At home one may have difficulty in controlling the critical temperature, but it is possible. The easiest method being to purchase an inexpensive heater and thermostat set at 150°F and which are available on the market for the home brewer. Another easy method is to bring the mash to a temperature of 155°F, switch off gas or electricity and cool to 145°F, switch on again and repeat the process until conversion is completed. To test that all the starch has been converted to sugar, put a little of the wort on to a saucer and add a drop of medical iodine. If starch is still present the mixture will turn blue—continue mashing — if it does not turn blue but remains brown, conversion is complete.

Comparatively new on the market is a 5-gallon capacity brewer's boiler, thermostatically controlled at 150°F and designed specially for our purpose — a mini mash tun! In the brewery, when mashing is complete, the wort is run off from the bottom of the mash tun whilst the mash is being sprayed ("sparged") from above with hot water to obtain all the converted sugar. The spent grains are used to form cattle cake and the wort is transferred to the boiling copper. At home we strain the wort through a sieve or muslin, sparge the grains with hot water, dispose of the spent grains on to the garden and return the wort to the boiler. In both the brewery and home the wort is now ready to receive the hops, but more about that later.

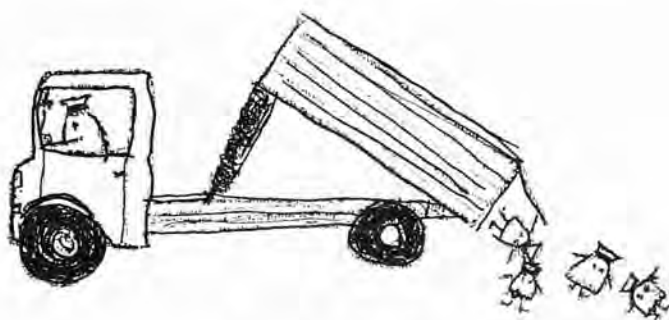
The high temperatures necessary to produce the darker malts destroy the enzymes, without which

soluble starch cannot be produced and sugar conversion is non-existent. It is therefore obvious that when we use these darker malts, sold to us as Crystal Malt, Chocolate Malt or Patent Black Malt, nothing is achieved by mashing them as we get nothing from them except colour and flavour. There is no harm in including them in the mash with pale malt, in my opinion that is the time to use them as all the grains are then together, or boiling them in the wort with the hops.

The last form of malt is Malt Extract. The manufacturers produce dyastatic malt extract, malt extract in powder form, and dried malt extracts, by extracting from the malts that which is required for brewing at home. So why not take the easy way out and start brewing with malt extract and avoid the mashing problems which one may encounter as a beginner, and also may I add as an experienced, home brewer.

The flavour of the beer is dependent to a large degree on the quality of the malt or extract used, so buy only the best from reliable home brew suppliers, certain chemists and health food shops. An extra few pence for the best may be the difference between enjoying or throwing away a 4-gallon brew. When buying malt extract from a chemist make absolutely certain before you leave the shop that you have got malt extract and *not* 'Malt Extract with Cod Liver Oil'! Malt extract is available in 1lb, 2lb, 4lb, 8lb and 56lb jars or tins, the large sizes are cheaper in the long run and can be shared with friends. The full range of malt grains, pale to black, are available to the home brewer in various sized packages ranging from 1lb packets to 1 cwt bags, again the latter being shared with your brewing chums to reduce the cost per pint.

In the next articles I will cover the remainder of the ingredients and will include: a simplified diagram of the sequence of brewing operations; recipes and methods.



Dumpling.

GOING THE ROUNDS IN MERCURY

Captain Signal School — Captain R. C. Morgan

Training Commander and 2i/c — Commander A. H. Dickins

Support Commander — Commander R. C. Smith

Commander Training Support — Instructor Commander P. Jewell

FLEET CHIEF PETTY OFFICERS' AND CHIEF PETTY OFFICERS' MESS

Mess President: FCCY P. Underwood

Vice President: FCCY B. H. Fouracre

Mess Manager: CMEM B. Adlam

Mess Secretary: CRS J. Hilder

Entertainments Secretary: S/Sgt (YOS) J. G. T. Doherty

Since last going to press, the mess has had one or two outstanding outside social functions over and above the usual ones held within the mess.

The Official Mess Dinner and Dance held in the Wedgewood Rooms just prior to Easter was a great success, it is felt that it could have been even better if there had been a few more Communicators present. This annual event is a splendid evening, and whether you are serving in *Mercury* or not, both you and your wife are most welcome to meet old friends, but primarily to have an enjoyable evening.

The Dinner was followed shortly by a coach trip to the *big City*, to take in a show and any other form of liquid refreshment available: reputed to have been a success! Between now and the time of going to press, we shall have been

entertained to a Medieval evening at Brockenhurst. This will be followed shortly by Ladies' Night in the mess, which will be our first opportunity to display to the ladies our full set of silver ware. Undoubtedly both functions will be tremendous occasions.

The RNCCA CTP on June 15 was a very good evening although the number who attended was a disappointment. It is hoped, however, that they are reserving their strength for Sept 21 when Admiral of the Fleet Earl Mountbatten of Burma will attend the Annual Reunion. Any RNCCA member who has not had notice of this even is requested to contact Ted Palfrey asap.

As you can see, our entertainments committee headed by our own "Brown Job" Jim Doherty, work extremely hard and do a splendid job. Their efforts can only be rewarded by supporting the functions they work so hard to put on for us.

In the sporting side of life the mess hasn't been doing too well, although congratulations are in order for Brian Lucas and MAA Jim Pettinger who won the shot and discus respectively. Regrettably the majority of us take the easy way out when it comes to competing with the youngsters, no longer having the puff, we might just break a fetlock prior going pensh!!!!

Finally our congratulations to those selected for promotion to Fleet Chief Petty Officer.

THE PETTY OFFICERS' MESS

by RS F. K. Girling

President: CY D. Prince

Mess Manager: CY J. N. Durrant

Mess Committee: RS K. Lee, CY T. Philbin, RS M. R. Evans, POREL A. M. Bruce

Entertainments Committee: RS K. Jones, RM1 S. Sampson, CY R. Goldsmith, RS A. Goudy

Another term passes under the bridge and everything is changing yet remains the same if you see the point. We did, however, bid farewell to Scorchy Grainger to *Danae* in early April. This was after a stay of one year and 42 months (joined Oct 1969). Can anyone still serving beat this record?

We have had rather a dearth of *dos* of late. Snag is, we lay on food, transport, music, singing and dancing free (and occasionally beverages) and end up with more guests than mess members. We would dearly appreciate it if you would bring along the wives for a night out once in a while, otherwise the Mess may end up in a rather embarrassing financial state. However we did hold a successful tramps ball recently. Prizes for worst and best dressed male and female respectively (which-



The Mess Silver

ever way you like) were awarded to Chunky Howard — complete with personal alarm clock — Tanzy Lee, Ollie Butler and Sandy Pearce.

A cheese and wine night occurred as predicted in late May which was enjoyed by all. The wine didn't stand a chance but the cheese lasted the course.

A motor rally, the first for a year, is being organised. It is to be hoped the author is a little more successful than last time when he was beaten by a light blue job whom someone had inadvertently invited.

The end of term do is being held in the mess during the last week of term although details are not finalised yet. For details of this and any other mess functions you might wish to attend, please ring Jim D on ext 228. Please come — we need the money!

CIVILIAN STAFF RETIREMENTS

The latter half of 1974 has seen or will see the retirement of three long serving members of the civilian staff: Messrs S. S. Phillips, A. E. Castle and F. Norgate with respectively 28½, 28 and 22 years' service in HMS *Mercury*.

Mr Phillips and Mr Castle are government telephonists, and while many of us may not have met them personally, we are very familiar with their

voices and with their helpful manner in putting our calls through, often under difficult circumstances. Mr Phillips served in the Signal Branch of the RN for 15 years and was originally stationed in the old Signal School RNB Portsmouth. Mr Castle joined *Mercury* in January 1946 after serving in the Army for six years.

Mr Norgate joined *Mercury* in 1952 after 21 years' service in the Royal Marines. In latter years he has held the post of Head Messenger and he and his small 'motor bike' will be well remembered by many past and present members of HMS *Mercury's* ships company.

We wish that all three may enjoy a long and happy retirement.

SUMMER CROSSWORD SOLUTION

Across

1. Boll weevil, 8. Ethe, 10. Congregate, 11. Here, 13. Chatter, 15. Unholy, 16. Resist, 17. Cabbage lettuces, 18. Agreed, 20. Grieve, 21. Devalue, 22. Gibe, 25. Dandelions, 26. Nods, 27. Tansy cakes.

Down

2. Once, 3. Land, 4. Earthy, 5. Vegetable garden, 6. Litter, 7. Never taste, 9. The kitchen, 12. Rhubarb bed, 13. Cleared, 14. Restore, 15. Unchanging, 19. Decant, 20. Guilty, 23. Soda, 24. Esne.



WRNS (CE) COURSE 1974

Left to right: 3/O S. Y. Glaser, 3/O S. J. Spencer, 3/O M. J. Chapman, 2/O R. Locke (Course Officer)



RCI (Q) 1/74

Left to right: RS D. Jones, CRS M. Rickard, RS P. Wilson, CRS R. J. W. Bradley, RS J. Cook, RS M. Lewis, CRS K. A. Bagnall, CRS I. Baker, CRS D. Woodland, RS J. Hick
Kneeling: RS Bloomer

THE LAST RCI COURSE — RCI (O) 1/74

Owing to the vagaries of Their Lordships, the 11 souls comprising the course had the feeling that the onus for 'super-sparks' rested squarely on our shoulders. The feeling that so much more was required than before, resulted in producing, in most of us, a retentiveness that a logical computer would have been proud of. The reasons for scrapping the P's course remain something of a mystery to us. Most of us thought that, in this increasing technological age, an instructor rate (especially in our world) would have been essential. However, only time will tell.

Work-wise, the course has followed the traditional path of slog and yet more slog. To round off each week, having struggled through management presentations, was the inevitable test paper. Designed, no doubt, to ensure that the quiet moments respite over weekends were non-existent. The overall effect has been, to make most of us 'switch on' long unused grey cells. At the time of writing, with more presentations and more examinations piling up upon each other, the end is a long way from sight.

We all realise, I think, the benefits to be gained from a course like ours. Even a failure (perish the thought) would still enable us to leave *Mercury* confident that the facts and figures learnt will be of immense value to us, and to our juniors, at sea.

Lastly, should you see us sporting our two star badge of endurance, pat us on the head and buy us a pint. If we should be unadorned; forgo the pat, yet lots of beer in and stand-by for an ear pounding!

SOBERTON and the 'PINKY' in RETROSPECT

by POWA 1/74

These days there are many people who never had the good fortune to serve in *Mercury* when the Wrens lived at Soberton Towers. We all remember the Towers as a welcome retreat from the everyday life of *Mercury*. Soberton is a 15-20 minute drive from *Mercury* and this created many a problem, the most common being transport — have you ever tried getting 80 Wrens into one Pusser's bus?

Soberton's isolation also gave rise to the overwhelming popularity of the 'Pinky', the nearest local pub! While not boasting any refinements the atmosphere in the 'Pinky' was unique and all newcomers to the Towers were quickly initiated. Many an enjoyable evening was spent over a glass of scrumpy or mead.

Life was not all frivolity. The Towers was manned entirely by Wrens and this meant there was always plenty of work to be done. Workshop commenced at 0630 daily and included such chores as scrubbing floors and cleaning out fire grates. After supper the duty party would turn to in the galley — even the fire party was made up of Wrens! Our days were full, but there were no complaints, we were all extremely happy.

Everyone was sorry when the Wrens left the Towers for the last time in March 1971 to move into the new quarters at *Mercury*. Having since returned to *Mercury* for advancement courses we still look back to our time at Soberton with nostalgia.



POWA 1/74

Back row: LWRO's J. Boyle, R. A. Reed, S. I. Lewis

Front row: LWRO's A. M. Howells, S. L. Compton, D. S. King, A. E. Rice, P. M. Coombes

IN AND AROUND KELLY SQUADRON

THE SQUADRON

Since the last issue of the COMMUNICATOR Kelly Squadron has been a casualty of low recruiting and our numbers have dropped by a hundred. In spite of this the Squadron has had a very full sporting programme, the "Dirty Dozen" have been about their good work, the Display Team have "crossed the line" at five local fêtes and the Field Gun Crew tried very hard.

The Kelly Club is now in full swing and includes a ships library — all New Entries should now know about their first ship before they join.

The Squadron is girding itself for the autumn term when we should be back up to the numbers borne at the start of the year. We are busily preparing for the first ROSM and Seaman EW courses at the beginning of next year.

Our links with the Kelly Association continue to be close and we hope to see ten of them at the open day in September.

OPEN DAY 1974

The Kelly Squadron and WRNS Training Division Open Day which is to be held on Saturday, September 21, will be similar in pattern to last year. The prayer mats are out hoping for similar weather to that enjoyed in 1973.

LOAN DRAFTING

Over the last term loan drafts have been coming through thick and fast and have included HM Ships: *Ark Royal*, *Hermes* (twice), *Jupiter*, *Nubian*, *Keppel*, *Eastbourne*, *Nurton*, *Iveston*,

Solent and (hopefully) *Devonshire*.

Kelly's have also helped out in a number of Commcens including: Malta, Gibraltar, Faslane, Fort Southwick, Portland, Northwood and Pitreavie. Some nine Kelly's were whisked away rather rapidly to act as Street Lining Party for the funeral of HRH The Duke of Gloucester and the report of their performance was very creditable.

No matter where Kelly's are loaned, the reports are good, both for their professional knowledge and their conduct. Kelly's "Keep On."

SPORTS REPORT

The keenness of all the competitors made Kelly Squadron Sports Day a hard fought event. The Competition was eventually won by Fife, with Glamorgan as the runners-up. There were no outstanding performances, but the vocal support for JRO Lamb in the 2000 Mtr steeplechase was one of the highlights of the afternoon.

The Squadron Swimming gala was held in HMS *Dryad* on June 27 with swimmers competing in nine events and with Glamorgan winning the Trophy. The most successful swimmer of the afternoon was JRO Trotter who won in the butterfly and the individual medley.

Kelly Squadron entered the only RN team in the All England Junior Tug-of-War Competition at Aldershot on June 9. The team beat the North Dorset Farmers but lost to teams from the Junior Guards Regiment and the Army Catering Corps.



H.M.S. MERCURY'S FIELD GUN CREW

BRICKWOODS FIELD GUN

Yet again Kelly Squadron provided 99 per cent of the runners in the 'Brickwoods Field Gun' competition held at HMS Collingwood on June 17, 1974. Although they did not come first they could not be faulted for effort. The best time achieved, up and down dale whilst training in front of the Main house, was 1 min 39 sec. It was hoped that on the day the crew would break this time on a flat surface but this was not to be, although they still put up an extremely good show in equaling their best time and against older and more experienced competition.

It was encouraging to see 4 Kelly Squadron Instructors training with the crew and to ultimately have RS Goudy and RS Walton ably controlled by the trainer RS Purnell as running members.

Take note all ye aspiring Communicator Field Gunners — be ye past members of The Royal Tournament crew or not — 'YOU TOO' can be a member of HMS Mercury's crew. Contrary to popular belief, it is not solely for the benefit of 'New Entries'.



"First action"

ADVENTUROUS TRAINING

Adventurous Training continues to form an important, interesting and possibly the most popular part of the NE Syllabus.

Three basic expeditions are mounted: Alfa, Bravo and Charlie. Alfa incorporates the Annual Range Course and consists of basic map reading and orienteering; Bravo usually takes a Class on a Potholing expedit to Priddy in Somerset; and Charlie is to the New Forest with candidates from the Leading Rates Leadership School at HMS Excellent. All who have taken part in them agree that they are worthwhile and have been the springboard for further adventurous training.

Antrim Division enjoyed a weekend under canvas in Operation "Exodus". This year "Exodus" took place on Branshott Common, near the beauty spot of Waggoners Wells, and everyone who was lucky enough to go voted the Operation an unqualified success. A full sporting programme was arranged, with deck hockey, volleyball, soccer and even an assault course being keenly contested by various teams. All but one of the honours went to the Instructors. (Who said "FIX"?). Fife and Glamorgan divisions are now eagerly looking forward to their own "Exodus!"

We continue to send volunteers to the Joint Services Mountain Training Centre in Wales and the reports are generally first class.

Voluntary expeds have been on the increase throughout the Summer Term. The Isle of Wight and The New Forest remain firm favourites.

A recent innovation, sea angling from Littlehampton is gaining in popularity, and very reasonable terms can be offered to anyone interested in this activity.

It is hoped that more and more people will avail themselves of the facilities offered by the Exped Store and there is no reason why the voluntary expeds should continue right up to the late autumn. For those more hardy than the rest, we have some Arctic Guineas in the store!

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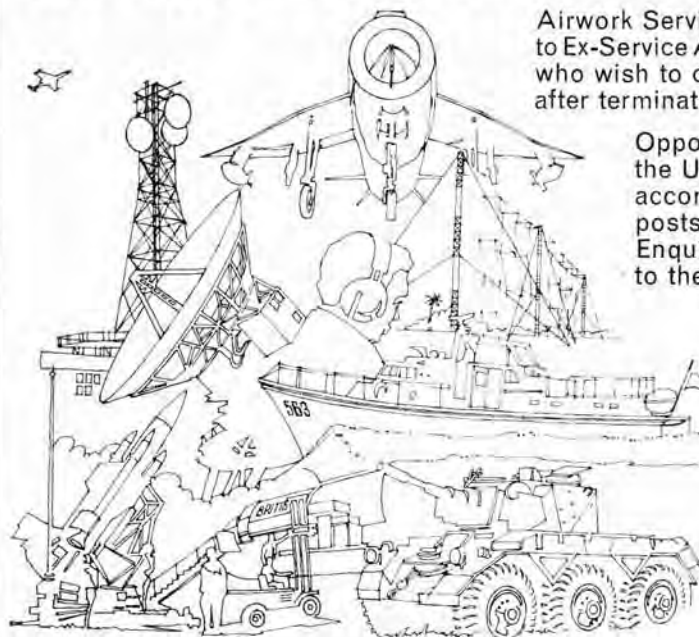
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JRO David Grundy presenting Christopher Harris with a "Chairmobile driving licence"

KELLY'S PROMISE KEPT

Readers of the COMMUNICATOR may remember an article in the Spring '73 edition about a presentation at the Cerebral Palsy Unit, Queen Alexandra's Hospital, Cosham. Briefly, the report stated that seven Kelly's had raised over £100 from a sponsored walk and with this money had bought a Lord Snowdon Chairmobile for the use of the Spino Bifida and Spastic children of the Hospital. At the presentation, "L" plates were fixed to the chair and a promise was made that a follow up visit would take place a year later — and if the driving was up to MOT standards then the "L" plates would be removed.

On May 23, Kelly Squadron kept their promise. Six New Entries, JRO's Church, Grundy, and Rowantree and RO3's Morrison, Carruthers and Wilkinson, with their Instructor RS Lawler and their Divisional Officer Lt J. Wingett, visited the Unit at Cosham.

They were welcomed by two of the staff Mrs Kavanagh and Mr Bailey, who introduced them to the children.

Two of the children, Christopher Harris and the aptly named L(LEE) Driver soon showed how proficient they were at putting the Chairmobile through its paces and after a series of neatly executed turns and reverses both children passed their driving test with flying colours and were each awarded a Chairmobile Licence.

Mrs Kavanagh was then presented with a Ship's Crest and a framed Certificate of Competence signed by the Captain of HMS Mercury,

Capt R. C. Morgan, Royal Navy. The Naval party left with a promise that when the time came and more children needed their driving licences, Kelly Squadron would be only too pleased to provide the necessary examiners.

SAILING "MEON MAID"

The intention was to sail with six young men under training every Monday and Thursday, to introduce trainees to Yacht sailing and follow this up with a week long sailing expedition.

This we have achieved and at the time of writing, six trainees are enjoying sailing along the South Coast of England, North Coast of France and the Channel Islands. We feel that they will have enjoyed it and found a new recreation, which is incidentally now available to the Royal Navy at virtually any port of call in the world.

The sailing centre at *Horset* on the Gosport side near RNH Haslar has a number of yachts available to teach sailing and every opportunity should be taken to make use of this facility and also find another sport you can participate in. So give it a try, you never know.

JUNIOR OPERATOR — STANDARDS

Dear Sir,

Virtually every Senior Rate Communicator I have spoken with in the Fleet during the last few years has sung the same song about the inadequacy and subsequent poor performance of *Mercury's* new entry operators on arrival in their first ship. A song no doubt that you know the words to! Let me sing something a little more pleasing to the ear.

I have six operators in *Tartar* of various subspecs, who have 'graduated' during the last year. Myself and the other two section heads are more than pleased with the standard of knowledge and operational performance of all of them.

Specifically, I have a JRO(G) Vasey ex G44 who joined us in January via a brief spell in *Fearless*. He is still a junior and is reading morse at far higher speeds than 'entitled', marking consistently in the higher nineties, can tune and operate all the equipment and is generally a good useful all-round operator. We have an RO3(T) who regularly heads the FRX weekly averages, etc.

I am quite sure that *Tartar* didn't just happen to get six of the very best of the new entry drafts. Perhaps the value of adequate continuation training is not appreciated in some ships. However, may I extend my thanks to all concerned in the New Entry Section?

I remain,

E. SCOTT,
A Satisfied Customer.

(The above bouquet was received by the NE Training Officer completely 'out of the blue' from the RS of HMS *Tartar*. Kelly's 'Keep On'.)

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COMMUNICATIONS GAZETTE

EDITORS' 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	Whither
ADAMS B. J.	Lt-Cdr	Penelope as Executive Officer
ARMITAGE K. P.	Sub-Lt	Sirius
BARRETT N. S. D.	Lt-Cdr	MODUK NAVY for DNS
BAWTREE R. M. H.	Lt-Cdr	Dartmouth
BEARD C. G. R.	Sub-Lt	Ariadne
BENSON J. M.	Lt-Cdr	Yarmouth as Executive Officer
BURCH J. A.	Sub-Lt	Shoulton
BYWATER J.	Lieut	President for RN Staff Course Greenwich
CAHILL M. J.	Lieut	Canadian Forces Exchange (Ottawa)
CAMPION E. W.	Major (Canadian Forces)	Mercury (2 years loan to RN)
CARTWRIGHT N. R. H.	Lieut	Intrepid
CHAPMAN M. J.	Third Officer	Mercury for Ce course
CRICHTON C. W.	Lt-Cdr	Blake
CROZIER T. F. R.	Lt-Cdr	COMNAVSOUTH
CARR A. F.	Lieut	Mercury
COLMER A. A.	Lieut	Commcen Whitehall
DAVIES M. R.	A/Sub-Lt	Blake
DOBSON D.	Lt-Cdr	Intrepid as First Lieutenant and NBCD
DRAKE-WILKES J. B.	Lieut	Mercury
ELLIS M. G. M. W.	Commander	Saker
EMMETT F. M.	Lt-Cdr	Antelope as Executive Officer
ETCHELLS H. C.	Third Officer	Mercury
FULFORD-DOBSON M.	Commander	FOSNI
GLASER S. Y.	Third Officer	Mercury for Ce course
GOOCH L.	Lieut	President for RN Staff Course Greenwich
GRIMSEY R.	Sub-Lieut	Argonaut
HAMILTON C. F. B.	Lieut	Britannia
HILDRETH D. J.	Lieut	Mercury
HUNTER C. W.	Lt-Cdr	Mercury as SOTO
JARMAN J. R. T.	Lieut	President for RN Staff Course Greenwich
KEMP N. G.	Lieut	ACR
KING P. J.	Lt-Cdr	Bulwark
KNAPP M. G. A.	Lieut	Galatea
LANG A. L.	Lieut	DNEdS (Language Training)
LAYMAN C. H.	Commander	Dryad—staff of MTS
LENNON J.	Sub-Lt	Andromeda
LEVENE L. F.	Lieut	Mercury
LOCKE R.	Second Officer	Mercury
McWALTERS P. G.	Sub-Lt	Intrepid
MORISON V. R.	Third Officer	CINCNAVHOM
MORROW A. J. C.	Lieut	CINCFLEET for OEG
MUGGERIDGE M. A. D.	Lieut	RNU Tangmere
PAKENHAM W. T. T.	Captain	CDCN as Commodore
PALMER D. L.	Sub-Lt	Charybdis
PARKER H. B.	Captain	NDC Latimer as Senior Naval Member
PENNY J.	Commander	Directing Staff
PHILLIPS C.	A Sub-Lt	MODUK NAVY for DNS
PHILLIPS T. J.	Lieut	Kent
PINK C. J.	Lieut	Mercury
PURVIS J. W.	Lieut	Leander
ROE C. E. K.	Lt-Cdr	MODUK NAVY for NAVSEC
ROGERS N. R.	Sub-Lt	Fearless
		Danae

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ROYAL FLEET AUXILIARY



Name	Rank	Whither
RICHARDSON A. B.	Lt-Cdr	DNOA(X)(Junior Officer)
SANDERS J. T.	Lt-Cdr	FOSM as FCO
SMITH W. V. J.	Sub-Lt	Juno
SOLLEY S. G.	Lieut	Kent
SPENCER S. J.	Third Officer	Mercury for Ce course
STEPHENS R. J.	Sub-Lt	Mercury
SWALLOW D. P.	Chief Officer	CINCNVHOME
TALMA R. W.	Sub-Lt	Salisbury
TATE J.	Lieut	Dolphin
TAYLOR D. T.	Lt-Cdr	CINCHAN/CINCEASTLANT
THRELFALL P. L.	Sub-Lt (RAN)	Blake
TILLEY A.	Lt-Cdr	DOAE
VILLIER R. F.	Sub-Lt	Mercury
WALKLETT C. H.	Lieut	Mauritius
WEBB A. R.	Sub-Lt	Jupiter
WHELAN W. J.	A/Sub-Lt	Eastbourne
WILLIAMS C. W.	Commander	MODUK NAVY for DGNMT
WOOD A. R.	Commander	Sultan as Executive Officer
WOODHAM R. E.	Lieut	Commcen Whitehall

PROMOTIONS

To Rear-Admiral: C. RUSBY
 To Commodore: W. T. T. Pakenham
 To Chief Officer: D. P. Swallow

RETIREMENTS

Lt-Cdr K. M. TEARE	Lt-Cdr S. E. HUGHES
Lt-Cdr R. BRADBERRY	Third Officer A. P. HAMBROOK

HONOURS

GCB Admiral Sir EDWARD ASHMORE KCB DSC	MVO Commander H. BALFOUR
CBE Captain D. V. MORGAN MBE	BEM CRS E. K. ASHCROFT
OBE Captain St JOHN H. HERBERT	CRS M. LOVELL
Lt-Cdr P. E. D. STEARNS	LRO (RNR) R. B. HAPGOOD

SPECIAL ANNOUNCEMENT

Following a complement review Lt-Cdr R. J. E. Wooley has been relieved by Lt-Cdr A. R. Evans (Staff of DNOA (X)) who has taken over GL and SD list appointments for signal officers of Lt-Cdrs rank and below.

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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 FLEET SECTION 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 Winter 1974 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	Whither	Name	Rate	Whither	Name	Rate	Whither
ALLAN I.	JRO(T)	Dido	CAREY A.	RS	Mercury	EADEN A. G.	POREL	Mercury
ALLAN L. M.	CRS	Mercury	CARTER S.	WRO	Neptune	EAGELL P. J.	CRS(W)	Mercury
ALEXANDER R. M.	RO2(W)	Dundas	CARVER L. L.	RO2(G)	Norfolk	EDGAR M. P.	RS(W)	Drake
AMUWALA H.	JRO(G)	Kent	CASSELL G. A.	JRO(G)	St Angelo	EDGAR M. P.	RS(W)	Drake
ANDREW D.	RO1(G)	Resolution	CARTWRIGHT P. G.	RO3(G)	Hermione	EDWARDS L. M.	LRO(G)	Dolphin
ANDERSON J. W.	JRO(G)	Argonaut	CARRUTHERS I. A.	LRO(T)	Mercury	ELLIOT R. K.	RO2(T)	Wotton
ANDREWS M. S.	JRO(W)	Norfolk	CHADFIELD W. P.	RO2(T)	Mercury	ELLISON J. A.	LRO(G)	Mercury
ANSTEE C. W.	LRO(W)	Mercury	CHALCRAFT G. T.	RO1(G)	Cachalot	EMERY J.	CRS(W)	Mercury
ARMSTRONG E. K.	RO2(T)	CINC-FLEET	CHAPMAN B. E.	CY	BRNC	EWINGS P. G.	RS	Danae
ARCHER J.	RO2(G)	Mercury	CHILDS G. A.	RO3(T)	Kent			
ASHKEW D. M.	LRO(G)	Mercury	CHALMERS M. S.	RS(S)	Tangmere	FALLOWS E.	RO2(G)	Mercury
ASHDOWN J. G.	JRO(T)	Norfolk	CHURCHILL E. A.	RO1(G)	Dreadnought	FAIRALL D. P.	WRN	Mercury
ATHA N. W.	CRS	Mercury	CHURCHLEY R. E.	RO2(T)	Tiger	FANNAN S. P.	JRO(G)	Mohawk
			CLARK M. J.	CY	Mercury	FARROW J. L.	RO2(W)	Galatea
BAGHY S.	JRO(T)	Blake	CLARK M.	JRO(W)	Danae	FELLERBROOK C. M.	LRO(W)	Release
BAKER C. B.	RO1(W)	Mercury	CLARKE K. T.	LRO(W)	Juno	FERRDAY W. G.	JRO(G)	Llandaff
BAILEY J. M.	CRS	Mercury	CLARKE K. B.	L REG	Mercury	FERGUSON G. A.	LRO(G)	Mercury
BARRICK P. V.	RO2(W)	Norfolk	CLARKE A.	JRO(G)	Blake	FERRER J. R.	RO2(G)	Glamorgan
BARLOW C.	JRO(G)	Mercury	CLARKE D. J.	JRO(W)	Mercury	FETTRELL P. T. C.	RO2(T)	Hermes
BARLOW D. A.	RS	Mercury	CLARKE H.	AB	Mercury	FIELD D. W.	CY	FO Medway
BARWICK D. B.	CY	Mercury	CLISSOM I.	WRN	Mercury	FINEGAN S.	JRO(G)	Londonderry
BATES M. W.	RO1(W)	Mercury	CLISSETT G.	JRO(T)	Juno	FISH M. A.	LRO(W)	Nubian
BATES J. C. C.	RS(S)	BRNC	COCKETT A. D. J.	CRS	Devonshire	FLYNN R. D.	LRO(G)	Mercury
			COE R. J.	LRO(G)	Mercury	FOLEY R. G.	CRS	Devonshire
BATTEN A. J. V.	CY	Mercury	COKE C. R.	RO2(G)	Mercury	FOOTE D. E.	LRO(G)	Mercury
BATCHELOR R. C.	RS	Revenge	COLBOURNE A. F. J.	CRS(W)	Mercury	FORD D. S.	JRO(T)	Hermione
BEATTIE W. F.	RO2(G)	Droxford	COLE A. S.	JRO(G)	Blake	FORD R. A.	LRO(G)	Mercury
BEER C. A.	RO2(W)	Rooke	COLLINS P. A.	AB	Mercury	FORREST D. L.	RO3(G)	Mercury
BELL G. A.	WRO	CINC-FLEET	CONWAY D. M.	RO2(G)	St Angelo	FOSTER R. R.	FCCY	Mercury
			COOK G. S.	RO2(G)	Sirius	FOXLES M. E.	WRO	Whitehall
BELL D. W.	RO1(G)	Neptune	COOK J. S.	RS	Mercury	FOX L. I.	JRO(G)	CINC-FLEET
BELL G. W.	RO3(W)	Dolphin	COOK J. H.	RS	Ark Royal			
BELLINGHAM D. E.	JRO(W)	CINC-FLEET	COOMBS E. A.	WRO	CTF 345	FRANCE M. B.	LRO(W)	Mercury
			COOPER R. H. J.	L CK	Mercury	FRENCH D. K.	LRO(G)	Mercury
BENTLEY A. V.	RO2(T)	Fost	CORDALL S. L.	RO2(G)	Sovereign	FRENCH M.	RO3(G)	Buildog
BERSFORD R.	RO2(G)	Hermione	COTTE I. P. R.	RO1(G)	Sheffield	FRICKER D. J.	RS	Torquay
BIRTWISTLE J. W. L.	CRS	Victory	COTTON G.	CRS(W)	Fife	FRYER S. P.	JRO(W)	Llandaff
BIRD F.	RS	Mercury	COURTNEY R.	LRO(G)	Fox			
BLACKWELL D.	FCRS	Mercury	COXALL C. C.	RO3(T)	Kent			
BLACKBURN R. W.	LRO(T)	Mercury	CRAYFORD P. R.	LRO(G)	St Angelo	GANDY R. E.	RPO	Victory
BLAKE J.	RO3(T)	Tiger	CREEK J. F.	LRO(T)	Antelope	GALE V. P.	RO1(G)	Mercury
BLAIR H. D.	RO2(G)	Gurkha	CROSS A.	RS	Mercury	GARDEN A. C.	WRO	Mercury
BLOOMER I.	RS	Hermes	CROUCHER P. J.	LRO(T)	Centurion	GARDNER G. J.	RO1(W)	St Angelo
BLOWS S. M.	RO1(G)	Mercury	CROWLEY D. E.	AB	Revenge	GARNSWORTHY D. J.	LRO(T)	COMNAV-SOUTH
BLACKLOCK J.	WRO	Whitehall	CUTBERTSON D.	RO2(G)	Ajax			
BOOTHROYD J. L.	RO1(W)	Ariadne				GARTH D. M. R.	JRO(G)	Blake
BOON D. J.	FCRS	Centurion	DALE T. A. C.	RO2(T)	Mercury	GASKELL A. P.	RO2(T)	Mercury
BOOKER	JRO(G)	Blake	DAIN D.	CY	Cochrane	GIBBON C.	PO WRN	CINCNAV-HOME
BOULT C. M.	WRO	Warrior	DALY G. C.	RS(W)	Ark Royal			
BOWERS A. J.	JRO(T)	Kent	DANIELS M. F.	RO2(T)	Ark Royal	GILBERT K.	RO1(G)	Mercury
BOYCE K. B.	RO3(G)	Eastbourne	DARVILL J. M.	WRO	Whitehall	GILLESPIE M.	LRO(G)	Reclaim
BOWLES D. E.	LRO(G)	Mercury	DAVIDSON D.	RO2(T)	Yarmouth	GLASPER H.	JRO(W)	Jupiter
BRAY T. N.	RO3(T)	Penelope	DAVEY J. I.	L WRN	Mercury	GLENDINNING G. W.	LRO(W)	Mercury
BREEZE D. W.	RO2(T)	Intrepid	DAVIES S. J.	WRO	Drake	GLOVER R. J.	RO2(W)	St Angelo
BRITTON M. J.	JRO(W)	Dolphin	DAVIES P.	JRO(G)	Scylla	GODWIN P. E.	RO3(W)	Mercury
BRAMLEY N.	CRS	Norfolk	DAVIES G. J.	JRO(T)	Falmouth	GOLDING D. T.	LRO(W)	Mercury
BRODDIE K. G.	JRO(G)	Jupiter	DAVIES P. S.	LRO(G)	Walrus	GOODWIN A. E.	RO2(T)	Mercury
BROWN G. C.	LRO(G)	COMNAV-SOUTH	DAVIS C. G.	LRO(G)	Leander	GORE W. C.	JRO(G)	Mercury
			DEAN T.	LS	Mercury	GOTCH J. H.	COEL	Apollo
BROWN C. S.	LRO(T)	Sheffield	DEAN D.	FCRS	Dryad	GOULDING P. J.	RO2(G)	Cochrane
BROWN R. P.	LRO(W)	Kent	DEEFHOLTS L. C. E.	(W)	Acchan	GOVAN A. J.	RO3(G)	Intrepid
BROWN T.	LRO(W)	Dolphin	DEMAIN J. P.	WRO	Ambuscade	GRACE S. E.	RO1(G)	Woodlark
BROWN C. B.	LRO(T)	Juno	DENNIS R.	CY	Fearless	GRAFTON K. E.	RS	Mercury
BROWN D. M.	LRO(G)	Mercury	DERRY I. R.	JRO(G)	CINC-FLEET	GRAY A. W.	SA	Diomedes
BROWN S. J.	RO1(G)	Shoultton	DICKINSON A.	JRO(T)	Hampshire	GRAY M. J.	RO2(G)	Lochinvar
BROWNE M. J.	LRO(G)	Mercury	DICKINSON P. R.	JRO(W)	Norfolk	GREEN P. A.	RO3(G)	Bulwark
BROUGH N. V.	RO2(W)	Conqueror	DODKIN S. M.	WRO	Warrior	GREEN K.	REM2	Dolphin
BRYANT J.	RO2(T)	Hermes	DODSLEY R. J. G.	JRO(G)	Blake	GRIFFITHS T. F.	RO2(G)	CINC-FLEET
BUGG J. A.	LRO(T)	Mercury	DODWELL T. W.	RS	Mercury			
BUCK G. E.	WRO	Drake	DOEL S. R.	RO3(T)	Antrim	HALE B. W.	CY	Mercury
BURKELL C. S.	WRO	Mercury	DOWD M. B.	JRO(W)	Dolphin	HALE S.	RO2(G)	Mercury
BURNS J.	CY	Sheffield	DOWLING G. H.	RO3(G)	St Angelo	HALE C. D.	JRO(G)	Leopard
BURNS R. J.	JRO(G)	Andromeda	DOYLE A. R.	JRO(T)	Falmouth	HALL S.	RO2(G)	Ashanti
BURWELL M. C.	RO1(G)	Mercury	DUNCAN G.	FCCY	Hermes	HAMMOND P. W. J.	LRO(G)	Mercury
BUSH M. C.	RO1(G)	Mercury	DUKES S. C.	RO1(G)	Victory	HANCOX R. J. L.	REAL	Tangmere
			DYRE D. J.	RO2(W)	Bacchante	HANNARD J.	RO1(G)	Mercury
CAMSELL L. T.	WRO	CTF 345						
CAMBELL B.	RO3(W)	Juno						

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
HAYDEN A. J.	RO3(T)	Bulwark	LLOYD E. R.	CRS	Kent	RODGERS R.	RO3(G)	Dolphin
HAYDEN P.	RO3(G)	Dolphin	LOGCHOWSKI U.	WRO	Seahawk	ROSE B. A.	RS(W)	London
HARDY B. B.	CPO		LOCO J.	WRO	Seahawk	ROULSTONE W. J.	LRO(T)	Neptune
	WTR	Mercury	LODGE G. K. W.	JRO(G)	St Angelo	ROWNTREE R.	LRO(G)	Mercury
HARRIS S. J.	RO2(T)	Matapan	LOCHMAN N. R.	RO1(G)	Mercury			
HARRISON J. D.	RO2(T)	Mohawk	LONG R.	RO1(G)	Mercury			
HASSETT M. J.	JRO(G)	CINC-	LONG W. J.	RO1(G)	Mercury			
	FLEET		LOVATT M. A.	RO2(G)	St Angelo	SANDES P. M.	JRO(T)	Un'ainted
HEMINGWAY P.	JRO(G)	Bacchanti	LUCE D.	RS	Mercury	SANDERSON J. E.	RS	Mercury
HENDERSON D. S.	JRO(W)	Ashanti	LUMSDON D.	LRO	Royal Yacht	SCAIFE J. R.	RS	Mercury
HENDERSON C.	WRO	Heron	LUMSDON T. J.	JRO(G)	Londonderry	SEDEWICK G. M.	JRO(G)	CINC-
HERBERT A. J. W.	LRO(W)	Mercury	LUMSDON J.	RO2(G)	Fearless			FLEET
HICK J. B.	RS	Antelope	LYONS B.	RO1(G)	Warspite			
HINDMARCH G.	JRO(T)	Abdiel				SETTERFIELD A.	RO1(G)	Berwick
HINDMARCH K.	JRO(W)	Eskimo				SHARPE V. J.	WRO	Heron
HIRST E. A.	RS(S)	GCHO				SHARMAN P. J. C.	CY	Falmouth
	CHEL		MACKINNON J. H.	CY	Cochrane	SHARPLES R.	RO2(G)	Mercury
HODGES J. C.	JRO(W)	Danae	MAHY D.	RS	St Angelo	SHEADIR T.	RO2(G)	Mercury
HOLLAND T.	RS	Walrus	MAJOR R. A.	JRO(T)	Brighton	SHOPTON D. J.	LRO(G)	Brinton
HOLT J. A.	WRO	Seahawk	MANNERS J. R.	RO2(W)	Whitehall	SHOESMITH C. P.	RO2(G)	Mercury
HOPSON J.	RO2(T)	Mercury	MARTIN S. J.	RO3(G)	St Angelo	SHORT C.	RO1(T)	Mercury
HOPPERTON J. A.	RS	Mauritius	MANLEY P.	RO2(G)	Mercury	SHORT C. E.	JRO(W)	St Angelo
HARRINGTON S. J.	RO2(G)	Tartar	MATTHEWS A.	LRO(W)	Mercury	SIMPSON I. G.	LRO(G)	Mercury
HORTON C. A.	WRO	Dolphin	MATTHEWMAN W. L.	JRO(T)	Llandaff	SIMMONETT T. R.	RO2(G)	Mercury
HOTSON D. K.	WRO	Seahawk	MCANDREW K. R.	JRO(T)	Tiger	SKED M. M.	CY	Nurton
HUBBARD P. R. W.	JRO(G)	Danae	MCBAIN K. S.	LRO(G)	Mercury	SKETCHLEY J. E. K.	WRO	Warrior
HUNT S. P.	RO2(T)	Sirius	MCCORMACK J. D.	JRO(G)	Mercury	SKELLY I. D.	RO2(G)	Mercury
HUTCHINS F. M.	RS	Naiad	MCCAFFERY J.	JRO(G)	Exmouth	SMALLER D. W.	RO2(T)	Sheffield
			MCDONALD J.	LRO(G)	Tenacity	SMITH S.	JRO(G)	Aria'ne
			MCKEVITT T. T.	RS(W)	Mercury	SMITH M. S.	LRO(W)	Drake
ICHE J. M.	RO1(G)	Royal Yacht	MCLAUCHLIN D. N.	RS(W)	Mercury	SMITH T. W.	RO3(G)	Argonaut
INGRAM P. J.	RO3(G)	Dolphin	MILBURN A. E.	WRO	Neptune	SMITH W. R.	JRO(G)	CINC-
IRVINE M. A.	WRN	Mercury	MILLWARD S. J.	JRO(G)	Norfolk			FLEET
IRVINE J. L.	RO3(G)	Kirkliston	MITCHELL G. P. W.	JRO(G)	CINC-	SMITH S. A.	WRO	Whitehall
IRVINE S. L.	RO2(G)	Berwick			FLEET	SMITH K.	JRO(G)	Hydra
IVORY P. J.	JRO(G)	Bristol	MOIR J. M.	RS	Mercury	SMITH J. E.	RS	Blake
			MORRISON J. D.	LRO(G)	Herald	SMITH M. W.	RO3(W)	Dolphin
JACKSON K.	JRO(G)	CINC-	MORLAND R. M.	RO1(G)	Wotton	SMITH A. L.	RO1(G)	Mercury
	FLEET		MOODY T.	RO2(W)	Mercury	SMYRK J. C.	RO2(T)	Reclaim
JACKSON T.	JRO(T)	Sirius	MOORE P. O.	RO1(G)	Mercury	SMYTH P. T.	RO2(T)	Mercury
JAMIESON J.	LRO(G)	Wakeful	MUMBY B.	RO2(G)	Mercury	SNOTTON R.	JRO(W)	Fire
JARVIS C. J.	WRO	Whitehall	MURPHY D. E. D.	LRO(G)	Argonaut	SPENCE G.	LRO(G)	Cochrane
JENKIN S. P.	RO3(T)	Londonderry	MOXHAM P. A.	WRO	Whitehall	SPENCE G. E.	LRO(G)	Yarmouth
JENKINS A. P.	RO2(W)	Mercury				SPURGEON N. J.	LRO(T)	Mowhawk
JENKINSON M. L.	JRO(T)	Juno	NELSON S. W.	JRO(W)	Dido	STEEL R.	RO3(G)	Nubian
JOHNSON M. J.	REM2	Tamar	NEWMAN C.	JRO(G)	Bristol	STEWART J. P.	JRO(W)	Diomedee
JOHNSON N. D.	CRS	Andromeda	NEWTON J. H.	RS	St Angelo	STEWART M.	JRO(G)	CINC-
JOHNSON W. H.	SA	Mercury	NEW R. A.	CK	Charybdis			FLEET
JOHNSTON J. R.	AB	Mercury	NICHOLSON S. W.	RO2(T)	Hardy	STILL B. J.	RO3(W)	Whitehall
JONES A. T.	RS	Sovereign	NOCK J. W.	RO3(G)	CINC-	STONE A. R.	LRO(T)	Mercury
JONES K. E.	WRO	Seahawk			FLEET	STONE R. E.	LRO(T)	Kent
JONES A. S.	RS	Matapan	NOBLE A. B.	RO2(T)	Royal Yacht	STOCKER G. P.	RO2(T)	Devonshire
JONES A.	CCY	Victory	NORRIS P. A.	RO1(G)	Rooke	STOCKTON J. P.	LRO(G)	Tangmore
JONES E. W.	RS	CINC-				STOKES K. P.	RO1(G)	Mauritius
	FLEET		OAKDEN S. N.	JRO(G)	Tiger	STRINGER C. F.	WRO	CTF 345
JONES R. N.	RS	Ark Royal	OLIPHANT G. D.	RO2(T)	Mercury	STRIKE D. P.	RO1(G)	Mercury
JOSEPH C. A.	JRO(W)	Llandaff	O'REGAN S. J.	JRO(W)	Tartar	STURMAN H. G.	RO1(G)	Dundas
JOSEY R.	RS	Mercury	ORME D. J.	LRO(T)	Mercury	STURMS M. A.	RS	Mercury
			OSBORNE T. G.	LRO(G)	Mercury	STURNEY A. M.	RO3(T)	Mercury
			OYSTON R.	RO2(W)	Dolphin	SUTHERLAND A. L.	LRO(T)	Mercury
						SWEATMAN J. P.	RO2(W)	Charybdis
KEANE M. R. W.	RO3(G)	CINC-				SYRIS D.	RS	Aviadne
	FLEET							
KEELER M. D.	LRO(T)	Ajax	PALMER B.	RO2(T)	Devonshire	TALLENIRE J. S.	JRO(W)	Mercury
KEILLOR R. G.	JRO(T)	Norfolk	PATTERSON H. S.	RO3(G)	Mercury	TOMKINSON G. L.	LRO(W)	Mercury
KEMP J.	RO1(G)	Enterprise	PEEL A. J.	LRO(T)	Tiger	TAVENR C. L.	LRO(G)	Mauritius
KEMP H. R.	CY	Mercury	PEARCE M. P.	LRO(G)	Neptune	TAYLOR A. R.	CRS(W)	Kent
KILBY R. M.	LRO(T)	Mercury	PETERS I. S. F.	LRO(W)	Mercury	TAYLOR D. J.	RO2(T)	Eastbourne
KIMBER A. J.	RS(W)	Churchill	PICKETT S. M.	WRO	Dolphin	TAYLOR J. S.	CRS(W)	Defiance
KING M. L.	RO2(G)	Mauritius	PICKERING D. E.	RS	Mercury	TEASDALE P. A.	RO2(T)	Danae
KIRK L.	WRO	Mercury	PITTIK D. B.	RS(W)	Dryad	THOMAS G. M.	RO3(G)	Blake
KNIBBS D. G.	RS	Mercury	PLACE N. C.	RO2(T)	Ark Royal	THOMAS S. F.	JRO(W)	Llandaff
KNOTTS G. W.	JRO(W)	Blake	PLANT L. D.	RO3	Mercury	THOMPSON G. A.	RO3(W)	Mercury
			PLUMB S. K.	LRO(T)	Ariadne	THOMPSON A. R.	JRO(T)	Devonshire
			POTTER M. S.	RO3(T)	Tiger	THURLOW M. D.	JRO(W)	Mercury
LACAVOU J. S.	JRO(G)	Devonshire				TINKLER A. M.	WRO	Whitehall
LAMPARD S. B.	LOEM	Kirkliston	RAINER G.	RO1(G)	Leander	TODD J. A.	RO3(G)	Dolphin
LANCASTER J. M.	LRO(G)	Revenge	READ L. N.	WRO	Heron	TODD R. W.	LRO(G)	Mercury
LANGLEY N. C.	RS(S)	9 SIG REGT	READ B. J.	LRO(G)	Mercury	TOMES P.	RO2(G)	Neptune
LAWLER J. D.	RS	BRNC	REED V.	WRO	Whitehall	TURNBULL A.	RS	Mercury
		Dartmouth	REED V.	WRO	Whitehall	TURTON M. A. A.	RO2(G)	Mercury
LAWLEY C. J.	CRS	Bulwark	RHODES K.	RO1(T)	Fife			
LEE S. R.	JRO(G)	Mowhawk	RHATIGAN D. P.	RO1(G)	Wolverton	UDY P.	RO3(G)	Galatea
LEIGH J.	LRO(G)	Mercury	RICKARD M. J.	CRS	Intrepid			
LEONARD D. J.	RO2(G)	Mercury	RICHARDSON R. M.	CRS	Mercury			
LEVITT K. P.	JRO(G)	Hermione	REIDLEY A. J.	RO3(G)	Bulldog	VALE M. C.	REM	Mercury
LEWINGTON L. R.	WRO	Whitehall	ROBSON M. E.	RO2(W)	Mowhawk	VANSTONE P. C.	RO3(T)	Galatea
LEWIS P. D.	JRO(G)	Hermione	ROBERTS R.	CRS(S)	Mercury	VAN DE WYER	RO1(G)	Mercury
LIDDLE D.	LMA	Mercury	ROBINSON J. R.	FCRS		VENKORT P. N.	JRO(T)	Antrim
LISTER B. A.	JRO(T)	Torquay		(W)	Dryad			
LITSON C. R.	LRO(G)	Cambridge						
LLOYD G.	JRO(G)	Juno						

Name	Rate	Whither	Name	Rate	Whither	Name	Rate	Whither
WADE M. A.	LRO(T)	Mercury	WHITE B. A.	RO1(G)	Mercury	WOODLAND D.	CRS	Mercury
WARD A.	RO3(G)	Bulldog	WHITTAKER R. N.	JRO(G)	Exmouth	WOMBELL A.	CCY	RNR Sussex
WARD J. A.	LRO(T)	Mercury	WILLIAMS C. A.	WRN	Mercury	WRIGHT A.	LRO(T)	CINC-
WALSH W. R.	RO3(W)	Norfolk	WILLIAMS K. J.	CY	Mercury			FLEET
WALLINGTON D. K.	RO2(G)	Mercury	WILLIAMS K.	RS	Argonaut	YEAMAN D. R.	RO2(T)	Mercury
WATERMAN C. J.	JRO(G)	CINC-	WILLIAMS S. P.	RO2(T)	Mercury	YINDLE D. R.	JRO(G)	Devonshire
		FLEET	WILLIAMS B. G.	PO	Mercury	YOUNG D.	RO3(G)	Hermione
WATKINS D. M.	RO(W)	Mercury	WILLIAMSON R. D.	JRO(T)	Fearless	YOUNG B. A.	RS	Mercury
WELLS D. S.	JRO(T)	Torquay	WILKINS T. P.	JRO(G)	CINC-	YOUNG D.	LRO(G)	Mercury
WEST M. F.	JRO(T)	Minerva			FLEET	YOUNG A.	JRO(W)	Eskimo
WHEELS E. L.	WRO	Neptune	WIGAT B.	RO2(G)	Hydra			
WHITE M. J.	LRO(G)	Mauritius	WOOD G. R.	CY	Mercury			
WHITE R. W.	LRO(W)	Scylla	WOODALL D.	RO2(G)	Danae	ZAWADA A. M.	LRO(S)	9 SIG REGT

COMMISSIONING FORECASTS

EDITOR'S NOTE: The following details are forecast only, changes well may take place at short notice. Details are given in the order: Ship, Type, Date if known, Commitment.

Types of service are as follows:

GSS	General Sea Service	HSS	Home Sea Service—Accompanied
GSC	General Service Commission	PS	Port Service
		LRP	Long Refit Period

Salisbury	AD Frigate, June, Devonport, Devonport, GSS/E of Suez
Apollo	GP Frigate, August, Base port changes to Portsmouth
Phoebe	GP Frigate, August, Devonport, LRP
Shavington	CMS, August, Rosyth, Devonport, HSS
Antrim	GM Destroyer, September, Portsmouth, Portsmouth, GSS
Galatea	GP Frigate, September, Devonport, Devonport, GSS/West of Suez
Lynx	
Hecle	Survey Ship, October, Devonport, Extended Refit
Zulu	GP Frigate, October, Rosyth, Rosyth, GSS/West Indies
Brighton	AS Frigate, November, Chatham, Pay off at Gibraltar, ships company and flight transfer to PLYMOUTH
Plymouth	AS Frigate, November, Chatham, Gibraltar, GSS/East of Suez with ships company of BRIGHTON
Herald	Survey Ship, November, Portsmouth, Portsmouth, GSS
Bronington	CMH, December, Rosyth, Gibraltar, HSS
Charybdis	GP Frigate, January, Base port changes to Devonport
Bossington	CMH, January, Portsmouth, Extended refit in Gibraltar
Bulwark	LPH, January, Base port changes to Portsmouth
Sivius	GP Frigate, March, Devonport, LRP
Jaguar	AA Frigate, March, Chatham, Completes refit for SB sqdn
Hermione	GP Frigate, April, Base port changes to Devonport
Brighton	AS Frigate, April, Devonport, Gibraltar, GSS/E of Suez with ships company of RHYL
Rhyl	AS Frigate, May, Devonport, Refit—ships company and flight transfer to BRIGHTON
London	GM Destroyer, May, Portsmouth, Portsmouth, GSS/W of Suez
Custon	CMS, May, Rosyth, HSS
Lincoln	AD Frigate, May, Chatham, Completes refit for SB sqdn
Natal	GP Frigate, May, Devonport, Devonport, GSS/E of Suez
Brinton	CMH, June, Rosyth, Extended refit at Chatham
Dido	GP Frigate, July, Chatham, LRP Devonport
Gavinton	CMH, July, Rosyth, Extended refit at Gibraltar
Envalus	GP Frigate, August, Devonport, Devonport, GSS
Lynx	AA Frigate, September, Devonport, Completes refit for SB sqdn
Hecate	Survey Ship, October, Devonport, LRP at Devonport
Bossington	CMH, October, Portsmouth Gibraltar, HSS
Cleopatra	GP Frigate, October, Devonport, Devonport, GSS

LOOK WHAT THEY'VE DONE TO OUR LOO MAN

by Jaycee

Hic 'novver me ansome'? enquired Stripey, reverently steering the scrumpy jug adjacently to Jan's port yard . . . But oh so carefully out of the perpendicular from a ***** Magpie. Or was is a Cuckoo? Jan thought it was, but as Chats pointed out 'Jan aint no orthority on birds', at the same time recalling the time in Alex a few months previous when Jan had offered half his tot for a sub, in order that he could renew his love affair with a direct descendant of the Queen of Sheba, whom he had met the night before. Like Stripey said 'Buntings should be issued with bifocals when they join'.

Spectacles were however unnecessary for Jan's intended movements. The aroma of Jeyes acted like unto a YG beacon. Kick 'number one's tripehound yes, contravene QR & AI 1836 art 30021 maybe, but desecrate the woods — never. After all their Lordships had, in their wisdom (or something) erected an architectural masterpiece for him (and his oppo's), maybe you did get wet feet in 'night clothing slippers' but the doc insisted it was the best cure he knew of for 'chinky toe-rot', and he should know — was not he right during the winter when he said 'not to worry Jan, the icy winds that whistle thru they ventilation holes (pre glass era) in there would do the same to a brass monkey'. Good ole doc . . . Clochmerle was never like this . . . Valhalla maybe . . .

The strains, unmistakable, of Flo's giggles roused our Jan from his deep study of the decor; White over Black . . . Light over Dark . . . Life over Death . . . funny, one wouldn't think of the Buffer having such artistic and poetic talent hidden inside the bloated carcase, he mused. Not such a bad ole bugger really . . . ulcers I expect.

'At the dip Stripey'! . . . 'Oooops, sorry oppo didn't see you there' 'Sorrigh me beauty . . . but I wish you flaming buntings would acquire a little edification like what us sparkers do . . . the preparative signal is 'gardyloo' permitting your more couth oppos to take evasive action' . . . quoth Stripey, at the same time studying the latest addition to the conquests of Eskimo Nell. (Historical note . . . top left hand corner, next to

the swallows nest) like Confucious say 'he who looks down is a worried man'.

Chats meanwhile, using his intelligence, which they tell me was the reason for giving him a peaked cap and calling him a 'Codshead', had tickled our Flo's fancy enough even to unto the point that she had agreed (having collected 12 pennies) to replenish her 'fanny'. On a course of North, mainly, she approached and entered that other dark tin roofed structure which smelled of 'pussters hard' and long dead 'ticklers', the sanctuary af many aspiring killicks . . . Blue nine . . . Push/pull . . . CCM. Back under the trees, mug enamel replenished, bodies relieved, our heroes fell to musing over old times, as is sailor's want.

Reminiscing still on cloud seven some decades later Jan felt a twinge below the groin. Laying aside his harp Mk1, he raised himself to look at earth below. Meanwhile the rumble of unscheduled thunder and the stench of dieso had aroused both Chats and Stripey. All three gazed in horror at the pall of brick dust that hung over their Alma Mater.

When the awful truth dawned upon them Stripey cried out in anger 'I thought they had some new fangled org these days — for the preservation of buildings of historical interest and intrinsic beauty . . . why aren't they doing something'.

'What can they do' asked Chats, in a resigned tone of voice . . . 'they modern sailors have wash basins in their toilets, scent in bricks upon the wall, even central heating'. 'Blimey, what would poor ole Flo say to that . . . Progress they call it'.

Jan, poor blighter, was so overcome with emotion he could say nothing, but continued to fiddle with his G string. Having lost all faith in St Peter the supposed Patron Saint of all Communicators, he got to his feet and was last seen staggering through the celestial mists, followed by his oppos and their oppos, his harp close up, leading the ever swelling host in that ancient plea to all Mariners . . .

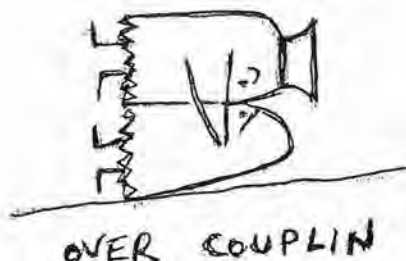
'Please dont pull our . . . down'

Oh send Mr Trellor away

Concrete blocks may look neater, and toilets smell sweeter,

but them 'Heads' were a joy in ourday'

Chorus: (Flo leading from cloud eight) 'Oh please dont pull their . . .



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